455 E Julian Street Rotten Robbie

Local Transportation Analysis
Final Submittal

CP18-028
3-24395
APN 249-52-017

March 2020

Prepared for

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

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EXECUTIVE SUMMARY

This transportation analysis report evaluates transportation operations and site circulation conditions for the proposed 455 East Julian Street project in the City of San José. The project proposes to demolish the existing 1,200 square foot convenience store and construct a new 3,183 square foot convenience store. The existing 10 fueling stations on site would remain and access to the project would be provided by one driveway along 10th Street and two driveways along Julian Street.

The potential adverse effects of the project were evaluated in accordance with the standards and methodologies set forth by the City of San José. Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the Transportation Analysis Handbook 2018, the transportation analysis report for the project includes a local transportation analysis (LTA). The CEQA Transportation Analysis consists of a Vehicle Miles Traveled (VMT) analysis while the LTA consists of an evaluation of weekday AM and PM peak-hour traffic conditions for two (2) study intersections near the project site. The LTA also includes an analysis of site access, on-site circulation, parking, vehicle queuing, and effects to transit, bicycle, and pedestrian access.

CEQA Transportation Analysis

Project Vehicle Miles Traveled (VMT) Impacts and Mitigation Measures

The project consists of retail components and per City guidelines, the project meets the screening criteria for VMT analysis exemption. The City of San Jose VMT Evaluation Tool was used to estimate VMT for informational purposes only.

The City's VMT threshold is 10.12 per capita for residential land uses, a 12.21 per employee threshold for general employment land uses, and a net increase in existing regional VMT for retail land uses. For the surrounding land use area, the existing VMT is 7.46 per capita for residential and 12.26 per employee for general employment uses. The evaluation tool estimates that the project would generate a per employee VMT of 12.26. Per City VMT requirements, the project under retail use would not generate a net increase in existing regional VMT and would not trigger a City VMT impact.

Local Transportation Analysis

Project Trip Generation

Trip generation for the proposed project land uses was calculated using trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*. Per the 2018 *Transportation Analysis Handbook*, trip generation adjustments were applied to the project to include internal capture, location-based mode-share, and trip credit for existing land uses.

Development of the proposed project with applicable trip reductions is anticipated to generate a net total of 326 daily, 96 AM peak hour, and 6 PM peak hour vehicle trips.

Intersection Traffic Operations

Traffic conditions for each study intersection was analyzed during the 7:00 – 9:00 AM and 4:00 – 6:00 PM peak hours of traffic which represent the most heavily congested traffic on a typical weekday. The study intersections were assessed under Existing, Background, and Background Plus Project scenarios. City of San José and Valley

Transportation Authority Congestion Management Program intersection level of service standards and methodologies were used to identify operational issues caused by the project. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

The Julian/10th Street and Julian/11th Street study intersections under all scenarios are anticipated to operate at acceptable level-of-service, and the proposed project would not create an adverse effect to the surrounding street network.

The City of San Jose has identified operational deficiencies along the Oakland Road corridor at the US 101 interchange and adopted the US 101 – Oakland/Mabury Transportation Development Policy (TDP) in 2007, which also identifies traffic fees for new residential and commercial developments. It was determined that a majority of project trips to/from North San Jose would originate and disperse within the Japantown and Northside residential neighborhoods south of US 101. As a result, it is anticipated that the project would not be required to contribute traffic fees towards the TDP interchange improvement based on zero (0) net PM trips that would utilize the US 101 / Oakland interchange.

Vehicle Site Access and Circulation

The project provides on-site parking spaces near the convenience market accessed by either North 10th Street or East Julian Street. Project access is provided by one driveway on 10th Street and two driveways on East Julian Street. The site plan is anticipated to satisfy the City's vehicle parking standards and provides adequate vehicle access for all anticipated vehicle use.

Due to horizontal constraints, it is recommended for refueling trucks and refuse collection activity to occur outside of AM and PM peak commute times to minimize on-site vehicle and driveway access conflicts.

Pedestrian and Bicycle Site Access and Circulation

The project would not have an adverse effect on the existing pedestrian and bicycle facilities in the study area. The existing network of sidewalks and crosswalks in the study area have adequate connectivity and would provide employees and patrons with walkable routes to nearby transit stations, retail, and other points of interest in the immediate downtown area. Many of the streets adjacent to the project frontage feature lighting, landscaping, and wide sidewalks, which improve pedestrian perceptions of comfort and safety and provide a positive pedestrian and bicycle experience.

Transit Site Access and Circulation

The project would not have an adverse effect on the existing transit facilities in the study area. The study area is served by two multi-modal transit options in the downtown area. Within 2,000 feet near the project site, VTA bus routes 64A/64B provide local and regional bus service for commuters between San José downtown and major transit destinations in Santa Clara County.

Vehicle and Bicycle Parking

Per City Municipal Code, the project is required to provide a minimum total of 17 off-street vehicle parking spaces and 4 bicycle parking spaces for the proposed retail use. The project site plan proposes a total parking supply of 19 vehicle spaces and 1 bicycle space.

To satisfy the City's bicycle parking requirement, the project will need to install at least three (3) bicycle parking spaces on-site.

Neighborhood Interface

The project's on-site parking would satisfy the City's vehicle parking standard and is not anticipated to create an adverse effect to the existing parking condition, pedestrian facilities, and bicycle facilities in the surrounding residential neighborhoods.

1 INTRODUCTION

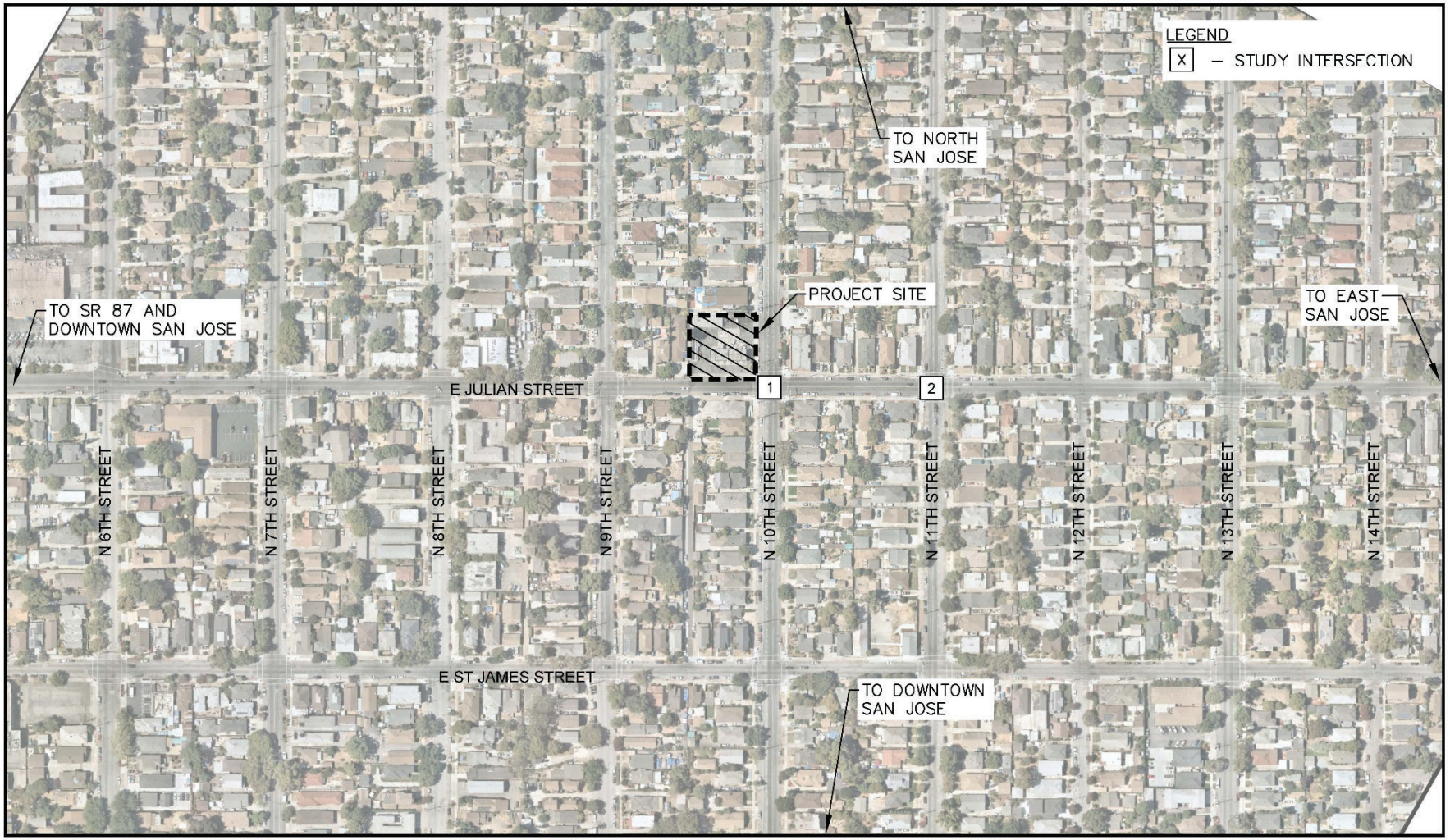
1.1 Project Description

This transportation analysis report evaluates transportation operations and site circulation conditions for the proposed 455 East Julian Street project in the City of San José. The project site is north of the San Jose State University located at the northwest corner of East Julian Street and North 10th Street. The project proposes to demolish the existing 1,200 square foot convenience store and construct a new 3,183 square foot convenience store. The existing 10 fueling stations on site would remain and access to the project would be provided by one driveway along 10th Street and two driveways along Julian Street.

An overview map locating the project site is shown in **Figure 1**. The project site plan is presented in **Figure 2** and the **Appendix**. Kimley-Horn was retained by Robinson Oil Corporation to provide a transportation analysis for the proposed project based on the scope of work approved by the City of San José.

Based on the recently adopted Transportation Analysis Policy 5-1, the project will require preparation of a comprehensive local transportation analysis (LTA) per the 2018 San Jose Transportation Analysis Handbook. This LTA report evaluates several project and transportation criteria including intersection operations, project trip generation, trip distribution, site access and circulation, sight distance, vehicle queuing, parking, bicycle, pedestrian, and transit facilities, and vehicle miles traveled (VMT).

Figure 1: Project Site Map



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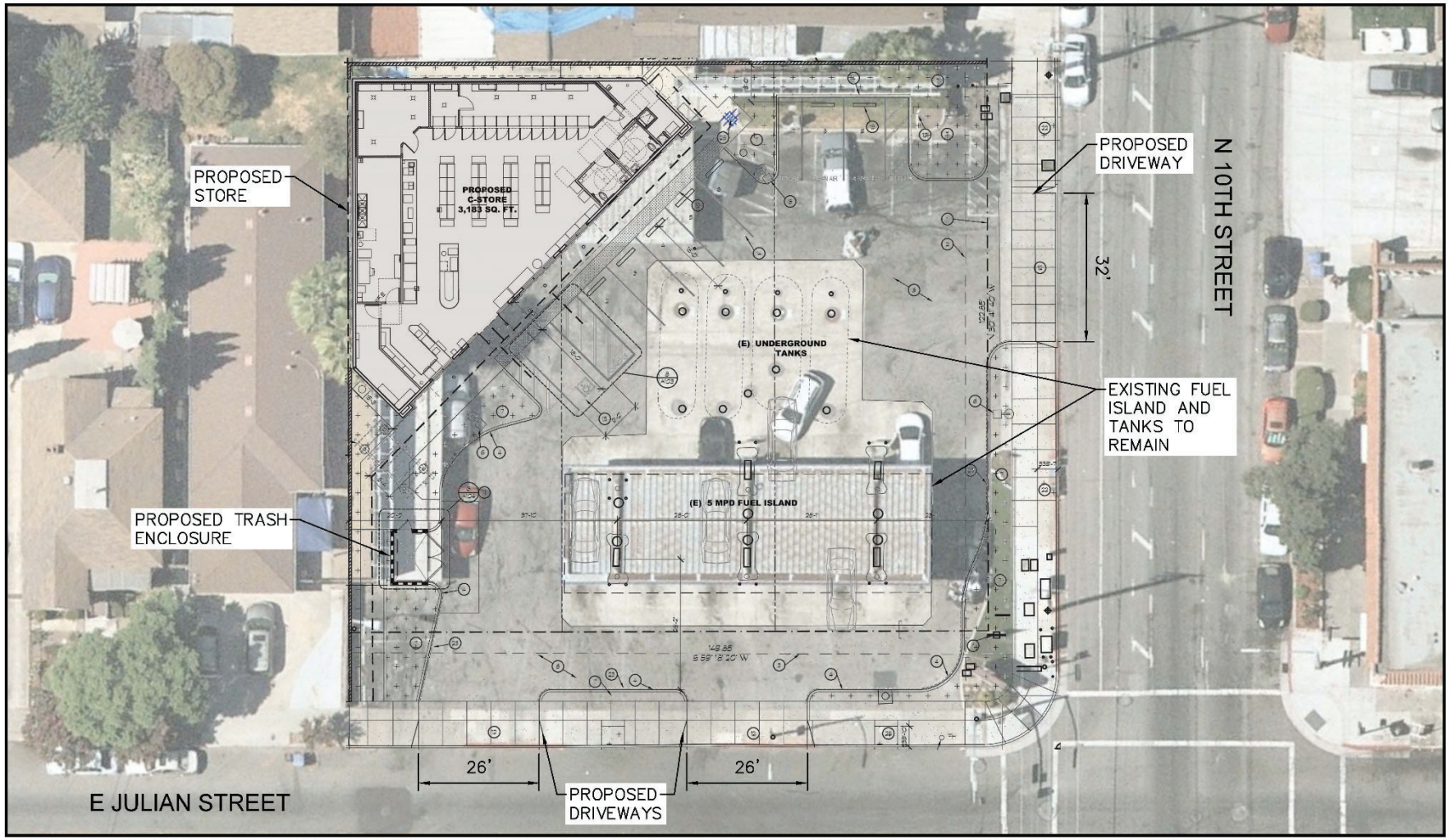
PROJECT SITE MAP

CITY OF SAN JOSE LTA - ROBINSON OIL CORPORATION

Figure 2: Project Site Plan



1.2 CEQA Transportation Analysis Scope

The California Environmental Quality Act (CEQA) was enacted in 1970 to ensure environmental protection through review of discretionary actions approved bay all public agencies. For the City of San Jose, a CEQA transportation analysis requires an evaluation of a project's potential impacts related to VMT and other adverse effects per site operational analyses. VMT is defined as the total miles of travel by personal motorized vehicle a project is expected to generate in a day. VMT is calculated using the Origin-Destination VMT method which measures the full distance of personal motorized vehicle-trips with one end within the project.

A project's VMT is compared to the appropriate thresholds of significance based on the project location and type of development. For a residential project, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. For an office or industrial project, the project's VMT is divided by the number of employees to determine the VMT per employee. The project's VMT is then compared to the VMT thresholds of significance established based on the average area VMT. A project located in a downtown area is expected to have a lower project VMT than the average area VMT, while a project located in a suburban area is expected to have a higher project VMT than the average area VMT.

Screening Criteria

The Transportation Analysis Handbook 2018 includes screening criteria for projects that are expected to result in less-than-significant VMT impacts. Projects that meet the screening criteria do not require a CEQA transportation analysis but may be required to provide a Local Transportation Analysis (LTA).

The proposed project, which consists of retail uses, meets the screening criteria set forth in the City's Transportation Analysis Handbook since the project is considered local-serving retail and under 100,000 square feet of total gross floor area. Therefore, a detailed CEQA transportation analysis is not required for this project.

VMT Analysis Methodology (for information use only)

The City has developed the San Jose VMT Evaluation Tool to streamline the analysis for residential, office, and industrial projects with local traffic to determine whether a project would result in CEQA transportation impacts related to VMT. The City's Travel Demand Model can also be used to determine project VMT for non-residential or non-office projects, very large projects, or projects that can potentially shift travel patterns.

The project's VMT was compared to the City's existing level VMT and VMT thresholds of significance as established in Council Policy 5.1. Project VMT that exceeds the thresholds of significance will need to mitigate its CEQA transportation impact by implementing various VMT reduction strategies described below.

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

Land use characteristics, multimodal network improvements, and parking are physical design strategies that can be incorporated into the project design. TDM includes programmatic measures that aim to reduce VMT by decreasing personal motorized vehicle mode share and by encouraging more walking, biking, and riding transit.

TDM measures should be enforced through annual trip monitoring to assess the project's status in meeting the VMT reduction goals.

City of San Jose VMT Threshold

The thresholds of significance for development projects, as established in the Transportation Analysis Policy are based on the existing citywide average VMT level for residential uses and the existing regional average VMT level for employment uses. **Table 1** summarizes the City VMT thresholds of significance for development projects. For retail developments, project net increase in existing regional total VMT will create a significant adverse impact.

