Appendix A – 455 East Julian Street Site Plan

Rotten Robbie

#42

455 EAST JULIAN STREET
SAN JOSE, CALIFORNIA
95112

ABBREVIATIONS

@	AND	F.H.C.	FIRE HOSE CABINET	P.LAM.	PLASTIC LAMINATE
L	ANGLE	FIN.	FINISH	PLAS.	PLASTER
@	AT	FL.	FLOOR	PLYWD.	PLYWOOD
℄	CENTERLINE	FLASH.	FLASHING	PR.	PAIR
ø	DIAMETER OR ROUND	FLUOR.	FLUORESCENT	PT.	POINT
#	POUND OR NUMBER	F.O.C.	FACE OF CONCRETE	P.T.D.	PAPER TOWEL DISPENSER
		F.O.F	FACE OF FINISH	P.T.D.F.	PRESSURE TREATED
A		F.O.S.	FACE OF STUDS		DOUGLAS FUR
ACOUS.	ACOUSTICAL	FS	FLOOR SINK	P.T.D./R.	COMBINATION PAPER TOWEL
ADJ.	ADJUSTABLE	FT.	FOOT OR FEET		DISPENSER & RECEPTACLE
AGGR.	AGGREGATE	FTG.	FOOTING	PTN.	PARTITION
AL.	ALUMINUM	FURR.	FURRING	P.T.R.	PAPER TOWEL RECEPTACLE
APPROX.	APPROXIMATE	FUT.	FUTURE		
ARCH.	ARCHITECTURAL			Q	
ASB.	ASBESTOS	G		QT.	QUARRY TILE
ASPH.	ASPHALT	GA.	GAUGE		
A.C.	ASPHALTIC CONC.	GALV.	GALVANIZED	R	
A.B.	AGGREGATE BASE	GB.	GRAB BAR	R.	RISER
		GC.	GENERAL CONTRACTOR	RAD.	RADIUS
B		GL.	GLASS	R.D.	ROOF DRAIN
BD.	BOARD	GND.	GROUND	REF.	REFERENCE
BITUM.	BITUMINOUS	GR.	GRADE	REFR.	REFRIGERATOR
BLDG.	BUILDING	GYP.	GYPSUM	REGTR.	REGISTER
BLK.	BLOCK			REINF.	REINFORCED
BM.	BEAM	H		REQ.	REQUIRED
BOT.	BOTTOM	H.B.	HOSE BIBB	RESIL.	RESILIENT
		H.C.	HOLLOW CORE	RM.	ROOM
C		HDWD.	HARDWOOD	R.O.	ROUGH OPENING
C.C.	CENTER TO CENTER	HDWE.	HARDWARE	RWD.	REDWOOD
CAB.	CABINET	HGT.	HEIGHT	R.W.L.	RAIN WATER LEADER
C.B.	CATCH BASIN	H.M.	HOLLOW METAL		
CEM.	CEMENT	HORIZ.	HORIZONTAL	S	
CER.	CERAMIC	HR.	HOUR	S.	SOUTH
C.I.	CAST IRON	HS	HAND SINK	S.C.	SOLID CORE
C.G.	CORNER GUARD			S.C.D	SEAT COVER DISPENSER
CLG.	CEILING	I		SCHED.	SCHEDULE
CLG.	CAULKING	I.D.	INSIDE DIAMETER(DIA.")	S.D.	SOAP DISPENSER
CLO.	CLOSET	INSUL.	INSULATION	SECT.	SECTION
CLR.	CLEAR	INT.	INTERIOR	SH.	SHELF
CMU	CONC. MASONRY UNIT	IPS	INTERIOR PAINT SYSTEM	SHR.	SHOWER
COL.	COLUMN			SHT.	SHEET
CONC.	CONCRETE	J		SIM.	SIMILAR
CONN.	CONNECTION	JAN.	JANITOR	S.N.D.	SANITARY NAPKIN DISPENSER
CONSTR.	CONSTRUCTION	JT.	JOINT	S.N.R.	SANITARY NAPKIN RECEPTACLE
CONT.	CONTINUOUS			SPEC.	SPECIFICATION
CORR.	CORRIDOR	K		SQ.	SQUARE
CTSK.	COUNTERSUNK	KIT.	KITCHEN	S.S.	STAINLESS STEEL
CNTR.	COUNTER			S.SK.	SERVICE SINK
CTR.	CENTER	L		STA.	STATION
		LAB.	LABORATORY	STD	STANDARD
D		LAM.	LAMINATE	STL.	STEEL
DBL.	DOUBLE	LAV.	LAVATORY	STOR.	STORAGE
DEPT.	DEPARTMENT	LKR.	LOCKER	STRL.	STRUCTURAL
D.F.	DOUGLAS FUR	LT.	LIGHT	SUSP.	SUSPENDED
DET.	DETAIL			SYM.	SYMMETRICAL
DIA.	DIAMETER	M			
DIM.	DIMENSION	MAX.	MAXIMUM	T	
DISP.	DISPENSER	M.C.	MEDICINE CABINET	TRD.	TREAD
DWY.	DRIVEWAY	MECH.	MECHANICAL	T.B.	TOWEL BAR
DN.	DOWN	MEMB.	MEMBRANE	T.O.C.	TOP OF CURB
D.O.	DOOR OPENING	MTL.	METAL	TEL.	TELEPHONE
DR.	DOOR	MFR.	MANUFACTURER	TER.	TERRAZZO
DWR.	DRAWER	MH.	MANHOLE	T.&G.	TONGUE AND GROOVE
DS.	DOWN SPOUT	MIN.	MINIMUM	T.O.P.	TOP OF PAVEMENT
D.S.P.	DRY STANDPIPE	MIR.	MIRROR	T.P.D.	TOILET PAPER DISPENSER
DWG.	DRAWING	MISC.	MISCELLANEOUS	T.V.	TELEVISION
		M.O.	MASONRY OPENING	T.O.B.	TOP OF BALL
E		MS	MOP SINK	TYP.	TYPICAL
(E)	EXISTING	MTD.	MOUNTED		
E.	EAST	MUL.	MULLION	U	
EA.	EACH			UNF.	UNFINISHED
E.J.	EXPANSION JOINT	N		U.O.N.	UNLESS OTHERWISE NOTED
EL.	ELEVATION	(N)	NEW	URI.	URINAL
ELEC.	ELECTRICAL	N.	NORTH		
ELEV.	ELEVATOR	N.I.C.	NOT IN CONTRACT	V	
EMER.	EMERGENCY	NO. OR #	NUMBER	VERT.	VERTICAL
ENCL.	ENCLOSURE	NOM.	NOMINAL	VEST.	VESTIBULE
E.P.	ELECTRICAL PANEL BOARD	N.T.S.	NOT TO SCALE		
EPS	EXTERIOR PAINT SYSTEM			W	
EQ.	EQUAL	O		W.	WEST
EQPT.	EQUIPMENT	OA.	OVERALL	W/	WITH
E.W.C.	ELECTRIC WATER COOLER	OBS.	OBSCURE	W.C.	WATER CLOSET
EXPO.	EXPOSED	O.C.	ON CENTER	WD.	WOOD
EXT.	EXPANSION	O.D.	OUTSIDE DIAMETER	W/O	WITHOUT
EXT.	EXTERIOR	OFF.	OFFICE	WP.	WATERPROOF
		OPNG.	OPENING	WSCT.	WAINSCOT
F		OPP.	OPPOSITE	WT.	WEIGHT
F.A.	FIRE ALARM	O.S.B.	ORIENTED STRAND BOARD		
F.B.	FLAT BAR				
F.D.	FLOOR DRAIN	P			
FDN.	FOUNDATION	P.F.	PER FOOT		
F.E.	FIRE EXTINGUISHER	PRCST.	PRECAST		
F.E.C.	FIRE EXTINGUISHER CAB.	PL.	PLATE		

GENERAL NOTES

1. Scope: Provide all items, articles, materials and operations including labor, materials, equipment and incidentals necessary for a complete job.
2. Materials and equipment shall be installed, applied, or erected in accordance with manufacturers recommendations or requirements, unless the drawings exceed those requirements or recommendations.
3. By executing the contract, the General Contractor affirms he has visited the site and is familiar with the conditions under which the work is to be performed.
4. Responsible supervision shall be at the site during all phases of construction.
5. Contractor to verify all conditions and dimensions at the site. All inconsistencies shall be brought to the attention of the Architect before proceeding with the work.
6. Conform to the current edition of all adopted building codes and ordinances.
7. DO NOT SCALE DRAWINGS, VERIFY AT SITE.
8. Details not specifically shown shall be similar to adjacent details.
9. The Contractor shall coordinate the work of all trades and verify all dimensions.
10. No structural work shall be cut, notched or otherwise penetrated, unless approved in writing by the Architect in advance, unless detailed on the drawings.
11. The Contractor shall be responsible for the safety of the building and the occupants during construction, and shall provide adequate protection. The Contractor shall comply with applicable safety requirements and codes.
12. Contractor shall provide debris box and keep premises clean daily.
13. Provide construction dust barriers as required by governing authority.
14. All work in the public right of way will require a Construction Encroachment Permit.
15. Prior to excavation, determine and verify location of utility services in all areas to be excavated.
16. Contractor shall comply with all pertinent laws, codes, regulations. C.B.C., governing agencies and manufactures specifications, unless greater requirements are indicated, and/or are necessary for the safety of the project.
17. The owner shall pay for all standard permits required for the construction documents.
18. The General Contractor shall provide owner with a construction schedule prior to starting the work, and shall provide a qualified superintendent throughout the work.
19. Unless stated otherwise in the scope of work summary, the General Contractor shall install all other procedures, testing and materials.
20. Local jurisdiction business licenses are/may be required for all Contractors and Subcontractors providing work on the building or site.
21. The General Contractor shall provide barricades and safety signs per O.S.H.A. requirements, and provide testing of the petroleum system and controls (including a systems Petrotite test), and of all new and modified air, water and electrical systems.
22. Construction activities shall be limited to the following hours of operations (failure to comply with following hours of operations would result in withholding of inspection):

    8:00 a.m. to 8:00 p.m. Monday thru Friday
    9:00 a.m. to 7.00 p.m. Weekends/Holidays
    No individual piece of equipment shall produce a noise level exceeding 85 dBA at 25 ft from the source. If the device is located within a structure on the property, the measurement shall be made at distances as close to 25 ft from the device as possible.
23. Mitigate impacts that could be triggered from construction. The Contractor will shield unwanted glare from machines or temporary use of equipment.
24. The prime Contractor awarded the construction work will be required to have State Hazardous Substance Removal Certification in addition to their State Contractor's license.
25. Any excavated material that is of a suspicious nature will be stockpiled on-site, samples will be taken by the consultant and tested for the presence of contaminants. Any excavated material that does not meet the requirements of the responsible regulatory agencies will be hauled off-site to an approved landfill. Any material that meets the requirements of the regulatory agencies will be placed back in the work area and/or disposed off-site to a normal disposal/recycling facility.
26. Any stockpiled material will be placed on plastic sheeting and covered with plastic sheeting to prevent spreading and mixing of the material.
27. Utility companies responsible for the relocation of facilities as part of the construction work in accordance with franchise agreements with the local jurisdiction will be required to provide their own monitoring program for the presence of hazardous materials during construction in accordance with all regulatory agencies.
28. If necessary, a technical report will be prepared by the local jurisdiction approved environmental consultant documenting conditions witnessed during the excavation work and any other tasks performed.
29. Particularly loud noises shall not occur before 8:00 a.m. on weekdays and not at all on weekends. The Assistant local jurisdiction Manager upon a determination that unusually loud construction activities are significantly impacting the neighbors may modify the hours of construction. Failure to comply with the above-described hours of operation may result in withholding inspections and possible construction prohibitions, subject to the review and approval of the Engineer. No individual piece of equipment shall produce a noise level exceeding 85 dBA at 25 ft from the source. If the device is located within a structure on the property, the measurement shall be made at distances as close to 25 ft from the device as possible. Noise level at any point outside of the property plane shall not exceed 85 dBA.
30. Sidewalks, parking lots and other paved areas must be swept regularly to prevent the accumulation of litter and debris. If pressure washed, debris must be trapped and collected to prevent entry into the storm drain system. No cleaning agent may be discharged to the storm drain.
31. Hours of operation are restricted from 6:00 a.m. to 11:00 p.m. Monday through Friday and 7:00 a.m to 11:00 p.m. on Saturday and Sunday.
32. Air and Water service shall be available at all times. See sheet A102 for details.
    An attendant shall be available on site during business hours to assist handicapped customers.
32. Alcohol, beer, or wine sales are prohibited.
33. When a special inspection is required by CBC Section 1704, the Engineer of Record shall prepare an inspection program that shall be submitted to the Building Official for approval prior to issuance of the building permit.

CONSULTANTS

CIVIL

SMP ENGINEERS
1534 Carob Ln.
Los Altos CA 94024
P: (650) 941-8055
Contact: Saeid Razavi

LANDSCAPING:

PERRY DESIGN
2280 Strap Miner Trail
Cool CA 95614
P: (530) 823-2621
Contact: Carol Brown

STRUCTURAL:

SKW & ASSOCIATES
2237 Scenic Drive
Modesto CA 95355
P: (209) 523-8323
Contact: Allan V. Stevenson

SCOPE OF WORK

THE PROJECT ENTAILS REMOVAL OF AN APPROXIMATELY 1,200 SQUARE FOOT BUILDING AND 800 SQUARE FEET OF STORAGE BUILDING AS WELL AS REMOVAL OF EXISTING BILLBOARDS. PROPOSED REDEVELOPMENT INCLUDES CONSTRUCTION OF A 3,183 SQUARE FOOT CONVENIENCE STORE WITH PARKING AND LANDSCAPE UPGRADES. THE NEW CONVENIENCE STORE WILL HAVE OFF-SALE OF ALCOHOL. OTHER IMPROVEMENTS INCLUDE TWO NEW DRIVEWAYS ON EAST JULIAN ST AND ONE SINGLE DRIVEWAY ON NORTH 10TH STREET. ADDITIONALLY, PARKING LOT AND LANDSCAPING PROPOSED UPGRADES AS WELL AS CONSTRUCTION OF A TRASH ENCLOSURE.

THE PROPOSED SIGNAGE IS NOT PART OF THE PLANNING SCOPE OF WORK.

PROJECT DATA

ASSESSOR'S PARCEL NUMBER(S): 249-52-017

ZONING: CN - COMMERCIAL NEIGHBORHOOD

GP DESIGNATION: NEIGHBORHOOD/COMMUNITY COMMERCIAL

SITE ADDRESS: 455 EAST JULIAN ST.

PROJECT SITE AREA (GROSS): (0.38 ACRES) +/-16,553 S.F.

BUILDING DATA:

STRUCTURE	CBC OCCUP.	TYPE OF CONST.	AREA
RETAIL			
NEW CONVENIENCE STORE	M	V B	3,183 S.F.
(E) CONVENIENCE STORE	M	V B	1,200 S.F.
(E) FUELING CANOPY	M	II B	2,027 S.F.
STORAGE	S-1	V B	495 S.F.

FLOOR TO AREA RATIO:

TOTAL AREA OF SITE:	16,533 S.F.
TOTAL AREA OF BLDGS: (W/O CANOPY)	(19%) 3,183 S.F.
TOTAL AREA OF BLDGS: (W/ CANOPY)	(32%) 5,210 S.F.

LANDSCAPING DATA:

TOTAL AREA OF LANDSCAPING:	3,861 S.F.
PERCENTAGE OF SITE LANDSCAPED:	23 %

PARKING DATA:

BUILDING AREA	PARKING RATIO	REQ'D.
CONVENIENCE STORE	(1:200) 85% OF 3,183=2,706 S.F./200	= 14
FUELING CANOPY	(Has 10 Fueling Positions)	= N/A
GAS STATION USE	1/EMPLOYEE= 3EMPLOYEES/SHIFT	= 3
	TOTAL REQ'D PARKING	= 17

PARKING PROVIDED

REGULAR SPACES	= 5
VAN ACCESSIBLE SPACES	= 1
MOTORCYCLE	= 1
AIR/WATER	= 1
CLEAN AIR VEHICLE	= 1
FUELING POSITIONS	= 10
TOTAL =	19
BICYCLE PARKING	= 1

BUILDING CODED ANALYSIS

DESIGN CODE: 2016 CBC, CFC, CMC, CPC, CEC, CGBSC, CA ENERGY CODE

OCCUPANCY AND BUILDING USE: GROUP M (MERCANTILE)

TYPE OF CONSTRUCTION: V B

NUMBER OF STORIES: 2 ALLOWED / 1 SHOWN

BUILDING HEIGHT: 17-6"

BUILDING HEIGHT ALLOWED (PER CBC TABLE 504.3): 60 FT

BUILDING AREA: 3,183 SF

BUILDING AREA ALLOWED (PER CBC 88C, 507.4 SPRINKLERED) TYPE V B: 36,000 SF

FIRE RATING: 2HR (PER TABLE 602) FSD= 5FT

FIRE SPRINKLERS: YES
FIRE ALARM: YES
OCCUPANT LOAD FOR EGRESS: MERCANTILE
CONVENIENCE STORE: 3,183 SF / 60 PER OCC. = 54 OCC.

EXITS:
2 EXITS REQUIRED FOR OCCUPANT LOAD > 50
CONVENIENCE STORE EXIT WIDTH: 32 OCCUPANTS x .2 = 6.4 IN. REQUIRED
(1) 72" EXIT DOORS = (1) 36" EXIT DOOR = 108 IN. PROVIDED

HIGH FIRE HAZARD SEVERITY ZONE: NO
SEISMIC JOINTS: NO
EMERG. RESPONDER RADIO COVERAGE: YES

VICINITY MAP

SCALE: 1" = 500'-0"

DRAWING INDEX

K12 Architects

K12 Architects, Inc
3090 Fite Circle, #104
Sacramento, CA 95827
PH:(916) 455-6500 FAX:(916) 455-8100

CONSULTANTS:

CONTRACTOR:

PROJECT:

Rotten Robbie
#42
CP18-028

455 East Julian Street
San Jose, California
95122

DEVELOPER:

Robinson Oil Corporation
955 Martin Ave.
Santa Clara, CA 95050

REVISIONS:

1 PUBLIC WORKS, FIRE, PLANNING & PLANNING REVISIONS — AUG. 2, 2018
2 PUBLIC WORKS PLANNING REVISIONS — FEB. 19, 2019
3 PUBLIC WORKS PLANNING REVISIONS — SEPT. 24, 2019

PROFESSIONAL SEALS:

LICENSED ARCHITECT — TOM WAGENHOFER — C-14729 — 30th, 2019 — RENEWAL — STATE OF CALIFORNIA

PROJECT NUMBER: 17-042 | PROJECT DATE: 06-17-2019

SHEET CONTENTS:

COVER SHEET

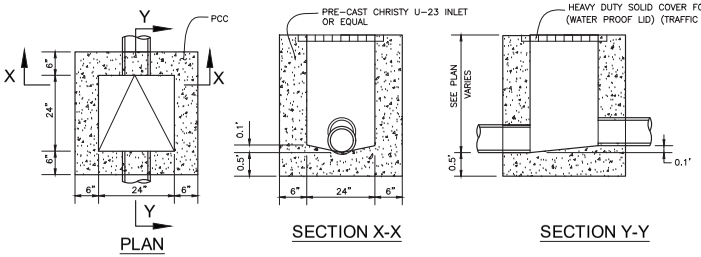
SHEET NUMBER:

A001

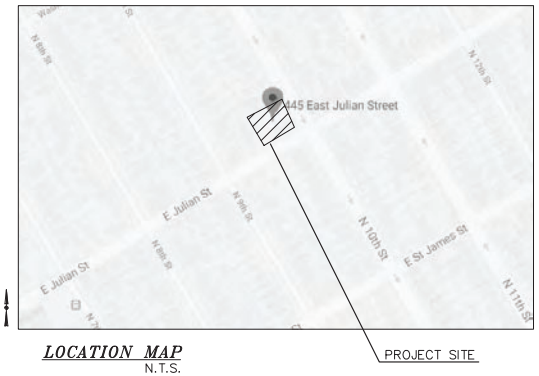
PRELIMINARY GRADING AND DRAINAGE PLANS
RETAIL BUILDING AT GAS STATION
445 E. JULIAN ST., SAN JOSE, CA 95112

ABBREVIATIONS

	DESCRIPTION		DESCRIPTION
AB	AGGREGATE BASE (CLASS AS NOTED)	JP	JOINT POLE
AC	ASPHALT CONCRETE	MON	MONUMENT
AD	AREA DRAIN	OG	ORIGINAL GROUND
BC	BEGIN OF CURVE	PB	PULL BOX
BO	BLOW OFF	PGEV	PG&E VAULT
BW	BACK OF WALK	P_PL	PROPERTY LINE
BWAL	BLACK WALNUT TREE	PP	POWER POLE
CFF	GARAGE FINISH FLOOR (BACK)	PPP	PLASTIC PERFORATED PIPE
℄,CL	CENTERLINE	PSE	PUBLIC SERVICE EASEMENT
CLSW	CENTERLINE SWALE	PVC	POLYVINYL CHLORIDE
CO	CLEANOUT	R/W	RIGHT OF WAY
CP	CONTROL POINT	RCP	REINFORCED CONCRETE PIPE
DDW	DIRT DRIVEWAY	SD	STORM DRAIN
DI	DROP INLET	SDMH	STORM DRAIN MANHOLE
DLITE	DAYLIGHT	SS	SANITARY SEWER LINE
ELCT	ELECTROLIER	SSMH	SANITARY SEWER MANHOLE
EP	EDGE OF PAVEMENT ELEVATION	SW	SIDEWALK
EUC	EUCALYPTUS TREE	TC	TOP OF CURB
EX	EXISTING	TOB	TOP OF BANK
FF	FINISHED FLOOR	TOE	TOE OF SLOPE
FG	FINISH GRADE	TF	TOP OF FOUNDATION
FH	FIRE HYDRANT	TP	TOP OF PIPE
FL	FLOWLINE	UG	UNDERGROUND GAS
FNC	FENCE	USS	UNDERGROUND SANITARY SEWER
FOG	FOG LINE	UST	UNDERGROUND STORM DRAIN
GB	GRADE BREAK	UT	UNDERGROUND TELEPHONE
GFF	GARAGE FINISHED FLOOR (FRONT)	UW	UNDERGROUND WATER
GUY	GUY WIRE	VCP	VITRIFIED CLAY PIPE
HP	HIGH POINT	WL	WHITE LINE STRIPE
IP	IRON PIPE	WM	WATER METER
LIP	LIP OF GUTTER	WV	WATER VALVE
C&G	CURB AND GUTTER	YL	YELLOW LINE STRIPE



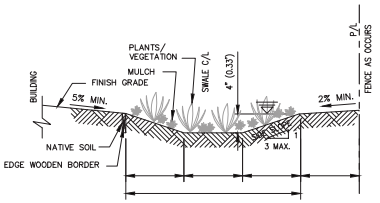
STORM DRAIN JUNCTION BOX
N.T.S



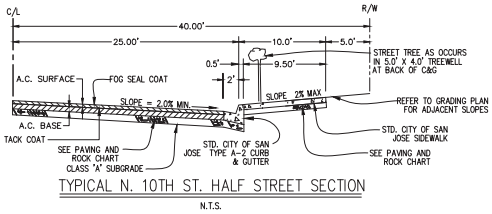
LOCATION MAP
N.T.S.

LEGEND

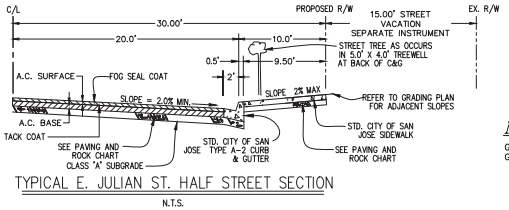
EXISTING	PROPOSED	DESCRIPTION
		PROPERTY LINE
F	F	FILL AREA LIMIT
C	C	CUT AREA LIMIT
102	102	CONTOUR
W	W	WATER LINE
SD	SD	STORM DRAIN PIPE (SOLID)
SS	SS	SANITARY SEWER PIPE
SUB	SUB	SUBDRAIN PIPE (PERFORATED)
OH e,T,TV	OH e,T,TV	OVERHEAD UTILITIES WITH POLE
G	G	GAS LINE
E	E	ELECTRIC LINE (UNDERGROUND)
JT	JT	JOINT TRENCH
SLV	SLV	STREET LIGHT VAULT
SSCO	SSCO	SANITARY SEWER CLEANOUT
		SANITARY SEWER MANHOLE
		STORM DRAIN MANHOLE
		ELECTROLIER
WM	WM	WATER METER
		TREE WITH TRUNK
x	x	6' WOODEN FENCE
102.23	102.23	SPOT ELEVATION
		TREE PROTECTION FENCE 5' TALL CHAIN LINK
		SWALE
		DIRECTION OF FLOW IN PIPE
		AREA DRAIN/ INLET
		OVERLAND RELEASE PATH
		GRADE TO DRAIN, 2% MIN. AWAY FROM HOUSE 1% MIN. FROM PROPERTY LINE TO SWALE
		(E) TREE TO BE REMOVE
		DOWN-SPOUT
		POP-UP EMITTER



EARTH SWALE DETAIL
NTS



TYPICAL N. 10TH ST. HALF STREET SECTION
N.T.S.



