Fountain Alley
Local Transportation Analysis (LTA)

Prepared for:
City of San José
Westbank Corporation

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SJ20-2047

FEHR PEERS

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1. Introduction

This report presents the results of the Local Transportation Analysis (LTA) for the Fountain Alley mixed-use development at 35 S 2nd Street in the downtown neighborhood of San José, California. This chapter discusses the LTA purpose, project description, study area, analysis scenarios and methods, and report organization.

Purpose

The purpose of the LTA is to establish a local transportation system that is reflective of both land use context and multi-modal functions. The LTA ensures that the type, character, and intensity of land uses along a street are appropriate to the primary function of the adjacent street network.

This analysis accomplishes the following:

1. Provides an off-site intersection analysis under Existing Conditions (see **Chapter 3**) and Background Conditions (see **Chapter 4**);
2. Summarizes the site's trip generation and distribution to the transportation system (see **Chapter 5**);
3. Provides an off-site intersection analysis under Background with Project Conditions (see **Chapter 6**);
4. Identifies potential transportation deficiencies on the surrounding transportation system caused by the proposed Project and recommends transportation improvements or modifications to reduce deficient operations (see **Chapter 7**); and
5. Reviews the site access and on-site circulation for vehicles, bicyclists and pedestrians, (see **Chapter 8**).

Project effects on the transportation system were evaluated following the guidelines of the City of San José and the Santa Clara Valley Transportation Authority (VTA), the congestion management agency for Santa Clara County. **Figure 1** shows the location of the Project site, the surrounding transportation network and study intersections.

Project Description

The Project proposes to demolish the existing Fountain Alley parking lot and construct a 21-story high-rise building with 194 residential units, 31,959 square feet of ground floor retail, and 405,924 square feet of office space. The proposed Project will also install new landscaping and pedestrian paths throughout the site. The Project site plan is presented on **Figure 2**.