Figure 3 and **Figure 4** shows San Jose heat maps identifying existing level VMT per capita for residential uses and VMT per employee for office and industrial uses in the city. Developments in green-colored areas are estimated to have VMT levels below the City's threshold of significance while orange and pink-colored areas are estimated to have VMT levels above the threshold of significance.

Table 1: City of San Jose VMT Thresholds of Significance

PROJECT TYPE	SIGNIFICANCE CRITERIA	CURRENT VMT	VMT THRESHOLD
Residential Uses	Project VMT per capita exceeds existing citywide average VMT per capita minus 15 percent, or existing regional average VMT per capita minus 15 percent, whichever is lower.	11.91 VMT per Capita (Citywide Average)	10.12 VMT per Capita
General Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee minus 15 percent.	14.37 VMT per employee (Regional Average)	12.21 VMT per employee
Industrial Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee.	14.37 VMT per employee (Regional Average)	14.37 VMT per employee
Retail / Hotel / School Uses	Net increase in existing regional total VMT.	Regional Total VMT	Net Increase
Public / Quasi-Public Uses	In accordance with most appropriate type(s) as determined by Public Works Director.	Appropriate levels listed above	Appropriate thresholds listed above
Mixed Uses	Evaluate each land use component of a mixed-use project independently, and apply the threshold of significance for each land use type included.	Appropriate levels listed above	Appropriate thresholds listed above
Change of Use / Additions to Existing Development	Evaluate the full site with the change of use or additions to existing development, and apply the threshold of significance for each project type included.	Appropriate levels listed above	Appropriate thresholds listed above
Area Plans	Evaluate each land use component of the Area Plan independently, and apply the threshold of significance for each land use type included.	Appropriate levels listed above	Appropriate thresholds listed above
Notes:			
VMT thresholds based on City of San Jose, 2018 Transportation Analysis Handbook, Table 2.			

Figure 3: VMT Per Capita Heat Map for Residents

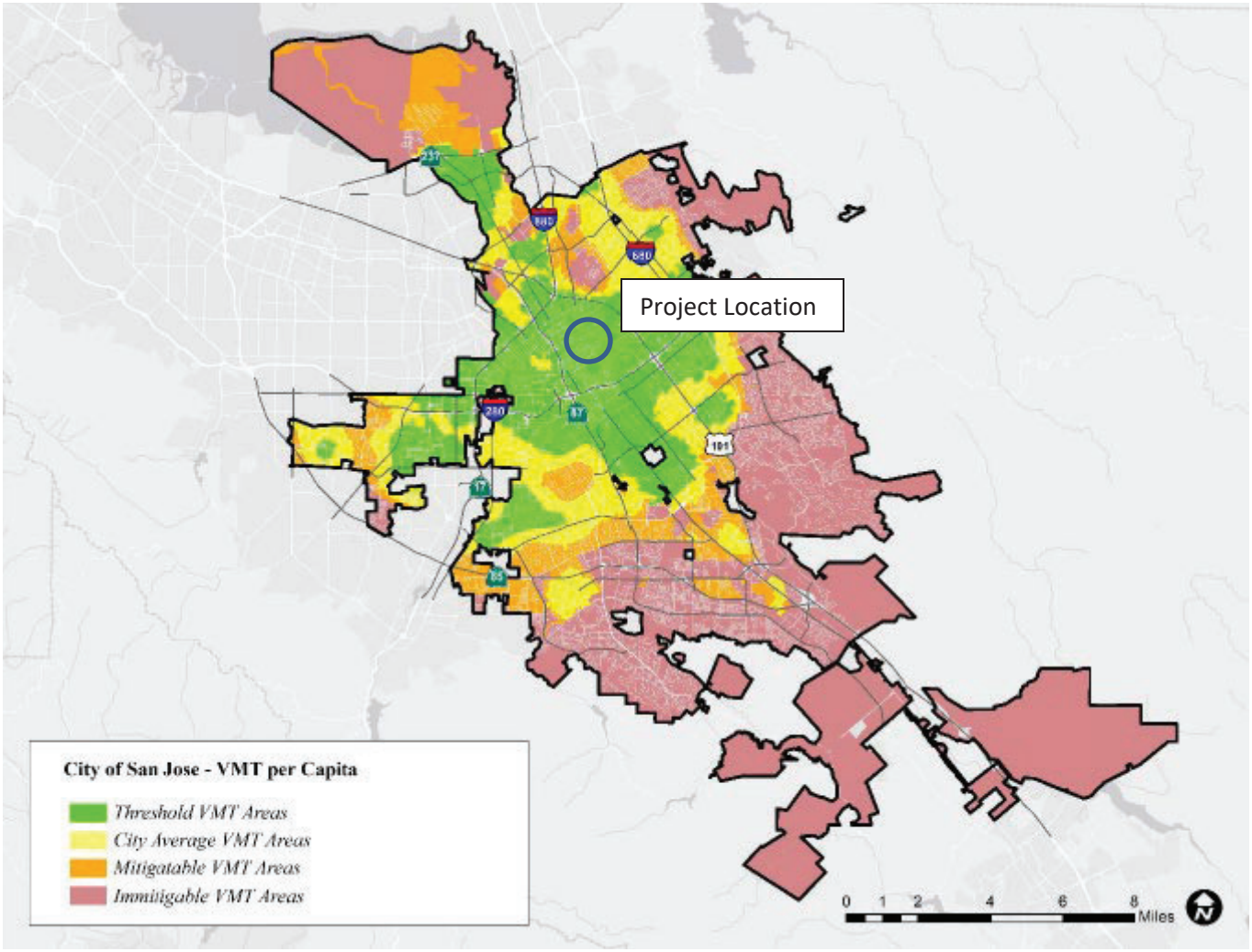
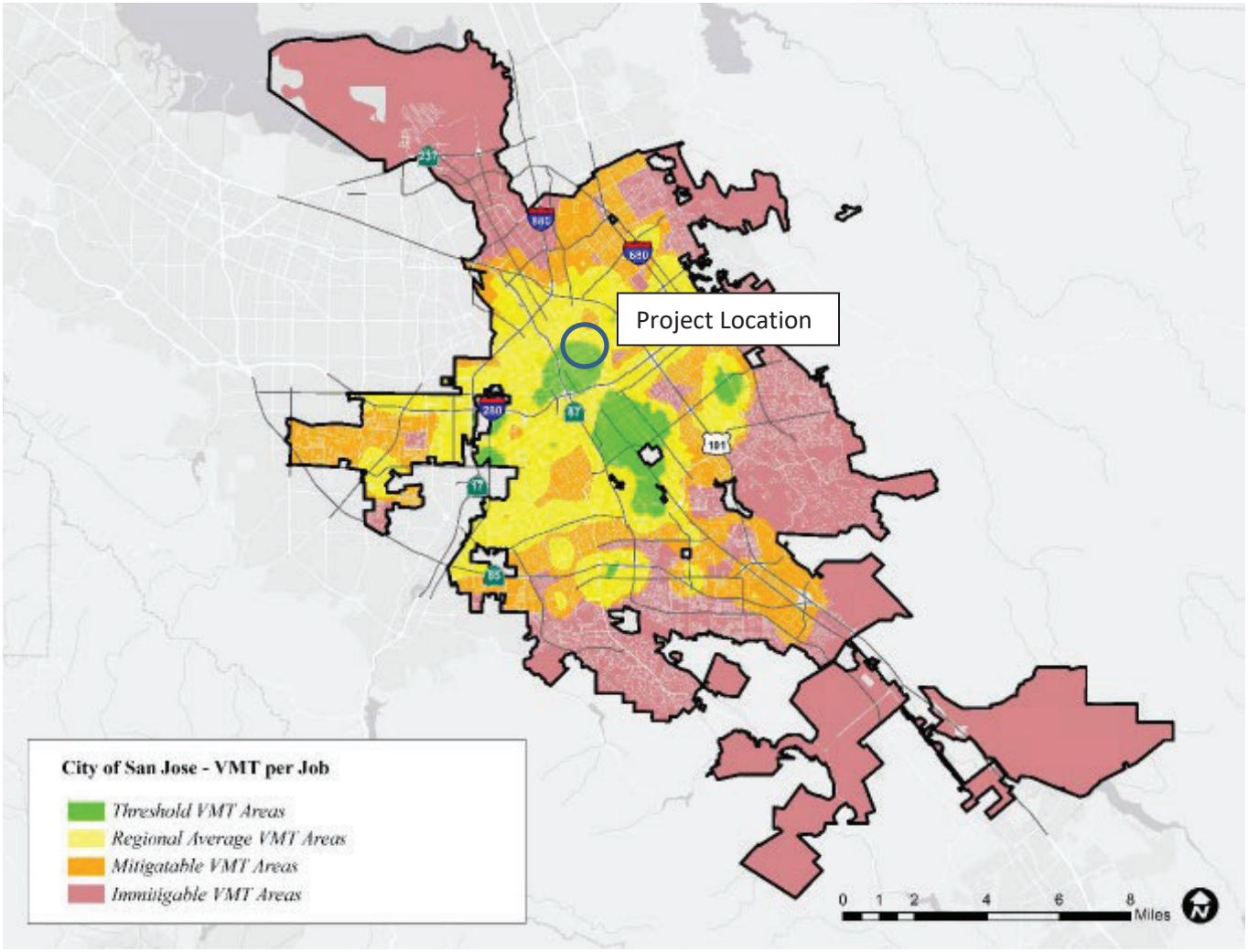


Figure 4: VMT Per Employee Heat Map for Office and Industrial Uses



1.3 Local Transportation Analysis Scope

A Local Transportation Analysis (LTA) evaluates the effects of a development project on transportation, access, circulation, and related safety elements in the proximate area of the project. An LTA also establishes consistency with the General Plan policies and goals through the following three objectives:

1. Ensures that a local transportation system is appropriate for serving the types, characters, and intensity of the surrounding land uses;
2. Encourages projects to reduce personal motorized vehicle-trips and increase alternative transportation mode share;
3. Addresses issues related to operation and safety for all transportation modes, with trade-offs guided by the General Plan street typology.

For this project, the LTA was assessed per the guidelines established in the 2018 San Jose Transportation Analysis Handbook and Transportation Analysis Workscope for 455 East Julian Street dated March 28, 2019.

The LTA study to identify potential traffic adverse effects was evaluated per the standards and guidelines set forth by the City of San Jose and the Santa Clara Valley Transportation Authority (VTA) which administers the

County Congestion Management Program (CMP). A project is required to conduct an intersection operations analysis if the project is expected to add ten (10) or more vehicle trips per peak hour per lane to a signalized intersection that is located within half a mile of the project site. Study intersections for the project were selected in consultation with City staff and in accordance with the VTA's TIA Guidelines. The following two (2) intersections studied in this LTA are listed below.

1. East Julian Street / North 10th Street
2. East Julian Street / North 11th Street

Study Scenarios

Traffic conditions for each study intersection were analyzed during the 7:00 – 9:00 AM and 4:00 – 6:00 PM peak hours of traffic which represent the most heavily congested traffic on a typical weekday. The study intersections were assessed under the following study scenarios.

- **Existing Conditions**: Existing AM and PM peak-hour traffic volumes, intersection geometry, and traffic control obtained from the City of San Jose 2016 CMP Annual Monitoring Report and supplemented with new 2019 turning movement counts conducted at selected intersections.

- **Background Conditions**: Peak-hour traffic volumes based on Existing conditions and adding City Approved Trip Inventory (ATI) traffic volumes from City of San Jose database to the Existing roadway geometry and traffic control. The ATI volumes represent approved but not yet constructed developments near the project study area.

- **Background Plus Project Conditions**: Peak-hour traffic volumes based on Background conditions and adding the net vehicle trips from the proposed project to the Background roadway geometry and traffic control. The Project scenario is compared to the Background conditions for determining project traffic adverse effects.

Intersection Level-of-Service Criteria and Thresholds

Analysis of adverse effects at roadway intersections is based on the concept of level-of-service (LOS). The LOS of an intersection is a qualitative measure used to describe operational conditions. LOS A (best) represents minimal delay, while LOS F (worst) represents heavy delay and a facility that is operating at or near its functional capacity. LOS for this study was based on the Highway Capacity Manual (HCM) 2000 methodology with TRAFFIX software. This methodology is used by the City of San Jose for CMP-designated intersections and determining average intersection vehicle delay measured in seconds. For an unsignalized intersection, the LOS is determined from the worst operating approach leg while the LOS for an all-way stop control is determined from the average intersection LOS. The standards used by the City of San Jose to measure intersection operations are summarized below in **Table 2**.

Table 2: Intersection Operation Standards at Signalized Intersections

LOS OPERATIONS STANDARD	DESCRIPTION	AVERAGE CONTROL DELAY (SECONDS/VEHICLE)
A	Operations with very low delay occurring with favorable progress and/or short cycle lengths.	10.0 or less
B	Operations with low delay occurring with good progression and/or short cycle lengths.	Between 10.1 and 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	Between 20.1 and 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	Between 35.1 and 55.0
E	Operations with high delays indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	Between 55.1 and 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	Higher than 80.0
Notes:		
LOS thresholds based on Transportation Research Board, 2010 Highway Capacity Manual		

Project intersection adverse effects are determined by comparing baseline conditions to those scenarios with the proposed Project. Adverse effects for intersections are created when traffic from the proposed Project causes the LOS to fall below the maintaining agency's LOS threshold or causes deficient intersections to deteriorate further, per the criteria indicated below.

City of San Jose LOS Threshold

The City's acceptable intersection operations standard is LOS "D" unless superseded by an Area Development Policy. An adverse effect on intersection operations occurs when the analysis demonstrates that a project would cause the operations standard at a study intersection to fall below LOS "D" with the addition of project vehicle-trips to baseline conditions.

For intersections already operating at LOS "E" or LOS "F" under the baseline conditions, an adverse effect is defined as:

- An increase in average critical delay by 4.0 seconds or more AND an increase in the critical volume-to-capacity (V/C) ratio of 0.010 or more; OR
- A decrease in average critical delay AND an increase in the critical V/C ratio of 0.010 or more.

CMP Intersection LOS Threshold

The County's operations standard for a CMP identified intersection is LOS "E". A project is anticipated to create an adverse effect on traffic conditions at a CMP signal if:

- LOS at the intersection degrades from and acceptable LOS "E" or better under baseline conditions to an unacceptable LOS F under baseline plus project conditions; OR

- LOS at the intersection is an unacceptable LOS "F" under baseline conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds AND the volume-to-capacity ratio (V/C) to increase by one percent (0.01) or more.

1.4 Report Organization

This report has a total of seven (7) chapters. Chapter 2 describes existing transportation conditions including VMT of the existing land uses in the proximity of the project, the existing roadway network, transit service, bicycle and pedestrian facilities. Chapters 3, 4, 5, and 6 describe the local transportation analysis including operations of study intersections, the methods used to estimate project-generated traffic, the project's effects on the transportation system, and an analysis of other transportation issues including site access and circulation, parking, transit services, bicycle and pedestrian facilities, and TDM. Chapter 7 provides a conclusion and summary section.

2 EXISTING TRANSPORTATION CONDITIONS

This chapter describes the existing conditions of the transportation system within the study area of the project. It presents the vehicle miles traveled (VMT) of the existing land uses in the proximity of the project and describes transportation facilities near the project site, including the roadway network, transit service, and pedestrian and bicycle facilities. The analysis of existing intersection operations is included as part of the Local Transportation Analysis (Chapters 3 & 4).

2.1 Vehicle Miles Traveled

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for residential, office, and industrial projects. Based on the evaluation tool and the project's APN, the existing VMT for employment uses in the project vicinity is 14.02 per employee, and the existing VMT for residential uses in the project vicinity is 8.41 per capita. The current regional average VMT for employment uses is 14.37 per employee and the citywide average VMT for residential uses is 11.91 per capita (see Table 1). Thus, the VMT levels of existing employment and residential uses in the project vicinity are less than the average VMT levels. Chapter 3 presents additional information on the project's VMT.

2.2 Existing Roadway Network

The following local and regional roadways provide access to the project site:

Julian Street is a two-lane roadway that extends east from Terraine Street and becomes a four-lane roadway east of N. 24th Street. Julian Street then extends to the east to terminate at East Court. The posted speed limit on Julian Street within the study area is 25 mph.

Per the Envision San Jose 2040 General Plan, Julian Street is identified as a Local Connector Street which provides equal prioritization of vehicles, transit, bicycles, and pedestrian activity along the corridor. These streets have two traffic lanes and would accommodate low to moderate volumes of through traffic within the City. Pedestrians are accommodated with sidewalks.

Santa Clara Avenue is a four-lane east-west arterial street that extends east from Stockton Avenue to U.S. 101 freeway on the east where it becomes Alum Rock Avenue. The posted speed limit on Santa Clara Avenue within the study area is 25 mph.