TYPICAL E. JULIAN ST. HALF STREET SECTION
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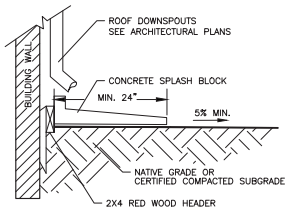


SPLASH BLOCK
NTS

SHEET INDEX:

NOTE:

GRADING AND DRAINAGE PLANS SHALL BE REVIEWED AND APPROVED BY THE PROJECT GEOTECHNICAL ENGINEER.

NOTICE TO CONTRACTORS

CONTRACTOR TO NOTIFY U.S.A. (UNDERGROUND SERVICE ALERT) AT 800-227-2600 A MINIMUM OF 2 WORKING DAYS BEFORE BEGINNING UNDER-GROUND WORK FOR VERIFICATION OF THE LOCATION AND DEPTH OF UNDERGROUND UTILITIES.

1-800-227-2600 CALL BEFORE YOU DIG UNDERGROUND SERVICE ALERT 1-800-227-2600

BENCHMARK

S.C.V.W.D. BENCHMARK
BM #1095, DISK FOUND
ELEV= 63.99 (NAVD 88 DATUM)

PLANNING NO.
PERMIT No.
PROJECT No. 3-

BASIS OF BEARINGS

RECORD INFORMATION WAS USED. PER RECORD MAP, BOOK: 541 PAGE: 41 WHICH IS FILED IN THE COUNTY OF SANTA CLARA RECORDER'S OFFICE.

SMP
ENGINEERS
CIVIL ENGINEERS
1534 CAROB LANE
LOS ALTOS, CA 94024
TEL: (650) 941-8055
FAX: (650) 941-8755

OWNER:

COVER SHEET/ NOTES/ DETAILS
445 E. JULIAN ST.
SAN JOSE, CALIFORNIA
PRELIMINARY GRADING AND DRAINAGE PLANS

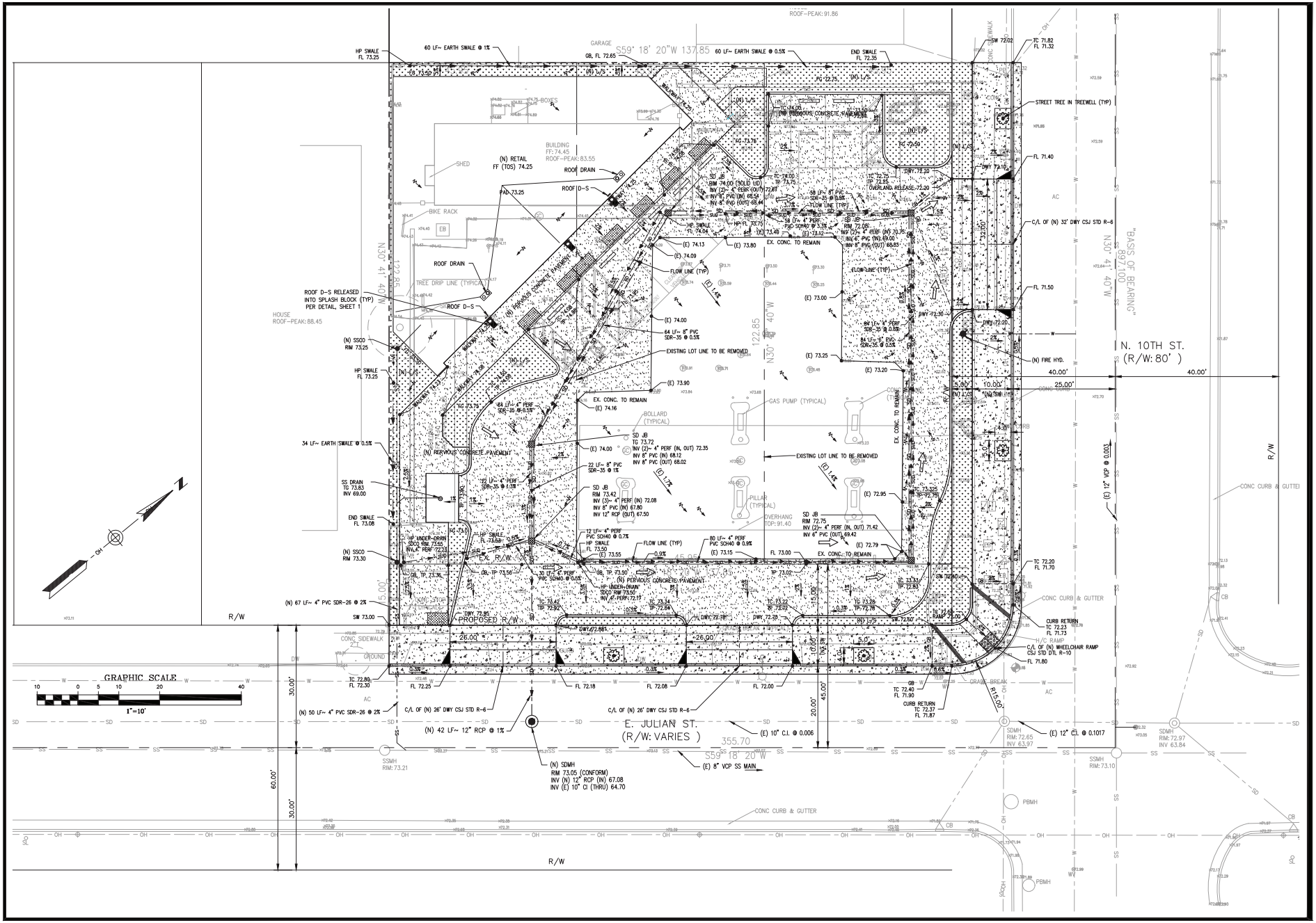
Revisions:

REGISTERED PROFESSIONAL ENGINEER SAEID NAZIVI No. C52724 CIVIL STATE OF CALIFORNIA

CSJ PLANING FILE NO.
CP18-028

Date: 10/3/2019
Scale: NTS
Designed by: V.G.
Checked by: S.R.
Job #: 218116

Sheet: 1 OF 4
C-1



SMP
ENGINEERS
CIVIL ENGINEERS

1534 CAROB LANE
LOS ALTOS, CA 94024
TEL: (650) 941-8055
FAX: (650) 941-8755

OWNER:

PRELIMINARY GRADING AND DRAINAGE PLANS

GRADING AND DRAINAGE PLAN
445 E. JULIAN ST.
SAN JOSE, CALIFORNIA

Revisions:

REGISTERED PROFESSIONAL ENGINEER
SAEED NAZNY
No. C52724
CIVIL
STATE OF CALIFORNIA

CSJ PLANING FILE NO.
CP18-028

Date: 10/3/2019
Scale: 1"=10'
Designed by: V.G.
Checked by: S.R.
Job #: 218116

Sheet: 2 OF 4
C-2

SIZING FOR VOLUME BASED TREATMENT

Step 1: Drainage Area and % Impervious

DMA # 1

A= 16992 s.f.

Impervious Area = 8865 s.f. — **% Imperviousness (i)= 52.17%**

Pervious Pavement Area = 8127 s.f.

Step 2: Calculate Correction Factor

MAPsite = 16 — Correction Factor= **1.1611**

MAPgage = 13.9

Step 3: Calculate Mean Storm Event at the Site.

P6(gage): 0.512 in

P6(site)= P6(gage) x Correction Factor

P6(site): 0.58935 in

Step 4: Calculate the Watershed Runoff Coefficient (Cw)

Cw= 0.858i^3 - 0.78i^2 + 0.774i + 0.04

Cw: 0.3533419

Step 5: Calculate Maximized Detention Storage Volume (Po)

Regression Factor (a) a = 1.963 (48 hour draw down)

Po = a x Cw x P6(site)

Po: 0.40878 in.

Design Volume = Po x A x 1ft/12in

Design Volume = 578.834 ft^3

SELF RETAINING (PERVIOUS PAVEMENT)

Step 6: Calculate Min. Storage Depth Required.

Porosity of Rock*	Min. Storage Depth Required (in)	Pervious ≥ 1/2 Impervious**
0.40	2.14	Yes

Minimum Storage Depth = Design Volume (c.f.) / Pervious Pavement Area (s.f.) / rock porosity x 12 in/1 ft

* Porosity of Class II Permeable = 0.4 based on SCVUURP training.

** If value = "No" increase size of pervious pavement.

FORM #120 - Stormwater Evaluation Form

2. SURFACE DATA

2.a. Enter the Project Phase Number (1, 2, 3, etc. or N/A if Not Applicable): N/A

2.b. Total area of site: 0.44 acres

2.c. Total Existing Impervious Surfaces on site: 18,301 sq. ft.

2.d. Total area of site that will be disturbed: 0.32 acres

COMPARISON OF IMPERVIOUS AND PERVIOUS SURFACES AT PROJECT SITE	Existing Surface Area Disturbed sq. ft.	Proposed Surface To Be Replaced sq. ft. [1]	Proposed Surface New sq. ft. [2]	RESET CALCULATIONS
2.e. IMPERVIOUS SURFACES				
Roof Area	1,708	3,290	23	
Parking	7,027	0	0	
Sidewalks, Patios, Driveways, Etc.	2,446	423	0	
Public Streets	1,991	0	0	Total Proposed Impervious Surface (replaced + new)
Private Streets	0	0	0	
Online form auto-calculates: **Impervious Surfaces Total**	e.1. 13,172	e.2. 3,713	e.3. 23	e.4. 3,736
2.f. PERVIOUS SURFACES				
Landscaped Area	701	360	1,650	
Pervious Paving	0	242	7,885	Total Proposed Pervious Surface (replaced + new)
Green Roof and other Pervious Surfaces	0	0	0	
Online form auto-calculates: **Pervious Surfaces Total**	f.1. 701	f.2. 602	f.3. 9,535	f.4. 10,137

2.g. **Percentage of Site's Impervious Area Replacement** (e.2 ÷ 2.c) X 100: Online form auto-calculates: g. 20.29 %

[1] *Proposed Replaced Impervious Surface:* Replacement of an existing impervious surface with another impervious surface.

[2] *Proposed New Impervious Surface:* New impervious surface that will cover an existing pervious surface.

Compliance with NPDES Permit Provision C.3:

The San Francisco Bay Regional Water Quality Control Board (SFRWQCB) incorporated updated requirements into Santa Clara County's National Pollution Discharge Elimination System (NPDES) Permit in August 06. These updated stormwater quality control requirements are predominantly in the category of new development discharge controls. The Permit requires that permanent, post-construction stormwater quality control measures be implemented as part of development projects.

Updated stormwater quality control measures include:
- Source Control Measures
- Site Design Measures
- Treatment Control Measures

Beginning August 15, 2006, all projects creating or replacing 10,000 sq. ft. or more of impervious surface area must design and install a permanent post-construction stormwater treatment facility on the site. The system must be design and installed according to numeric sizing criteria.

All projects, regardless of size that create or replace impervious surface may be required to install stormwater quality controls to the maximum extent practicable.

This project proposes to implement appropriate source control and site design measures. The project creates/replaces LESS THAN 10,000 SQFT of impervious surface area, therefore, it is not required to provide stormwater treatment facilities based on numeric sizing criteria. However, the project proposes to implement stormwater treatment measures to maximize the removal of pollutants to the maximum extent practicable.

SITE DESIGN MEASURES:

1. PROTECT EXISTING TREES, VEGETATION, AND SOIL.
2. REDUCE EXISTING IMPERVIOUS SURFACES.
3. CREATE NEW PERVIOUS AREAS:
   a. PARKING STALLS.
   b. WALKWAYS AND PATIOS.
   c. LANDSCAPE AREAS..
4. DIRECT RUNOFF FROM ROOFS, SIDEWALKS, PATIOS TO LANDSCAPED AREAS.
5. CLUSTER STRUCTURES/PAVEMENT.
6. PARKING:
   a. NOT PROVIDED IN EXCESS OF CODE.

SOURCE CONTROL MEASURES:

1. CONNECT THE FOLLOWING FEATURES TO SANITARY SEWER:
   a. COVERED TRASH/ RECYCLING ENCLOSURES.
2. SERVICE STATIONS/ FUELING AREAS (MUST INCLUDE ALL FOUR BELOW):
   a. GRADE FUELING AREAS TO PREVENT PONDING.
   b. USE CONCRETE FOR THE FUEL AREA SURFACE.
   c. SEPARATE THE FUELING AREA FROM THE REST OF THE SITE BY A GRADE BREAKS THAT PREVENT RUN-ON.
   d. COVER THE FUELING AREAS WITH A CANOPY EXTENDING A MINIMUM OF TEN FEET FROM EACH PUMP.
3. BENEFICIAL LANDSCAPING.
4. USE OF WATER EFFICIENT IRRIGATION SYSTEMS.
5. MAINTENANCE (PAVEMENT SWEEPING, CATCH BASIN CLEANING, GOOD HOUSEKEEPING).
6. STORM DRAIN LABELING.

TREATMENT SYSTEMS:
NOT APPLICABLE

TREATMENT CONTROL MEASURE SUMMARY TABLE

DMA #	TCM #	Location	Treatment Type	LID or Non-LID	Sizing Method	Drainage Area (s.f.)	Impervious Area (s.f.)	Pervious Area (Permeable Pavement) (s.f.)	Pervious Area (Other) (s.f.)	% Onsite Area Treated by LID or Non-LID TCM	Storage Depth Required (ft)	Storage Depth Provided (ft)	Comments
1	1	Onsite	Self-retaining areas	LID	1B. Volume	16,992	8,865	8,127	0	89.42%	0.18	0.25	
2	2	Onsite	Self-treating areas	LID	N/A	925	0	0	925	4.87%			
3	3	Onsite	Self-treating areas	LID	N/A	198	0	0	198	1.04%			
4	4	Onsite	Self-treating areas	LID	N/A	273	0	0	273	1.44%			
5	5	Onsite	Self-treating areas	LID	N/A	239	0	0	239	1.26%			
6	6	Onsite	Self-treating areas	LID	N/A	60	0	0	60	0.32%			
7	7	Onsite	Self-treating areas	LID	N/A	67	0	0	67	0.35%			
8	8	Onsite	Self-treating areas	LID	N/A	248	0	0	248	1.31%			
9	-	Offsite	Roadway Project ***	N/A	N/A	1,085	576	0	509	-			
10	-	Offsite	Maintenance	N/A	N/A	3,056	2,976	0	80	-			
					Totals:	19,002	8,865	8,127	2,010	100.00%			

Footnotes:

*** Per Chapter 2.3 of the C3 Stormwater Handbook Roadway projects that add new sidewalk along an existing roadway are exempt from Provision C.3.c of the Municipal Stormwater Permit.

OPERATION AND MAINTENANCE INFORMATION:

I. PROPERTY INFORMATION:
- I.A. PROPERTY ADDRESS: 445 E. JULIAN ST.
  SAN JOSE, CA, 95112
- I.B. PROPERTY OWNER: ROBINSON OIL CORPORATION, A CALIFORNIA CORPORATION

II. RESPONSIBLE PARTY FOR MAINTENANCE:
- II.A. CONTACT: DAVE MORDICK
- II.B. PHONE NUMBER OF CONTACT: (408) 327-4325
- II.C. EMAIL: DMORDICK@ROTTENROBBIE.COM
- II.D. ADDRESS: ROBINSON OIL CORPORATION, DAVE MORDICK, 955 MARTIN AVENUE, SANTA CLARA, CA 95050

PROJECT SITE INFORMATION:

1. SOILS TYPE: D
2. GROUND WATER DEPTH: 18 FT.
3. NAME OF RECEIVING BODY: GUADALUPE
4. FLOOD ZONE: D
5. FLOOD ELEVATION (IF APPLICABLE):

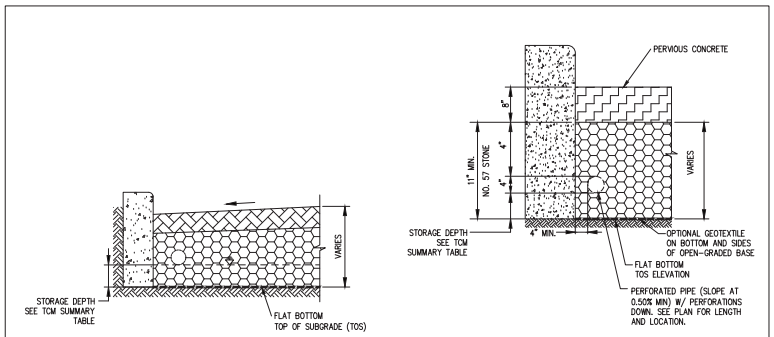
STANDARD STORMWATER CONTROL NOTES:

- STANDING WATER SHALL NOT REMAIN IN THE TREATMENT MEASURES FOR MORE THAN FIVE DAYS. TO PREVENT MOSQUITO GENERATION SHOULD ANY MOSQUITO ISSUES ARISE, CONTACT THE SANTA CLARA VALLEY VECTOR CONTROL DISTRICT (DISTRICT). MOSQUITO LARVICIDES SHALL BE APPLIED ONLY WHEN ABSOLUTELY NECESSARY, AS INDICATED BY THE DISTRICT AND THEN ONLY BY A LICENSED PROFESSIONAL OR CONTRACTOR. CONTACT INFORMATION FOR THE DISTRICT IS PROVIDED BELOW
- DO NOT USE PESTICIDES OR OTHER CHEMICAL APPLICATIONS TO TREAT DISEASED PLANTS. CONTROL WEEDS OR REMOVED UNWANTED GROWTH. EMPLOY NON-CHEMICAL CONTROLS (BIOLOGICAL, PHYSICAL AND CULTURAL CONTROLS) TO TREAT A PEST PROBLEM. PRUNE PLANTS PROPERLY AND AT THE APPROPRIATE TIME OF YEAR. PROVIDE ADEQUATE IRRIGATION FOR LANDSCAPE PLANTS. DO NOT OVER WATER.

PERVIOUS CONCRETE REQUIREMENTS

CONTRACTOR OR PERMITEE SHALL:

- PROVIDE CERTIFICATION FROM THE CONCRETE MANUFACTURER THAT THE CONCRETE MEETS THE REQUIREMENTS OF THE C3 STORMWATER HANDBOOK FOR PERVIOUS PAVERS. THIS INCLUDES, BUT IS NOT LIMITED TO, HAVING A MINIMUM SURFACE INFILTRATION RATE OF 100"/HR WHEN TESTED IN ACCORDANCE WITH ASTM C1701.
- ONLY CONTRACTORS HOLDING CERTIFICATION OF COMPLETION FROM THE NATIONAL READY MIX CONCRETE ASSOCIATION (NRMA) SHALL INSTALL THE CONCRETE AND AT LEAST ONE FOREMAN WITH THIS CERTIFICATION MUST BE ON THE JOB SITE AT ALL TIMES DURING CONCRETE INSTALLATION.
- PROTECT THE EXCAVATED AREA FOR FROM EXCESSIVE COMPACTION DUE TO CONSTRUCTION TRAFFIC AND PROTECT THE FINISHED PAVEMENT FROM CONSTRUCTION TRAFFIC.



1 PERVIOUS PAVEMENT (SELF-RETAINING) N.T.S.

TABLE 1
ROUTINE MAINTENANCE ACTIVITIES FOR PERVIOUS PAVEMENT

NO.	MAINTENANCE TASK	FREQUENCY OF TASK
1	CHECK FOR SEDIMENT AND DEBRIS ACCUMULATION. PREVENT SOIL FROM WASHING OR BLOWING ONTO THE PAVEMENT. DO NOT STORE SAND, SOIL, MULCH OR OTHER LANDSCAPING MATERIALS ON PERVIOUS PAVEMENT SURFACES.	TWO TO FOUR TIMES ANNUALLY
2	CONDUCT PREVENTATIVE SURFACE CLEANING, USING COMMERCIALLY AVAILABLE REGENERATIVE AIR OR VACUUM SWEEPERS, TO REMOVE SEDIMENT AND DEBRIS.	TWO TO FOUR TIMES ANNUALLY
3	INSPECT FOR ANY SIGNS OF PAVEMENT FAILURE. REPAIR ANY SURFACE DEFORMATIONS OR BROKEN PAVERS. REPLACE MISSING JOINT FILLER IN PICP.	TWO TO FOUR TIMES ANNUALLY
4	CHECK FOR STANDING WATER ON THE PAVEMENT SURFACE WITHIN 30 MINUTES AFTER A STORM EVENT.	TWO TO FOUR TIMES ANNUALLY
5	INSPECT UNDERDRAIN OUTLETS AND CLEANOUTS, PREFERABLY BEFORE THE WET SEASON. REMOVE TRASH/DEBRIS.	TWO TO FOUR TIMES ANNUALLY
6	REMOVE SEDIMENT AND DEBRIS ACCUMULATION ON PERVIOUS PAVEMENT.	TWO TO FOUR TIMES ANNUALLY
7	REMOVE WEEDS. MOW VEGETATION IN GRID PAVEMENTS (SUCH AS TURF BLOCK) AS NEEDED.	AS NEEDED
8	PERFORM RESTORATIVE SURFACE CLEANING WITH A VACUUM SWEEPER, AND/OR RECONSTRUCTION OF PART OF THE PERVIOUS SURFACE TO RESTORE SURFACE PERMEABILITY AS NEEDED. REPLENISH AGGREGATE IN PICP JOINTS OR GRIDS AS NEEDED AFTER RESTORATIVE SURFACE CLEANING.	AS NEEDED
9	POWER WASHING WITH SIMULTANEOUS VACUUMING ALSO CAN BE USED TO RESTORE SURFACE INFILTRATION TO HIGHLY CLOGGED AREAS OF PERVIOUS CONCRETE, POROUS ASPHALT OR PICP, BUT IS NOT RECOMMENDED FOR GRID PAVEMENTS.	AS NEEDED

SMP ENGINEERS CIVIL ENGINEERS
1534 CAROB LANE
LOS ALTOS, CA 94024
TEL: (650) 941-8055
FAX: (650) 941-8755

OWNER:

STORMWATER MANAGEMENT PLAN NOTES/ DETAILS
445 E. JULIAN ST.
SAN JOSE, CALIFORNIA

PRELIMINARY GRADING AND DRAINAGE PLANS

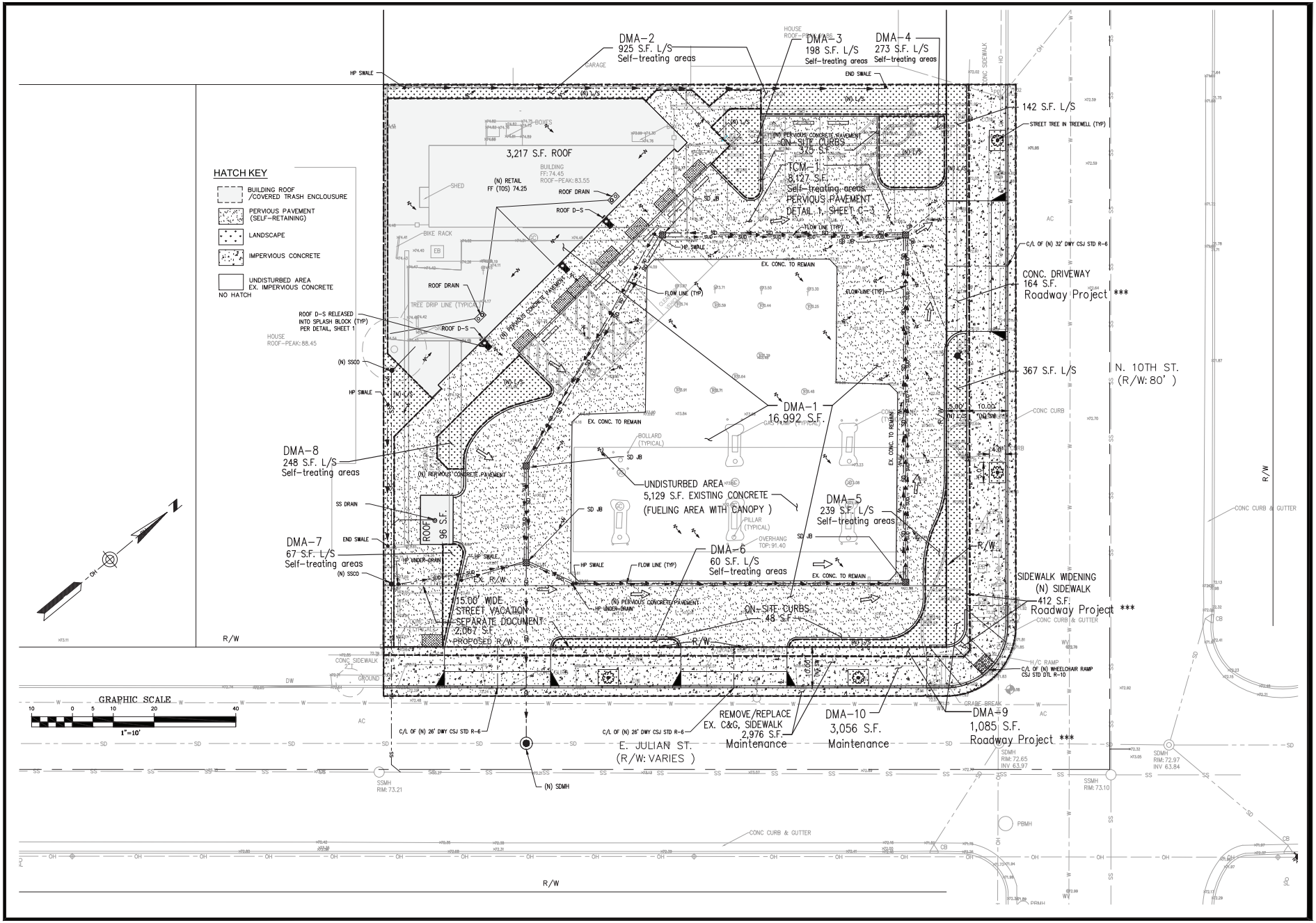
Revisions:

REGISTERED PROFESSIONAL ENGINEER — GREG M. KNOTT — No. C52724 — CIVIL — STATE OF CALIFORNIA

CSJ PLANING FILE NO. CP18-028

Date: 10/3/2019
Scale: AS NOTED
Designed by: V.G.
Checked by: S.R.
Job #: 218116

Sheet: 3 OF 4
C-3



SMP ENGINEERS CIVIL ENGINEERS
1534 CAROB LANE
LOS ALTOS, CA 94024
TEL: (650) 941-8055
FAX: (650) 941-8755

OWNER:

STORMWATER MANAGEMENT PLAN
445 E. JULIAN ST.
SAN JOSE, CALIFORNIA

PRELIMINARY GRADING AND DRAINAGE PLANS

Revisions:

REGISTERED PROFESSIONAL ENGINEER SHETO MAZAN No. C52724 CIVIL STATE OF CALIFORNIA

CSJ PLANING FILE NO.
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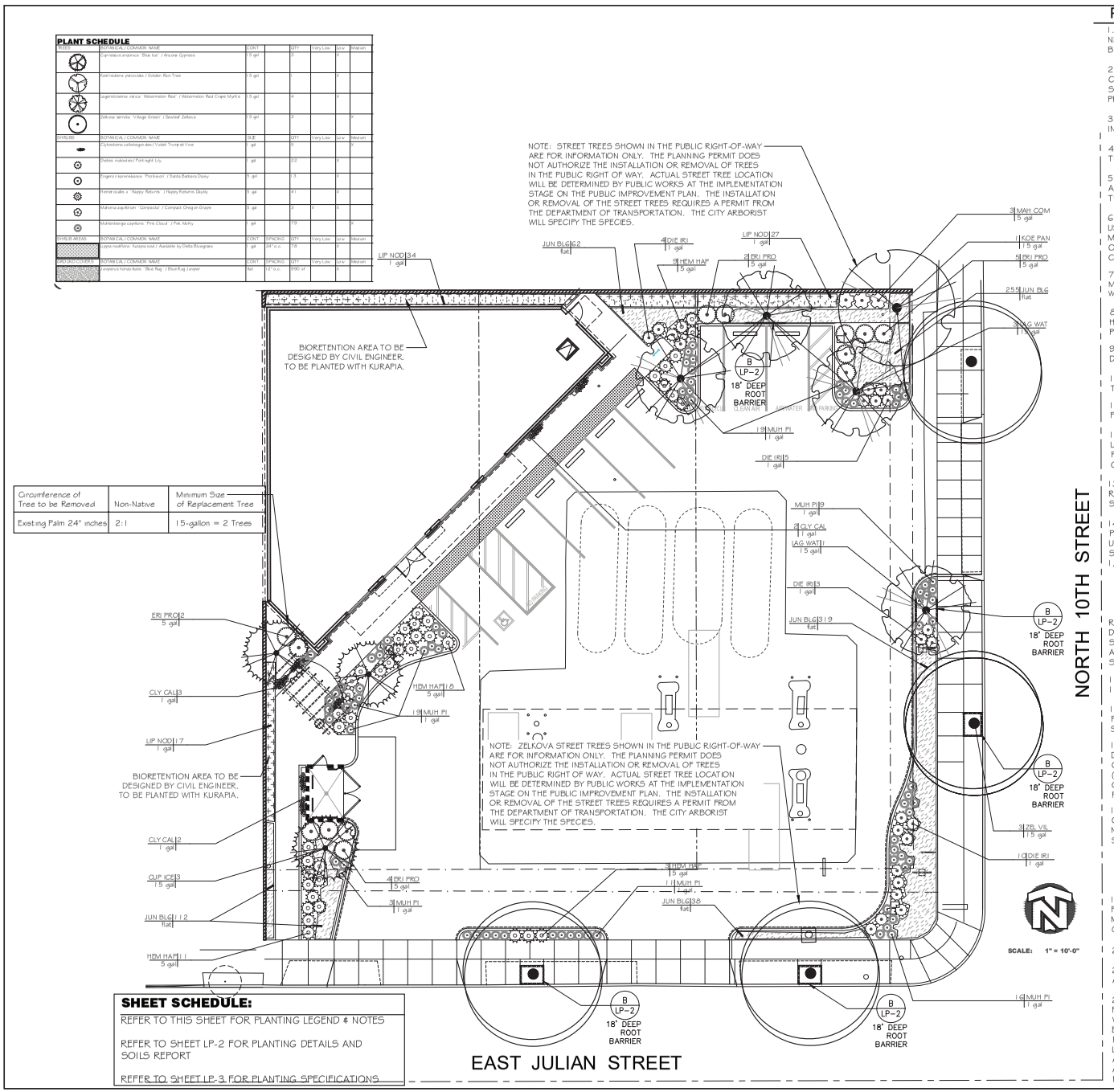
C-4



PLANT SCHEDULE

TREES	BOTANICAL / COMMON NAME	CONT		QTY	Very Low	Low	Medium
	Cupressus arizonica 'Blue Ice' / Arizona Cypress	15 gal		3		X	
	Koelreuteria paniculata / Golden Rain Tree	15 gal		2		X	
	Lagerstroemia indica 'Watermelon Red' / Watermelon Red Crape Myrtle	15 gal		4		X	
	Zelkova serrata 'Village Green' / Sawleaf Zelkova	15 gal		3			X
SHRUBS	BOTANICAL / COMMON NAME	SIZE		QTY	Very Low	Low	Medium
	Cytostoma callistegia dets'i Violet Trumpet Vine	gal		5			X
	Dietes iridioides / Fortnight Lily	gal		22		X	
	Engelmannia laneolaeava 'Prairie Sun' / Santa Barbara Daisy	5 gal		13		X	
	Hemerocallis x 'Happy Returns' / Happy Returns Daylily	5 gal		41		X	
	Muhlenbergia capillaris 'Compacta' / Compact Oregon Grape	5 gal		3	X	X	
	Muhlenbergia capillaris 'Pink Cloud' / Pink Muhly	gal		79			X
SHRUB AREAS	BOTANICAL / COMMON NAME	CONT	SPACING	QTY	Very Low	Low	Medium
	Lupinus nootkatus 'Kurapia sod / Available by Delta Bioregrass	gal	24" o.c.	178		X	
GROUND COVERS	BOTANICAL / COMMON NAME	CONT	SPACING	QTY	Very Low	Low	Medium
	Juniperus horizontalis 'Blue Rug' / Blue Rug Juniper	flat	12" o.c.	990 sf		X	

Circumference of Tree to be Removed	Non-Native	Minimum Size of Replacement Tree
Existing Palm 24" inches	2:1	15-gallon = 2 Trees

SHEET SCHEDULE:

REFER TO THIS SHEET FOR PLANTING LEGEND & NOTES

REFER TO SHEET LP-2 FOR PLANTING DETAILS AND SOILS REPORT

REFER TO SHEET LP-3 FOR PLANTING SPECIFICATIONS

PLANT NOTES

1. INTENT: THE INTENT OF THE DRAWINGS IS TO INCLUDE ALL LABOR, MATERIALS, AND SERVICES NECESSARY FOR THE COMPLETION OF ALL WORK SHOWN, DESCRIBED OR REASONABLY IMPLIED BUT NOT LIMITED TO THAT EXPLICITLY INDICATED IN THE CONTRACT DOCUMENTS.

2. SITE CONDITIONS: CONTRACTOR SHALL VERIFY ALL CONDITIONS ON SITE PRIOR TO COMMENCING WORK. ANY INACCURACIES, DEVIATIONS, OR OMISSIONS WHICH AFFECT THE SCOPE OF WORK SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER/LANDSCAPE ARCHITECT PRIOR TO COMMENCING WORK.

3. COORDINATION: THE CONTRACTOR SHALL COORDINATE PLANTING WITH IRRIGATION INSTALLATION AS NECESSARY.

4. SUBSTITUTIONS: ANY AND ALL SUBSTITUTIONS OF PLANT MATERIAL SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT.

5. DETAILS AND SPECIFICATIONS: REFER TO PLANTING DETAILS FOR ADDITIONAL INFORMATION AND REQUIREMENTS. SPECIFICATIONS ARE IN SHEET FORMAT AND ARE INCLUDED AS PART OF THESE CONSTRUCTION DOCUMENTS AND REQUIREMENTS.

6. PRE-EMERGENCE WEED CONTROL: APPLY A PRE-EMERGENCE HERBICIDE AS APPROVED FOR USE IN THE STATE OF CALIFORNIA TO ALL PLANTING AREAS IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDED RATES. ANY PLANTING MATERIALS SHOWING LOSS OF VIGOR OR HEALTH OWING TO IMPROPER APPLICATION OF THE HERBICIDE SHALL BE REPLACED AT NO COST TO THE OWNER.

7. ALL LANDSCAPED AREAS SHALL BE MAINTAINED IN A HEALTHY AND WEED FREE CONDITION; DEAD PLANT MATERIAL SHALL BE REPLACED IMMEDIATELY. ALL TREES SHALL BE MAINTAINED AND PRUNED IN ACCORDANCE WITH THE ACCEPTED PRACTICES OF THE INTERNATIONAL SOCIETY OF ARBORICULTURE (ISA).

8. CONDITIONS PERMITTING THE RETENTION OF WATER IN PLANTING PITS FOR MORE THAN ONE HOUR SHALL BE CORRECTED, WITH A SIX INCH AUGURED HOLE SIX DEEP OR THROUGH THE HARD PAN.

9. ALL PLANTERS TO DRAIN 2% MINIMUM AWAY FROM BUILDINGS AND TOWARDS EXISTING DRAINAGE DIRECTIONS INTENDED BY THE CIVIL ENGINEER.

10. CONTRACTOR SHALL BUTTERFLY ROOTBALLS OF ALL TREES AND SHRUBS DURING PLANTING TO ELIMINATE ANY ROOTBOUND CONDITIONS.

11. CONTRACTOR SHALL SET ROOTBALLS OF ALL TREES AND SHRUBS TWO (2") INCHES ABOVE FINAL FINISH GRADE.

12. UTILITIES: CONTRACTOR TO VERIFY THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES, STRUCTURES, MAIN LINES, AND SLEEVES PRIOR TO EXCAVATING FOR IRRIGATION OR PLANTING. CONTRACTOR SHALL REPAIR ANY DAMAGE TO UTILITIES CAUSED BY HIS WORK AT NO COST TO THE OWNER. CONTACT U.S.A. AT 800/642.2444, 48 HOURS PRIOR TO EXCAVATING.

13. THE CONTRACTOR SHALL PROVIDE A .CONTRACTOR SHALL FOLLOW SOIL TEST RECOMMENDATIONS WHEN PREPARING THE SOIL. SOILS TEST IS REQUIRED AND SHALL BE SUBMITTED AS PART OF THE COMPLETION CERTIFICATE.

14. SOIL PREPARATION: PRIOR TO PLANTING, WATER ALL PLANTING AREAS DAILY FOR A PERIOD OF TWO WEEKS. SPRAY RESULTING WEED STAND WITH A SYSTEMIC HERBICIDE, 'ROUND UP' OR EQUAL. FOLLOW MANUFACTURER'S INSTRUCTIONS. REMOVE DEAD WEEDS FROM THE SITE. AMEND ALL PLANTING AREAS PER SOIL FERTILITY TEST ANALYSIS ARE AS FOLLOWS PER 1,000 S.F.:

A. THREE (3) CUBIC YARDS NITRIFIED REDWOOD COMPOST,
B. NINETEEN (19) POUNDS 6-20-20 PELLETED FORM COMMERCIAL BRAND FERTILIZER,
C. EIGHTEEN (18) POUNDS OF LIME, AND ONE (1) POUND OF SULFATE-SULFUR.

ROTOTILL EVENLY TO A DEPTH OF 8". RAKE SMOOTH ALL PLANTING AREAS. REMOVE ROCKS AND DEBRIS OVER 1" IN DIAMETER. BACKFILL ALL TREE, SHRUB, AND VINE PLANTING HOLES AS SHOWN ON THE PLANTING DETAILS WITH A UNIFORM MIXTURE CONSISTING OF: 75% NATIVE SOIL AND 25% SOIL AMENDMENT. ADD COMMERCIAL FERTILIZER PER PLANTING DETAILS AND SPECIFICATIONS.

15. DURING MAINTENANCE: APPLY 5 POUNDS OF AMMONIUM PHOSPHATE (21-0-0) PER 1,000 SF ONCE A MONTH UNTIL PLANTS ARE ESTABLISHED.

16. SOIL AMENDMENT: REDWOOD SHAVINGS OR SHREDDED FIR BARK PARTICLES. MINOR PROPORTION OF QUARTER-INCH PARTICLES SHALL BE ACCEPTABLE. MATERIAL SHALL BE NITROGEN STABILIZED. SALINITY LEVEL SHALL NOT EXCEED 2.0.

17. COMMERCIAL FERTILIZER SPECIFICATION: COMPLETE, OF WHICH PART OF ELEMENTS ARE DERIVED FROM ORGANIC SOURCES, CONTAINING AVAILABLE FORM BY WEIGHT, WITH ANALYSIS OF SIX PERCENT (6%) NITROGEN, TWENTY PERCENT (20%) PHOSPHORUS AND TWENTY PERCENT (20%) POTASH (6-20-20). FERTILIZER SHALL BE IN PELLET OR GRANULAR FORM. USE BEST CROP MAKER OR APPROVED EQUAL. APPLY TO ALL PLANTING AREAS AS DESCRIBED IN SOIL PREPARATION.

18. COMMERCIAL FERTILIZER FOR ALL TREES AND SHRUBS SHALL BE IN PLANTING TABLET FORM OF TWENTY-ONE (21) GRAMS EACH. THE GUARANTEED ANALYSIS SHALL BE 20-10-5, OR TOTAL NITROGEN DERIVED FROM UREA-FORMADEHYDE 20%, AVAILABLE PHOSPHORIC ACID 10%, SULFATE 0.35%. APPLY IN THE FOLLOWING RATES FOR EACH PLANT:

ONE (1) GALLON CONTAINER	1 TABLET
FIVE (5) GALLON CONTAINER	3 TABLETS
FIFTEEN (15) GALLON CONTAINER	5 TABLETS

19. TOP DRESS: ALL SHRUB PLANTING AREAS SHALL RECEIVE A THREE-INCH (3") MULCH OF RED FIR WALK-ON BARK. ALL GROUNDCOVER AREAS SHALL RECEIVE A TWO-INCH (2") LAYER OF BARK MULCH. REFER TO PLANTING PLANS FOR LOCATIONS OF SHRUB PLANTING AREAS AND GROUNDCOVER AREAS.

20. NO TREES SHALL BE PLANTED WITHIN FIVE FEET (5') OF UNDERGROUND WATER MAINS.

21. ALL PLANTING WORK SHALL BE IN ACCORDANCE WITH THE CITY OF SAN JOSE LANDSCAPE AND IRRIGATION REQUIREMENTS.

22. MULCH: RED FIR WALK-ON BARK, 3/4" TO 1-1/2" SIZE, WITH NOT OVER 10% WOOD FIBERS. FREE OF SALT, FOREIGN MATERIALS SUCH AS CLODS, COARSE OBJECTS, STICKS, WEEDS OR WEED SEED, AND OTHER DEBRIS CONSIDERED UNDESIRABLE. THE PH SHALL NOT EXCEED 6.5. SUBMIT SAMPLES TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO PURCHASE AND DELIVERY. CONTRACTOR AND SUPPLIER SHALL ENSURE BARK MULCH MEETS LOCAL FIRE DEPARTMENT STANDARDS. VERIFICATION SHALL BE SUBMITTED TO LANDSCAPE ARCHITECT ENSURING BARK MULCH IS NON-FLAMMABLE. ALL PLANTER AREAS ARE TO RECEIVE A THREE-INCH (3") LAYER OF MULCH. REFER TO PLANTING PLANS FOR LOCATIONS OF SHRUB PLANTING AREAS AND GROUNDCOVER AREAS.

REVISIONS	BY

CAROL PERRY BROWN
Landscape Architecture
Irrigation Design
CID
530 823 2621
perrydesign@att.net
PLA 3941 CID 00.2624

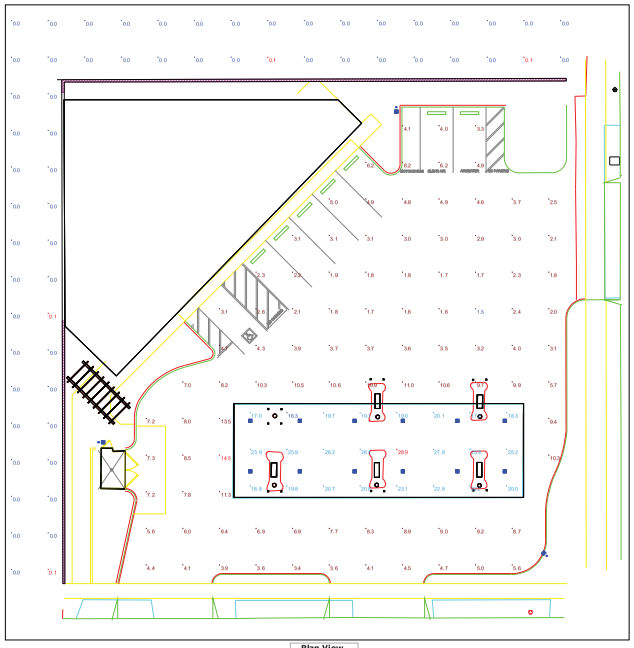
PERRY • DESIGN

ROTTEN ROBBIE # 42
455 East Julian Street
San Jose, California
Robinson Oil Corporation

LICENSED LANDSCAPE ARCHITECT
CAROL PERRY BROWN
No. 3941
REN. 11-30-19
STATE OF CALIFORNIA

PLANTING PLAN

Date	Aug. 30, 2019
Scale	1" = 10'-0"
Drawn	Carol B.
Job	
Sheet	LP-1
Of	Sheets



Plan View
Scale - 1/16" = 1ft

Schedule

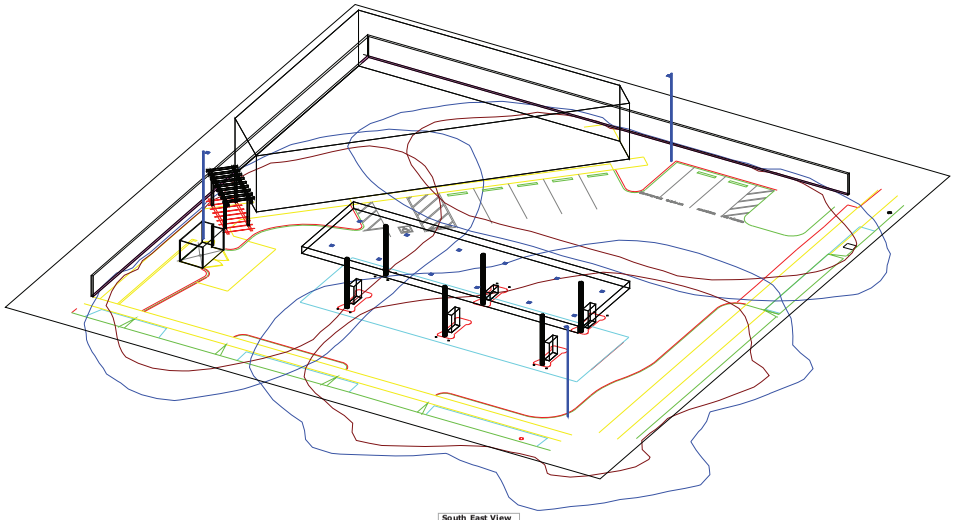
Symbol	Label	QTY	Catalog Number	Description	Lamp	Number Lamps	Lumens per Lamp	LLF	Wattage
	C	12	HiGas X	FL12-050 4000K Ra80 F00A02	LED	1	7581.4	0.9	52.8
	S1	2	DSX1 LED P9 40K BLC MVOLT	DSX1 LED P9 40K BLC MVOLT	LED	1	22611	0.9	241
	S2	1	DSX1 LED P9 40K TFTM MVOLT	DSX1 LED P9 40K TFTM MVOLT	LED	1	27578	0.9	241

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
20' PERIMETER	+	0.0 fc	0.1 fc	0.0 fc	N/A	N/A
DRIVE / PARKING	+	5.3 fc	14.5 fc	1.5 fc	9.7:1	3.5:1
UNDER CANOPY	+	22.0 fc	28.9 fc	16.3 fc	1.8:1	1.3:1

Luminaire Locations

Label	MH
C	14.00
S1	25.00
S2	25.00



South East View

CJS Lighting

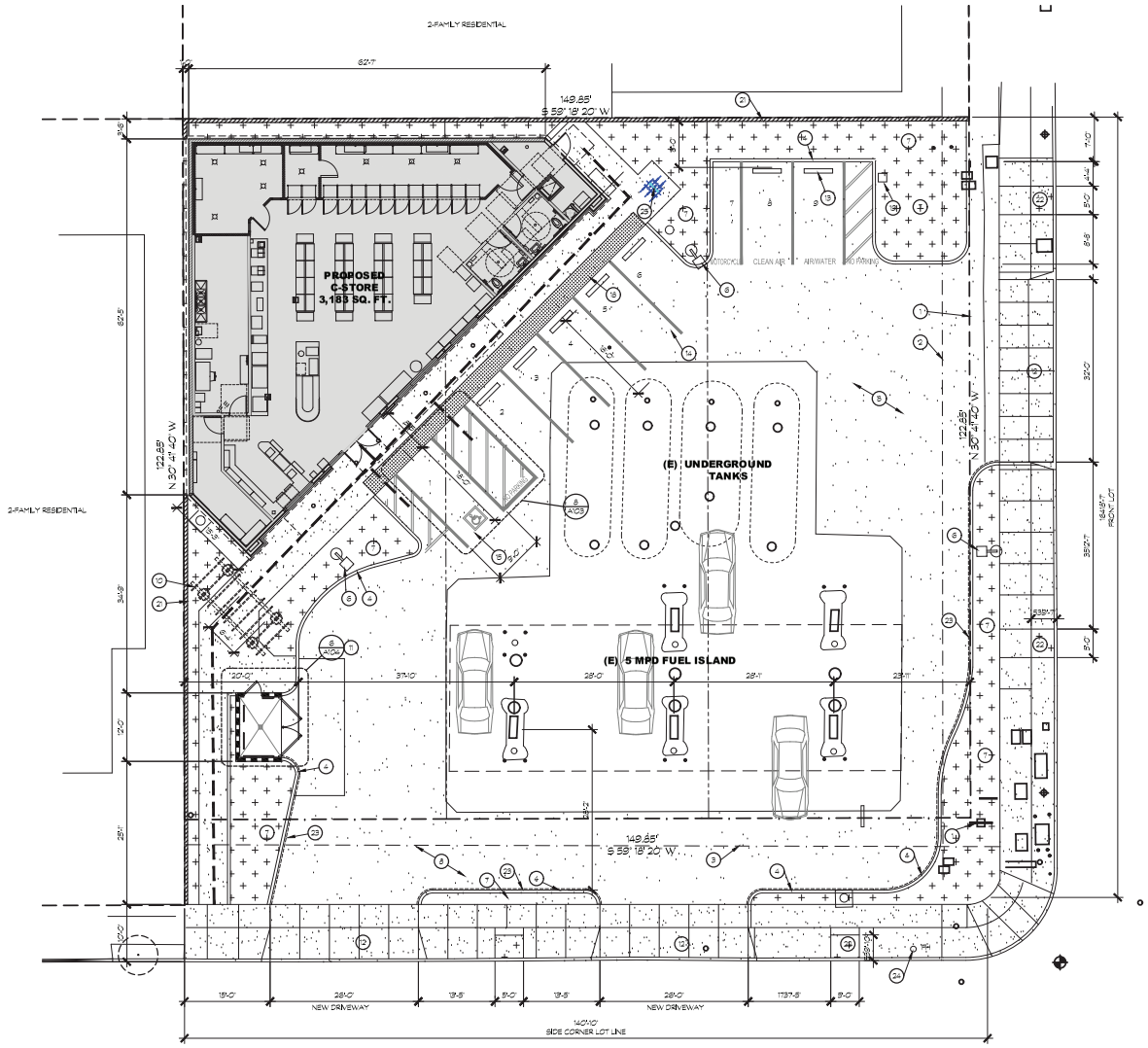
ROTTEN ROBBIE
455 E. JULIAN ST.
SAN JOSE CA.