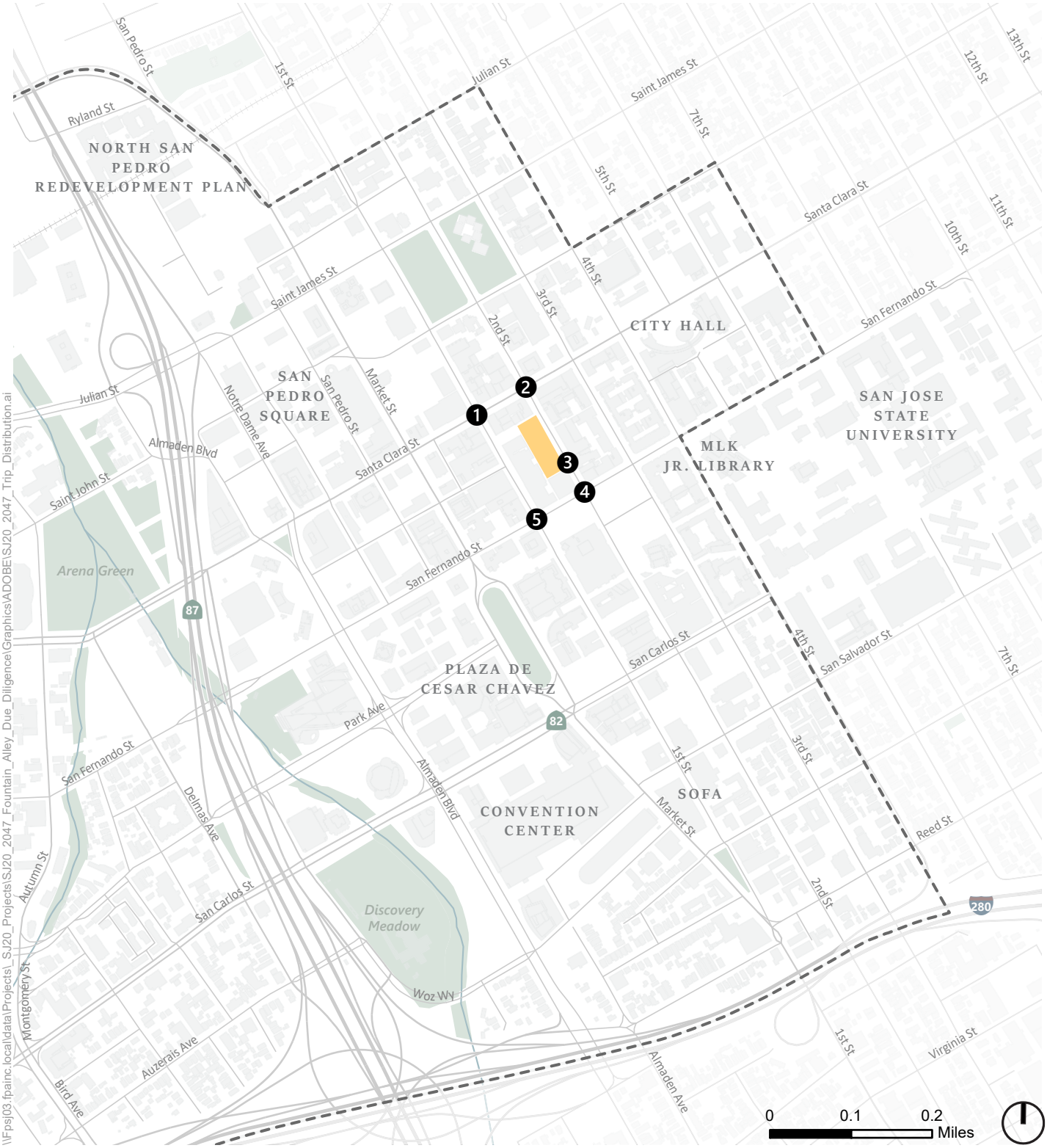

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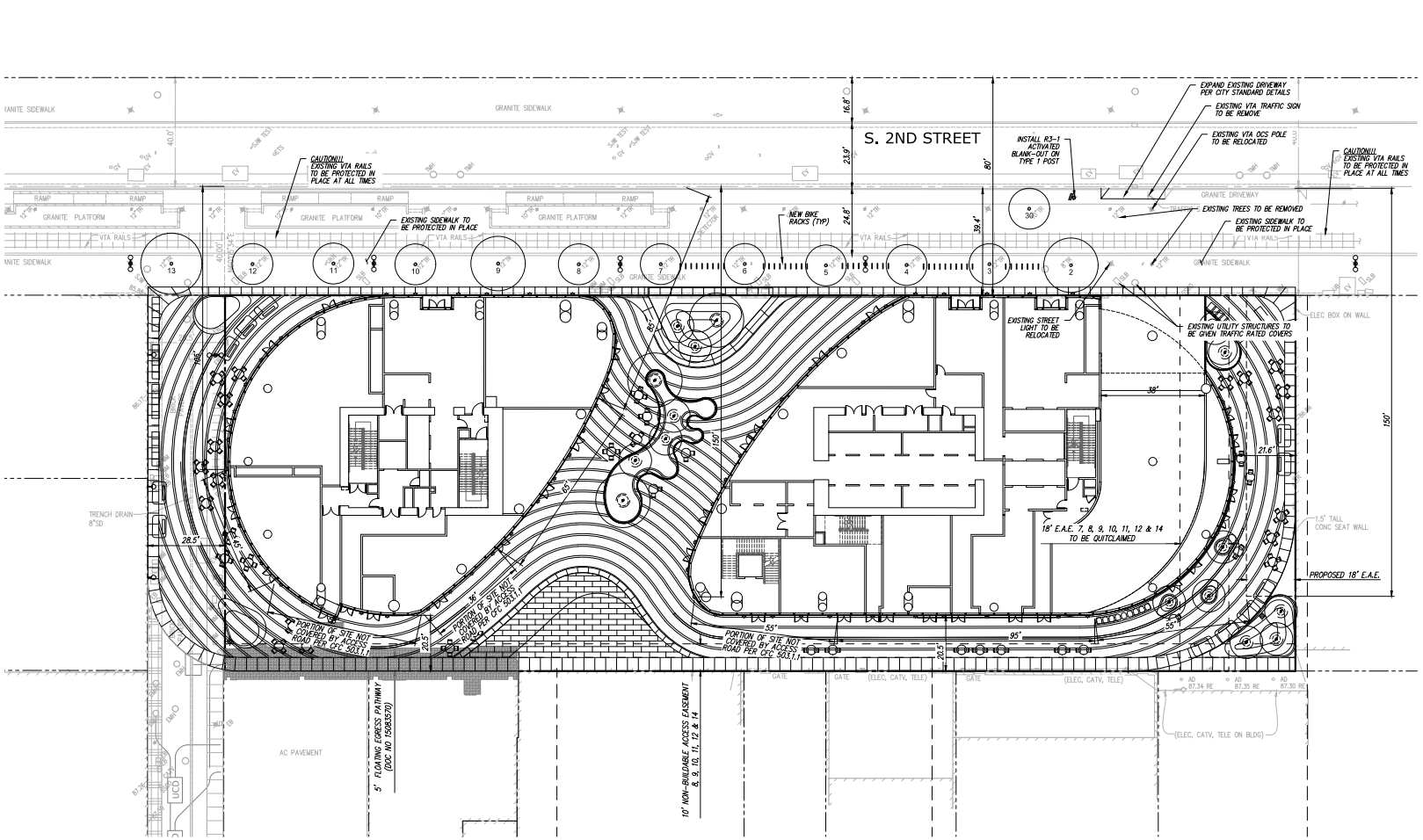
Figure 1