Per the Envision San Jose 2040 General Plan, Santa Clara Avenue is identified as a Grand Boulevard which serve as major transportation corridor that connect City neighborhoods and are a primary route for VTA light-rail, bus rapid transit (BRT), standard community busses, and other public transportation vehicles. Signal priority is provided for transit modes where there is conflict with vehicles and bikes. Pedestrians are accommodated with ample sidewalk and crossing amenities, especially around transit stops. A Grand Boulevard accommodates moderate to high volumes of through traffic within and beyond the City.

9th Street is a two-lane roadway that extends south of E. Taylor Road to E. San Fernando Street. It then begins again at East San Salvador Street and continues to the south to terminate at I-280. It then continues south again from the south side of I-280 and continues south to terminate at East Humboldt Street. The posted speed limit on North 9th Street within the study area is 25 mph.

10th Street is a four-lane roadway that extends south from Old Bayshore Highway and becomes a one-way, two-lane southbound roadway to the south of E. Hedding Street. 10th Street terminates south of I-280 at Tully Road. Within the study area, the roadway has a speed limit of 30 mph and provides a Class II bike lane.

Per the Envision San Jose 2040 General Plan, 10th Street is identified as a Local Connector Street which provides equal prioritization of vehicles, transit, bicycles, and pedestrian activity along the corridor. These streets have two traffic lanes and would accommodate low to moderate volumes of through traffic within the City. Pedestrians are accommodated with sidewalks.

11th Street is a one-way, two-lane northbound roadway that extends from Old Bayshore Highway to E. Humboldt Street. Within the study area, the roadway has a posted speed limit of 30 mph and provides a Class II bike lane.

Per the Envision San Jose 2040 General Plan, 11th Street is identified as a Local Connector Street which provides equal prioritization of vehicles, transit, bicycles, and pedestrian activity along the corridor. These streets have two traffic lanes and would accommodate low to moderate volumes of through traffic within the City. Pedestrians are accommodated with sidewalks.

2.3 Existing Pedestrian and Bicycle Facilities

Pedestrian activity within the project area is generated from the residential developments surrounding the project. Connected sidewalks are 5-10 feet wide and are available along all roadways in the study area with good lighting and signing. At signalized intersections, marked crosswalks, Americans with Disabilities Act (ADA) standard curb ramps, and count down pedestrian signals provide improved pedestrian visibility and safety.

At the project site frontage, pedestrian features including pedestrian count down signal heads, ADA curb ramps, and marked crosswalks are provided for all legs of the signalized E. Julian Street / North 10th Street intersection. Overall, the existing sidewalks and pedestrian facilities adjacent to the project have good connectivity and provide pedestrians with routes to the surrounding land uses.

Bicycle facilities near the project site include Class II bike lanes on 10th and 11th Street east of the project site. These bike facilities are marked with appropriate signs and pavement markings.

There are no existing bike facilities on East Julian Street adjacent to the project site. Bicyclists either share the lane with traffic or ride on the sidewalk when travelling on East Julian Street.

In 2007, the City adopted the Green Vision which is a 15-year plan for economic growth, environmental sustainability, and enhanced quality of life for the community. From the Green Vision, the City aims to create 100 miles of off-street interconnected trails and 400 miles of on-street bike facilities by 2022. According to the 2020 San Jose Bike Plan, no bicycle improvements are anticipated within the project site.

2.4 Existing Transit Facilities

San Jose is served by many local bus routes. Most regular bus routes operate on weekdays from early in the morning (5:00 AM to 6:00 AM) until late in the evening (10:00 PM to midnight) and on weekends from early morning (5:00 AM to 6:00 AM) until mid-evening (8:00 PM to 10:00 PM). Bus headways during peak commute periods vary between 15 to 30 minutes. Transit service in Eastern Santa Clara County is provided by the Valley Transportation Authority (VTA). Effective as of December 28, 2019, VTA has changed routing for the new Berryessa BART Station. With these changes, the nearest stops for the 64A/64B bus are located along East Julian

Street at the intersections of 6th, 7th, and 13th Streets. Bus stops with benches, shelters, and bus pullout amenities are provided within 1/3 mile from the project site at the 10th Street / Julian Street intersection.

2.5 Existing Intersections

The traffic study to identify potential traffic adverse effects was evaluated per the standards and guidelines set forth by the City of San Jose and the Santa Clara Valley Transportation Authority (VTA) which administers the County Congestion Management Program (CMP). Study intersections for the project were selected in consultation with City staff and in accordance with the VTA's TIA Guidelines. The following two (2) intersections studied in this LTA are listed below.

1. East Julian Street / North 10th Street
2. East Julian Street / North 11th Street

2.6 Existing Field Observations

Field observations did not reveal any adverse traffic-related issues adjacent to the project frontage. During the AM peak hour, westbound traffic heading to downtown and SR 87 is heavy at the 10th Street / Julian Street intersection with the peak period occurring from 7:30 to 8:30 AM. During the PM peak period, southbound traffic is heavy on 10th Street with the greatest congestion occurring between 5:00 to 6:00 PM for vehicles entering downtown. Most vehicle trips that access the site are short term where customers fuel their cars and/or shop at the convenience market.

2.7 US 101 / Oakland / Mabury Transportation Development Policy

The City of San Jose has identified operational deficiencies along the Oakland Road corridor at the US 101 interchange primarily due to capacity constraints of the interchange. As a result, the City has identified two key capital improvement projects: 1) modification of the US 101 / Oakland Road interchange and 2) construction of a new US 101 / Mabury Road diamond interchange. Both interchange projects will create additional capacity for accessing and crossing US 101, which will be crucial to accommodate future growth in the vicinity, including the future Berryessa BART station at the San Jose Flea Market site. To fund these necessary improvements, the City adopted the US 101 – Oakland/Mabury Transportation Development Policy (TDP) in 2007.

The TDP identifies various sources of funding to support the construction of the Planned Improvements. A total of $69 million is required to fund the construction of the Planned Improvements with two funding sources already identified to contribute a total of $38 million. One source is the regional funds pursued by the City and the Valley Transportation Authority (VTA) as part of the Valley Transportation Plan 2030 (VTP 2030) toward the construction of the US-101/Mabury Road interchange. This regional contribution is expected to be a $30 million allocation. The other source is the contribution toward the Planned Improvements by the City and/or its Redevelopment Agency as described in (1) the North San José Area Development Policy EIR; and (2) the Downtown Strategy 2000 EIR, which is expected to be an $8 million contribution.

Along with the adoption of the US-101/Oakland/Mabury TDP, the City Council established a Traffic Fee program to fund the balance of the $31 million cost for the Planned Improvements. The Traffic Fee Program requires new development that generates vehicle trip demands for the Policy Interchange Intersections to make fair share financial contributions as determined by the Nexus Study prepared as a part of the Traffic Fee program. The City will administer the traffic fees it collects and conduct appropriate studies, design, environmental clearance, and construction of the Planned Improvements as funds become available from payment of the fee by new development and other funding sources identified above.

The US101/Oakland/Mabury TDP requires new residential and commercial development to make a fair-share contribution toward the construction cost of $31 million based on the development capacity and the related trips generated by the development. The maximum available capacity at the Policy Interchange Intersections for all future development projects is 1,153 PM peak hour trips. Of the 1,153 PM trips, 10% or 115 PM trips, are allocated to the trips generated by future industrial growth that are exempt from the Traffic Fee Program. The remaining 1,038 PM trips are allocated to new residential and commercial development and are subjected to the Traffic Fee. The fair share Traffic Fee for each interchange trip is $39,625, calculated by apportioning $31 million of un-committed funding needs across the 1,038 PM trips. Furthermore, to ensure the amount remains at a consistent value over time, the amount of the Traffic Fee will be increased annually on January 1 per the Engineering News-Record (ENR) Construction Cost Index for San Francisco published by the McGraw Hill.

3 CEQA VMT ANALYSIS

For information purposes only, a VMT analysis was used to evaluate the 2305 Story Road Rotten Robbie project VMT levels against the appropriate thresholds of significance established in Council Policy 5-1. Section 3.4 and Table 1 of the *Transportation Analysis Handbook* identifies screening criteria to exempt certain components of a project that are expected to result in a less-than significant VMT impact from the project description, characteristics, and/or location.

Based on direction from City staff, project trips for the convenience store / gas station site were converted to the equivalent retail square footage for VMT screening. Project trips using ITE 10th Edition, Land Use 960 (Super Convenience Market / Gas Station) were converted to equivalent retail square footage using Land Use 820 (Shopping Center).

The proposed 3,183 square-foot convenience market is equivalent to 70,650 square-feet of retail space. Therefore, the project meets the screening criteria for VMT analysis exemption as a local-serving retail with 100,000 square-feet of total gross floor area or less without drive through operations. **Table 3** summarizes the trip generation conversion for equivalent retail square footage.

Table 3: Equivalent Retail Square Footage Conversion

LAND USE / DESCRIPTION	PROJECT SIZE		TOTAL DAILY TRIPS
Trip Generation Rates (ITE)			
Super Convenience Market / Gas Station [ITE 960]	Per	1,000 Sq Ft	837.58
Shopping Center [ITE 820]	Per	1,000 Sq Ft GLA	37.75
1. Gas Station Vehicle-Trips			
Rotten Robbie - 755 E Julian Street [ITE 960]	3.18	1,000 Sq Ft	2,667
2. Equivalent Retail Vehicle-Trips (For VMT)			
Rotten Robbie - 755 E Julian Street [ITE 820]	70.65	1,000 Sq Ft GLA	2,668

For informational purposes only, the City of San Jose VMT Evaluation Tool was used to estimate VMT impacts for each land use component of the project. The VMT Evaluation Tool calculates the per-capita and per-employee VMT for the half-mile radius surrounding the project site, as calculated using the City's travel demand model and adjusted to the parcel level. For projects that would trigger a VMT impact, VMT reduction strategies such as introducing TDM or additional multimodal infrastructure can be used to mitigate the VMT impact which is estimated from research literature and case studies.

The 70,650 square-feet of equivalent retail space was evaluated using the San Jose VMT Evaluation Tool. The City's VMT threshold is 10.12 per capita for residential land uses, a 12.21 per employee threshold for general employment land uses, and a net increase in existing regional VMT for retail land uses. For the surrounding land use area, the existing VMT is 7.46 per capita for residential and 12.26 per employee for general employment uses. The evaluation tool estimates that the project would generate a per employee VMT of 12.26. Per City VMT requirements shown in Table 1, the project under retail use would not generate a net increase in existing regional VMT and would not trigger a City VMT impact. A summary output of the project VMT using the City's Evaluation Tool is presented in **Figure 5**.

Figure 5: San Jose VMT Evaluation Tool Summary Report

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name:	Rotten Robbie Julian Street	Tool Version:	2/29/2019
Location:	455 East Julian Street	Date:	3/4/2020
Parcel:	24952017 Parcel Type: Urban High Transit		

Proposed Parking Spaces Vehicles: 19 Bicycles: 1

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	0 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	0 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	0 KSF		
Retail:	70.65 KSF		
Industrial:	0 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density
- Existing Density (DU/Residential Acres in half-mile buffer) 13
- With Project Density (DU/Residential Acres in half-mile buffer) 13

Increase Development Diversity
- Existing Activity Mix Index 0.51
- With Project Activity Mix Index 0.52

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

Increase Employment Density
- Existing Density (Jobs/Commercial Acres in half-mile buffer) 28
- With Project Density (Jobs/Commercial Acres in half-mile buffer) 29

Tier 2 - Multimodal Infrastructure

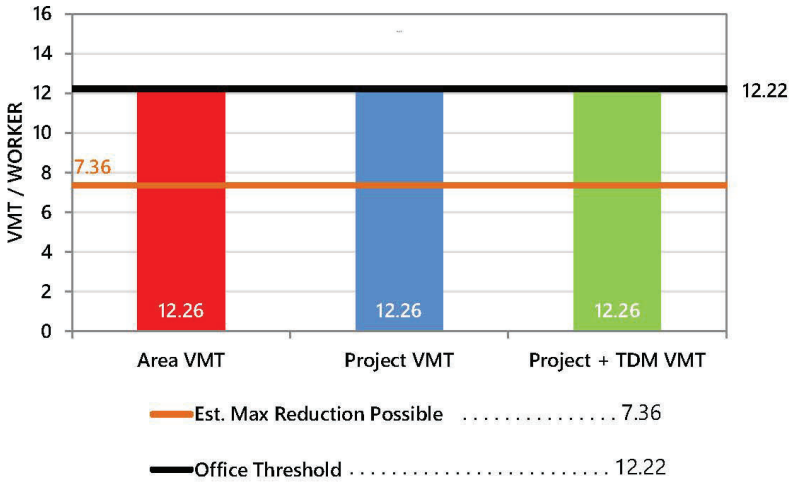
Tier 3 - Parking

Tier 4 - TDM Programs

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

EMPLOYMENT ONLY

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



4 LTA PROJECT DESCRIPTION

This chapter describes the local transportation analysis including the method by which project traffic is estimated through trip generation, trip distribution, and volume assignment.

4.1 Project Site Plan

Based on the most recent 2019 site plan provided by K12 Architects, the proposed 455 East Julian Street project proposes to demolish the existing convenience store and construct a new 3,183 square foot convenience market with no proposed changes to the fueling stations. Access to the project would be provided by one driveway along 10th Street and two driveways along Julian Street. The proposed site provides nineteen (19) parking spaces (10 of which are fueling positions) and one (1) bicycle parking space to accommodate the expansion. The project site plan is presented in **Figure 2** and the **Appendix**.

4.2 Project Trip Generation

Trip generation for the proposed project land uses was calculated using average trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*.

A trip is defined as a single or one-directional vehicle movement in either the origin or destination at the project site. In other words, a trip can be either "to" or "from" the site. In addition, a single customer visit to a site is counted as two trips (i.e. one to and one from the site). Daily, AM, and PM peak hour trips for the project were calculated with average trip rates. The following ITE land uses were considered for the proposed 455 East Julian Street development:

- **ITE 960 Super Convenience Market / Gas Station**: This land use was chosen for the proposed project based on existing driveway count characteristics and the ITE definition. ITE states that this land use has two specific characteristics:
    - Gross floor area of convenience market is at least 3,000 square feet
    - The number of vehicle fueling positions (VFP) is at least 10

From the site plan it was determined that the convenience market would be 3,183 square-feet.

Baseline vehicle trips for the proposed project (excluding trip adjustments) is anticipated to generate a gross total of 2,667 daily trips, 265 AM peak hour trips, and 221 PM peak hour vehicle trips. Of the AM peak hour trips, approximately 132 trips are inbound to the project and 133 trips are outbound from the project. For the PM peak hour trips, approximately 110 trips are inbound while 111 trips are outbound.

Per the 2018 *Transportation Analysis Handbook*, trip generation reduction credits can be applied to the project. According to the *VTA Transportation Impact Analysis Guidelines*, if the project is located within a 2,000-foot walk of a major bus stop, reductions can be applied. A major bus stop is defined as a bus stop where 6 or more buses per hour from the same or different route stop during the peak period. Bus stops are within 2,000 feet of the project location; however, the existing 64A/64B routes are not frequent enough to justify a VTA transit reduction.

For project in the City of San Jose, a location-based mode share trip reduction credit was applied. This adjustment is a function of multimodal connectivity and accounts for greater mode share for projects located in

urban or transit developed areas. From Table 5 and Table 6 of the *Transportation Analysis Handbook*, the project location is designated as an "Urban High-Transit" place with a vehicle mode share of 83 percent for retail land uses. Therefore, a 17% retail mode share trip reduction credit was applied to the project.

Per the *Transportation Analysis Handbook*, identified VMT reduction strategies will also encourage reductions in vehicle-trips generated by the project. For residential projects, it is assumed that every percent reduction in per-capita VMT is equivalent to one percent reduction in peak hour vehicle trips. For office and industrial trips, it is assumed that every percent reduction in per-employee VMT is equivalent to one percent reduction in peak hour vehicle-trips. A VMT vehicle-trip reduction credit was not applied to the project.

The project will also involve demolishing the existing 1,200 square-foot convenience store and would be eligible for an existing use trip credit. In addition, the existing 10 fueling station would remain. To account for these uses, the existing use trip credit was determined from peak hour driveway counts collected at the existing commercial driveways along 10th Street and Julian Street. These daily driveway counts were conservatively adjusted to determine the AM and PM peak trip credit. The driveway count data yields greater trips during the PM peak hour and is consistent with average ITE PM rates for typical gas station use.

Development of the proposed 455 E. Julian project with applicable trip reductions 326 daily, 96 AM peak hour, and 6 PM peak hour vehicle trips. Of the net AM peak hour trips, approximately 44 trips are inbound to the project and 52 trips are outbound from the project. For the net PM peak hour trips, approximately 6 trips are inbound while 0 trips are outbound.