Designer
DEW
Date
8/19/2019
Scale
AS NOTED
Drawing No.

Summary

View #2

View #1



SITE PLAN

SCALE: 1"=10'-0"

SITE PLAN KEYNOTES

1. PROPERTY LINE
2. DASHED LINE OF 10'-0" SETBACK
3. DASHED LINE OF 12'-6" SETBACK
4. CONCRETE CURB- 6" HIGH.
5. CONCRETE WALK PER CITY OF SAN JOSE STDS. SEE CIVIL DRAWINGS
6. SITE YARD LIGHT. WITH CONCRETE BASE SHALL HAVE A DRY BACK FINISH. TYPICAL.
7. LANDSCAPING, SEE LANDSCAPING DRAWINGS.
8. PERVIOUS PAVEMENT, SEE CIVIL DRAWINGS
9. STREET TREE IN TREE WELL, TYP.
10. FREE STANDING TRELLIS, SEE STRUCT. DWGS.
11. TRASH ENCLOSURE AND CONC. APPROACH SLAB.
12. NEW DRIVEWAY - SEE CIVIL DWGS
13. NEW CONC. WHEEL STOP, SEE DETAIL AS INDICATED
14. 4" WIDE PAINT STRIPING, WHITE, UNLESS NOTED OTHERWISE.
15. ACCESSIBLE VAN PARKING STALL. SEE DETAIL AS INDICATED
16. 4" WIDE PAINT STRIPING, WHITE, AT 3'-0" O.C. TYP.
17. MOTORCYCLE PARKING STALL
18. TRUNCATED DOMES - WIDTH OF ACCESS x 36" DEEP, SEE DETAIL AS INDICATED
19. AIR & WATER SERVICE ON CONCRETE PAD, SEE DETAIL AS INDICATED
20. CONSTRUCT HOOP BOLLARD
21. 6'-0" HEIGHT CMU WALL
22. TREE WELL. SEE CIVIL DRAWINGS
23. DASHED LINE INDICATES RED PAINTED CURB WITH "NO PARKING-FIRE LANE" STENCILED IN WHITE LETTERS, PER SAN JOSE CITY FIRE DEPT. STANDARDS.
24. NEW FIRE HYDRANT PER CITY OF SAN JOSE STANDARDS
25. CLASS II RACK FOR 1 BICYCLE. INSTALL PER MANUFACTURERS SPECIFICATIONS

SITE LEGEND

- EXISTING CONCRETE DRIVE SLAB
- NEW CONCRETE-IMPERVIOUS, SEE CIVIL DRAWINGS
- NEW PERVIOUS PAVEMENT, SEE CIVIL DRAWINGS
- NEW LANDSCAPE, SEE LANDSCAPE DRAWINGS

ALL WALKWAYS AND SIDEWALKS ALONG ACCESSIBLE ROUTES OF TRAVEL (1) ARE CONTINUOUSLY ACCESSIBLE, (2) HAVE A MAXIMUM 1/2" CHANGE IN ELEVATION, (3) ARE MINIMUM 48" IN WIDTH, (4) HAVE A MAXIMUM 2% CROSS SLOPE, AND (5) WHERE NECESSARY TO CHANGE ELEVATION AT A SLOPE EXCEEDING 5% (I.E., 1:20) SHALL HAVE RAMPS COMPLYING WITH 2016 CBC, SECTION 11B-405 OR 11B-406 AS APPROPRIATE. WHERE A WALK CROSSES OR ADJOINS A VEHICULAR WAY, AND THE WALKING SURFACES ARE NOT SEPARATED BY CURBS, RAILINGS OR OTHER ELEMENTS BETWEEN THE PEDESTRIAN AREAS AND VEHICULAR AREAS SHALL BE DEFINED BY A CONTINUOUS DETECTABLE WARNING WHICH IS 36" WIDE, COMPLYING 2016 CBC, SECTION 11B-705.1.2.5.

- - - PATH OF TRAVEL

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CONSULTANTS:

CONTRACTOR:

PROJECT:

Rotten Robbie
#42
CP18-028

455 East Julian Street
San Jose, California
95122

DEVELOPER:

Robinson Oil Corporation

955 Martin Ave.
Santa Clara, CA 95050

REVISIONS:

1	PUBLIC WORKS, FIRE, PLANNING, & PLANNING REVISIONS	AUG. 2, 2018
2	PUBLIC WORKS PLANNING REVISIONS	FEB. 19, 2019
3	PUBLIC WORKS PLANNING REVISIONS	SEPT. 24, 2019

PROFESSIONAL SEALS

LICENSED ARCHITECT — TONY WAGENHOFER — C-14729 — 30th, 2019 — STATE OF CALIFORNIA

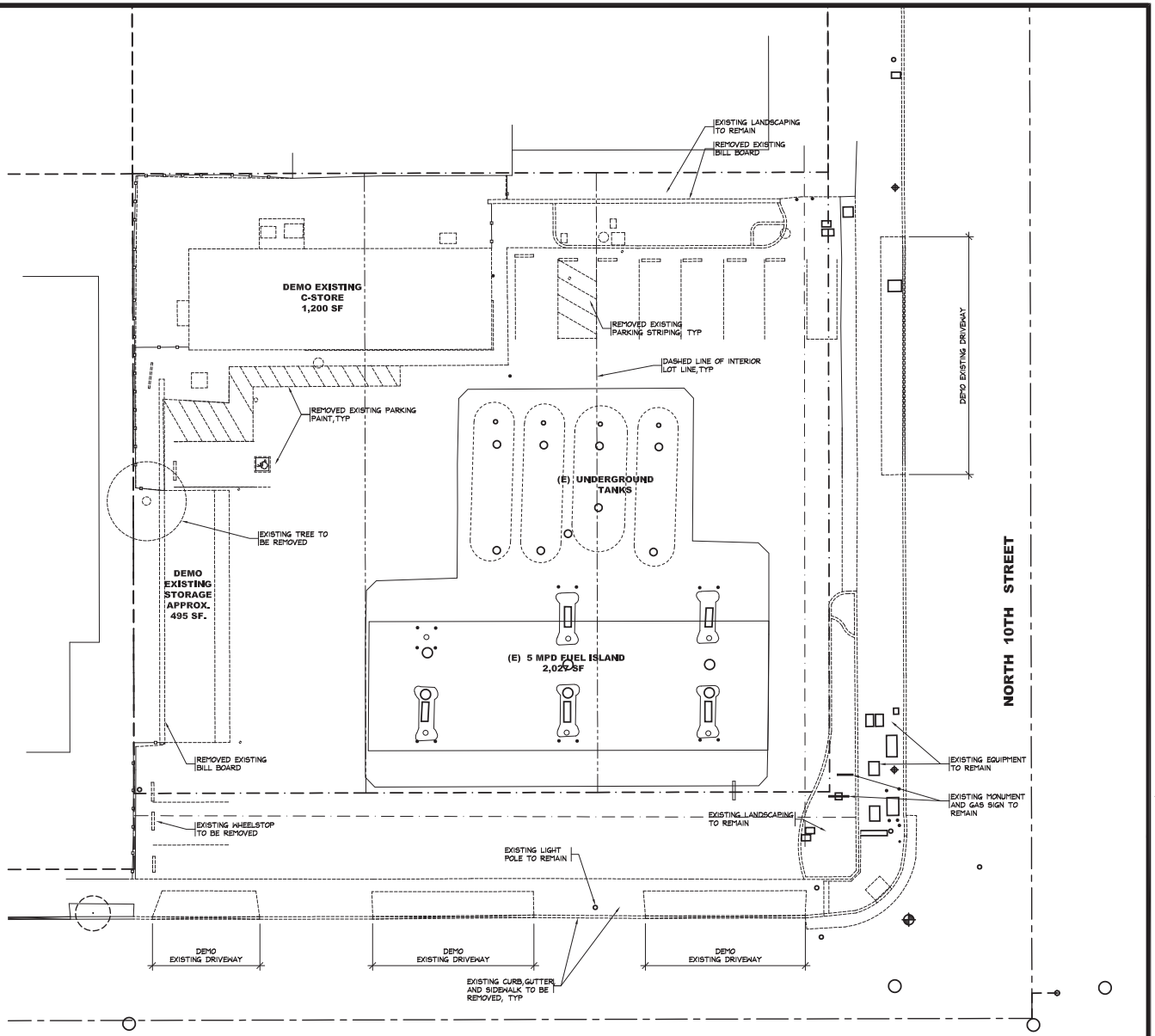
PROJECT NUMBER: 17-042
PROJECT DATE: 06-17-2019

SHEET CONTENTS:

SITE PLAN

SHEET NUMBER:

A101



DEMOLITION SITE PLAN

SCALE: 1"=10'-0"

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CONSULTANTS:

CONTRACTOR:

PROJECT:

ROTTEN ROBBIE #42

CP18-028

455 East Julian Street
San Jose, California
95122

DEVELOPER:

Robinson Oil Corporation

955 Martin Ave.
Santa Clara, CA 95050

REVISIONS:

1	PUBLIC WORKS, FIRE, PLANNING, & PLANNING REVISIONS	AUG. 2, 2018

PROFESSIONAL SEALS:

LICENSED ARCHITECT KURT WAGENKNECHT C-14729 REN. 08/31/2019 STATE OF CALIFORNIA

PROJECT NUMBER: 17-042 | PROJECT DATE: 11-13-2017

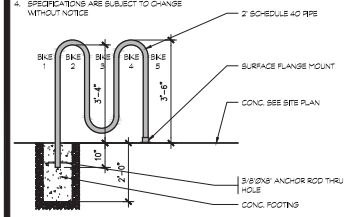
SHEET CONTENTS:

DEMOLITION SITE PLAN

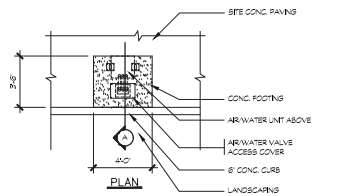
SHEET NUMBER:

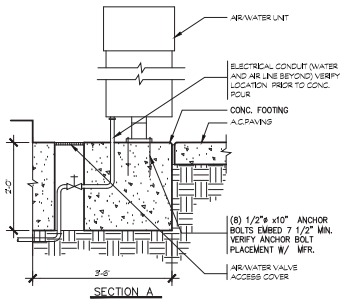
A102

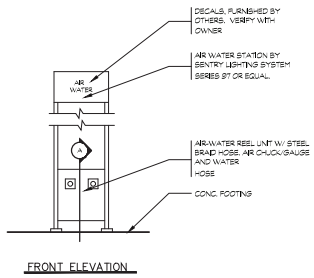
NOTE:
1. INSTALL TO MANUFACTURER'S SPECIFICATIONS
2. OWNER TO SELECT COLOR, SEE MANUFACTURERS SPECIFICATIONS
3. SEE SITE PLAN FOR LOCATION OR CONSULT OWNER
4. SPECIFICATIONS ARE SUBJECT TO CHANGE WITHOUT NOTICE



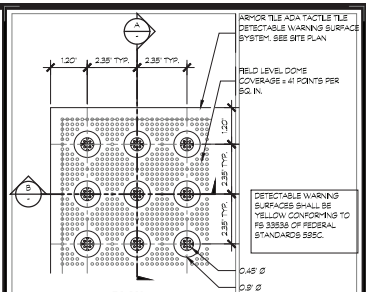
16 BIKE RACK
SCALE: 1/2" = 1'-0"



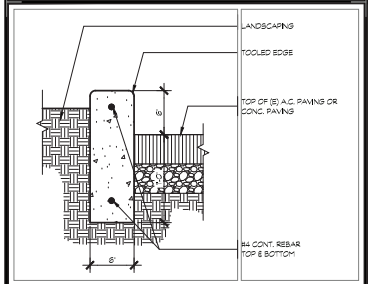




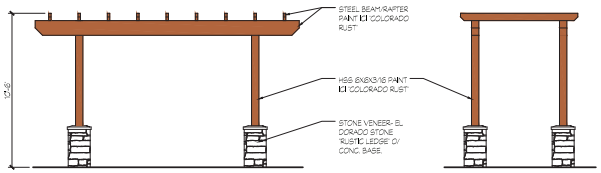
15 AIR & WATER STATION
SCALE: N.T.S



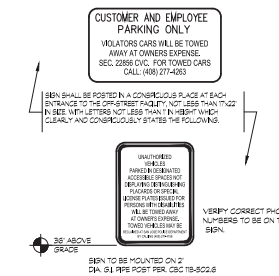
10 DETECTABLE WARNING SURFACE
SCALE: N.T.S.



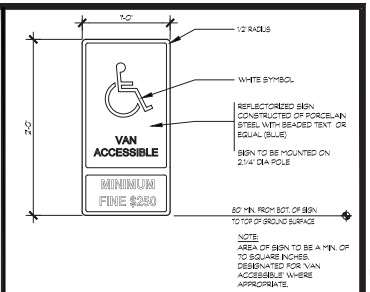
11 CONC. CURB @ LANDSCAPING
SCALE: 1 1/2"=1'-0"



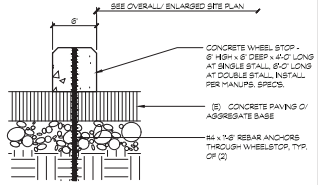
16 PERGOLA ELEVATIONS
SCALE: 1/4"=1'-0"



5 UNAUTHORIZED VEHICLE SIGNS
SCALE: N.T.S.



1 A.D.A. PARKING STALL SIGNAGE
SCALE: N.T.S.

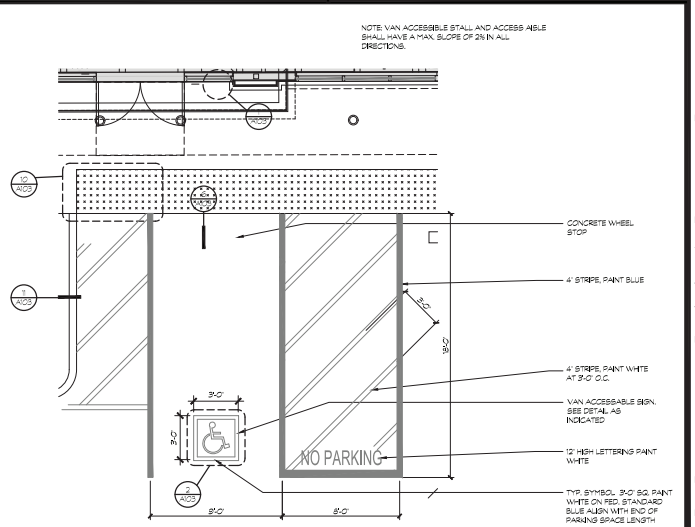


6 CONC. WHEEL STOP
SCALE: 1 1/2"=1'-0"

THIS IS THE INTERNATIONAL SYMBOL OF ACCESSIBILITY, WHERE USED IT SHALL BE IN PROPORTION OF THIS GRAPH. IT SHALL HAVE A BLUE BACKGROUND WITH WHITE BORDER AND SYMBOL PER CBC 11B-703.7.2.1 OR A WHITE BACKGROUND WITH BLUE OUTLINE AND LETTERS

WHEN USED IN A PARKING STALL IT SHALL BE LOCATED AT THE DRIVE SIDE END. IT SHALL BE 3'-0" SQ. IT SHALL BE CONTRASTING TO THE MATERIAL IT IS PAINTED ON. ON ASPHALT IT SHALL BE WHITE BORDER AND ON CONCRETE IT SHALL HAVE A BLUE BORDER WITH SAME STRIPING.

2 A.D.A. SYMBOL
SCALE: N.T.S.



8 ENLARGED ACCESSIBLE PARKINGS STALL
SCALE: 1/4" =1'-0"

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CONSULTANTS:

CONTRACTOR:

PROJECT:

Rotten Robbie
#42
CP18-028

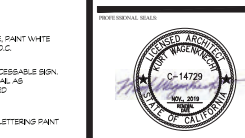
455 East Julian Street
San Jose, California
95122

DEVELOPER:

Robinson Oil Corporation
955 Martin Ave.
Santa Clara, CA 95050

REVISIONS:
1. PUBLIC WORKS, FIRE, PLANNING, & PLANNING REVISIONS — AUG. 2, 2018
2. PUBLIC WORKS PLANNING REVISIONS — FEB. 19, 2019
3. PUBLIC WORKS PLANNING REVISIONS — SEPT. 24, 2019

PROFESSIONAL SEALS



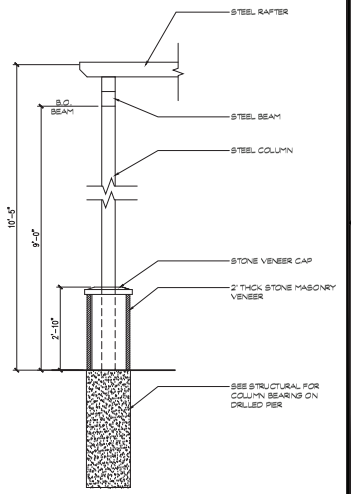
PROJECT NUMBER: 17-042
PROJECT DATE: 06-17-2019

SHEET CONTENTS:

SITE DETAILS

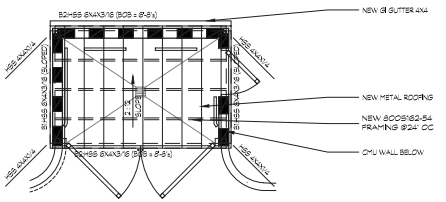
SHEET NUMBER:

A103



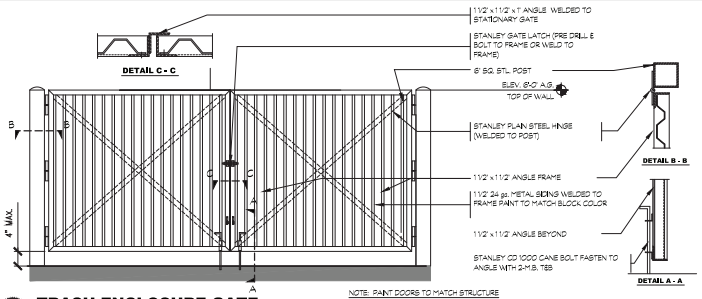
18 PERGOLA POST WRAP SECTION

SCALE: 1/2" = 1'-0"



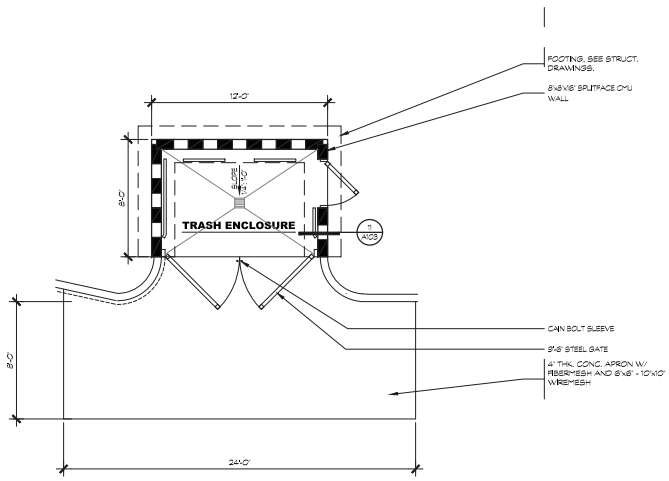
13

SCALE: 1/4"=1'-0"



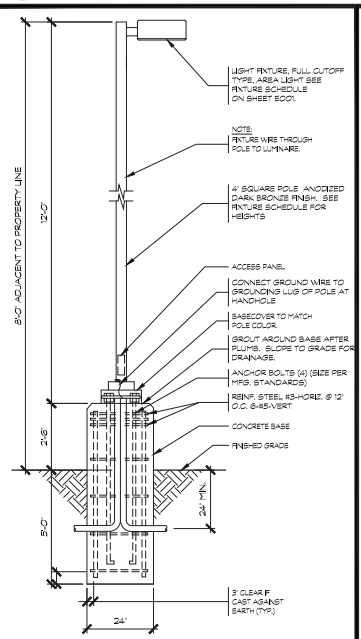
14 TRASH ENCLOSURE GATE

SCALE: 1/2" = 1'-0"



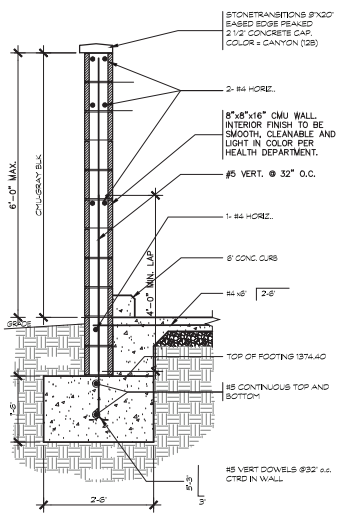
6 TRASH ENCLOSURE PLAN

SCALE: 0"=0'-0"



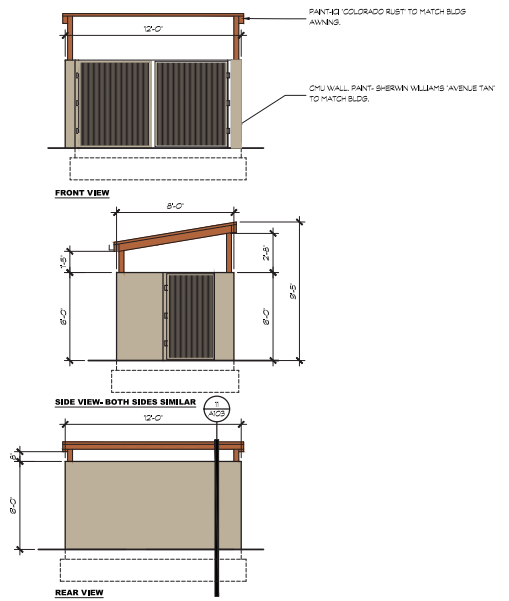
16 POLE MOUNTED LIGHT FIXTURE

SCALE: NTS



12 TRASH ENCLOSURE WALL SEC.

SCALE: 3/4" = 1'-0"



8 TRASH ENCLOSURE ELEVATIONS

SCALE: 1/4"=1'-0"

K12 Architects

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CONSULTANTS:

CONTRACTOR:

PROJECT:

Rotten Robbie

#42

CP18-028

455 East Julian Street
San Jose, California
95122

DEVELOPER:

Robinson Oil Corporation

955 Martin Ave.
Santa Clara, CA 95050

REVISIONS:

1	PUBLIC WORKS, FIRE, PLANNING, & PLANNING REVISIONS	AUG. 2, 2018
	PUBLIC WORKS PLANNING REVISIONS	FEB. 19, 2019

PROFESSIONAL SEALS:

LICENSED ARCHITECT TONY WAGENHOFER C-14729 10/31, 2019 RENEW STATE OF CALIFORNIA

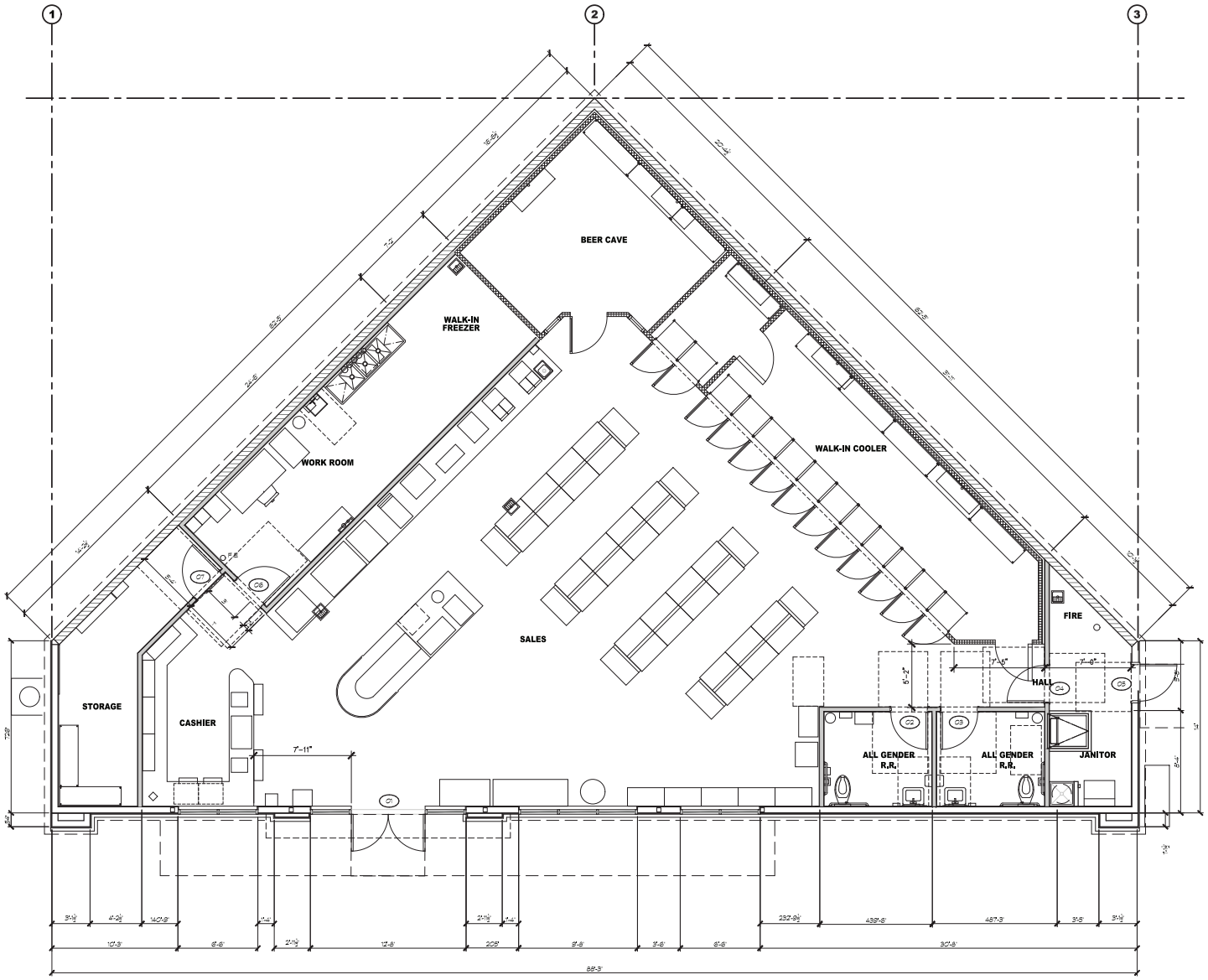
PROJECT NUMBER: **17-042** PROJECT DATE: **06-17-2019**

SHEET CONTENTS:

SITE DETAILS

SHEET NUMBER:

A104



20 FLOOR PLAN

SCALE: 1/4"=1'-0"

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Sacramento, CA 95827
PH:(916) 455-6500 FAX:(916) 455-8100

CONSULTANTS:

CONTRACTOR:

PROJECT:

Rotten Robbie
#42
CP18-028

455 East Julian Street
San Jose, California
95122

DEVELOPER:

Robinson Oil Corporation

955 Martin Ave.
Santa Clara, CA 95050

REVISIONS:

1	PUBLIC WORKS, FIRE, PLANNING, & PLANNING REVISIONS	AUG. 2, 2018
	PUBLIC WORKS PLANNING REVISIONS	FEB. 19, 2019

PROFESSIONAL SEALS:

LICENSED ARCHITECT
KIM WAGENHOFER
C-14729
NOV. 2019
STATE OF CALIFORNIA

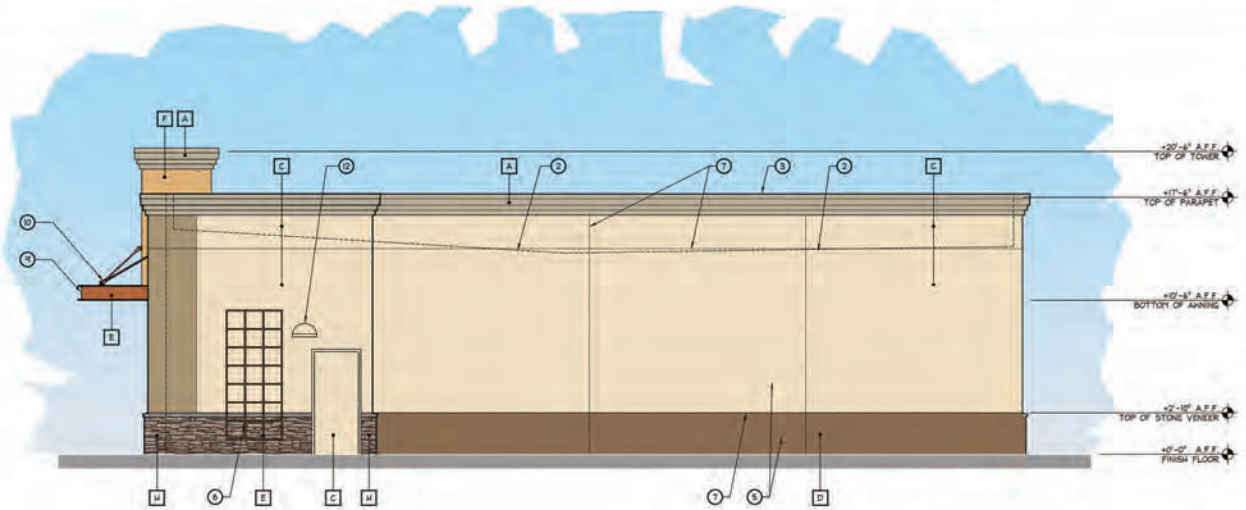
PROJECT NUMBER: 17-042
PROJECT DATE: 06-17-2019

SHEET CONTENTS:

FLOOR PLAN

SHEET NUMBER:

A201



CONVENIENCE STORE - LEFT SIDE EXTERIOR ELEVATION

SCALE: 1/4"=1'-0"

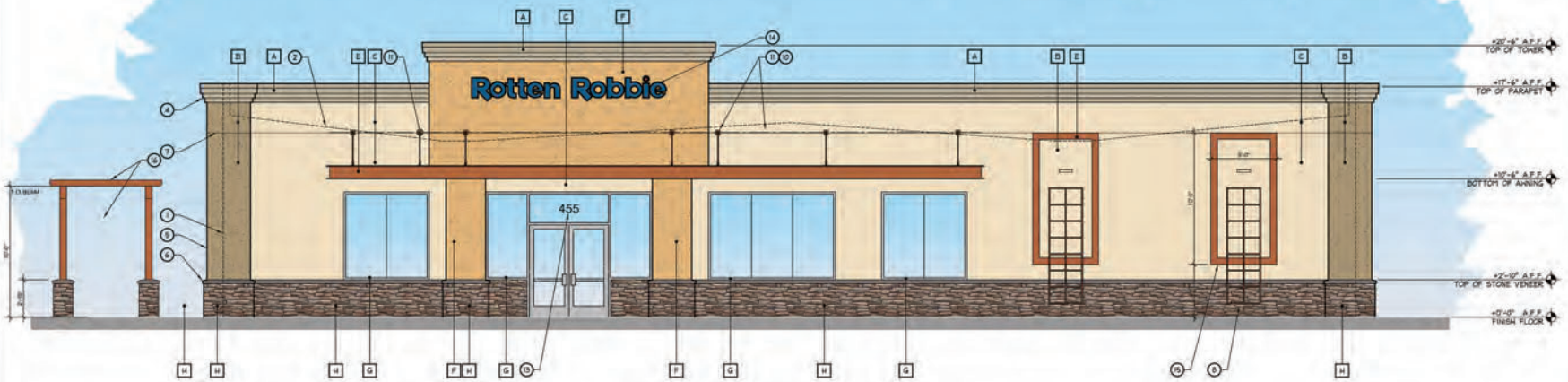
KEY NOTES

1. LINE OF WALL BEYOND.
2. LINE OF ROOF BEYOND.
3. GALVANIZED SHEET METAL PARAPET CAP, PAINT TO MATCH CORNICE.
4. FOAM PARAPET CORNICE MOLDING.
5. EXTERIOR PLASTER FINISH.
6. PRECAST HATERTABLE, MATCH STONE VENEER.
7. EXTERIOR PLASTER EXPANSION JOINT.
8. ALUMINUM TRELLIS, SEE DETAIL 14/A10.1.
9. STEEL CHANNEL AWNING FASCIA, SEE STRUCTURAL DRAWINGS.
10. NON-STRUCTURAL AWNING BRACKET, TIE ROD AND TURNBUCKLES.
11. INSTALL NON-STRUCTURAL AWNING BRACKETS AT THE SAME ELEVATIONS, ADJUST TIE ROD ANGLES AS REQUIRED FOR WALL PLANE DIFFERENCE.
12. LIGHT FIXTURE.
13. BUILDING ADDRESS, 6" HIGH NUMERALS WITH MINIMUM 1" WIDE BRUSH STROKE.
14. ILLUMINATED BUILDING SIGNAGE, UNDER A SEPARATE PERMIT APPLICATION.
15. FOAM TRIM
16. FREE STANDING TRELLIS, SEE STRUCTURAL DRAWINGS.

COLOR LEGEND

- A SHERWIN WILLIAMS "AVENUE TAN" - SW7548.
- B SHERWIN WILLIAMS "PRICKLY PEAR" - SW7226.
- C SHERWIN WILLIAMS "BUFF" - SW7683.
- D SHERWIN WILLIAMS "OUTRIGGER" - SW2202.
- E ICI "COLORADO RUST" - 267.
- F SHERWIN WILLIAMS "MUSTARD FIELD" - SW2341.
- G ALUMINUM STOREFRONT - CLEAR ANODIZED ALUMINUM.
- H STONE VENEER - ELDORADO STONE "RUSTIC LEDGE" - SARATOGA (OR APPROVED EQUAL)

NOTE:
APPLY SHERWIN WILLIAMS ANTI-GRAFFITI COATING TO ALL EXTERIOR FINISH SURFACES



CONVENIENCE STORE - FRONT EXTERIOR ELEVATION

SCALE: 1/4"=1'-0"

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ROTTEN ROBBIE #42

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95122

Robinson Oil Corporation
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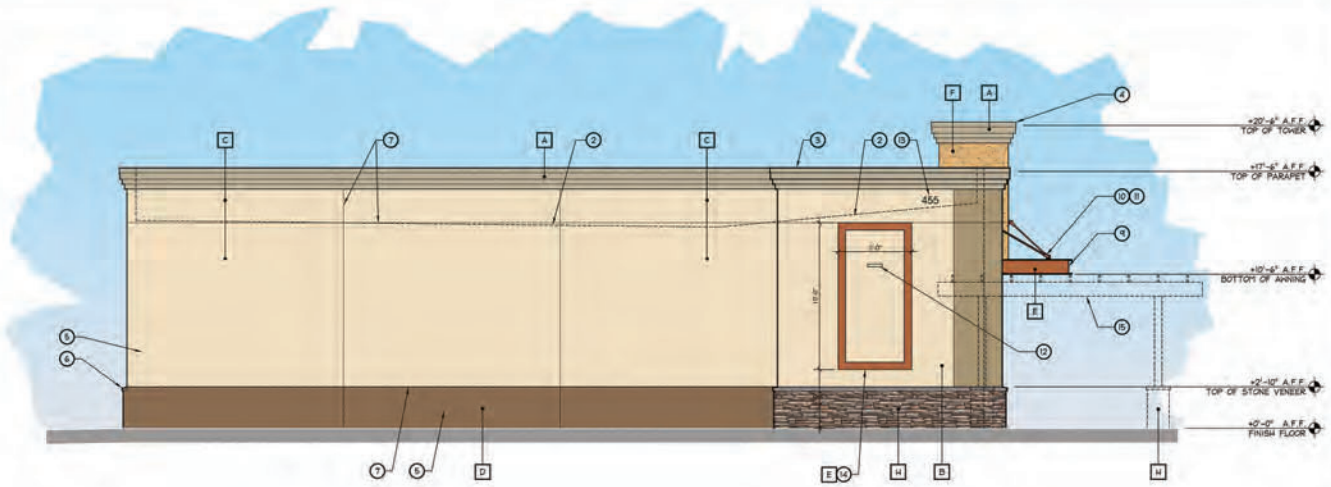
REVISIONS	
PUBLIC WORKS, FIRE, PLANNING & PLANNING REVISIONS	AUG. 2, 2018

LICENSED ARCHITECT KURT BAGENKOPF C-14779 REG. 2018 STATE OF CALIFORNIA

PROJECT NUMBER: 17-042
PROJECT DATE: 11-13-2017

SHEET CONTENTS: CONVENIENCE STORE EXTERIOR ELEVATIONS

SHEET NUMBER: A301



CONVENIENCE STORE - RIGHT SIDE EXTERIOR ELEVATION

SCALE: 1/4"=1'-0"

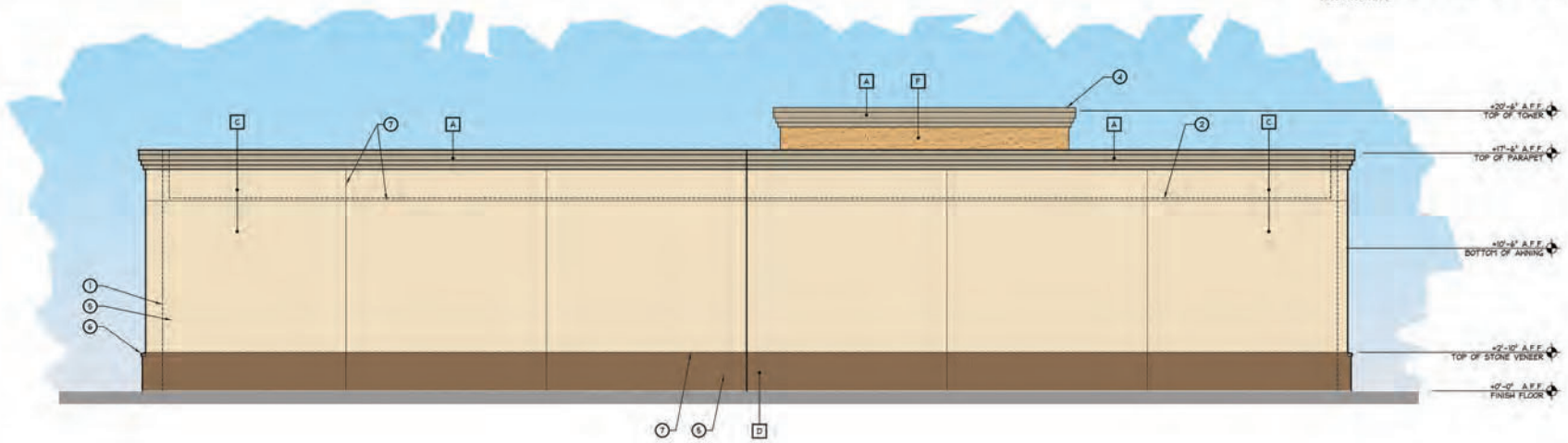
KEY NOTES

1. LINE OF WALL BEYOND.
2. LINE OF ROOF BEYOND.
3. GALVANIZED SHEET METAL PARAPET CAP, PAINT TO MATCH CORNICE.
4. FOAM PARAPET CORNICE MOLDING.
5. EXTERIOR PLASTER FINISH.
6. PRECAST HATERTABLE, MATCH STONE VENEER.
7. EXTERIOR PLASTER EXPANSION JOINT.
8. NOT USED.
9. STEEL CHANNEL AWNING FASCIA, SEE STRUCTURAL DRAWINGS.
10. NON-STRUCTURAL AWNING BRACKET, TIE ROD AND TURNBUCKLES.
11. INSTALL NON-STRUCTURAL AWNING BRACKETS AT THE SAME ELEVATIONS, ADJUST TIE ROD ANGLES AS REQUIRED FOR WALL PLANE DIFFERENCE.
12. LIGHT FIXTURE, SEE ELECTRICAL DRAWINGS.
13. BUILDING ADDRESS, 6" HIGH NUMERALS WITH MINIMUM 1" WIDE BRUSH STROKE.
14. FOAM TRIM, SEE DETAIL 13/A10.1.
15. FREE STANDING TRELLIS, SEE SHEET A103.

COLOR LEGEND

- A SHERWIN WILLIAMS "AVENUE TAN" - SW7548.
- B SHERWIN WILLIAMS "PRICKLY PEAR" - SW2218.
- C SHERWIN WILLIAMS "BUFF" - SW7683.
- D SHERWIN WILLIAMS "OUTRIGGER" - SW2202.
- E ICI "COLORADO RUST" - 267.
- F SHERWIN WILLIAMS "MUSTARD FIELD" - SW2341.
- G NOT USED.
- H STONE VENEER - ELDORADO STONE "RUSTIC LEDGE" - SARATOGA (OR APPROVED EQUAL)

NOTE:
APPLY SHERWIN WILLIAMS ANTI-GRAFFITI COATING TO ALL EXTERIOR FINISH SURFACES



CONVENIENCE STORE - REAR EXTERIOR ELEVATION

SCALE: 1/4"=1'-0"

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⚠ PUBLIC WORKS, FIRE, PLANNING & PLANNING REVISIONS	AUG. 2, 2018

LICENSED ARCHITECT KURT BAGENKOPF C-14779 Exp. 08/31/2019 STATE OF CALIFORNIA

PROJECT NUMBER	PROJECT DATE
17-042	11-13-2017

CONVENIENCE STORE EXTERIOR ELEVATIONS

A302

EXISTING ROTTEN ROBBIE PROJECT PHOTO COLLAGE (FOR REFERENCE ONLY)

SCALE: 1/4"=1'-0"

K12 Architects

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Sacramento, CA 95827
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CONSULTANTS:

CONTRACTOR:

PROJECT:

ROTTEN ROBBIE #42

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DEVELOPER:

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Santa Clara, CA 95050

REVISIONS:

1	PUBLIC WORKS, FIRE, PLANNING, & PLANNING REVISIONS	AUG. 2, 2018

PROFESSIONAL SEALS:

LICENSED ARCHITECT
KURT WAGENKNECHT
C-14729
Nov. 2019
STATE OF CALIFORNIA

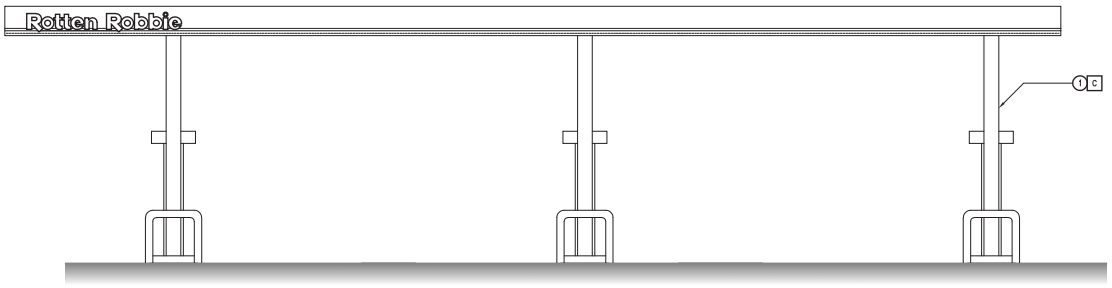
PROJECT NUMBER: 17-042 | PROJECT DATE: 11-13-2017

SHEET CONTENTS:

EXISTING RR PROJECT PHOTOS

SHEET NUMBER:

A303



SOUTH ELEVATION (FOR REFERENCE ONLY)

SCALE: 1/4"=1'-0"

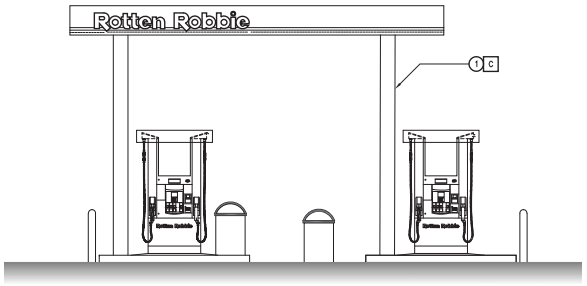
KEY NOTES

1. EXISTING CANOPY COLUMN. PREPARE FOR PAINT AND PAINT, TYP.

COLOR LEGEND

C SHERWIN WILLIAMS "SUFF" - SW7683.

NOTE:
APPLY SHERWIN WILLIAMS ANTI-GRAFFITI COATING TO ALL EXTERIOR FINISH SURFACES



EAST ELEVATION (FOR REFERENCE ONLY)

SCALE: 1/4"=1'-0"

K12 Architects, Inc
3090 Fite Circle, #104
Sacramento, CA 95827
PH:(916) 455-6500 FAX:(916) 455-8100

CONSULTANTS:

CONTRACTOR:

PROJECT:

Rotten Robbie
#42
CP18-028

455 East Julian Street
San Jose, California
95122

DEVELOPER:

Robinson Oil Corporation

955 Martin Ave.
Santa Clara, CA 95050

REVISIONS:

1	PUBLIC WORKS, FIRE, PLANNING, & PLANNING REVISIONS	AUG. 2, 2018
	PUBLIC WORKS PLANNING REVISIONS	FEB. 19, 2019

PROFESSIONAL SEALS:

LICENSED ARCHITECT
KURT WAGENKNECHT
C-14729
Nov. 2019
RENEWAL DATE
STATE OF CALIFORNIA

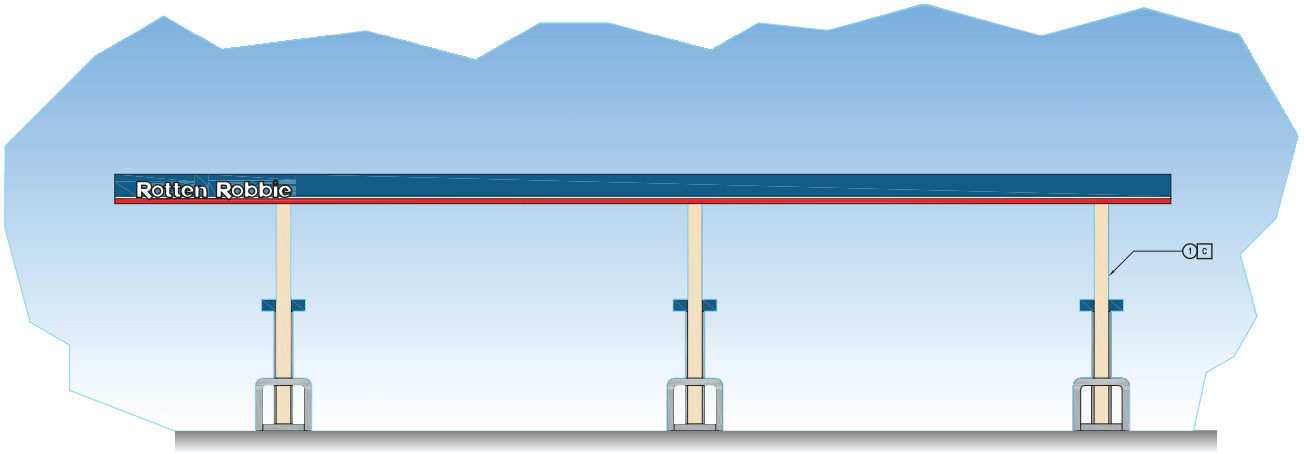
PROJECT NUMBER: 17-042 | PROJECT DATE: 06-17-2019

SHEET CONTENTS:

EXISTING CANOPY ELEVATIONS

SHEET NUMBER:

A901



SOUTH ELEVATION

SCALE: 1/4"=1'-0"

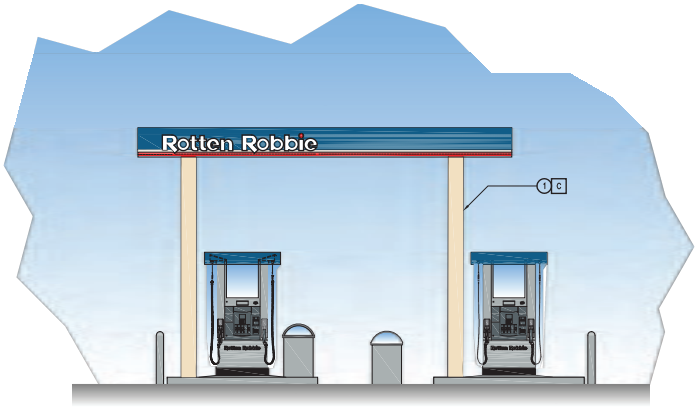
KEY NOTES

1. EXISTING CANOPY COLUMN. PREPARE FOR PAINT AND PAINT, TYP.

COLOR LEGEND

C SHERWIN WILLIAMS "SUPP - SW7683.