Project Location



Source: BJARKE INGELS GROUP

Figure 2

Site Plan

Study Area

Because of the project's location in Downtown San José, the study area for this LTA focuses on those transportation facilities closest to the project site.

Study Intersections

Project effects on the study area roadway facilities were determined by measuring the effect project traffic would have on intersection operations during the morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak periods. Study intersections were selected in consultation with City of San José staff and focus on those intersections that are directly adjacent to the project. These locations (all under the jurisdiction of the City of San José) are:

1. Santa Clara Street and South 1st Street
2. Santa Clara Street and South 2nd Street
3. Project Driveway and South 2nd Street
4. San Fernando Street and South 2nd Street
5. San Fernando Street and South 1st Street

Analysis Scenarios

The analysis was conducted during the morning peak hours occurring between 7:00 and 9:00 AM and the evening peak hours occurring between 4:00 and 6:00 PM for the following scenarios:

Scenario 1: *Existing Conditions* – Existing traffic volumes obtained from historical traffic counts.[1]

Scenario 2: *Background Conditions* – Existing volumes plus traffic from approved but not yet constructed developments in the area as summarized in the City's Approved Trip Inventory (ATI).

Scenario 3: *Background with Project Conditions* – Scenario 2 volumes plus traffic generated by the project.

Report Organization

This report is divided into seven additional chapters as described below:

- **Chapter 2 – Analysis Methods and Thresholds** presents the analysis methods for study intersections.
- **Chapter 3 – Existing Conditions** describes the transportation system near the Project site, including the surrounding roadway network, morning and evening peak hour turning movement

[1] For traffic counts collected prior to COVID-19 period, a one-percent compounding growth factor was applied to represent recent traffic growth per direction from City staff.

volumes at the study intersections, existing bicycle, pedestrian, and transit facilities, intersection queuing analysis, and field observations.

- **Chapter 4 – Background Conditions** presents the intersection operations without the Project under Background Conditions.
- **Chapter 5 – Project Traffic Estimates** describes the Project trip generation, distribution, and assignment methods for intersections.
- **Chapter 6 – Background with Project Conditions** presents the intersection operations with the project under Background Conditions.
- **Chapter 7 – Transportation Deficiencies and Improvements** presents the transportation effects of the project based on the deficiency criteria and identifies improvements to address project-caused deficiencies in the study area.
- **Chapter 8 – Site Access, On-Site Circulation and Parking** describes project access and circulation for all travel modes.

2. Analysis Methods

The analysis methods used to evaluate intersection operations are described in this chapter. The determination of acceptable operating conditions is based on policies, regulations, goals, and guidelines defined by the City of San José. The operational thresholds are also presented in this chapter.

CEQA Consistency

The Fountain Alley project site is located within and is consistent with San José's Downtown Growth Area Boundary as defined in the City's *Downtown Plan 2040*. The Environmental Impact Report (EIR) for the *Downtown Plan 2040* has been completed and approved. Because the project is consistent with the *Downtown Plan 2040* EIR, no additional CEQA transportation analysis is required for this Project.