Table 4 provides a summary of the proposed trip generation and trip reductions for the project.

4.3 Project Trip Distribution and Assignment

Trip distribution and assignment for the 455 East Julian Street project was assumed based on the project driveway location, the freeway ramp location, community characteristics, and professional engineering judgement. Project trips to and from the site are anticipated to access the following regional facilities and destinations:

- 10th Street South (outbound to downtown)
- 11th Street South (inbound from downtown
- Julian Street East (inbound/outbound)
- 10th Street North (inbound from North San Jose)
- 11th Street North (outbound to North San Jose)
- Julian Street West (inbound/outbound)

The project trip distribution and assignment for the site plan is presented in **Figure 6** while project intersection assignment is presented in **Figure 7**. The project driveways on East Julian Street and North 10th Street will provide full access to the site. The trip assignment shown represents the shortest paths to and from the project site under ideal traffic conditions.

Table 4: Project Trip Generation

LAND USE / DESCRIPTION	PROJECT SIZE	TOTAL DAILY TRIPS	AM PEAK TRIPS			PM PEAK TRIPS		
			TOTAL	IN	/ OUT	TOTAL	IN	/ OUT
Trip Generation Rates (ITE)								
Super Convenience Market / Gas Station [ITE 960]	Per 1,000 Sq Ft	837.58	83.14	50%	/ 50%	69.28	50%	/ 50%
1. Baseline Vehicle-Trips								
Rotten Robbie - 755 E Julian Street	3.18 1,000 Sq Ft	2,667	265	132	/ 133	221	110	/ 111
Baseline Project Vehicle-Trips		**2,667**	**265**	**132**	**/ 133**	**221**	**110**	**/ 111**
2. Location-based Mode Share Adjustments								
Urban High-Transit Reduction (Mode Share)	-17% Retail	(454)	(45)	(23)	/ (22)	(38)	(19)	/ (19)
Project Vehicle-Trips After Reduction		**2,213**	**220**	**109**	**/ 111**	**183**	**91**	**/ 92**
3. Other Trip Adjustments								
Existing Uses (Driveway Counts on 1/7/2020)		(1,888)	(124)	(65)	/ (59)	(178)	(85)	/ (93)
Existing Land Use Trip Adjustment Subtotal		**(1,888)**	**(124)**	**(65)**	**/ (59)**	**(178)**	**(85)**	**/ (93)**
Total Project Trips								
BASELINE PROJECT VEHICLE TRIPS		**2,667**	**265**	**132**	**/ 133**	**221**	**110**	**/ 111**
GROSS PROJECT VEHICLE TRIPS		**2,213**	**220**	**109**	**/ 111**	**183**	**91**	**/ 92**
NET PROJECT VEHICLE TRIPS		**326**	**96**	**44**	**/ 52**	**5**	**6**	**/ (1)**
NET PROJECT VEHICLE TRIPS (FOR ANALYSIS)		**326**	**96**	**44**	**/ 52**	**6**	**6**	**/ 0**

Notes:

Project Land Uses assumed based on proposed site plan from K12 Architects (6/17/2019)

Daily, AM, and PM trips based on average land use rates from the Institute of Traffic Engineers Trip Generation 10th Edition

For conservative analysis, ITE 960 (Super Convenience Market / Gas Station) land use assumed since the project has a convenience market greater than 3,000 square feet and at least 10 fueling positions.

A 17% Mode Share Reduction from San Jose Transportation Analysis Handbook 2018 was applied since the project is located in an "Urban High-Transit" area.

Vehicle trip credit for the gas station site based on existing driveway counts (1/7/2020). Driveway counts are comparable to ITE 945 (Gasoline Station w/ Convenience Market) rates. For conservative analysis, applied peak hour trips from 7:00-8:00 AM and 5:00-6:00 PM.

Figure 6: Project Trip Distribution and Assignment

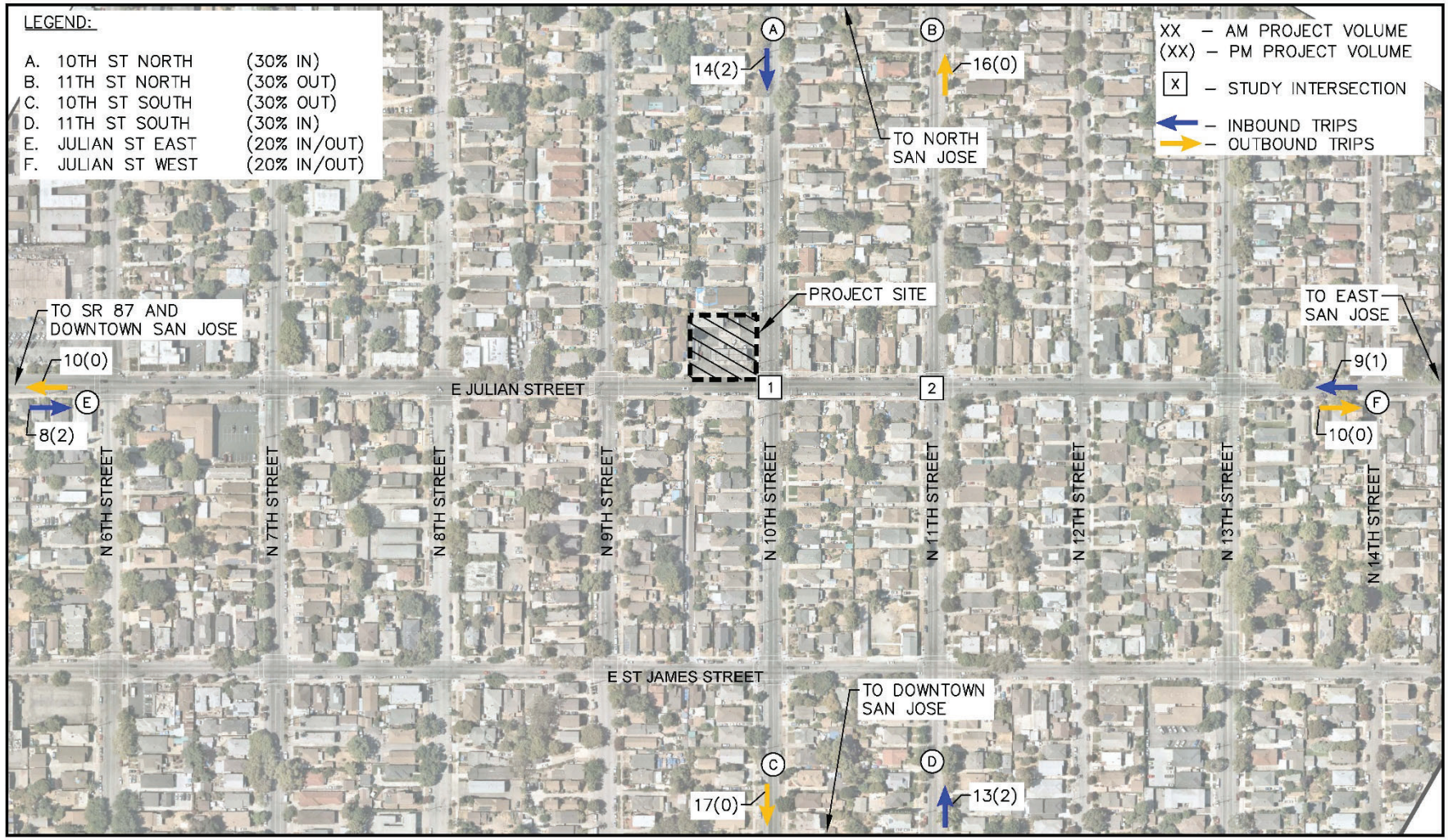
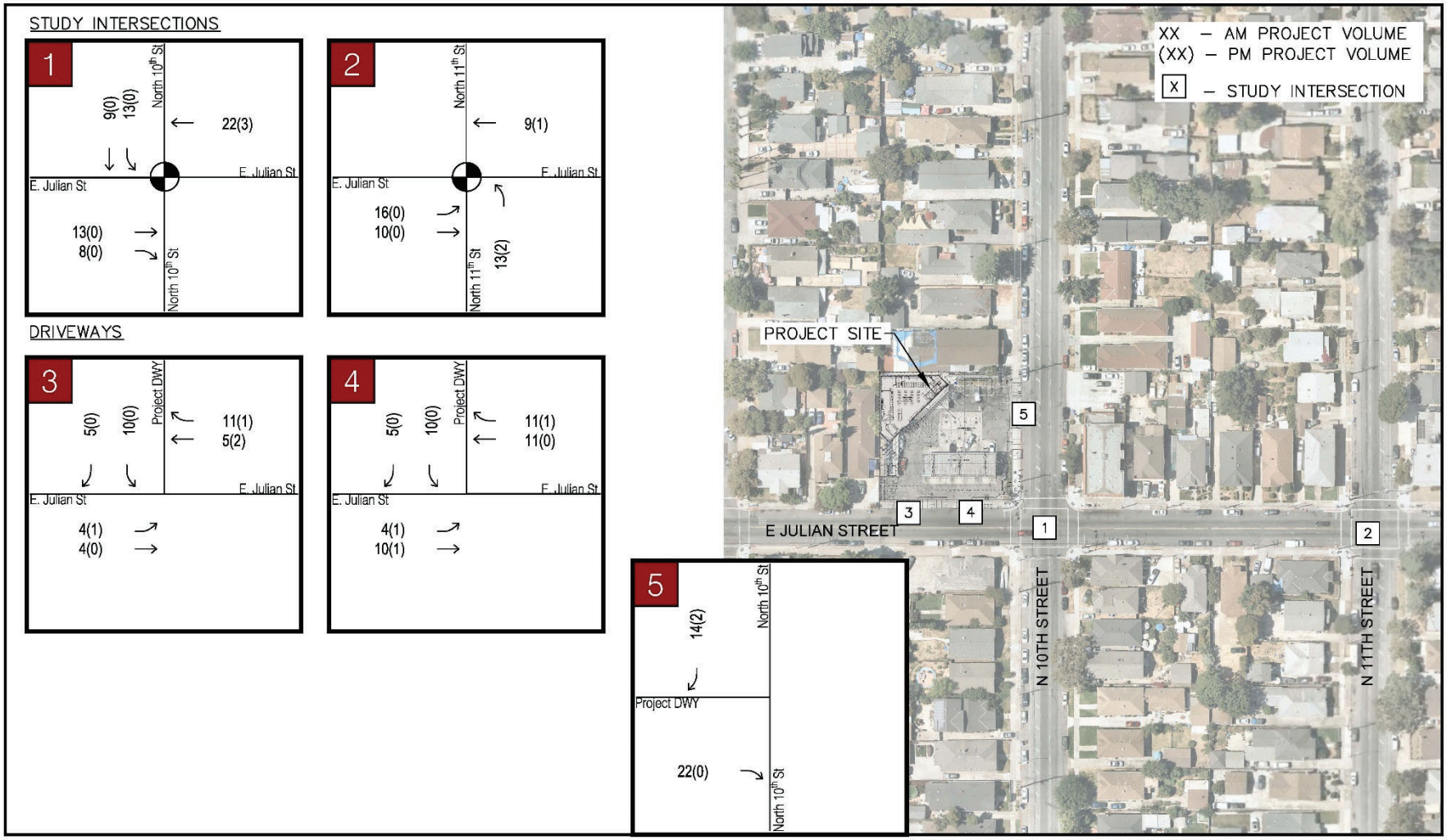


Figure 7: Project Intersection Assignment



5 LTA INTERSECTION OPERATIONS

This chapter describes the local transportation analysis including intersection operations analysis for existing, background, and cumulative conditions, intersection vehicle queuing analysis, and mitigation measures for any adverse effects to intersection level of service caused by the project.

Intersection operations analysis is intended to measure the existing intersection operations and the effect of adding project traffic on the study intersection(s). A potential adverse effect is not a CEQA measure. An adverse effect on intersection operations occurs when the analysis demonstrates that a project would cause the operations standard at a study intersection to fall below D with the addition of project vehicle-trips to baseline conditions. For intersections already operating at E or F under the baseline conditions, an adverse effect is defined as:

- An increase in average critical delay by 4.0 seconds or more AND an increase in the critical V/C ratio of 0.010 or more; OR
- A decrease in average critical delay AND an increase in critical V/C ratio of 0.010 or more.

5.1 Existing Conditions Analysis

Weekday AM and PM peak hour intersection turning movement volumes for the existing study intersections were obtained from turning movement counts collected at selected intersections on Tuesday, January 7, 2020 when local schools were in session and during fair weather conditions. These counts included vehicles, bicycles, and pedestrians and were collected when local schools were in session and the weather was fair. Peak hour volumes during each intersection's respective peak were conservatively used in this analysis, therefore, some volume imbalances were observed between study intersections. Existing intersection lane geometry and peak hour turning movement volumes are shown in **Figure 8**.

Traffic operations were evaluated at the study intersections under Existing conditions, and the results of the analysis are presented in **Table 5**. New intersection turning-movement counts and TRAFFIX output sheets are provided in the **Appendix**.

Table 5: Intersection Operations Summary for Existing Conditions

#	Intersection	Control	Existing Conditions							
			AM Peak				PM Peak			
			LOS	Delay (sec)[1]	v/c Ratio	Crit. Delay (sec)	LOS	Delay (sec)[1]	v/c Ratio	Crit. Delay (sec)
1	E. Julian St and N. 10th St	Signalized	B	16.0	0.480	17.4	B	16.2	0.503	15.5
2	E. Julian St and N. 11th St	Signalized	B	18.8	0.631	19.8	B	15.2	0.427	17.2

As shown above, the study intersections are operating at acceptable LOS during the AM and PM peak hour under Existing conditions.

5.2 Background Conditions Analysis

Traffic generated from other approved projects near the project study area were obtained from the City of San Jose Approved Trip Inventory (ATI) database attached in the **Appendix**. These ATI traffic volumes were added to the existing traffic counts to generate the Background baseline scenario and include the following local projects.

- Downtown Strategy Plan 2000 – Downtown Core
- North San Jose (NSJ)

The roadway network under Background conditions would be the same as the existing roadway network.

Traffic operations for the study intersections under Background conditions are shown below in **Table 6** and **Figure 9**. As shown below, the study intersections are anticipated to operate at acceptable LOS during the AM and PM peak hour under Background conditions.

Table 6: Intersection Operations Summary for Background Conditions

#	Intersection	Control	Background Conditons							
			AM Peak				PM Peak			
			LOS	Delay (sec)[1]	v/c Ratio	Crit. Delay (sec)	LOS	Delay (sec)[1]	v/c Ratio	Crit. Delay (sec)
1	E. Julian St and N. 10th St	Signalized	B	15.6	0.477	17.1	B	16.7	0.534	16.2
2	E. Julian St and N. 11th St	Signalized	B	18.7	0.625	19.7	B	15.2	0.436	17.3

5.3 Background Plus Project Conditions Analysis

Traffic operations were evaluated at the study intersection under Project conditions based on Background conditions and adding the net vehicle trips from the proposed East Julian project to the Background roadway geometry and traffic control. The project traffic volumes were incorporated from the Trip Generation and Trip Distribution described in Section 3 of this report. Traffic operations for the study intersections for the project are shown in **Table 7** and **Figure 10.**

As shown below, the study intersections are anticipated to operate at acceptable LOS during the AM and PM peak hour under Background Plus Project conditions.