NOTE:
APPLY SHERWIN WILLIAMS ANTI-GRAFFITI COATING TO ALL EXTERIOR FINISH SURFACES



EAST ELEVATION

SCALE: 1/4"=1'-0"

K12 Architects, Inc
3090 Fite Circle, #104
Sacramento, CA 95827
PH:(916) 455-6500 FAX:(916) 455-8100

CONSULTANTS:

CONTRACTOR:

PROJECT:

Rotten Robbie
#42
CP18-028

455 East Julian Street
San Jose, California
95122

DEVELOPER:

Robinson Oil Corporation

955 Martin Ave.
Santa Clara, CA 95050

REVISIONS:

1	PUBLIC WORKS, FIRE, PLANNING, & PLANNING REVISIONS	AUG. 2, 2018
	PUBLIC WORKS PLANNING REVISIONS	FEB. 19, 2019

PROFESSIONAL SEALS:

LICENSED ARCHITECT
KURT WAGENKNECHT
C-14729
NOV. 2019
STATE OF CALIFORNIA

PROJECT NUMBER: 17-042
PROJECT DATE: 06-17-2019

SHEET CONTENTS:

EXISTING CANOPY ELEVATIONS

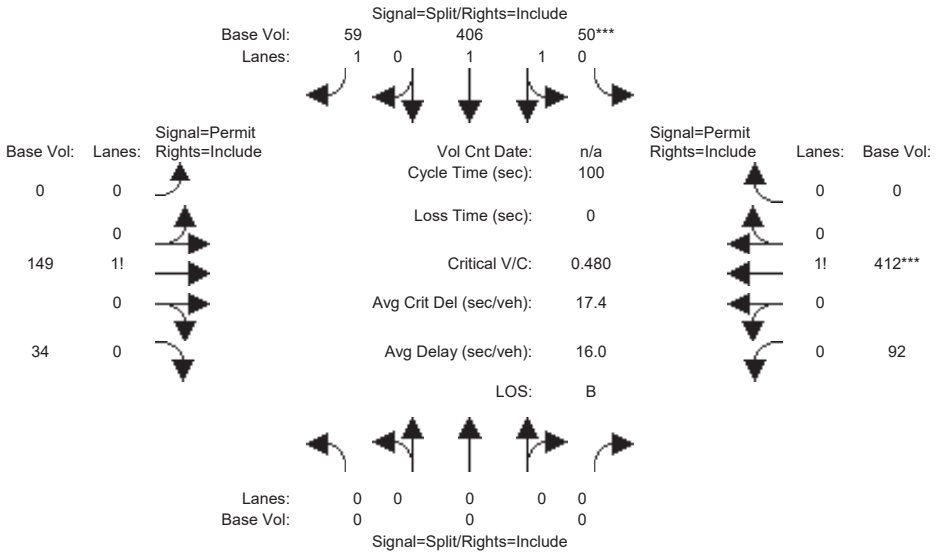
SHEET NUMBER:

A902

Appendix B – TRAFFIX Intersection Operations Analysis

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
EX_AM

Intersection #1: N. 10th St & E. Julian St

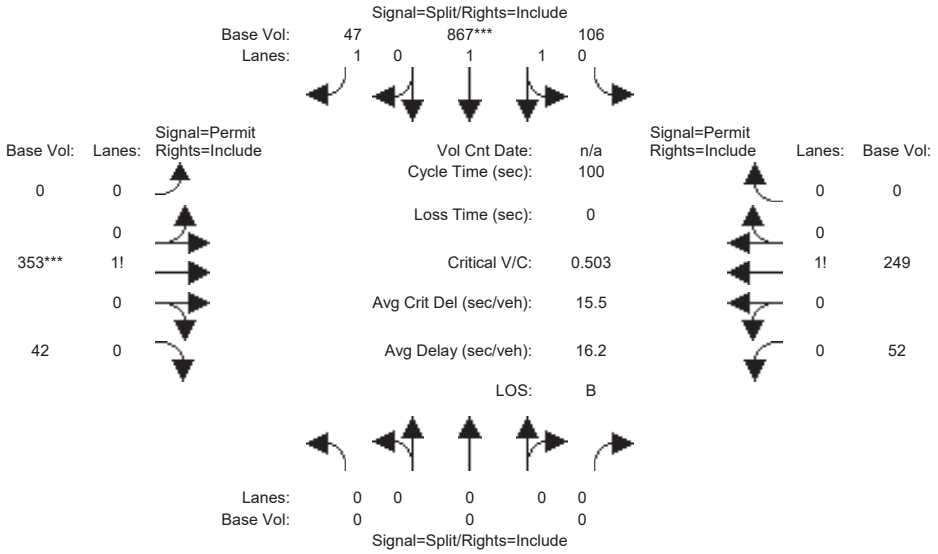


Street Name:	N. 10th St						E. Julian St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	10	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	50	406	59	0	149	34	92	412	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	50	406	59	0	149	34	92	412	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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	0	0	56	456	66	0	167	38	103	463	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	56	456	66	0	167	38	103	463	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	56	456	66	0	167	38	103	463	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	0.92	0.83	1.00	0.97	0.97	0.90	0.90	1.00
Lanes:	0.00	0.00	0.00	0.22	1.78	1.00	0.00	0.81	0.19	0.18	0.82	0.00
Final Sat.:	0	0	0	382	3103	1575	0	1493	341	311	1392	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.04	0.00	0.11	0.11	0.33	0.33	0.00
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.31	0.31	0.31	0.00	0.69	0.69	0.69	0.69	0.00
Volume/Cap:	0.00	0.00	0.00	0.48	0.48	0.14	0.00	0.16	0.16	0.48	0.48	0.00
Uniform Del:	0.0	0.0	0.0	28.2	28.2	25.1	0.0	5.3	5.3	7.0	7.0	0.0
IncremntDel:	0.0	0.0	0.0	0.3	0.3	0.1	0.0	0.1	0.1	0.3	0.3	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	28.5	28.5	25.2	0.0	5.4	5.4	7.3	7.3	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	28.5	28.5	25.2	0.0	5.4	5.4	7.3	7.3	0.0
LOS by Move:	A	A	A	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	7	7	1	0	2	2	8	8	0

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
EX_PM

Intersection #1: N. 10th St & E. Julian St

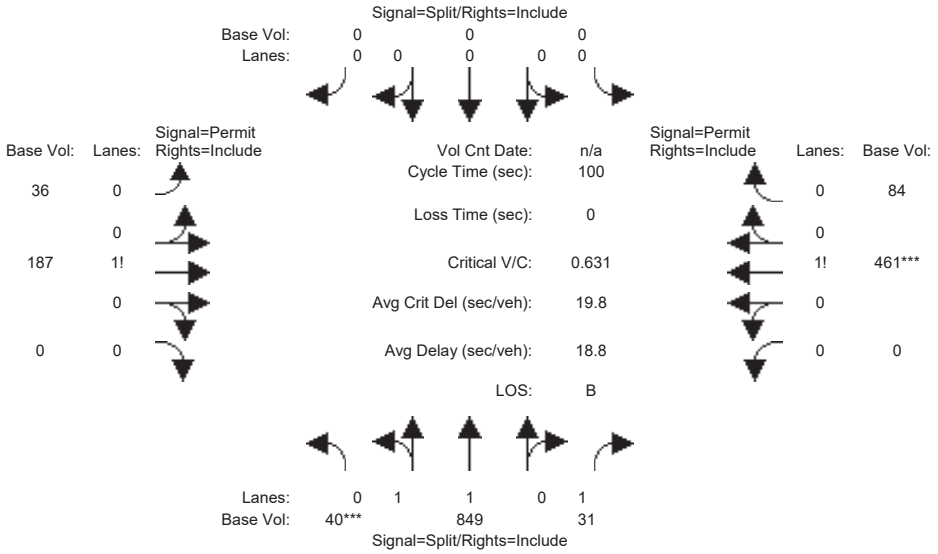


Street Name:	N. 10th St						E. Julian St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	10	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	106	867	47	0	353	42	52	249	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	106	867	47	0	353	42	52	249	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:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	0	0	108	885	48	0	360	43	53	254	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	108	885	48	0	360	43	53	254	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	108	885	48	0	360	43	53	254	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	0.92	0.83	1.00	0.98	0.97	0.89	0.89	1.00
Lanes:	0.00	0.00	0.00	0.22	1.78	1.00	0.00	0.89	0.11	0.17	0.83	0.00
Final Sat.:	0	0	0	379	3102	1578	0	1657	197	293	1405	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.29	0.03	0.00	0.22	0.22	0.18	0.18	0.00
Crit Moves:					****			****				
Green/Cycle:	0.00	0.00	0.00	0.57	0.57	0.57	0.00	0.43	0.43	0.43	0.43	0.00
Volume/Cap:	0.00	0.00	0.00	0.50	0.50	0.05	0.00	0.50	0.50	0.42	0.42	0.00
Uniform Del:	0.0	0.0	0.0	13.1	13.1	9.6	0.0	20.6	20.6	19.7	19.7	0.0
IncremntDel:	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.5	0.5	0.4	0.4	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	13.3	13.3	9.7	0.0	21.1	21.1	20.0	20.0	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	13.3	13.3	9.7	0.0	21.1	21.1	20.0	20.0	0.0
LOS by Move:	A	A	A	B	B	A	A	C	C	C	C	A
HCM2kAvgQ:	0	0	0	10	10	1	0	9	9	6	6	0

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
EX_AM

Intersection #2:

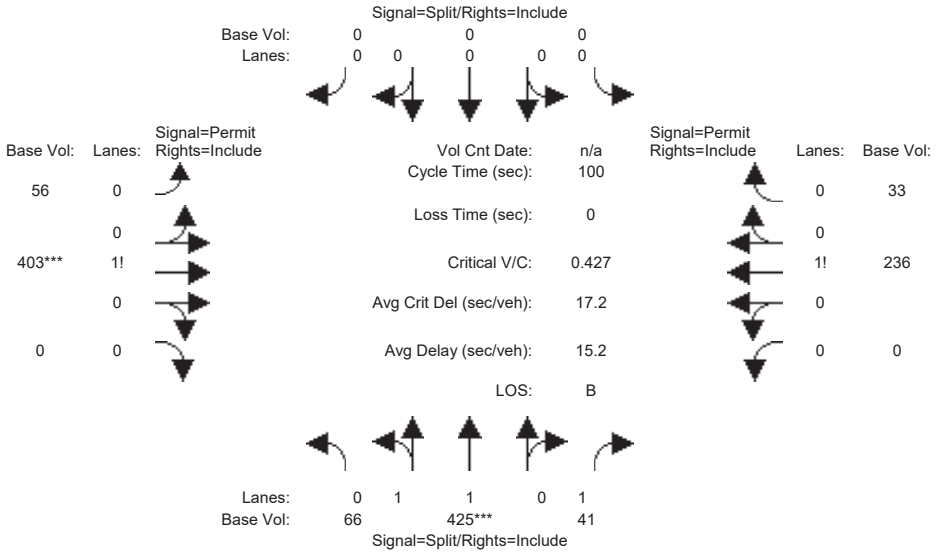


Street Name:	N. 11th St						E. Julian St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	0	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	849	31	0	0	0	36	187	0	0	461	84
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:	40	849	31	0	0	0	36	187	0	0	461	84
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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	46	976	36	0	0	0	41	215	0	0	530	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	976	36	0	0	0	41	215	0	0	530	97
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:	46	976	36	0	0	0	41	215	0	0	530	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	1.00	1.00	1.00	0.85	0.85	1.00	1.00	0.97	0.97
Lanes:	0.09	1.91	1.00	0.00	0.00	0.00	0.16	0.84	0.00	0.00	0.85	0.15
Final Sat.:	158	3358	1581	0	0	0	262	1360	0	0	1557	284
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.02	0.00	0.00	0.00	0.16	0.16	0.00	0.00	0.34	0.34
Crit Moves:	****										****	
Green/Cycle:	0.46	0.46	0.46	0.00	0.00	0.00	0.54	0.54	0.00	0.00	0.54	0.54
Volume/Cap:	0.63	0.63	0.05	0.00	0.00	0.00	0.29	0.29	0.00	0.00	0.63	0.63
Uniform Del:	20.5	20.5	14.9	0.0	0.0	0.0	12.6	12.6	0.0	0.0	16.1	16.1
IncremntDel:	0.8	0.8	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	1.3	1.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	21.3	21.3	14.9	0.0	0.0	0.0	12.8	12.8	0.0	0.0	17.4	17.4
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:	21.3	21.3	14.9	0.0	0.0	0.0	12.8	12.8	0.0	0.0	17.4	17.4
LOS by Move:	C	C	B	A	A	A	B	B	A	A	B	B
HCM2kAvgQ:	13	13	1	0	0	0	4	4	0	0	14	14

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
EX_PM

Intersection #2:

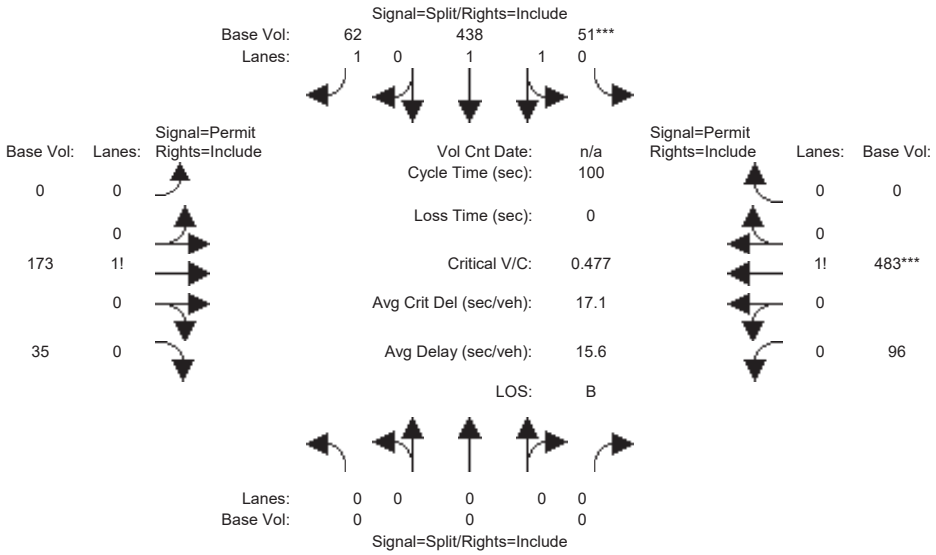


Street Name:	N. 11th St						E. Julian St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	0	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	66	425	41	0	0	0	56	403	0	0	236	33
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	425	41	0	0	0	56	403	0	0	236	33
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	69	447	43	0	0	0	59	424	0	0	248	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	447	43	0	0	0	59	424	0	0	248	35
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:	69	447	43	0	0	0	59	424	0	0	248	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.83	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.97	0.97
Lanes:	0.27	1.73	1.00	0.00	0.00	0.00	0.12	0.88	0.00	0.00	0.88	0.12
Final Sat.:	467	3004	1578	0	0	0	212	1524	0	0	1622	227
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.03	0.00	0.00	0.00	0.28	0.28	0.00	0.00	0.15	0.15
Crit Moves:		****						****				
Green/Cycle:	0.35	0.35	0.35	0.00	0.00	0.00	0.65	0.65	0.00	0.00	0.65	0.65
Volume/Cap:	0.43	0.43	0.08	0.00	0.00	0.00	0.43	0.43	0.00	0.00	0.24	0.24
Uniform Del:	24.9	24.9	21.8	0.0	0.0	0.0	8.4	8.4	0.0	0.0	7.2	7.2
IncremntDel:	0.2	0.2	0.1	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	25.2	25.2	21.9	0.0	0.0	0.0	8.7	8.7	0.0	0.0	7.3	7.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	25.2	21.9	0.0	0.0	0.0	8.7	8.7	0.0	0.0	7.3	7.3
LOS by Move:	C	C	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	7	7	1	0	0	0	7	7	0	0	4	4

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BKG_AM

Intersection #1: N. 10th St & E. Julian St

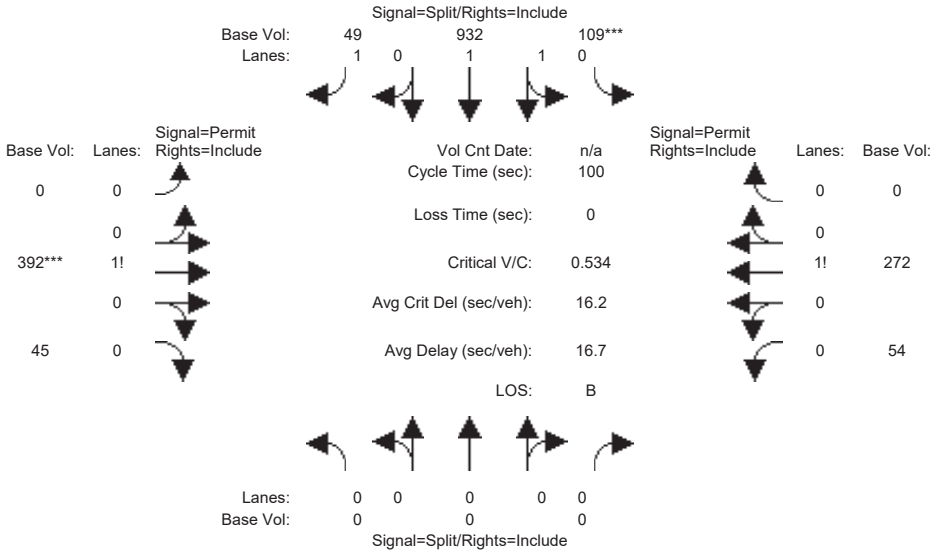


Street Name:	N. 10th St						E. Julian St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	10	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	51	438	62	0	173	35	96	483	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	51	438	62	0	173	35	96	483	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	51	438	62	0	173	35	96	483	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	51	438	62	0	173	35	96	483	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	51	438	62	0	173	35	96	483	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	0.92	0.83	1.00	0.97	0.97	0.90	0.90	1.00
Lanes:	0.00	0.00	0.00	0.21	1.79	1.00	0.00	0.83	0.17	0.17	0.83	0.00
Final Sat.:	0	0	0	364	3124	1583	0	1529	309	285	1434	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.04	0.00	0.11	0.11	0.34	0.34	0.00
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.29	0.29	0.29	0.00	0.71	0.71	0.71	0.71	0.00
Volume/Cap:	0.00	0.00	0.00	0.48	0.48	0.13	0.00	0.16	0.16	0.48	0.48	0.00
Uniform Del:	0.0	0.0	0.0	29.0	29.0	25.9	0.0	4.9	4.9	6.5	6.5	0.0
IncremntDel:	0.0	0.0	0.0	0.4	0.4	0.1	0.0	0.1	0.1	0.3	0.3	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	29.3	29.3	26.1	0.0	4.9	4.9	6.8	6.8	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	29.3	29.3	26.1	0.0	4.9	4.9	6.8	6.8	0.0
LOS by Move:	A	A	A	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	7	7	1	0	2	2	8	8	0

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BKG_PM

Intersection #1: N. 10th St & E. Julian St

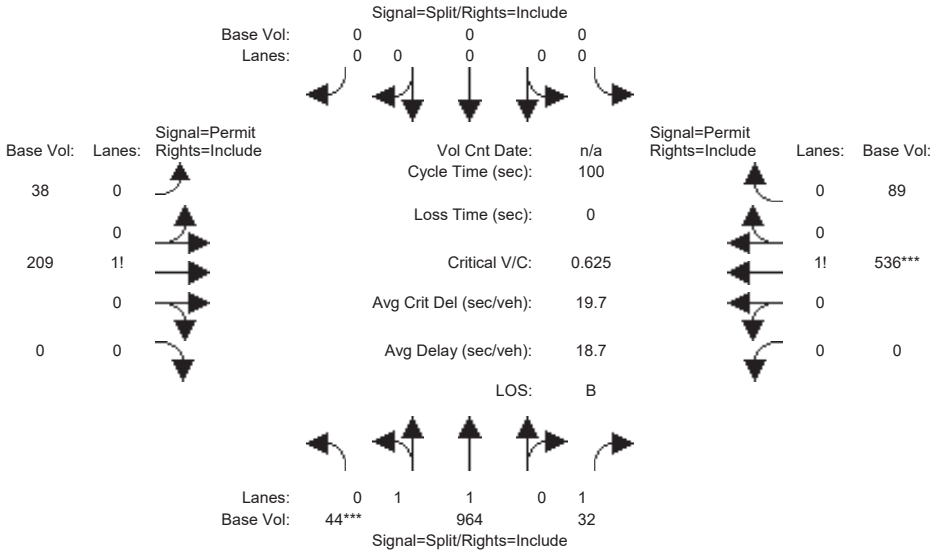


Street Name:	N. 10th St						E. Julian St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	10	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	109	932	49	0	392	45	54	272	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	109	932	49	0	392	45	54	272	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	109	932	49	0	392	45	54	272	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	109	932	49	0	392	45	54	272	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	109	932	49	0	392	45	54	272	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	0.92	0.83	1.00	0.98	0.98	0.89	0.89	1.00
Lanes:	0.00	0.00	0.00	0.21	1.79	1.00	0.00	0.90	0.10	0.17	0.83	0.00
Final Sat.:	0	0	0	365	3120	1583	0	1664	191	281	1417	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.30	0.30	0.03	0.00	0.24	0.24	0.19	0.19	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.56	0.56	0.56	0.00	0.44	0.44	0.44	0.44	0.00
Volume/Cap:	0.00	0.00	0.00	0.53	0.53	0.06	0.00	0.53	0.53	0.44	0.44	0.00
Uniform Del:	0.0	0.0	0.0	13.9	13.9	10.0	0.0	20.4	20.4	19.3	19.3	0.0
IncremntDel:	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.7	0.7	0.4	0.4	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	14.2	14.2	10.1	0.0	21.1	21.1	19.7	19.7	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	14.2	14.2	10.1	0.0	21.1	21.1	19.7	19.7	0.0
LOS by Move:	A	A	A	B	B	B	A	C	C	B	B	A
HCM2kAvgQ:	0	0	0	11	11	1	0	10	10	7	7	0

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BKG_AM

Intersection #2:

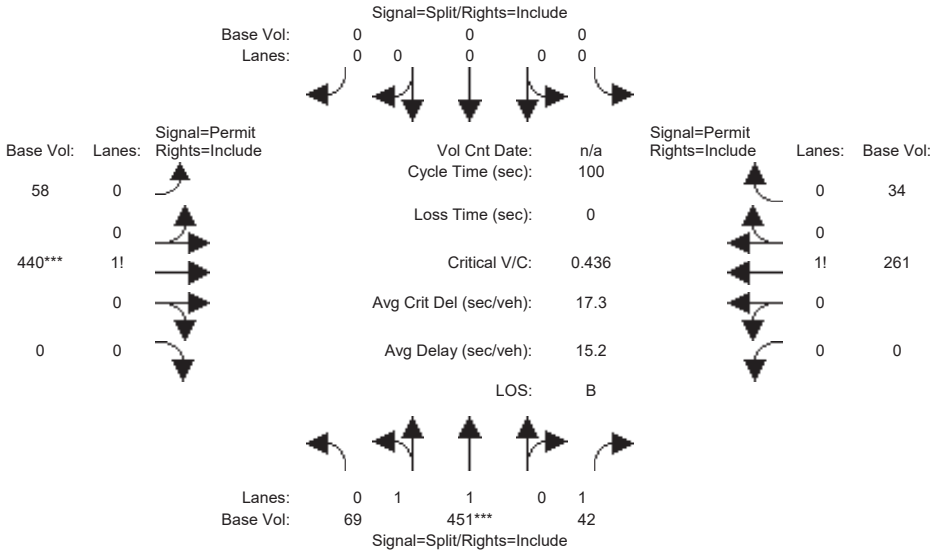


Street Name:	N. 11th St						E. Julian St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	0	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	44	964	32	0	0	0	38	209	0	0	536	89
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:	44	964	32	0	0	0	38	209	0	0	536	89
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:	44	964	32	0	0	0	38	209	0	0	536	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	964	32	0	0	0	38	209	0	0	536	89
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:	44	964	32	0	0	0	38	209	0	0	536	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	1.00	1.00	1.00	0.86	0.86	1.00	1.00	0.97	0.97
Lanes:	0.09	1.91	1.00	0.00	0.00	0.00	0.15	0.85	0.00	0.00	0.86	0.14
Final Sat.:	154	3363	1583	0	0	0	252	1385	0	0	1582	263
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.02	0.00	0.00	0.00	0.15	0.15	0.00	0.00	0.34	0.34
Crit Moves:	****										****	
Green/Cycle:	0.46	0.46	0.46	0.00	0.00	0.00	0.54	0.54	0.00	0.00	0.54	0.54
Volume/Cap:	0.63	0.63	0.04	0.00	0.00	0.00	0.28	0.28	0.00	0.00	0.63	0.63
Uniform Del:	20.6	20.6	15.0	0.0	0.0	0.0	12.4	12.4	0.0	0.0	15.9	15.9
IncremntDel:	0.8	0.8	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	1.3	1.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	21.3	21.3	15.0	0.0	0.0	0.0	12.5	12.5	0.0	0.0	17.1	17.1
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:	21.3	21.3	15.0	0.0	0.0	0.0	12.5	12.5	0.0	0.0	17.1	17.1
LOS by Move:	C	C	B	A	A	A	B	B	A	A	B	B
HCM2kAvgQ:	13	13	1	0	0	0	4	4	0	0	14	14