Scope of Study

The City of San José Transportation Analysis Policy (Council Policy 5-1) requires projects to perform an LTA to demonstrate conformance with multimodal transportation strategies, goals and policies in the General Plan, and to address adverse effects to the transportation system. The 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 the local transportation system is appropriate for serving the types, characteristics, and intensity of the surrounding land uses;
2. Encourages projects to reduce personal motorized vehicle-trips and increase alternative transportation mode share; and
3. Addresses issues related to operations and safety for all transportation modes, with trade-offs guided by the General Plan street typology.

The focus of the LTA for the Project is on pedestrian, bicycle, and transit access and capacity constraints. The City's *Transportation Analysis Handbook* also includes specific topics related to site access and circulation.

Analysis Methods and Thresholds

Signalized Intersection Queuing Analysis

The queuing analysis assesses the available storage length of pockets and compares that to the projected queue length. Queuing analysis is conducted for movements where a) the movement has storage pockets, and b) the project adds more than 10 peak-hour trips to the movement.

The methodology described in Chapter 16 of the 2000 *Highway Capacity Manual* (HCM) (Transportation Research Board) is used to prepare level of service calculations for the study intersections. This level of service methodology, which is approved by San José and the VTA, analyzes a signalized intersection's operation based on average control delay per vehicle. Control delay includes the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Using the intersection delay, 95th-percentile queues are determined for each movement.

Queuing deficiencies are identified if the 95th-percentile queue length exceeds the available storage length for movements with storage pockets. Storage length is defined as the length from the stop bar to the point where queueing would interfere with the traffic flow in the adjacent lanes for other movements on a per lane basis.

3. Existing Conditions

This chapter describes the Existing Conditions of the roadways, pedestrian and bicycle facilities, and transit service near the Project site. It also presents existing traffic volumes and operations for the study intersections.

COVID-19 Note: The following Existing Conditions discussion describes conditions prior to the March 2020 shelter-in-place policy. The intersection counts that are used for this analysis were collected prior to the voluntary shelter-in-place polices implemented by several large technology firms beginning the first week in March 2020 and the formal shelter-in-place order issued by Santa Clara County Public Health Department on March 16, 2020 to slow the spread of COVID-19.

Existing Street System

State Route 87 and Interstate 280 provide regional access to the Project site. Santa Clara Street, San Fernando Street, 1st Street, and 2nd Street provide local site access. Each access facility is described below in more detail.

State Route 87 is a north-south freeway located west of the Project site with three to four travel lanes in each direction. One travel lane in each direction is designated as a High Occupancy Vehicle (HOV) lane. SR 87 extends between US 101 to the north and SR 85 to the south. Access to the Project site from SR 87 is via Santa Clara Street, Julian Street, and St. James Street.

Interstate 280 is a primarily east-west freeway located south of the Project site with four travel lanes in each direction. I-280 extends between US 101 in San José and I-80 in San Francisco. Access to the Project site from I-280 is via Market Street and 1st Street.

Santa Clara Street is a four-lane Grand Boulevard which extends between US-101 on the east as Alum Rock Avenue to the west of downtown San José where it continues as The Alameda at the intersection of Stockton Avenue / White Street. East of 1st Street, Santa Clara Street is East Santa Clara Street, and west of 1st Street, it is labeled as West Santa Clara Street. As a Grand Boulevard, it serves as a major transportation corridor connecting City neighborhoods, with a priority for transit. East Santa Clara Street is north of the Project and has a posted speed limit of 25 mph.

San Fernando Street is a two-lane On-Street Primary Bicycle Facility which extends between King Road on the east to Race Street on the west. East of 1st Street, San Fernando Street is East San Fernando Street, and west of 1st Street, it is labeled as West San Fernando Street. San Fernando Street has a few breaks at Diridon Station, Coyote Creek, and US-101. East San Fernando Street is south of the Project and has a posted speed limit of 25 mph.

First Street is a two- to six-lane street which extends between Alma Avenue on the south (where it becomes Monterey Road) to the north where it continues as Taylor Street at the intersection of Liberty

Street. North of Santa Clara Street, 1st Street is North 1st Street, and south of Santa Clara Street, 1st Street is South 1st Street. South 1st Street is to the west of the Project. South 1st Street is part of the VTA transit mall in downtown San José. The posted speed limit is 20 mph. Between San Carlos Street and Julian Street, 1st Street is one-way northbound.