Table 7: Intersection Operations Summary for Background Plus Project Conditions

#	Intersection	Control	Project Conditions														
			AM Peak							PM Peak							
			LOS	Delay (sec)[1]	Delay Var	v/c Ratio	v/c Var	Crit. Delay (sec)	Crit. Delay Var	Impact	LOS	Delay (sec)[1]	Delay Var	v/c Ratio	v/c Var	Crit. Delay (sec)	Crit. Delay Var	Impact
1	E. Julian St and N. 10th St	Signalized	B	15.7	0.1	0.497	0.020	17.3	0.2	NO	B	16.7	0.0	0.534	0.000	16.2	0.0	NO
2	E. Julian St and N. 11th St	Signalized	B	18.9	0.2	0.635	0.010	19.9	0.2	NO	B	15.2	0.0	0.436	0.000	17.3	0.0	NO

Figure 8: Existing Intersection Lane Geometry & Traffic Volumes

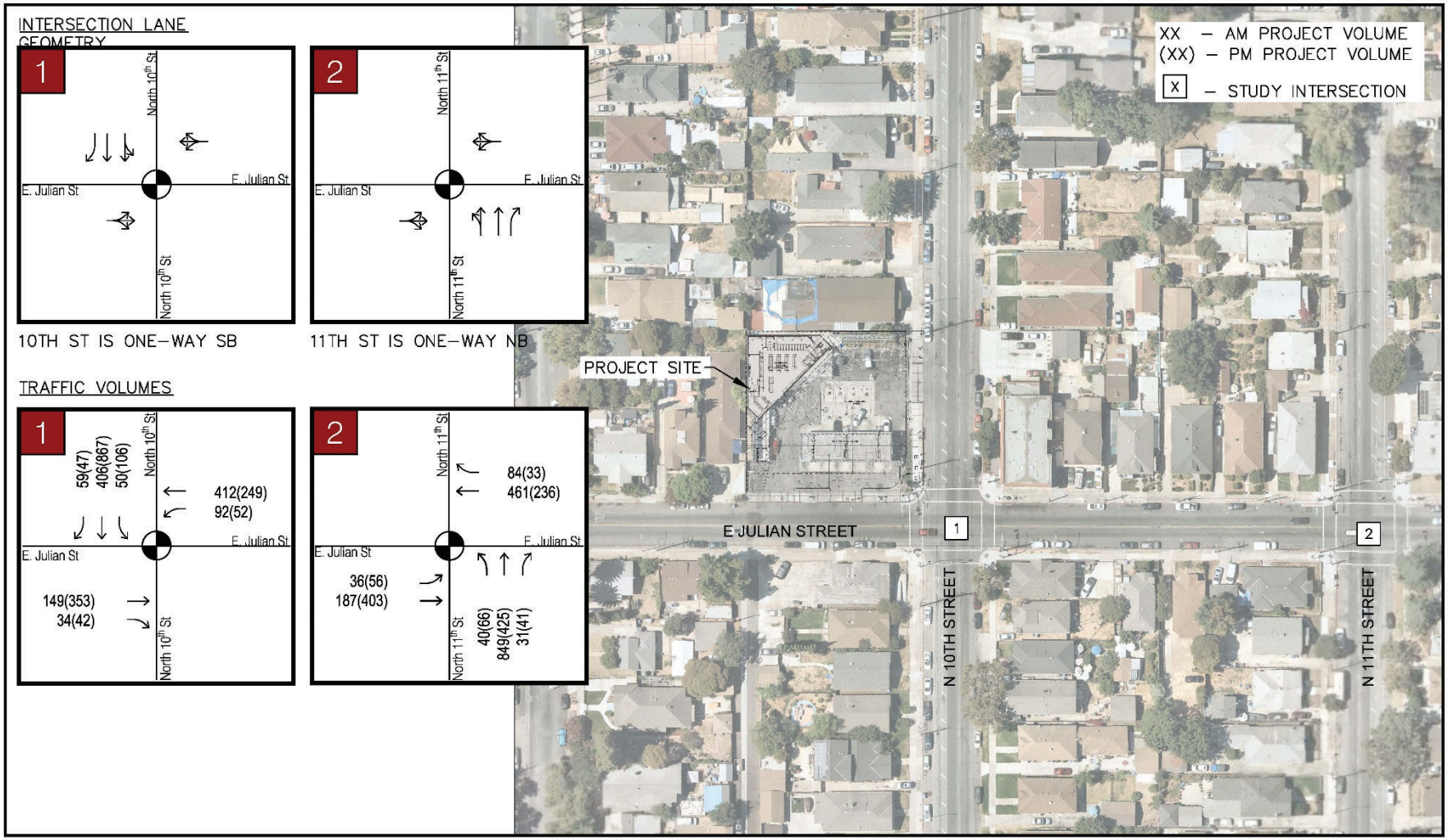


Figure 9: Background Traffic Volumes

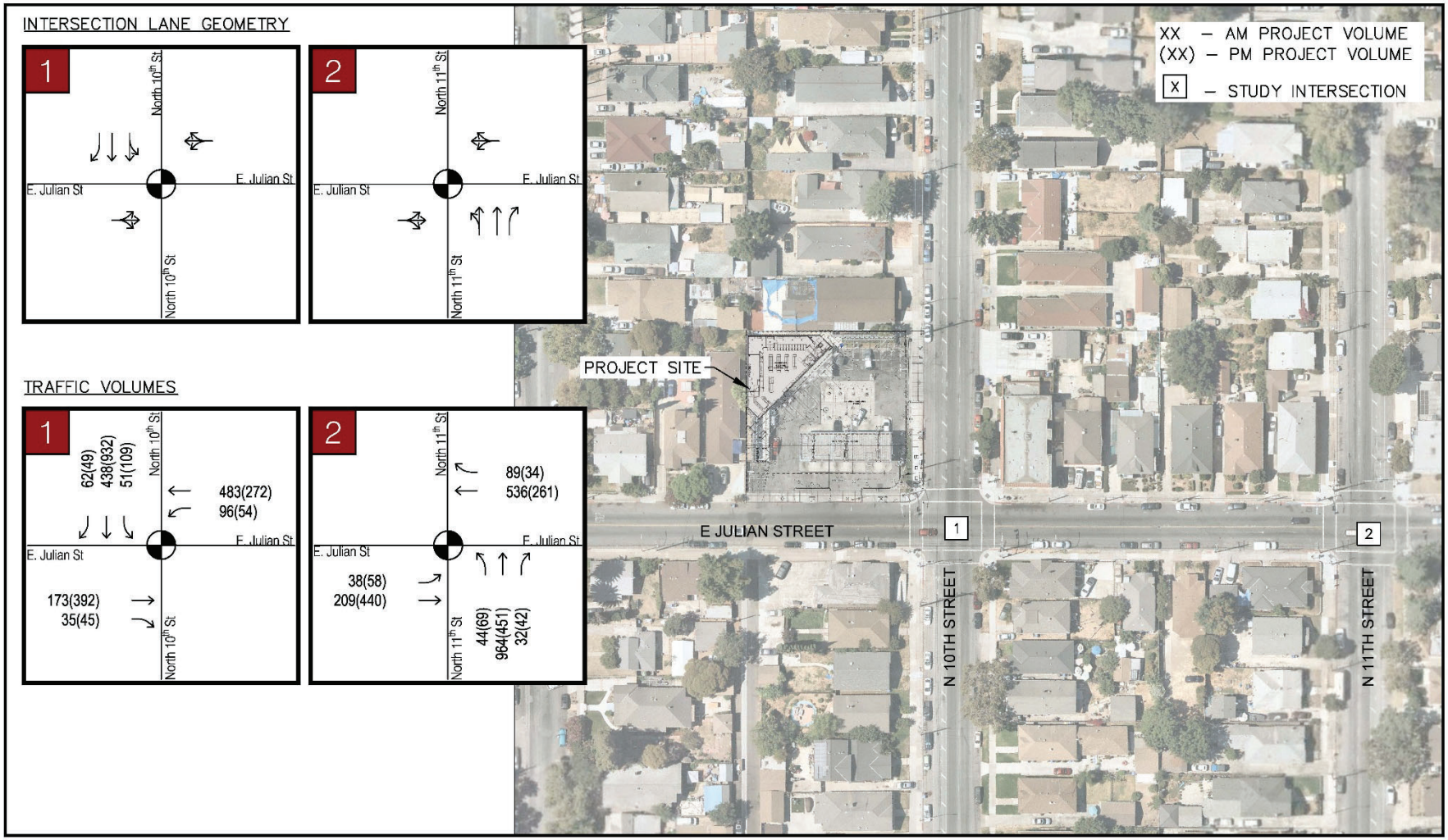
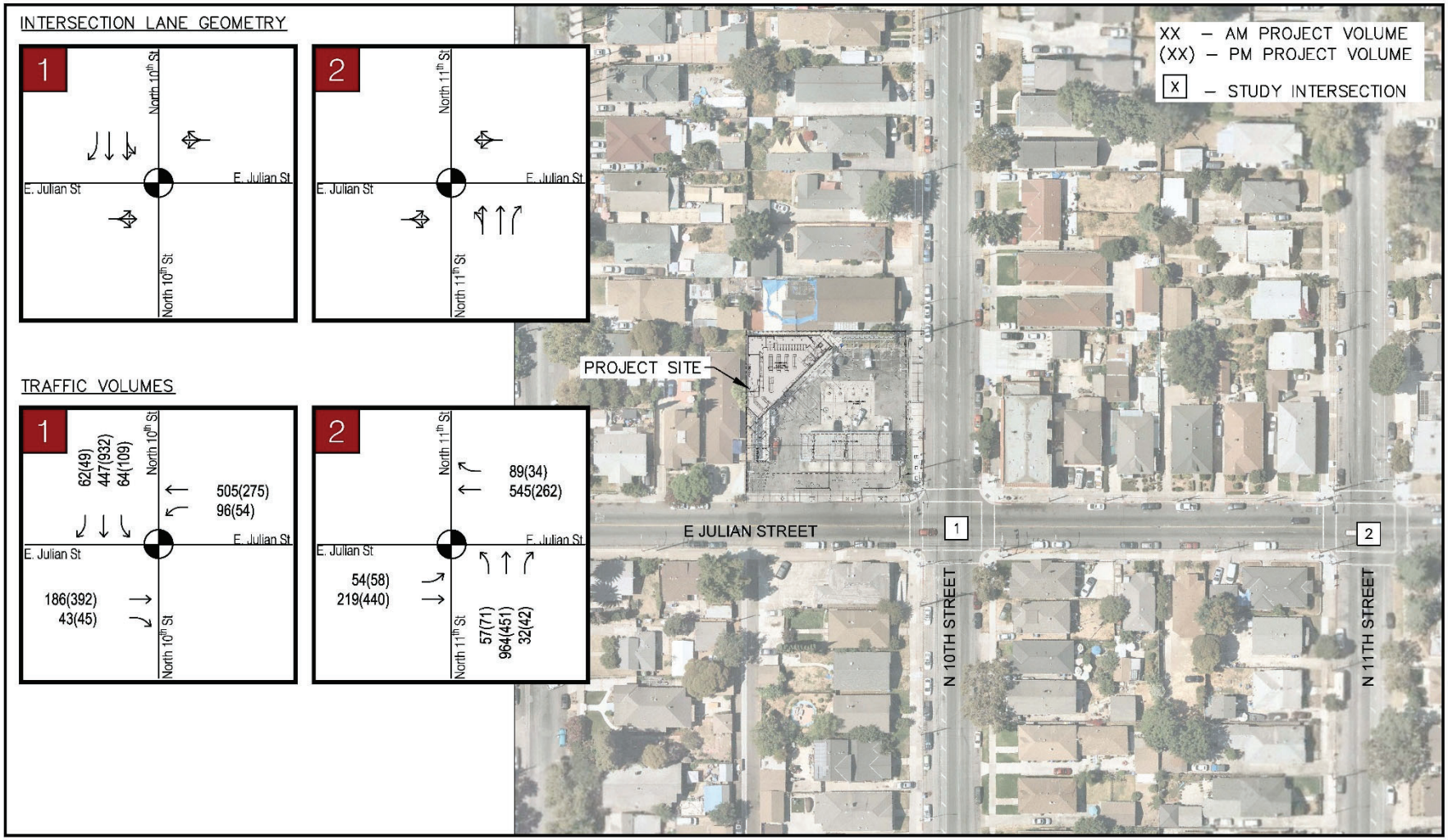


Figure 10: Background Plus Project Traffic Volumes



5.6 Intersection Queue Analysis

A left and right turn lane queue analysis was evaluated for the project under Existing, Background, and Background Plus Project conditions. Vehicle queues are estimated using a Poisson probability distribution formula to determine the 95th percentile maximum number of queued vehicles per cycle for an intersection movement. The 95th percentile queue represents the design queue length and is compared to the existing or planned available storage capacity assuming an average queue of 20-feet per vehicle. Due to close spacing between the proposed project driveways and existing intersections, a microsimulation analysis using Synchro and SimTraffic software was used to evaluate vehicle queues. **Table 8 & 9** summarize the left and right-turn queue analysis for the project.

Table 8: Left-Turn Queue Analysis

DESCRIPTION	#1 10TH/JULIAN				#3-4 JULIAN/PROJECT DRIVEWAY				#5 10TH/PROJECT DRIVEWAY			
	NBL	SBL	EBL	WBL	NBL	SBL	EBL	WBL	NBL	SBL	EBL	WBL
Number of Turn Lanes	0	1	0	1	0	1	1	0	0	0	0	0
Storage Length (ft/ln)	0	500	0	500	0	50	500	0	0	0	0	0
AM PEAK HOUR - LEFT TURN QUEUE												
Existing Conditions												
95% Queue (veh/ln)	0	5.9	0	12	0	2	0.2	0	0	0	0	0
95% Queue (ft/ln)	0	118	0	231	0	40	3	0	0	0	0	0
Sufficient Storage?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Background Conditions												
95% Queue (veh/ln)	0	6	0	15	0	2.1	0.8	0	0	0	0	0
95% Queue (ft/ln)	0	119	0	293	0	42	15	0	0	0	0	0
Sufficient Storage?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Background Plus Project Conditions												
95% Queue (veh/ln)	0	6.5	0	13	0	2.3	1.7	0	0	0	0	0
95% Queue (ft/ln)	0	129	0	256	0	46	34	0	0	0	0	0
Sufficient Storage?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
PM PEAK HOUR - LEFT TURN QUEUE												
Existing Conditions												
95% Queue (veh/ln)	0	6.3	0	8	0	3.4	4.7	0	0	0	0	0
95% Queue (ft/ln)	0	125	0	159	0	68	94	0	0	0	0	0
Sufficient Storage?	YES	YES	YES	YES	YES	NO	YES	YES	YES	YES	YES	YES
Background Conditions												
95% Queue (veh/ln)	0	6.4	0	12	0	2.8	6.7	0	0	0	0	0
95% Queue (ft/ln)	0	127	0	231	0	56	134	0	0	0	0	0
Sufficient Storage?	YES	YES	YES	YES	YES	NO	YES	YES	YES	YES	YES	YES
Background Plus Project Conditions												
95% Queue (veh/ln)	0	6.3	0	7.1	0	2.3	7.7	0	0	0	0	0
95% Queue (ft/ln)	0	126	0	142	0	46	154	0	0	0	0	0
Sufficient Storage?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

Note: Queue reported is the 95th-percentile car length per lane based on HCM 2000 methodology (1 car length = 20 feet).

Table 9: Right-Turn Queue Analysis

DESCRIPTION	#1 10TH/JULIAN				#5 JULIAN/PROJECT DRIVEWAY				#6 10TH/PROJECT DRIVEWAY			
	NBR	SBR	EBR	WBR	NBR	SBR	EBR	WBR	NBR	SBR	EBR	WBR
Number of Turn Lanes	0	1	1	0	0	1	0	1	0	1	1	0
Storage Length (ft/ln)	0	500	500	0	0	50	0	500	0	500	50	0
AM PEAK HOUR - RIGHT TURN QUEUE												
Background Conditions												
95% Queue (veh/ln)	0	4.5	3.3	0	0	2	0	0.55	0	1.5	2.2	0
95% Queue (ft/ln)	0	89	66	0	0	40	0	11	0	29	44	0
Sufficient Storage?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Background Conditions												
95% Queue (veh/ln)	0	5.3	3.9	0	0	2.1	0	0.5	0	1.6	2.1	0
95% Queue (ft/ln)	0	105	77	0	0	41	0	10	0	31	41	0
Sufficient Storage?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Background Plus Project Conditions												
95% Queue (veh/ln)	0	6	3.3	0	0	2.3	0	1	0	2.2	2.2	0
95% Queue (ft/ln)	0	119	65	0	0	46	0	20	0	44	44	0
Sufficient Storage?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
PM PEAK HOUR - RIGHT TURN QUEUE												
Background Conditions												
95% Queue (veh/ln)	0	6.2	3.5	0	0	2	0	1.1	0	3.4	1.3	0
95% Queue (ft/ln)	0	123	70	0	0	40	0	22	0	67	25	0
Sufficient Storage?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Background Conditions												
95% Queue (veh/ln)	0	6.9	4	0	0	2.8	0	0.5	0	4.3	3.3	0
95% Queue (ft/ln)	0	137	79	0	0	56	0	10	0	85	65	0
Sufficient Storage?	YES	YES	YES	YES	YES	NO	YES	YES	YES	YES	NO	YES
Background Plus Project Conditions												
95% Queue (veh/ln)	0	6.8	3.5	0	0	2.3	0	0.9	0	6.6	2.5	0
95% Queue (ft/ln)	0	136	70	0	0	46	0	18	0	132	49	0
Sufficient Storage?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

Note: Queue reported is the 95th-percentile car length per lane based on HCM 2000 methodology (1 car length = 20 feet).

Julian Street / 10th Street Intersection

The queuing analysis indicates that the maximum vehicle queues at the 10th/Julian study intersection would typically not exceed the vehicle storage capacity during both the AM and PM peak hours. Overall, under Background Plus Project conditions, the project is not anticipated to add vehicle queue that would adversely affect the roadway network.