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BKG_PM

Intersection #2:

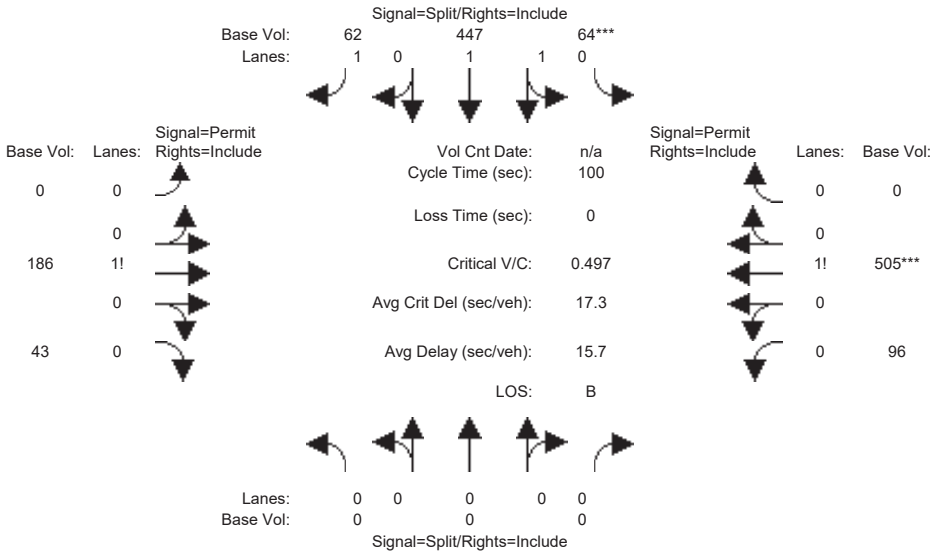


Street Name:	N. 11th St						E. Julian St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	0	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	69	451	42	0	0	0	58	440	0	0	261	34
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:	69	451	42	0	0	0	58	440	0	0	261	34
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:	69	451	42	0	0	0	58	440	0	0	261	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	451	42	0	0	0	58	440	0	0	261	34
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:	69	451	42	0	0	0	58	440	0	0	261	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.83	1.00	1.00	1.00	0.92	0.92	1.00	1.00	0.97	0.97
Lanes:	0.27	1.73	1.00	0.00	0.00	0.00	0.12	0.88	0.00	0.00	0.88	0.12
Final Sat.:	461	3013	1583	0	0	0	203	1537	0	0	1638	213
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.03	0.00	0.00	0.00	0.29	0.29	0.00	0.00	0.16	0.16
Crit Moves:		****						****				
Green/Cycle:	0.34	0.34	0.34	0.00	0.00	0.00	0.66	0.66	0.00	0.00	0.66	0.66
Volume/Cap:	0.44	0.44	0.08	0.00	0.00	0.00	0.44	0.44	0.00	0.00	0.24	0.24
Uniform Del:	25.4	25.4	22.2	0.0	0.0	0.0	8.3	8.3	0.0	0.0	7.0	7.0
IncremntDel:	0.3	0.3	0.1	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	25.6	25.6	22.2	0.0	0.0	0.0	8.5	8.5	0.0	0.0	7.1	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.6	25.6	22.2	0.0	0.0	0.0	8.5	8.5	0.0	0.0	7.1	7.1
LOS by Move:	C	C	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	7	7	1	0	0	0	7	7	0	0	4	4

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BKG+P_AM

Intersection #1: N. 10th St & E. Julian St

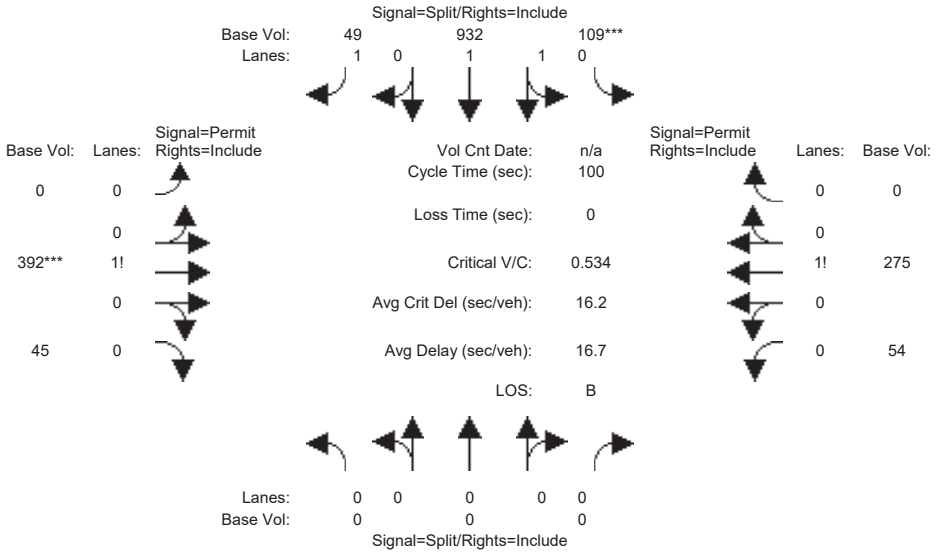


Street Name:	N. 10th St						E. Julian St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	10	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	64	447	62	0	186	43	96	505	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	64	447	62	0	186	43	96	505	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	64	447	62	0	186	43	96	505	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	64	447	62	0	186	43	96	505	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	64	447	62	0	186	43	96	505	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	0.92	0.83	1.00	0.97	0.97	0.90	0.90	1.00
Lanes:	0.00	0.00	0.00	0.25	1.75	1.00	0.00	0.81	0.19	0.16	0.84	0.00
Final Sat.:	0	0	0	436	3042	1583	0	1490	344	274	1443	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.04	0.00	0.12	0.12	0.35	0.35	0.00
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.30	0.30	0.30	0.00	0.70	0.70	0.70	0.70	0.00
Volume/Cap:	0.00	0.00	0.00	0.50	0.50	0.13	0.00	0.18	0.18	0.50	0.50	0.00
Uniform Del:	0.0	0.0	0.0	29.1	29.1	25.8	0.0	5.0	5.0	6.7	6.7	0.0
IncremntDel:	0.0	0.0	0.0	0.4	0.4	0.1	0.0	0.1	0.1	0.3	0.3	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	29.5	29.5	25.9	0.0	5.1	5.1	7.0	7.0	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	29.5	29.5	25.9	0.0	5.1	5.1	7.0	7.0	0.0
LOS by Move:	A	A	A	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	7	7	1	0	2	2	8	8	0

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BKG+P_PM

Intersection #1: N. 10th St & E. Julian St

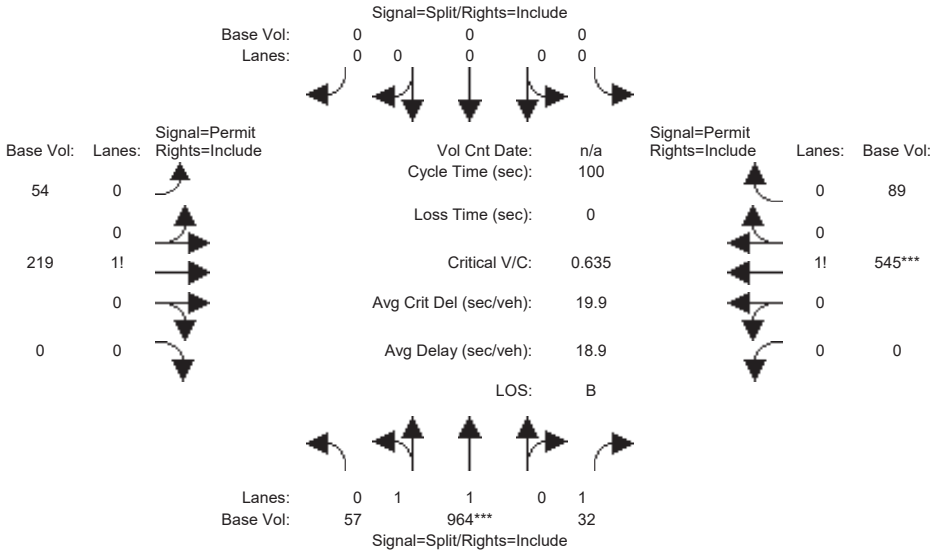


Street Name:	N. 10th St						E. Julian St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	10	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	109	932	49	0	392	45	54	275	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	109	932	49	0	392	45	54	275	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	109	932	49	0	392	45	54	275	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	109	932	49	0	392	45	54	275	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	109	932	49	0	392	45	54	275	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	0.92	0.83	1.00	0.98	0.98	0.89	0.89	1.00
Lanes:	0.00	0.00	0.00	0.21	1.79	1.00	0.00	0.90	0.10	0.16	0.84	0.00
Final Sat.:	0	0	0	365	3120	1583	0	1664	191	279	1421	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.30	0.30	0.03	0.00	0.24	0.24	0.19	0.19	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.56	0.56	0.56	0.00	0.44	0.44	0.44	0.44	0.00
Volume/Cap:	0.00	0.00	0.00	0.53	0.53	0.06	0.00	0.53	0.53	0.44	0.44	0.00
Uniform Del:	0.0	0.0	0.0	13.9	13.9	10.0	0.0	20.4	20.4	19.4	19.4	0.0
IncremntDel:	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.7	0.7	0.4	0.4	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	14.2	14.2	10.1	0.0	21.1	21.1	19.8	19.8	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	14.2	14.2	10.1	0.0	21.1	21.1	19.8	19.8	0.0
LOS by Move:	A	A	A	B	B	B	A	C	C	B	B	A
HCM2kAvgQ:	0	0	0	11	11	1	0	10	10	7	7	0

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BKG+P_AM

Intersection #2: N. 11th St & E. Julian St

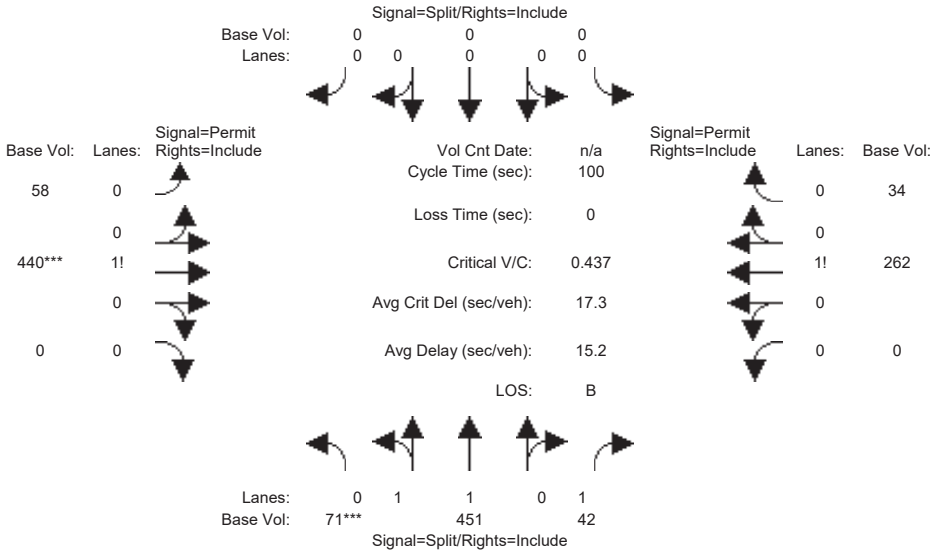


Street Name:	N. 11th St						E. Julian St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	0	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	57	964	32	0	0	0	54	219	0	0	545	89
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:	57	964	32	0	0	0	54	219	0	0	545	89
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:	57	964	32	0	0	0	54	219	0	0	545	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	964	32	0	0	0	54	219	0	0	545	89
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:	57	964	32	0	0	0	54	219	0	0	545	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.83	1.00	1.00	1.00	0.83	0.83	1.00	1.00	0.97	0.97
Lanes:	0.11	1.89	1.00	0.00	0.00	0.00	0.20	0.80	0.00	0.00	0.86	0.14
Final Sat.:	196	3314	1583	0	0	0	311	1262	0	0	1586	259
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.02	0.00	0.00	0.00	0.17	0.17	0.00	0.00	0.34	0.34
Crit Moves:		****									****	
Green/Cycle:	0.46	0.46	0.46	0.00	0.00	0.00	0.54	0.54	0.00	0.00	0.54	0.54
Volume/Cap:	0.63	0.63	0.04	0.00	0.00	0.00	0.32	0.32	0.00	0.00	0.63	0.63
Uniform Del:	20.7	20.7	15.0	0.0	0.0	0.0	12.7	12.7	0.0	0.0	16.0	16.0
IncremntDel:	0.8	0.8	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	1.3	1.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	21.5	21.5	15.0	0.0	0.0	0.0	12.9	12.9	0.0	0.0	17.4	17.4
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:	21.5	21.5	15.0	0.0	0.0	0.0	12.9	12.9	0.0	0.0	17.4	17.4
LOS by Move:	C	C	B	A	A	A	B	B	A	A	B	B
HCM2kAvgQ:	13	13	1	0	0	0	5	5	0	0	14	14

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BKG+P_PM

Intersection #2: N. 11th St & E. Julian St



Street Name:	N. 11th St						E. Julian St					
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	10	0	0	0	0	0	10	0	0	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:												
Base Vol:	71	451	42	0	0	0	58	440	0	0	262	34
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:	71	451	42	0	0	0	58	440	0	0	262	34
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:	71	451	42	0	0	0	58	440	0	0	262	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	451	42	0	0	0	58	440	0	0	262	34
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:	71	451	42	0	0	0	58	440	0	0	262	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.83	1.00	1.00	1.00	0.92	0.92	1.00	1.00	0.97	0.97
Lanes:	0.27	1.73	1.00	0.00	0.00	0.00	0.12	0.88	0.00	0.00	0.89	0.11
Final Sat.:	472	2999	1583	0	0	0	203	1537	0	0	1638	213
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.03	0.00	0.00	0.00	0.29	0.29	0.00	0.00	0.16	0.16
Crit Moves:	****							****				
Green/Cycle:	0.34	0.34	0.34	0.00	0.00	0.00	0.66	0.66	0.00	0.00	0.66	0.66
Volume/Cap:	0.44	0.44	0.08	0.00	0.00	0.00	0.44	0.44	0.00	0.00	0.24	0.24
Uniform Del:	25.3	25.3	22.1	0.0	0.0	0.0	8.3	8.3	0.0	0.0	7.1	7.1
IncremntDel:	0.3	0.3	0.1	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	25.6	25.6	22.1	0.0	0.0	0.0	8.6	8.6	0.0	0.0	7.2	7.2
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:	25.6	25.6	22.1	0.0	0.0	0.0	8.6	8.6	0.0	0.0	7.2	7.2
LOS by Move:	C	C	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	7	7	1	0	0	0	7	7	0	0	4	4

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

Appendix C – Existing Traffic Counts Collected January 7, 2020

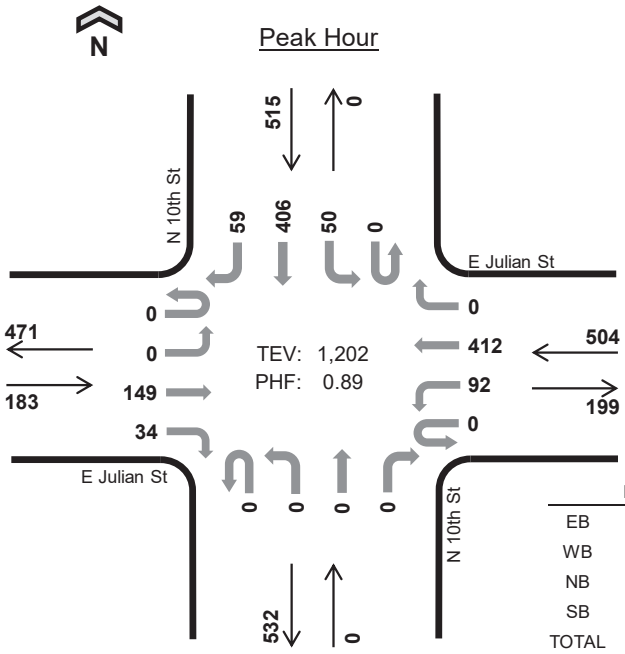
IDAX Data Solutions
Project: 19610 - San Jose - Julian Rotten Robbie Counts
Date: 07/01/2020
Driveway Deliverable

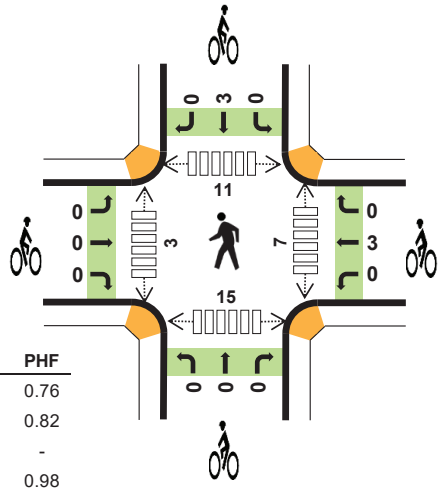
	W/O N 10th St		N/O Julian (East)		N/O Julian (Center)		N/O Julian (West)	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT
6:00	1	1	2	1	3	2	0	0
6:15	2	3	6	1	1	4	1	1
6:30	7	3	8	0	1	10	4	3
6:45	7	7	1	2	3	7	1	1
7:00	4	4	5	2	8	4	1	6
7:15	2	3	5	1	6	6	2	3
7:30	4	8	4	0	4	3	2	3
7:45	8	5	4	1	5	5	1	5
8:00	11	8	4	2	2	5	1	5
8:15	6	4	5	2	4	9	0	2
8:30	4	4	7	0	7	0	0	14
8:45	6	9	2	0	5	3	2	3
9:00	9	4	7	0	3	6	2	5
9:15	4	11	5	2	8	1	2	6
9:30	7	8	2	3	3	3	2	4
9:45	3	6	4	1	2	2	0	4
10:00	5	8	8	1	4	2	1	2
10:15	5	6	6	0	5	1	1	5
10:30	3	7	6	0	2	5	1	4
10:45	6	6	4	1	2	2	0	4
11:00	7	6	4	0	2	2	0	2
11:15	6	3	6	0	0	5	3	6
11:30	6	8	4	2	4	3	1	5
11:45	7	6	4	2	6	2	0	2
12:00	4	6	2	1	3	2	1	4
12:15	8	2	4	3	5	7	0	5
12:30	7	11	4	1	8	5	0	4
12:45	2	6	5	0	6	2	1	1
13:00	8	10	1	1	6	7	2	4
13:15	6	6	5	1	8	3	0	4
13:30	5	6	7	1	6	9	0	2
13:45	4	6	3	0	5	6	1	2
14:00	2	6	10	0	0	4	0	2
14:15	7	5	5	0	6	5	4	6
14:30	13	10	3	0	2	10	1	5
14:45	12	9	4	3	3	3	2	4
15:00	6	12	10	0	12	5	2	8
15:15	6	6	3	2	4	7	0	6
15:30	7	6	3	3	7	6	3	4
15:45	5	5	5	2	7	3	0	8
16:00	10	11	8	3	5	8	3	3
16:15	10	4	5	6	7	6	2	8
16:30	12	9	8	0	6	4	2	9
16:45	10	8	11	1	5	8	3	8
17:00	7	11	4	1	8	11	1	5
17:15	9	6	7	2	4	6	6	6
17:30	8	9	7	1	3	6	2	10
17:45	5	8	6	3	7	5	1	3
Total	303	316	243	59	223	230	65	216

N 10th St
E Julian St

Peak Hour

Date: 01-07-2020
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM





	HV %:	PHF
EB	1.1%	0.76
WB	0.8%	0.82
NB	-	-
SB	2.3%	0.98
TOTAL	1.5%	0.89

Two-Hour Count Summaries

Interval Start		E Julian St Eastbound				E Julian St Westbound				N 10th St Northbound				N 10th St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	22	6	0	10	65	0	0	0	0	0	0	5	65	7	180	0
7:15 AM		0	0	33	1	0	18	91	0	0	0	0	0	0	15	82	7	247	0
7:30 AM		**0**	**0**	**52**	**8**	**0**	**20**	**93**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**98**	**12**	**299**	0
7:45 AM		**0**	**0**	**44**	**11**	**0**	**30**	**123**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**95**	**17**	**337**	1,063
8:00 AM		**0**	**0**	**36**	**11**	**0**	**20**	**104**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**101**	**19**	**300**	1,183
8:15 AM		**0**	**0**	**17**	**4**	**0**	**22**	**92**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**112**	**11**	**266**	**1,202**
8:30 AM		0	0	20	0	0	30	102	0	0	0	0	0	0	7	117	18	294	1,197
8:45 AM		0	0	24	14	0	28	108	0	0	0	0	0	0	12	96	10	292	1,152
Count Total		0	0	248	55	0	178	778	0	0	0	0	0	0	89	766	101	2,215	0
Peak Hour	**All**	**0**	**0**	**149**	**34**	**0**	**92**	**412**	**0**	**0**	**0**	**0**	**0**	**0**	**50**	**406**	**59**	**1,202**	**0**
	HV	**0**	**0**	**1**	**1**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**10**	**1**	**18**	**0**
	HV%	**-**	**-**	**1%**	**3%**	**-**	**1%**	**1%**	**-**	**-**	**-**	**-**	**-**	**-**	**2%**	**2%**	**2%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	1	*1*	0	0	0	3	*3*	1	0	0	4	*5*
7:15 AM	1	2	0	2	*5*	0	0	0	2	*2*	1	1	4	6	*12*
7:30 AM	**0**	**2**	**0**	**8**	***10***	**0**	**1**	**0**	**0**	***1***	**1**	**1**	**6**	**5**	*13*
7:45 AM	**1**	**0**	**0**	**1**	***2***	**0**	**1**	**0**	**1**	***2***	**0**	**0**	**2**	**5**	*7*
8:00 AM	**1**	**1**	**0**	**1**	***3***	**0**	**1**	**0**	**1**	***2***	**3**	**1**	**3**	**4**	*11*
8:15 AM	**0**	**1**	**0**	**2**	***3***	**0**	**0**	**0**	**1**	***1***	**3**	**1**	**0**	**1**	***5***
8:30 AM	0	2	0	7	*9*	0	0	0	1	*1*	2	1	3	2	*8*
8:45 AM	1	1	0	2	*4*	0	0	0	0	*0*	3	2	6	1	*12*
Count Total	4	9	0	24	*37*	0	3	0	9	*12*	14	7	24	28	*73*
Peak Hour	**2**	**4**	**0**	**12**	***18***	**0**	**3**	**0**	**3**	***6***	**7**	**3**	**11**	**15**	***36***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Julian St				E Julian St				N 10th St				N 10th St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:15 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	1	1	0	5	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**	**0**	**10**	0
7:45 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	18
8:00 AM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	20
8:15 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	**18**
8:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	7	0	9	17
8:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	1	4	19
Count Total	0	0	3	1	0	1	8	0	0	0	0	0	0	2	20	2	37	0
Peak Hour	**0**	**0**	**1**	**1**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**10**	**1**	**18**	**0**

Two-Hour Count Summaries - Bikes

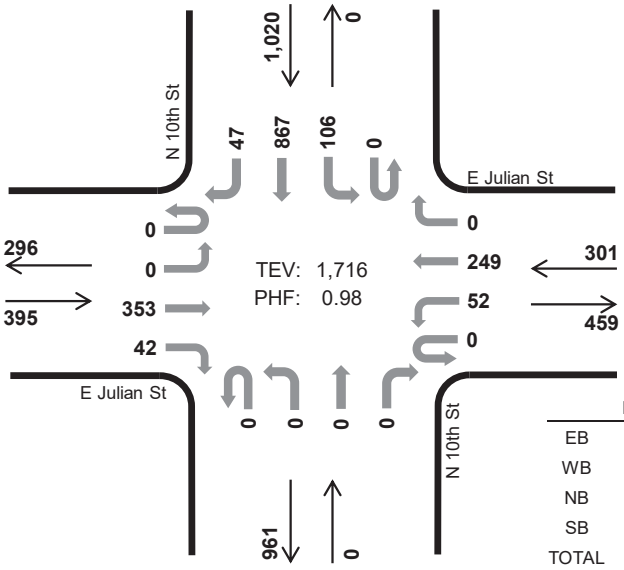
Interval Start	E Julian St			E Julian St			N 10th St			N 10th St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0
7:30 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0
7:45 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	8
8:00 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	7
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**6**
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	6
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Count Total	0	0	0	0	3	0	0	0	0	0	9	0	12	0
Peak Hour	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**6**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