Second Street is a two-lane street which extends between E Humboldt Street on the south as 1st Street to the north where it terminates at Burton Avenue. North of Santa Clara Street, 2nd Street is North 2nd Street, and south of Santa Clara Street, 2nd Street is South 2nd Street. South 2nd Street is directly adjacent to the Project site to the east and provides direct access to the project site via the project driveway. South 2nd Street is part of the VTA transit mall in downtown San José. The posted speed limit is 20 mph. Between St. James Street and E Humboldt Street, 2nd Street is one-way southbound.

Within the vicinity of the project, First Street and Second Street function as a couplet and, together, as a Grand Boulevard.

Existing Truck Routes

The City of San José does not have established truck routes; however, the City's *Municipal Code* Chapter 11.96 defines which streets have large vehicle prohibitions. Large vehicles are allowed on the streets adjacent to the Project site.

Existing Pedestrian Facilities

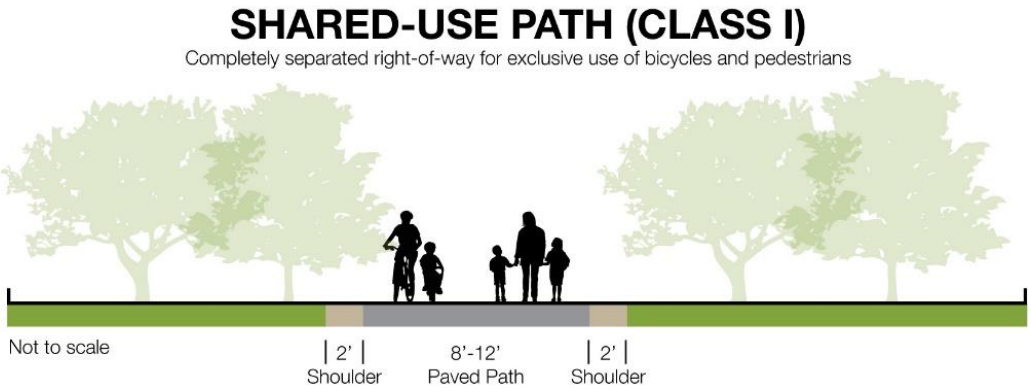
Pedestrian facilities are comprised of sidewalks and crosswalks. The streets adjacent to the Project site, including Santa Clara Street, San Fernando Street, South 1st Street, and South 2nd Street, have sidewalks on both sides of the roadway. Most of the adjacent sidewalks are a minimum of 10 feet wide, due to the downtown context.

The major intersections near the site have crosswalks on all legs, with all the adjacent intersections having ladder crosswalk striping. These major intersections all have sidewalk transitions into the crosswalks. South 1st and South 2nd Streets are pedestrian paseos that have light rail running through them.

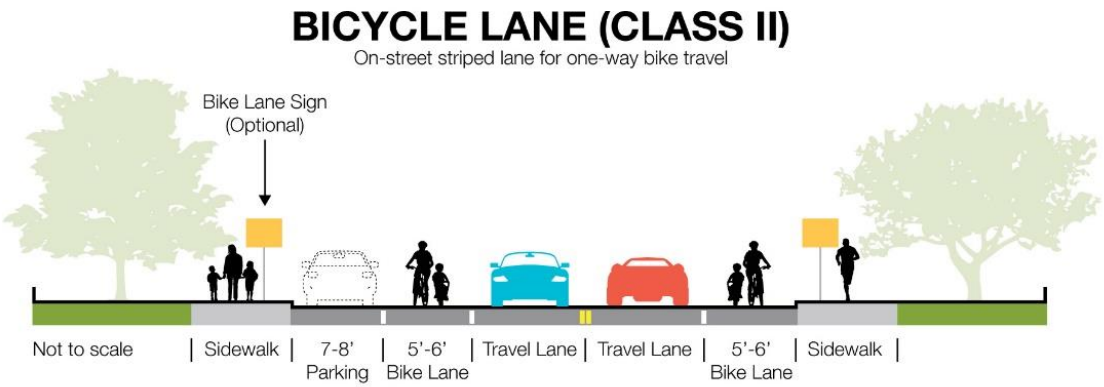
Existing Bicycle Network

The four classes of bicycle facilities (I, II, III, IV) in San José are described in the *San José Better Bike Plan 2025* (2020). These descriptions are based on California Department of Transportation (Caltrans) classifications of bikeways from California Assembly Bill 1193 and the *Highway Design Manual* (Chapter 1000: Bikeway Planning and Design). Each bikeway class is intended to provide bicyclists with enhanced riding conditions. Bikeways offer various levels of separation from traffic based on traffic volume and speed, among other factors. The four bikeway types and appropriate contexts for each are presented below.