Project Driveways

For the project driveways that will operate with stop control, the queue for outbound vehicles exiting the project site would not cause an adverse effect to traffic operations on Julian Street and 10th Street during the AM and PM peak hour. The project could potentially lengthen the outbound queue by up to one (1) additional vehicle which could temporary affect the ability for vehicles to access the gas pumps due to close spacing from the roadway. However, it is anticipated that the project queue addition would not deteriorate traffic operations on Julian Street and 10th Street. Vehicle leaving the site would need to wait until there are sufficient gaps between platooning vehicles which is typical for driveway operations in the area.

5.7 Adverse Intersection Operations and Improvements

This section discusses adverse transportation project effects identified under Background Plus Project conditions. Per City guidelines in the 2018 Transportation Analysis Handbook, proposed mitigation measures to address negative adverse effects at study intersections should prioritize improvements related to alternative transportation modes, parking measures, and/or TDM measures with secondary improvements that increase vehicle capacity to the transportation network.

The study intersections under Background Plus Project conditions are anticipated to operate at acceptable LOS and would not create adverse effects to the surrounding street network.

US 101 / Oakland / Mabury TDP Traffic Fees

A schedule for completion of the new US 101 / Oakland Road and US 101 / Mabury Road interchanges has yet to be determined. In order to implement the identified improvements, the TDP provides a funding mechanism to collect a proportional contribution from future development. The City's adopted US101/Oakland/Mabury TDP includes a nexus study which evaluated future demand in the study area as well as a traffic fee required for new development towards the fair-share contribution.

The TDP requires new residential and commercial development to make a fair-share contribution toward the construction cost of $31 million based on the development capacity and the related trips generated by the development. The maximum available capacity at the Policy Interchange Intersections for all future development projects is 1,153 PM peak hour trips. Of the 1,153 PM trips, 10% or 115 PM trips, are allocated to the trips generated by future industrial growth that are exempt from the Traffic Fee Program. The remaining 1038 PM trips are allocated to new residential and commercial development and are subjected to the Traffic Fee. The fair share Traffic Fee for each interchange PM trip is $39,625, calculated by apportioning $31 million of un-committed funding needs across the 1,038 PM trips. Furthermore, to ensure the amount remains at a consistent value over time, the amount of the Traffic Fee will be increased annually on January 1 per the Engineering News-Record (ENR) Construction Cost Index for San Francisco published by the McGraw Hill.

From the trip generation, distribution, and assignment described in Section 4, the project would generate up to 14 AM and 2 PM net inbound project trips from North San Jose via 10th Street and up to 16 AM and 0 PM net outbound trips to North San Jose via 11th Street. It was determined that 90% of project trips to/from North San Jose would originate and disperse within the Japantown and Northside residential neighborhoods south of US 101. This was assumed since the proposed project land use functions as local serving retail for the surrounding neighborhoods and would not attract new freeway or pass-by trips via Highway 101 or Interstate 880. It was also assumed that existing convenience markets / gas stations located within ¼ mile of the US 101 / Oakland interchange already capture a majority of inter-regional or pass-by trips due to proximity and accessibility with the freeway compared to the 455 Julian Rotten Robbie site.

Based on these findings, up to 10% of the remaining North San Jose net project trips could potentially utilize the US 101 / Oakland interchange. As a result, up to three (3) AM and zero (0) PM trips could utilize the US 101 / Oakland interchange and be applicable for traffic fees. Pending annual traffic fee adjustments and subject to City approval, the project may not be required to pay an impact fee as the project will have zero (0) PM net peak-hour trips traversing through the interchange.

6 LTA SITE ACCESS AND CIRCULATION

This chapter describes the local transportation analysis including vehicle site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, parking, TDM, construction operations, and neighborhood interface.

6.1 Bicycle and Pedestrian Access

Existing sidewalks and pathways along the project frontage along on North 10th Street would remain the same; however, the sidewalk along the East Julian Street frontage would increase to 10 feet. The project can be accessed along the existing bike lanes located at 10th and 11th Streets.

The existing network of sidewalks and crosswalks in the study area have adequate connectivity and would provide employees and residents with walkable routes to nearby transit stations, housing, and other points of interest in the vicinity. Many of the streets adjacent to the project frontage feature lighting, landscaping, and wide sidewalks, which improve pedestrian perceptions of comfort and safety and provide a positive pedestrian and bicycle experience.

6.2 Vehicle Driveway Site Access

Site access and circulation for the project is based on the latest site plan prepared by K12 Architecture Inc., shown in the **Appendix**. The following summarizes the vehicle driveway access for the project site plan:

- N. 10th Street Driveway
  - Right in/out access, 32-feet wide two-lane ramp
  - Driveway spaced 72-feet north of E. Julian/N. 10th Street
- E. Julian Street Driveway 1
  - Full inbound/outbound access, 26-feet wide two-lane ramp
  - Driveway spaced 40-feet west of E. Julian/N. 10th Street
- E. Julian Street Driveway 2
  - Full inbound/outbound access, 26-feet wide two-lane ramp
  - Driveway spaced 100-feet west of E. Julian/N. 10th Street

Per City guidance, driveways should be spaced 150-feet minimum from any intersection; however, due to location and size of the parcel, providing 150-feet of spacing for the driveway is not feasible and would require redesign of the entire site. The proposed driveway locations for the project optimizes sight distance and spacing with the existing roadway network.

Julian Street Project Driveway Operations

Full inbound and outbound access for the project is proposed on Julian Street. Both driveways along Julian Street are proposed to be 26-feet wide and consist of a standard City curb ramp design. The driveways are position and designed to optimize vehicle access to and from the existing fueling stations, facilitate fueling truck access, and minimize adverse traffic effects to the 10th Street / Julian Street intersection. From the intersection operations analysis described in this report, this driveway is anticipated to operate adequately during plus project conditions with existing stop control geometry.

10th Street Project Driveway Operations

Due to 10th Street being a one-way southbound road, the proposed project driveway on 10th Street would be limited to right-in and right-out access. Inbound vehicles traveling northbound on 11th street and wanting to enter the site would have to make a northbound left turn movement at Julian Street before turning into the site. Conversely, outbound vehicles exiting the project and wanting to travel northbound along 11th Street would have to make an eastbound left-turn movement at the Julian/11th Street intersection.

6.3 Passenger Vehicle Access and Circulation

Vehicle maneuverability and access for the parking garage was analyzed using AutoTURN software which measures design vehicle swept paths and turning through simulation and clearance checks. A passenger car design from the American Association of State Highway and Transportation Officials (AASHTO) was assessed for the proposed site plan.

The project site provides employee and customer access with up to 9 total parking spaces and 10 fueling stations. The internal layout consists of fueling stations aligned in the north-south direction parallel to the Julian Street driveways and underground tank access by the 10th Street driveway. Turning analysis using the AASHTO template revealed that passenger vehicles could adequately access the driveway without conflicting into other vehicles.

6.4 Heavy Vehicle Truck Access and Circulation

Vehicles are currently prohibited from stopping or parking along North 10th Street and East Julian Street along the project frontage. The underground fuel tanks are identified on the project site near the convenience market. The 10 existing fueling stations on the south side of the site will remain in its current location, and the existing fuel station canopy is approximately 15-feet high. Per California Vehicle Code 35250, the maximum legal height allowed for motor vehicles is 14-feet, and the project canopy provides sufficient clearance for heavy vehicles to circulate through the fuel station area.

The SU-40 truck based on AASHTO was assumed as the typical size delivery truck that would be allowed on-site due to truck route and maneuverability constraints in the area and at the project driveways. Fire apparatus garbage, and fueling trucks were also checked for site access, and these vehicle dimensions were based on AASHTO and NCHRP 659 – Guide for the Geometric Design of Driveways.

SU-40 delivery trucks would be able to maneuver on Story Road and Jackson Avenue to access the project and conduct on-site loading activity.

Garbage and recycling bins are proposed on the ground level in a dedicated trash enclosure. Waste collection vehicles would be able to enter the site to pick up bins and exit the driveway; however, during refuse activity, the refuse vehicle may need to reverse or temporary block vehicle access to some of the fueling stations. Due to horizontal constraints, it is recommended for refuse collection activity to occur outside of AM and PM peak commute times to minimize on-site vehicle conflicts.

The existing underground gasoline storage tanks are located on the ground level next to the 10th Street driveway. For conservative analysis, a WB-40 semi-trailer truck template was used to represent typical fuel truck dimensions and operations. Fueling vehicles would be able to access the site to refuel gasoline; however, during fueling activity, the fueling vehicle and hose equipment would temporary block the convenience store parking as well as the 10th Street driveway. Due to on-site horizontal constraints, it is recommended for fueling vehicle activity to occur outside of AM and PM peak commute times to minimize vehicle access conflicts at the driveway.

In the event of an emergency, it is assumed that fire apparatus vehicles will stage adjacent to the project site on North 10th and East Julian Street. Existing fire hydrants on the southeast corner of the North 10th Street / East Julian Street intersection provides direct fire access for emergency personnel. The project driveways on North 10th Street and Julian Street are at least 20-feet wide, at least 10-feet high, and satisfy the 20-foot horizontal and 10-foot vertical minimum access clearances from the 2016 CA Fire Code.

To ensure vehicles do not impede intersection and emergency operations, it is recommended to delineate red curb striping and no parking signs along the project frontage on Julian Street and on 10th Street between the project driveways and the signal.

Figures 11-15 show site access and vehicle turn templates at the project driveways for the design vehicles described above.