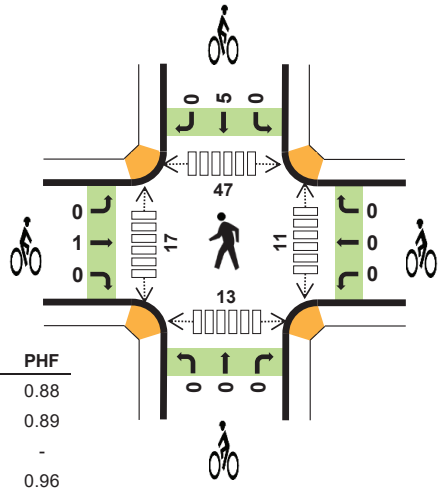
N 10th St
E Julian St

Peak Hour

Date: 01-07-2020
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.3%	0.88
WB	0.0%	0.89
NB	-	-
SB	0.6%	0.96
TOTAL	0.4%	0.98



Two-Hour Count Summaries

Interval Start		E Julian St Eastbound				E Julian St Westbound				N 10th St Northbound				N 10th St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	70	13	0	18	66	0	0	0	0	0	0	27	201	9	404	0
4:15 PM		0	0	83	11	0	13	59	0	0	0	0	0	0	29	196	11	402	0
4:30 PM		0	0	73	13	0	18	61	0	0	0	0	0	0	32	182	14	393	0
4:45 PM		0	0	76	8	0	9	68	0	0	0	0	0	0	34	188	15	398	1,597
5:00 PM		**0**	**0**	**90**	**12**	**0**	**10**	**54**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**224**	**12**	**432**	1,625
5:15 PM		**0**	**0**	**98**	**14**	**0**	**9**	**60**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**215**	**12**	**431**	1,654
5:30 PM		**0**	**0**	**83**	**7**	**0**	**16**	**69**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**205**	**11**	**416**	1,677
5:45 PM		**0**	**0**	**82**	**9**	**0**	**17**	**66**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**223**	**12**	**437**	**1,716**
Count Total		0	0	655	87	0	110	503	0	0	0	0	0	0	228	1,634	96	3,313	0
Peak Hour	**All**	**0**	**0**	**353**	**42**	**0**	**52**	**249**	**0**	**0**	**0**	**0**	**0**	**0**	**106**	**867**	**47**	**1,716**	**0**
	HV	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**7**	**0**
	HV%	**-**	**-**	**0%**	**2%**	**-**	**0%**	**0%**	**-**	**-**	**-**	**-**	**-**	**-**	**0%**	**1%**	**0%**	**0%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	4	*4*	0	0	0	6	*6*	4	0	8	1	*13*
4:15 PM	1	0	0	2	*3*	0	1	0	0	*1*	3	3	20	2	*28*
4:30 PM	1	0	0	4	*5*	0	0	0	2	*2*	3	2	18	1	*24*
4:45 PM	0	0	0	3	*3*	1	0	0	1	*2*	9	2	13	4	*28*
5:00 PM	**0**	**0**	**0**	**3**	***3***	**1**	**0**	**0**	**2**	***3***	**5**	**8**	**13**	**6**	*32*
5:15 PM	**1**	**0**	**0**	**2**	***3***	**0**	**0**	**0**	**1**	***1***	**4**	**3**	**14**	**3**	*24*
5:30 PM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**1**	***1***	**1**	**5**	**9**	**1**	*16*
5:45 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***	**1**	**1**	**11**	**3**	***16***
Count Total	3	0	0	19	*22*	2	1	0	14	*17*	30	24	106	21	*181*
Peak Hour	**1**	**0**	**0**	**6**	***7***	**1**	**0**	**0**	**5**	***6***	**11**	**17**	**47**	**13**	***88***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Julian St				E Julian St				N 10th St				N 10th St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	5	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	15
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	14
5:15 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	14
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	10
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**
Count Total	0	0	2	1	0	0	0	0	0	0	0	0	0	0	19	0	22	0
Peak Hour	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**7**	**0**

Two-Hour Count Summaries - Bikes

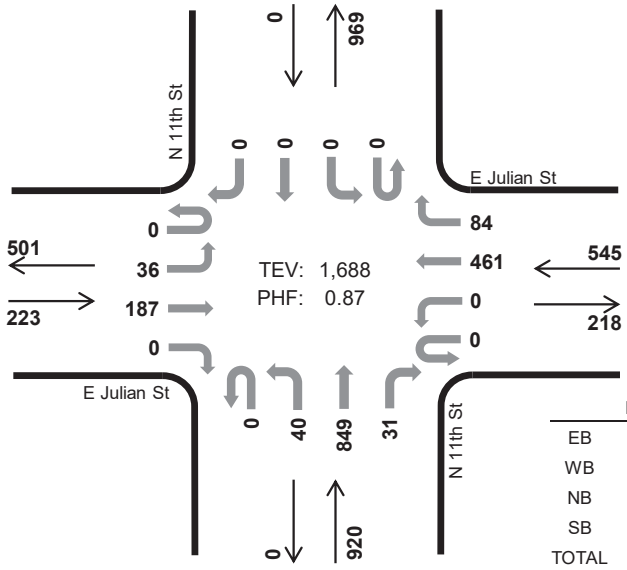
Interval Start	E Julian St			E Julian St			N 10th St			N 10th St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	1	4	1	6	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	1	0	2	11
5:00 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	8
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	8
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	7
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**6**
Count Total	0	2	0	0	1	0	0	0	0	1	12	1	17	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**6**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

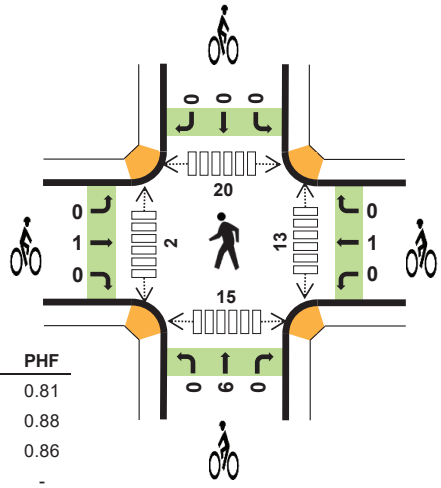
N 11th St
E Julian St

Peak Hour

Date: 01-07-2020
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM



	HV %:	PHF
EB	1.8%	0.81
WB	0.7%	0.88
NB	1.7%	0.86
SB	-	-
TOTAL	1.4%	0.87



Two-Hour Count Summaries

Interval Start		E Julian St Eastbound				E Julian St Westbound				N 11th St Northbound				N 11th St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	5	22	0	0	0	61	20	0	11	196	6	0	0	0	0	321	0
7:15 AM		**0**	**9**	**37**	**0**	**0**	**0**	**101**	**26**	**0**	**9**	**203**	**9**	**0**	**0**	**0**	**0**	**394**	0
7:30 AM		**0**	**7**	**62**	**0**	**0**	**0**	**104**	**28**	**0**	**8**	**210**	**8**	**0**	**0**	**0**	**0**	**427**	0
7:45 AM		**0**	**8**	**55**	**0**	**0**	**0**	**141**	**13**	**0**	**12**	**242**	**12**	**0**	**0**	**0**	**0**	**483**	1,625
8:00 AM		**0**	**12**	**33**	**0**	**0**	**0**	**115**	**17**	**0**	**11**	**194**	**2**	**0**	**0**	**0**	**0**	**384**	**1,688**
8:15 AM		0	7	16	0	0	0	99	22	0	13	201	4	0	0	0	0	362	1,656
8:30 AM		0	7	19	0	0	0	123	18	0	12	167	6	0	0	0	0	352	1,581
8:45 AM		0	7	31	0	0	0	116	24	0	14	187	8	0	0	0	0	387	1,485
Count Total		0	62	275	0	0	0	860	168	0	90	1,600	55	0	0	0	0	3,110	0
Peak Hour	**All**	**0**	**36**	**187**	**0**	**0**	**0**	**461**	**84**	**0**	**40**	**849**	**31**	**0**	**0**	**0**	**0**	**1,688**	**0**
	HV	**0**	**3**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**1**	**15**	**0**	**0**	**0**	**0**	**0**	**24**	**0**
	HV%	**-**	**8%**	**1%**	**-**	**-**	**-**	**1%**	**0%**	**-**	**3%**	**2%**	**0%**	**-**	**-**	**-**	**-**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	1	5	0	*6*	0	0	5	0	*5*	2	0	1	4	*7*
7:15 AM	**2**	**2**	**3**	**0**	***7***	**1**	**0**	**0**	**0**	***1***	**1**	**0**	**4**	**4**	*9*
7:30 AM	**1**	**1**	**7**	**0**	***9***	**0**	**0**	**1**	**0**	***1***	**5**	**0**	**7**	**5**	*17*
7:45 AM	**0**	**0**	**4**	**0**	***4***	**0**	**1**	**4**	**0**	***5***	**3**	**2**	**9**	**4**	*18*
8:00 AM	**1**	**1**	**2**	**0**	***4***	**0**	**0**	**1**	**0**	***1***	**4**	**0**	**0**	**2**	***6***
8:15 AM	0	2	7	0	*9*	0	0	0	0	*0*	2	2	1	1	*6*
8:30 AM	0	3	5	0	*8*	0	0	2	0	*2*	1	0	2	2	*5*
8:45 AM	1	1	3	0	*5*	0	1	2	0	*3*	1	0	2	2	*5*
Count Total	5	11	36	0	*52*	1	2	15	0	*18*	19	4	26	24	*73*
Peak Hour	**4**	**4**	**16**	**0**	***24***	**1**	**1**	**6**	**0**	***8***	**13**	**2**	**20**	**15**	***50***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Julian St Eastbound				E Julian St Westbound				N 11th St Northbound				N 11th St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	1	0	0	5	0	0	0	0	0	6	0
7:15 AM	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**7**	0
7:30 AM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**9**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**4**	26
8:00 AM	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**24**
8:15 AM	0	0	0	0	0	0	1	1	0	0	7	0	0	0	0	0	9	26
8:30 AM	0	0	0	0	0	0	2	1	0	0	5	0	0	0	0	0	8	25
8:45 AM	0	1	0	0	0	0	1	0	0	0	3	0	0	0	0	0	5	26
Count Total	0	4	1	0	0	0	8	3	0	1	35	0	0	0	0	0	52	0
Peak Hour	**0**	**3**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**1**	**15**	**0**	**0**	**0**	**0**	**0**	**24**	**0**

Two-Hour Count Summaries - Bikes

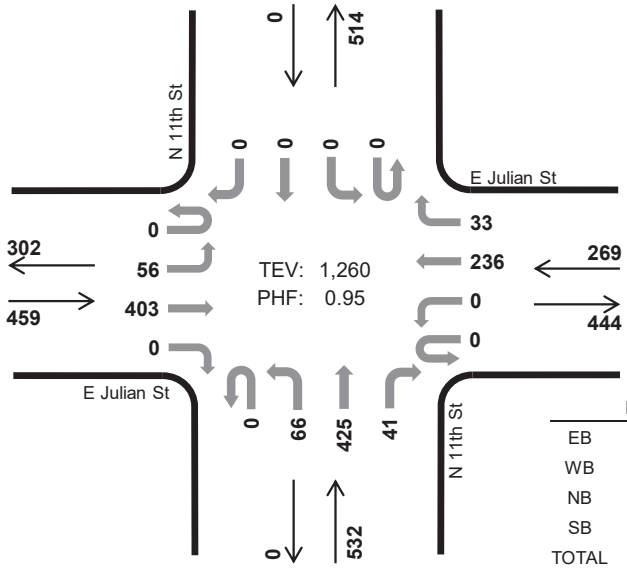
Interval Start	E Julian St Eastbound			E Julian St Westbound			N 11th St Northbound			N 11th St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	5	0	0	0	0	5	0
7:15 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	0
7:45 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**5**	12
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**8**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
8:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	8
8:45 AM	0	0	0	0	1	0	0	2	0	0	0	0	3	6
Count Total	0	1	0	0	2	0	0	15	0	0	0	0	18	0
Peak Hour	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**8**	**0**

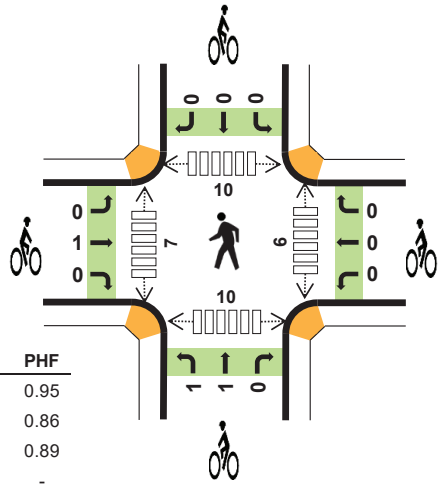
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N 11th St
E Julian St

Date: 01-07-2020
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM

Peak Hour





	HV %:	PHF
EB	0.0%	0.95
WB	0.4%	0.86
NB	0.9%	0.89
SB	-	-
TOTAL	0.5%	0.95

Two-Hour Count Summaries

Interval Start		E Julian St Eastbound				E Julian St Westbound				N 11th St Northbound				N 11th St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	6	88	0	0	0	71	10	0	13	86	10	0	0	0	0	284	0
4:15 PM		0	17	91	0	0	0	54	2	0	20	108	17	0	0	0	0	309	0
4:30 PM		0	16	95	0	0	0	69	8	0	9	100	7	0	0	0	0	304	0
4:45 PM		0	7	100	0	0	0	58	15	0	17	93	6	0	0	0	0	296	1,193
5:00 PM		**0**	**16**	**104**	**0**	**0**	**0**	**57**	**13**	**0**	**10**	**121**	**10**	**0**	**0**	**0**	**0**	**331**	1,240
5:15 PM		**0**	**13**	**108**	**0**	**0**	**0**	**47**	**8**	**0**	**19**	**118**	**12**	**0**	**0**	**0**	**0**	**325**	1,256
5:30 PM		**0**	**14**	**95**	**0**	**0**	**0**	**61**	**5**	**0**	**24**	**95**	**12**	**0**	**0**	**0**	**0**	**306**	1,258
5:45 PM		**0**	**13**	**96**	**0**	**0**	**0**	**71**	**7**	**0**	**13**	**91**	**7**	**0**	**0**	**0**	**0**	**298**	**1,260**
Count Total		0	102	777	0	0	0	488	68	0	125	812	81	0	0	0	0	2,453	0
Peak Hour	**All**	**0**	**56**	**403**	**0**	**0**	**0**	**236**	**33**	**0**	**66**	**425**	**41**	**0**	**0**	**0**	**0**	**1,260**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**6**	**0**
	HV%	**-**	**0%**	**0%**	**-**	**-**	**-**	**0%**	**3%**	**-**	**0%**	**1%**	**0%**	**-**	**-**	**-**	**-**	**0%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	3	0	*3*	0	0	0	0	*0*	2	0	5	5	*12*
4:15 PM	1	0	3	0	*4*	1	1	3	0	*5*	2	0	3	1	*6*
4:30 PM	1	0	1	0	*2*	1	0	0	0	*1*	3	1	2	0	*6*
4:45 PM	0	0	1	0	*1*	1	1	2	0	*4*	1	0	3	3	*7*
5:00 PM	**0**	**0**	**1**	**0**	***1***	**1**	**0**	**0**	**0**	***1***	**0**	**1**	**1**	**4**	***6***
5:15 PM	**0**	**1**	**2**	**0**	***3***	**0**	**0**	**1**	**0**	***1***	**3**	**2**	**1**	**2**	*8*
5:30 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**1**	**0**	***1***	**1**	**0**	**4**	**1**	*6*
5:45 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**2**	**4**	**4**	**3**	***13***
Count Total	2	1	13	0	*16*	4	2	7	0	*13*	14	8	23	19	*64*
Peak Hour	**0**	**1**	**5**	**0**	***6***	**1**	**0**	**2**	**0**	***3***	**6**	**7**	**10**	**10**	***33***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Julian St				E Julian St				N 11th St				N 11th St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0
4:15 PM	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	4	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	10
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	8
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	7
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	6
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**6**
Count Total	0	1	1	0	0	0	0	1	0	0	12	1	0	0	0	0	16	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**6**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	E Julian St			E Julian St			N 11th St			N 11th St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	1	0	0	3	0	0	0	0	5	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	1	0	0	1	0	0	2	0	0	0	0	4	10
5:00 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	11
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	7
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	7
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
Count Total	0	4	0	0	2	0	1	6	0	0	0	0	13	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**3**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Appendix D – San Jose Approved Trip Inventory

Intersection of: JULIAN/TENTH

Traffix Node Number: 3609

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	4	115	1	3	32	1	2	22	1	4	71	5
NSJ NORTH SAN JOSE	0	0	0	0	3	0	0	0	0	0	2	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	3	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	0	0	0	0	0	0	0	0	17	0
TOTAL:	**4**	**115**	**1**	**3**	**35**	**1**	**2**	**22**	**1**	**4**	**93**	**5**

	LEFT	THRU	RIGHT
NORTH	3	35	1
EAST	4	93	5
SOUTH	4	115	1
WEST	2	22	1

Intersection of: JULIAN/TENTH

Traffix Node Number: 3609

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	3	26	1	3	65	2	2	37	3	2	23	1
NSJ NORTH SAN JOSE	0	0	0	0	95	10	0	0	0	2	13	0
PDC84-07-059 RIVER PARK II PARK & WOZ (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)	0	0	0	0	0	0	0	0	0	0	2	0
TOTAL:	**3**	**26**	**1**	**3**	**160**	**12**	**2**	**37**	**3**	**4**	**38**	**1**

	LEFT	THRU	RIGHT
NORTH	3	160	12
EAST	4	38	1
SOUTH	3	26	1
WEST	2	37	3

Intersection of: NINTH/SANTA CLARA

Traffix Node Number: 4017

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	0	0	0	13	0	0	7	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**0**	**7**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	7	0
SOUTH	0	0	0
WEST	0	13	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
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	2	0	0	29	1
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**29**	**1**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	29	1
SOUTH	0	0	0
WEST	0	2	0

Appendix E – SimTraffic Intersection Queue Analysis

Intersection: 1: 10th Street & Julian Street

Movement	EB	WB	SB	SB
Directions Served	TR	LT	LT	TR
Maximum Queue (ft)	68	280	116	100
Average Queue (ft)	48	148	75	50
95th Queue (ft)	66	231	118	89
Link Distance (ft)	51	1472	100	100
Upstream Blk Time (%)	7		2	0
Queuing Penalty (veh)	13		6	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Julian Street & Project Dwy 1

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	31	31	30
Average Queue (ft)	3	1	15
95th Queue (ft)	17	11	40
Link Distance (ft)	1807	60	123
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Julian Street & Project Dwy 2

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	73	32	53
Average Queue (ft)	22	1	13
95th Queue (ft)	61	11	40
Link Distance (ft)	60	51	96
Upstream Blk Time (%)	1	0	
Queuing Penalty (veh)	1	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: 10th Street & Project Dwy 3

Movement	EB	SB
Directions Served	R	T
Maximum Queue (ft)	31	53
Average Queue (ft)	20	5
95th Queue (ft)	44	29
Link Distance (ft)	150	914
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 20

Intersection: 1: 10th Street & Julian Street

Movement	EB	WB	SB	SB
Directions Served	TR	LT	LT	TR
Maximum Queue (ft)	77	162	124	118
Average Queue (ft)	55	94	110	96
95th Queue (ft)	70	159	125	123
Link Distance (ft)	51	1472	100	100
Upstream Blk Time (%)	26		17	7
Queuing Penalty (veh)	101		88	37
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Julian Street & Project Dwy 1

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	140	53
Average Queue (ft)	28	13
95th Queue (ft)	84	40
Link Distance (ft)	1807	123
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Julian Street & Project Dwy 2

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	78	54	92
Average Queue (ft)	60	3	31
95th Queue (ft)	94	22	68
Link Distance (ft)	60	51	96
Upstream Blk Time (%)	8	0	0
Queuing Penalty (veh)	32	0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: 10th Street & Project Dwy 3

Movement	EB	SB	SB
Directions Served	R	T	TR
Maximum Queue (ft)	55	160	139
Average Queue (ft)	25	67	27
95th Queue (ft)	50	141	88
Link Distance (ft)	150	914	914
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 258

Intersection: 1: 10th Street & Julian Street

Movement	EB	WB	SB	SB
Directions Served	TR	LT	LT	TR
Maximum Queue (ft)	78	363	118	109
Average Queue (ft)	45	173	77	59
95th Queue (ft)	77	293	119	105
Link Distance (ft)	51	1472	100	100
Upstream Blk Time (%)	8		2	1
Queuing Penalty (veh)	17		6	3
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Julian Street & Project Dwy 1

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	31	31
Average Queue (ft)	2	18
95th Queue (ft)	15	42
Link Distance (ft)	1807	123
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Julian Street & Project Dwy 2

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	74	30	52
Average Queue (ft)	25	1	14
95th Queue (ft)	67	10	41
Link Distance (ft)	60	51	96
Upstream Blk Time (%)	1		
Queuing Penalty (veh)	2		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: 10th Street & Project Dwy 3

Movement	EB	SB
Directions Served	R	T
Maximum Queue (ft)	31	53
Average Queue (ft)	15	6
95th Queue (ft)	41	31
Link Distance (ft)	150	914
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 27

Intersection: 1: 10th Street & Julian Street

Movement	EB	WB	SB	SB
Directions Served	TR	LT	LT	TR
Maximum Queue (ft)	98	292	137	133
Average Queue (ft)	59	131	112	102
95th Queue (ft)	79	231	127	137
Link Distance (ft)	51	1472	100	100
Upstream Blk Time (%)	30		18	10
Queuing Penalty (veh)	133		98	53
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Julian Street & Project Dwy 1

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	161	32	56
Average Queue (ft)	51	1	24
95th Queue (ft)	134	11	56
Link Distance (ft)	1807	60	123
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Julian Street & Project Dwy 2

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	77	31	94
Average Queue (ft)	65	1	32
95th Queue (ft)	94	10	71
Link Distance (ft)	60	51	96
Upstream Blk Time (%)	13		1
Queuing Penalty (veh)	56		0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: 10th Street & Project Dwy 3

Movement	EB	SB	SB
Directions Served	R	T	TR
Maximum Queue (ft)	74	166	140
Average Queue (ft)	28	63	25
95th Queue (ft)	65	128	85
Link Distance (ft)	150	914	914
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 340

Intersection: 1: 10th Street & Julian Street

Movement	EB	WB	SB	SB
Directions Served	TR	LT	LT	TR
Maximum Queue (ft)	77	297	119	126
Average Queue (ft)	52	171	94	75
95th Queue (ft)	65	256	129	119
Link Distance (ft)	51	1472	100	100
Upstream Blk Time (%)	11		9	3
Queuing Penalty (veh)	26		24	9
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Julian Street & Project Dwy 1

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	55	53
Average Queue (ft)	7	22
95th Queue (ft)	34	46
Link Distance (ft)	1807	123
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Julian Street & Project Dwy 2

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	75	48	96
Average Queue (ft)	34	3	30
95th Queue (ft)	74	20	66
Link Distance (ft)	60	51	96
Upstream Blk Time (%)	2	0	0
Queuing Penalty (veh)	4	0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: 10th Street & Project Dwy 3

Movement	EB	SB	SB
Directions Served	R	T	TR
Maximum Queue (ft)	31	109	80
Average Queue (ft)	21	33	8
95th Queue (ft)	44	83	44
Link Distance (ft)	150	914	914
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 63

Intersection: 1: 10th Street & Julian Street

Movement	EB	WB	SB	SB
Directions Served	TR	LT	LT	TR
Maximum Queue (ft)	77	154	133	141
Average Queue (ft)	57	94	112	103
95th Queue (ft)	70	142	126	136
Link Distance (ft)	51	1472	100	100
Upstream Blk Time (%)	26		20	9
Queuing Penalty (veh)	114		108	49
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Julian Street & Project Dwy 1

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	253	53
Average Queue (ft)	42	20
95th Queue (ft)	154	46
Link Distance (ft)	1807	123
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Julian Street & Project Dwy 2

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	75	31	111
Average Queue (ft)	57	3	29
95th Queue (ft)	87	18	69
Link Distance (ft)	60	51	96
Upstream Blk Time (%)	10		4
Queuing Penalty (veh)	43		0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: 10th Street & Project Dwy 3

Movement	EB	SB	SB
Directions Served	R	T	TR
Maximum Queue (ft)	53	221	183
Average Queue (ft)	27	83	42
95th Queue (ft)	49	177	132
Link Distance (ft)	150	914	914
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 313