Figure 11: Passenger Vehicle Access

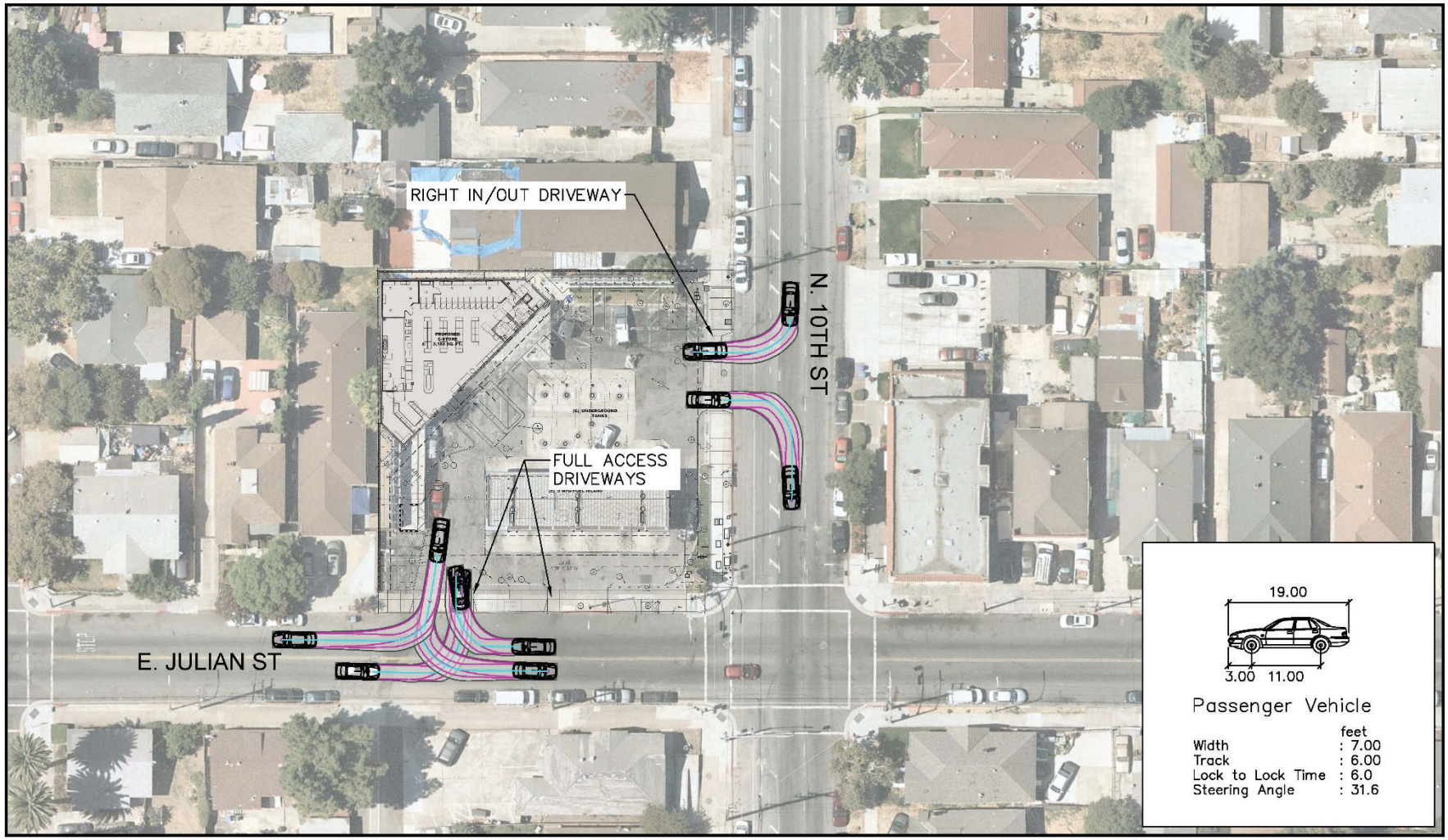


Figure 12: Delivery Vehicle Access

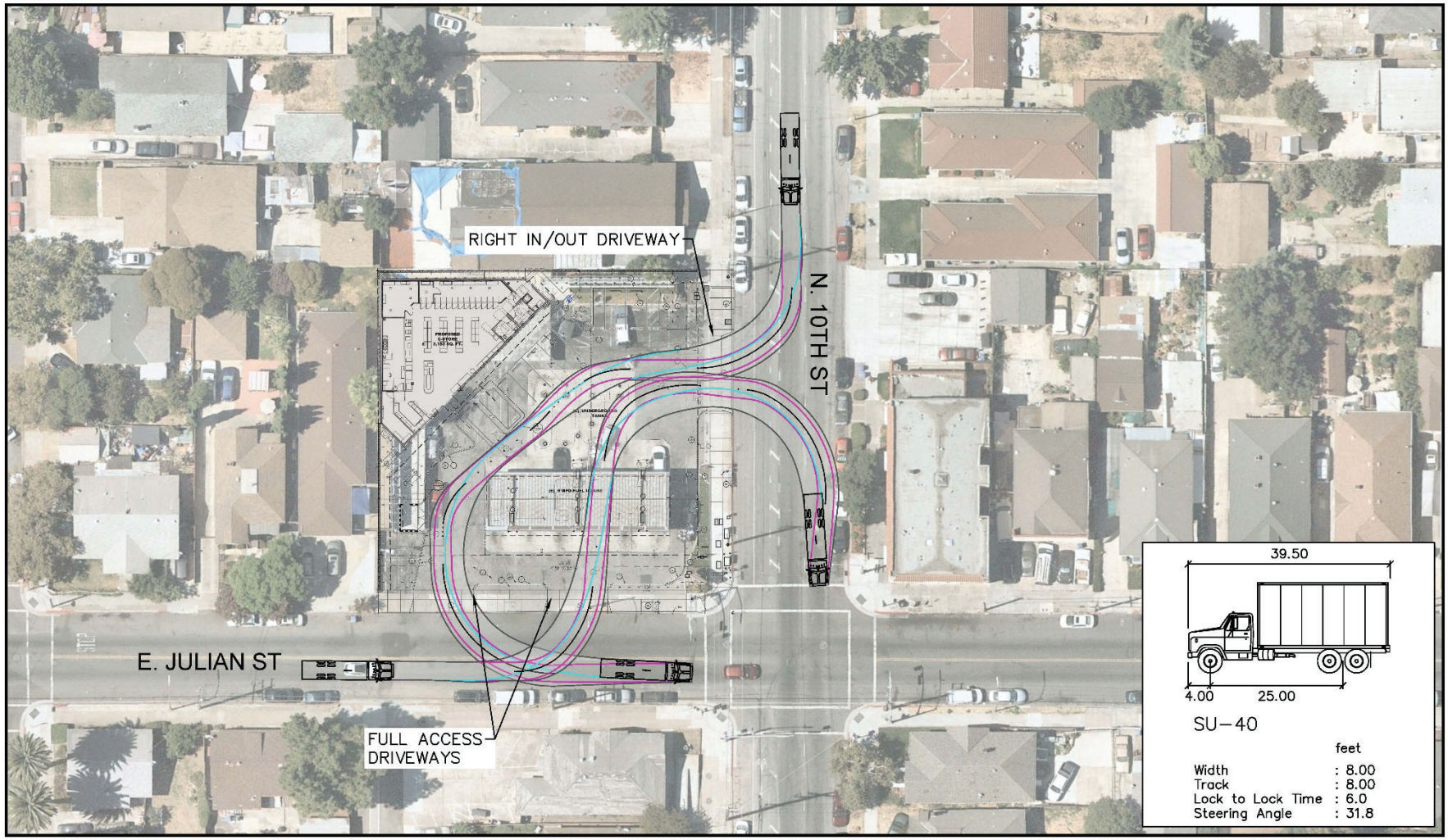


Figure 13: Garbage Truck Access

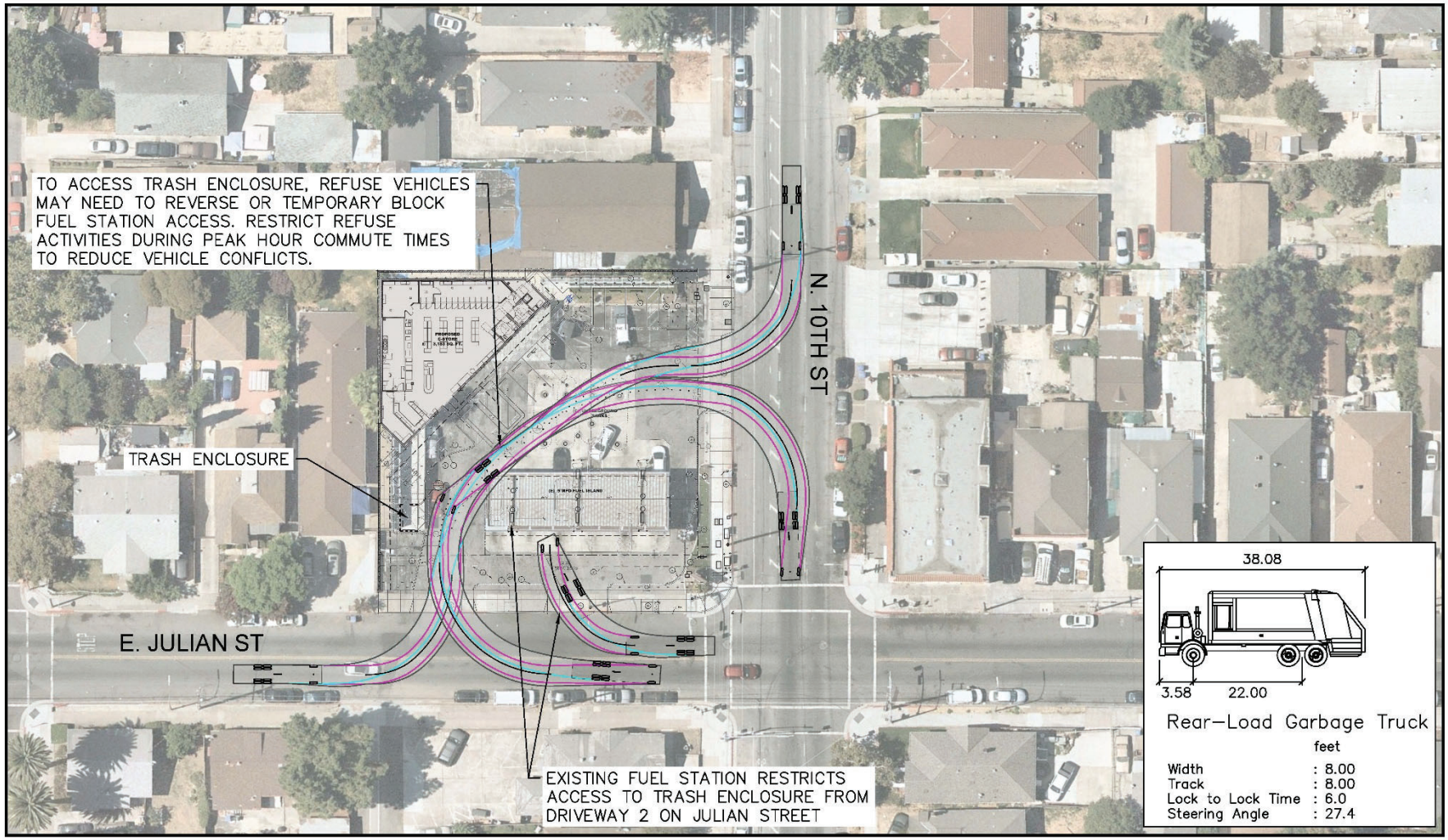


Figure 14: Fueling Truck Access

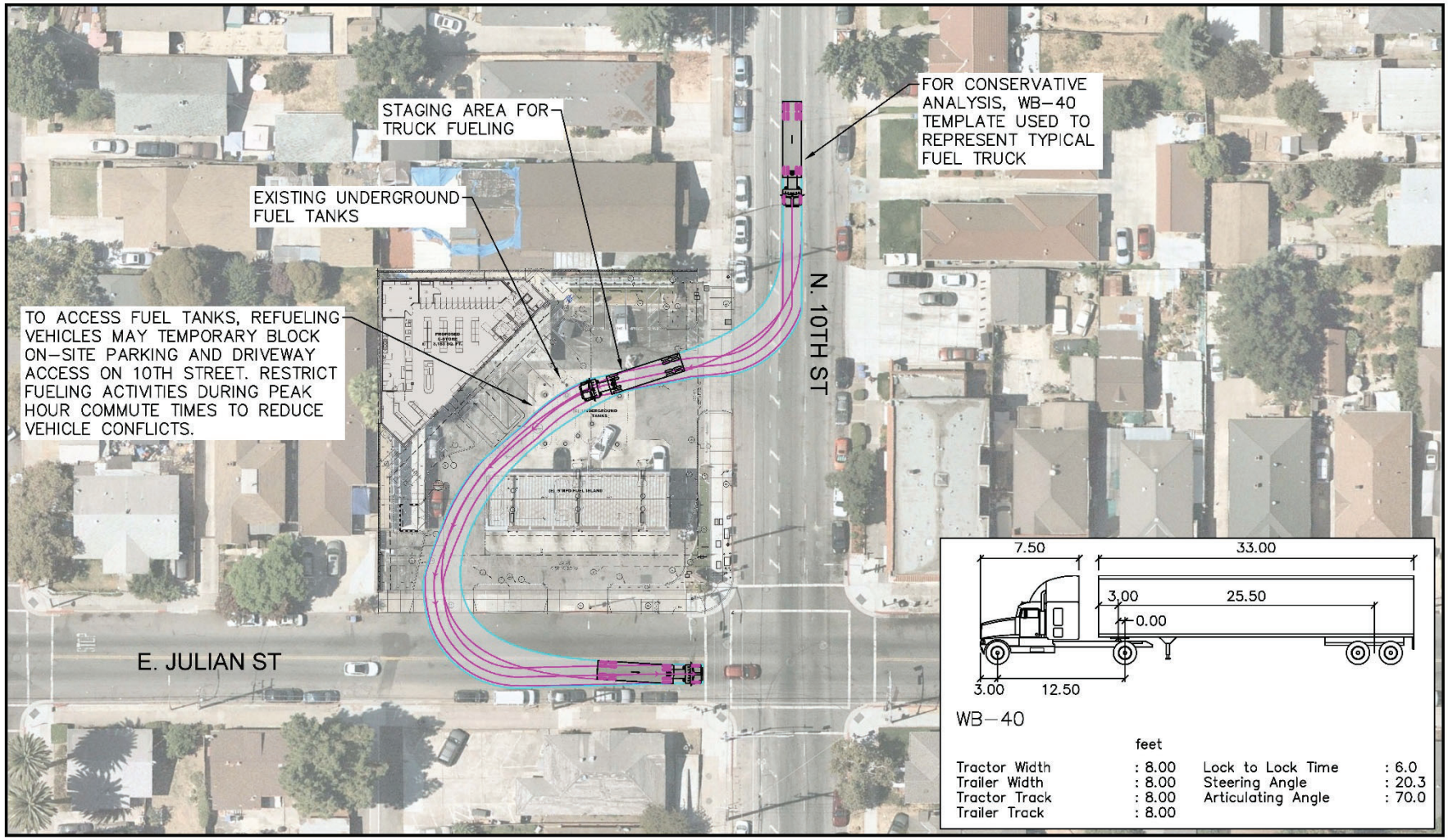
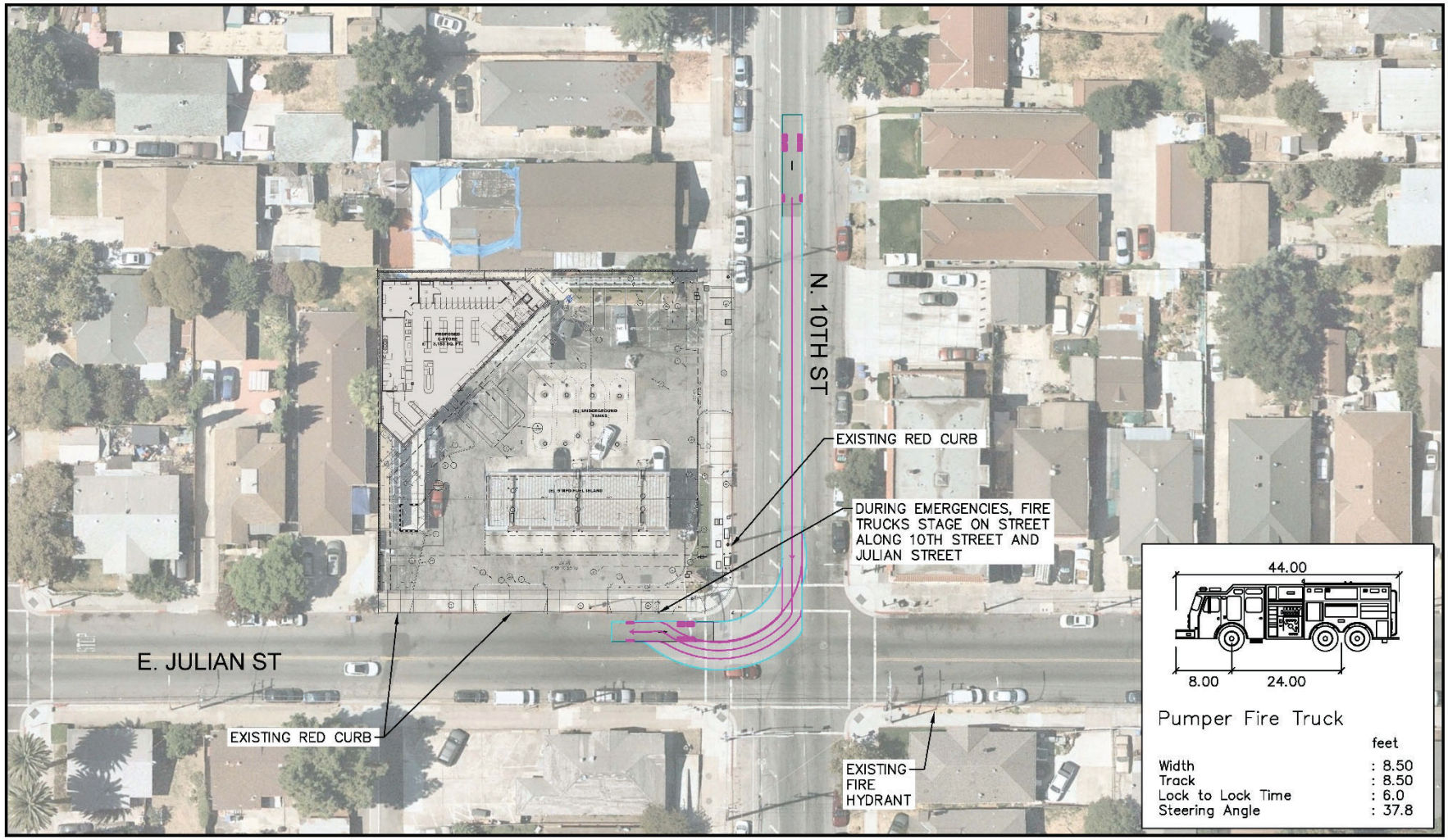


Figure 15: Fire Truck Access



6.5 Vehicle Sight Distance Analysis:

A preliminary stopping sight distance and intersection sight distance analysis was conducted to determine the feasibility of the proposed project driveway location. The AASHTO methodology was used in this analysis. The sight distance needed under various assumptions of physical conditions and driver behavior is directly related to vehicle speeds and to the resultant distances traversed during perception-reaction time and braking.

Stopping sight distance is defined as the sum of reaction distance and braking distance. The reaction distance is based on the reaction time of the driver while the braking distance is dependent upon the vehicle speed and the coefficient of friction between the tires and roadway as the vehicle decelerates to a complete stop. This sight distance analysis indicates the minimum visibility that is required for an approaching vehicle on Almaden Boulevard and Woz Way to stop safely if a vehicle from the project driveway enters or exits the approaching road. The driver should also have an unobstructed view of the intersection, including any traffic-control devices, and sufficient lengths along the intersecting road to permit the driver to anticipate and avoid potential collisions.

For vehicles entering North 10th Street and East Julian Street from the proposed project driveway, the AASHTO method evaluates sight distance from a vehicle exiting the driveway to a vehicle approaching from either direction. The intersection sight distance is defined along intersection approach legs and across their included corners known as departure sight triangles. These specified areas should be clear of obstructions that might block a driver's view of potentially conflicting vehicles. Intersection sight distance is measured from a point 3.5-feet above the existing grade (driver's eye) along the potential driveway to a 3.5-foot object height in the center of the approaching lane on the major road. A vehicle setback in a stopped position from the back of sidewalk was assumed for determining intersection sight distance.

Minimum sight distance criteria for the potential driveways along North 10th Street and East Julian Street was determined from the AASHTO Geometric Design of Highways and Streets 7th Edition (Green Book). For the purposes of this analysis, the following design speeds were assumed:

- North 10th Street: 35 mph (Posted Speed Limit: 30 mph)
- East Julian Street: 30 mph (Posted Speed Limit: 25 mph)

AASHTO standard time gap variables for passenger cars stopped on the proposed project driveways were used. Based on Table 9-6 to 9-9 of the Green Book and existing traffic control, minimum sight distance was calculated for the following scenarios:

- Stopping Sight Distance – Free flow vehicles on the major road
    - North 10th Street (250-feet)
    - East Julian Street (200-feet)
- Intersection Sight Distance Case B – Stop control at the proposed project driveway
    - Case B1 – Left turn from the minor road
        - North 10th Street (N/A, 10th Street is one-way and left-turns from project is restricted)
        - East Julian Street (335-feet)
    - Case B2 – Right turn from the minor road
        - North 10th Street (335-feet
        - East Julian Street (290-feet)

A site visit was taken to measure the available sight distance and departure sight triangles at the proposed driveway locations. From a 5-foot setback from the edge of travel way, the measured available sight distance is over 400 feet in the eastbound and westbound directions on Julian Street and over 400 feet in the northbound direction on 10th Street.

The proposed project driveway locations satisfy the minimum stopping sight distance required for all approaches on North 10th Street and East Julian Street. Vehicles on the road will have sufficient sight distance to react and stop safely if a vehicle from the project driveway enters or exits the road. It is assumed that vehicles turning left or right at the East Julian Street / North 10th Street would be travelling less than 25 mph and would have sufficient visibility and stopping sight distance to stop and avoid any conflicting vehicles.

Intersection sight distance for vehicles exiting the project driveways would be partially obstructed due to existing on-street parking on 10th Street and Julian Street. Vehicles exiting the project driveways would need to first stop at the curb behind the traveled way and then slowly encroach into the roadway parking lane in order to see past parked vehicles on 10th and Julian Street and have sufficient intersection sight distance. This driving maneuver is typical for narrow streets with on-street parking, and the entering vehicle does not encroach into the bicycle or vehicle travel lanes. Once in this position, vehicles would have sufficient sight distance in either direction to make a left or right turn onto the road per AASHTO Case B1 and B2 scenarios.

Overall, the proposed project driveway location is feasible and provides sufficient sight distance for traffic conditions. To ensure that exiting vehicles can see bikes and vehicles traveling on the roadway, no parking striped with red curb should be established immediately adjacent to the project driveways. An exhibit comparing the design and measured available stopping and intersection sight distances are shown in **Figure 16** and **Figure 17**.

Figure 16: Sight Distance Analysis (Sheet 1 of 2)

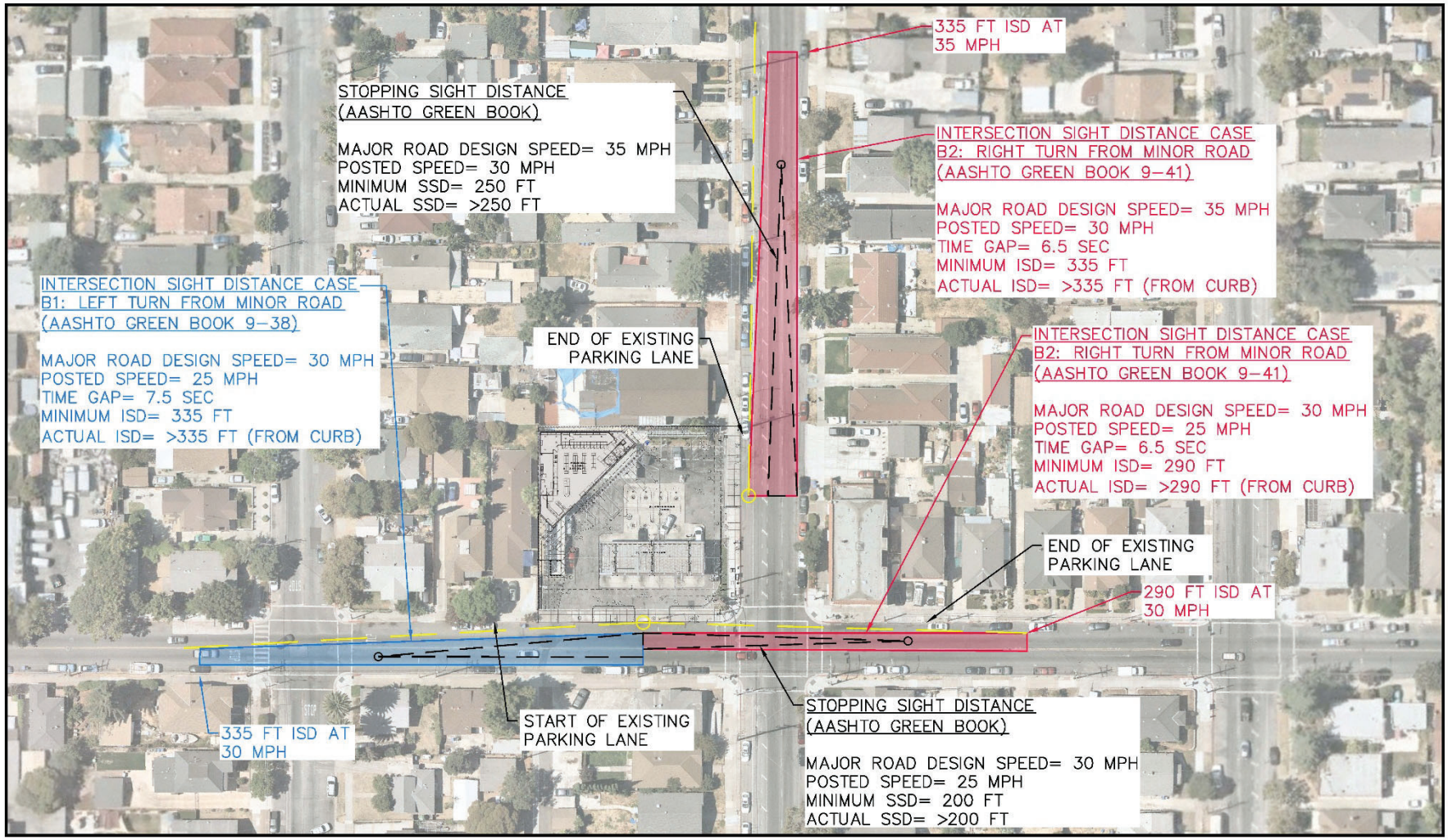
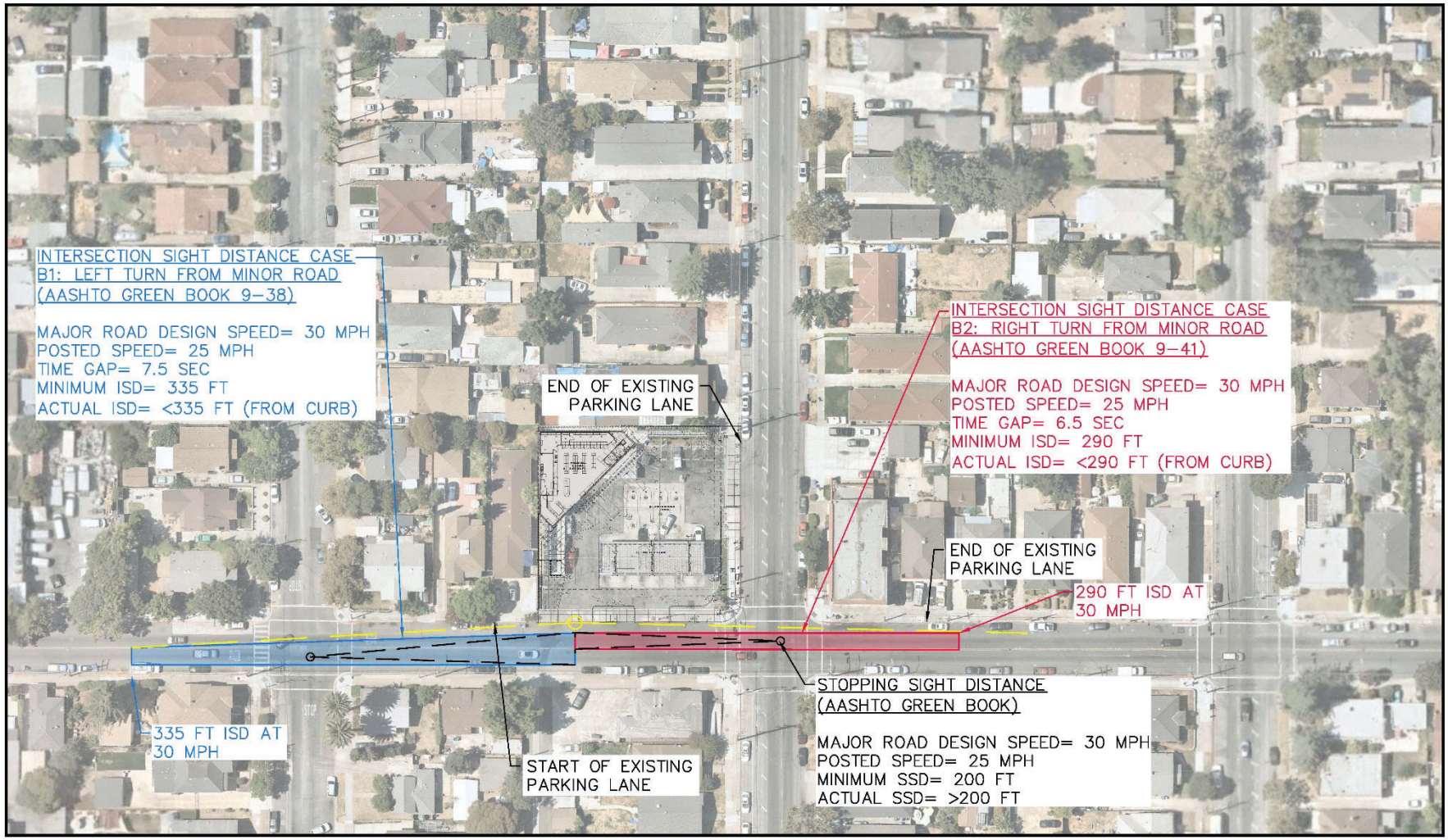


Figure 17: Sight Distance Analysis (Sheet 2 of 2)



Kimley»Horn

DWW-197321002 JANUARY 2020

455 EAST JULIAN STREET ROTTEN ROBBIE
SIGHT DISTANCE ANALYSIS (SHEET 2 OF 2)
CITY OF SAN JOSE LTA - ROBINSON OIL CORPORATION

6.6 Vehicle and Bicycle Parking

The project is subject to the parking standards from the City's municipal code. Per Chapter 20.90.060, Chapter 20.90.350, Table 20-190, Table 20-215, and Table 20-250 of the San Jose Municipal Code (SJMC), the proposed 455 Julian Street Rotten Robbie project land uses are required to provide the following minimum off-street parking:

- Fuel Service Station or Charge Station (no incidental service or repair)
  - One (1) vehicle space per employee
  - One (1) vehicle space per air/water pump service area
  - One (1) vehicle space for information stop
  - One (1) long-term bicycle space per 10 full-time employees
- Retail Sales, Goods, and Merchandise
  - One (1) vehicle space per 200 square feet of floor area
  - One (1) bicycle space per 3,000 square feet of floor area
  - One (1) motorcycle space per 20 code required vehicle parking spaces
- Additional Requirements
  - A minimum of two (2) short-term bicycle parking spaces and one (1) long-term bicycle parking space shall be provided for each site that has a nonresidential use set forth in Table 20-190.
  - For non-residential uses, designated parking for any combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles shall be provided as set forth in Table 20-215.
  - One (1) motorcycle space per 20 code required auto parking spaces for commercial uses as set forth in Table 20-250.

Chapter 20.90.220 (G) states that up to a twenty percent reduction in the required parking can be applied for gasoline service or charge stations if the project is within 2,000 feet of an existing or proposed bus or rail transit stop. The bus stops along Julian Street are within 2,000 feet requirement, and the project is eligible for up to a 20% reduction to the overall parking requirement.

Based on these ratios and the parking summary shown in **Table 10**, the proposed project site plan is required to provide a minimum total of 17 off-street vehicle parking spaces and 4 bicycle parking spaces for the fuel station and convenience market use. Of the 17 minimum vehicle spaces, one (1) space must be designated for clean air vehicle and one (1) space must be designated for a motorcycle.

The project site plan proposes a total parking supply of 19 vehicle spaces and 1 bicycle space. To satisfy the City's bicycle requirement, the project will need install at least three (3) additional bicycle parking spaces on-site.

Table 10: Project Parking Summary

PARKING DESCRIPTION					PROJECT			
GUIDELINE SOURCE	PARKING TYPE	LAND USE	PARKING STANDARD PER GUIDELINE	PARKING RATE (SPACE/UNIT)	PROJECT SIZE	UNIT	VEHICLE PARKING (# SPACES)	BICYCLE PARKING (# SPACES)
San Jose Municipal Code Table 20-190 Table 20-215 Table 20-250	Vehicle	Retail Sales, Goods, Merchandise	5 space per 1 KSF	5.00	3.18	KSF	16	-
		Fuel Service Station or Charge station	1 per employee, 1 per air/water service area, 1 for information stop	3.00	1.00	EMP	3	-
		Clean Air	Based on Table 20-215	N/A	N/A	N/A	1	-
		Motorcycle	Based on Table 20-250	N/A	N/A	N/A	1	-
	Bicycle	Retail Sales, Goods, Merchandise	1 space per 3 KSF, 2 short-term spaces min, 1 long-term space min	0.33	3.18	KSF	-	3
		Fuel Service Station or Charge station	1 per 10 full-time employees	0.10	N/A	N/A	-	1
SUBTOTAL PARKING REQUIREMENT							**21**	**4**
PARKING REDUCTION CREDIT PER SMC 20.90.220(G)							**20%**	**0%**
TOTAL PARKING REQUIREMENT (INCLUDING REDUCTIONS)							**17**	**4**
PROPOSED PARKING SUPPLY							**19**	**1**
PARKING SURPLUS / SHORTFALL							**2**	**(3)**
SUFFICIENT PARKING?							**YES**	**NO**

NOTES:

SQFT = Square Feet; KSF = 1,000 SQFT; EMP = Employee

Proposed parking supply based on project description and latest site plan from the applicant

Parking requirements per San Jose Municipal Code Chapter 20.70 & 20.90

6.7 Construction Operations

The temporary increase in traffic from construction activity at the project has been quantified assuming a worst-case single-phase construction period of 12 months.

Heavy Equipment / Deliveries

A Traffic Management Plan (TMP) should be developed for construction activities at the site. The requirements within the TMP should include, but are not limited to: truck deliveries route between the site and the freeway; all site ingress and egress at the main driveways to the project site; designated travel routes for large vehicles and access control by flaggers for large construction vehicles; warning signs posted on adjacent roads; and daily monitoring of debris and mud on nearby streets with a potential street cleaning program.

Prior to construction, the contractor should place temporary signs indicating closed sidewalk facilities, install a temporary screened fence around the work area, protect existing features/utilities, and repair any damaged improvements within public right of way per City of San Jose requirements. During project construction, the existing driveways along the project frontage would be replaced.

Approximately three pieces of heavy equipment are estimated to be transported on and off the site each month throughout the construction of the proposed project. In addition, approximately eight loads of heavy equipment being hauled to and from the site each month would occur. Heavy equipment

transport to and from the site could cause temporary adverse traffic effects near the project site during construction. However, each load would be required to obtain all necessary permits and delivery activity should be scheduled outside of peak commute times.

Construction Employees

The weekday construction work is expected to begin around 7:00 AM and end around 4:00 PM. The construction worker arrival peak would occur between 6:30 AM and 7:30 AM, and the departure peak would occur between 4:00 PM and 5:00 PM. It should be noted that the number of trips generated during construction would not only be temporary but should also be less than the proposed project trip generation at buildout.

Based on past construction of similar projects, construction workers could require parking for up to 10 vehicles during the peak construction period. Additionally, deliveries, visits, and other activities may generate peak non-worker parking demand of 5 to 10 trucks and automobiles per day. Therefore, up to 20 vehicle parking spaces may be required during the peak construction period just for the construction employees.

A temporary construction vehicle parking and stage construction area should be provided on-site. Any additional potential parking areas for construction would require the contractor to obtain necessary approval, right of entry, and permits with the City and property owners prior to construction activity. The construction of the project can also be staggered so that employee parking demand can be met by using on-site parking. Therefore, the construction-related employee traffic and parking are not anticipated to create an adverse effect.

Pedestrian, Bicycle, and Vehicle Traffic

Pedestrians may potentially be restricted from accessing the northwest corner of 10th Street and Julian Street during construction and may need to use the existing sidewalk facilities on the opposite side of the street. Pedestrians travelling on the north side of Julian Street would need travel on the south side to avoid the construction site and potential sidewalk/bike lane closure.

Vehicle access along 10th Street and Julian Street near the project may also be restricted during construction. The rightmost southbound through lane on 10th Street or the westbound through lane on Julian Street could be temporary closed, and the contractor should install appropriate MUTCD traffic control devices to warn approaching vehicles of temporary lane closures and lane merges prior to the project site.

6.8 Neighborhood Interface

The proposed project is in the existing Julian – St. James and Japantown residential neighborhoods in the City. Schools in these neighborhoods and near the project site consist of the Grant Elementary School, Horace Mann Elementary School, San Jose High School, and San Jose State University. On-street parking in the surrounding neighborhood is provided. From the parking analysis, the project's on-site parking would satisfy the City's vehicle parking standard, and the project is not anticipated to create an adverse effect to the existing parking condition in the surrounding residential neighborhoods.

From recent site visits and field observations, sidewalk and curb returns are provided in the residential neighborhoods. The existing sidewalks in the area are four to six feet wide and have either rolled or raised concrete curbs. ADA compliant curb ramps are also provided in the residential neighborhoods. The project is not anticipated to create an adverse effect to the existing pedestrian and bicycle facilities in the surrounding residential neighborhoods.

7 CONCLUSIONS AND RECOMMENDATIONS

- The project consists of retail components and per City guidelines, the project meets the screening criteria for VMT analysis exemption. The City of San Jose VMT Evaluation Tool was used to estimate VMT for informational purposes only.
- Per City VMT requirements, the project under retail use would not generate a net increase in existing regional VMT and would not trigger a City VMT impact.
- Development of the proposed project with applicable trip reductions is anticipated to generate a net total of 326 daily, 96 AM peak hour, and 5 PM peak hour vehicle trips.
- The Julian/10th Street and Julian/11th Street study intersections under all scenarios are anticipated to operate at acceptable level-of-service, and the proposed project would not create an adverse effect to the surrounding street network.
- Pending annual traffic fee adjustments and subject to City approval, the project may not be required to pay a traffic fee towards the US 101 – Oakland/Mabury TDP as the project will have zero (0) net peak hour trips traversing through the interchange.
- The site plan is anticipated to satisfy the City's vehicle parking standards and provides adequate vehicle access for all anticipated vehicle use.
- Due to horizontal constraints, it is recommended for refueling trucks and refuse collection activity to occur outside of AM and PM peak commute times to minimize on-site vehicle and driveway access conflicts.
- The project would not have an adverse effect on the existing pedestrian and bicycle facilities in the study area.
- The project would not have an adverse effect on the existing transit facilities in the study area.

- Per City Municipal Code, the project is required to provide a minimum total of 17 off-street vehicle parking spaces and 4 bicycle parking spaces for the proposed retail use. The project site plan proposes a total parking supply of 19 vehicle spaces and 1 bicycle space. To satisfy the City's bicycle parking requirement, the project will need to install at least three (3) bicycle parking spaces on-site.

- The project's on-site parking would satisfy the City's vehicle parking standard and is not anticipated to create an adverse effect to the existing parking condition, pedestrian facilities, and bicycle facilities in the surrounding residential neighborhoods.

8 APPENDICIES

Appendix A – 455 East Julian Street Site Plan

Appendix B – TRAFFIX Intersection Operations Analysis

Appendix C – Existing Traffic Counts Collected January 7, 2020

Appendix D – San Jose Approved Trip Inventory

Appendix E – SimTraffic Intersection Queue Analysis