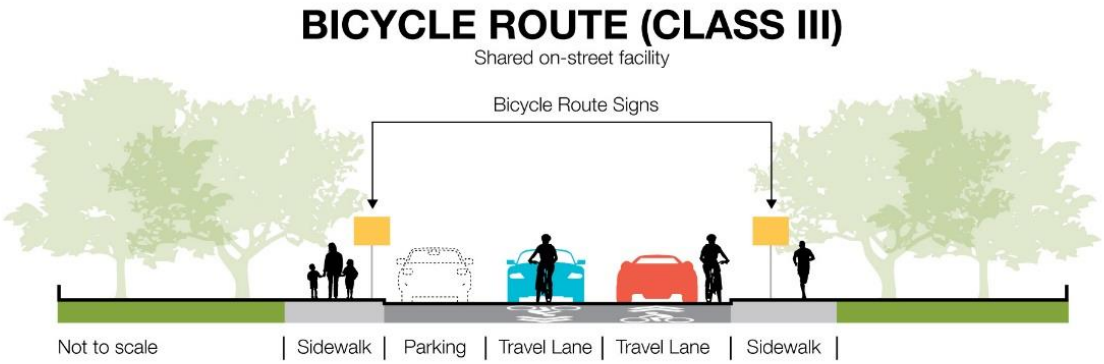
Class I Bikeway (Shared Use Path): Shared-use paths, sometimes referred to as multi-use paths, provide completely separate right-of-way and are designated for the exclusive use of people riding bicycles and walking with minimal roadway crossings. In general, shared-use paths are along corridors not served by streets or where sufficient right-of-way exists to allow them to be constructed away from the influence of vehicles. Class I Bikeways can also offer opportunities not provided by the road system by serving recreational areas and/or desirable commuter routes.



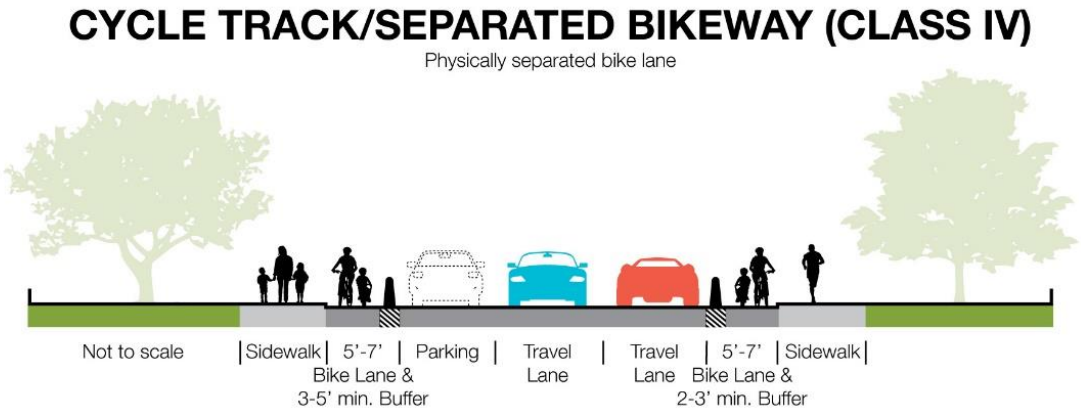
Class II Bikeways (On-Street Bike Lanes): Bike lanes provide a striped lane, pavement markings, and signage for one-way bike travel on a street or highway. Bicycle lanes are typically five (5) feet wide, although wider lanes are desirable on roadways with high traffic volumes and/or high travel speeds. The *VTA Bicycle Technical Guidelines* (December 2012) recommends that Caltrans standards regarding bicycle lane dimensions be used as a minimum and provides supplemental information and guidance on when and how to better accommodate the many types of bicyclists. Bike lanes may be enhanced with painted buffers between vehicle lanes and/or parking, and green paint at conflict zones (such as driveways or intersections).



Class III Bikeways (Bike Routes): Bike routes may be identified on a local residential or collector street when the travel lane is wide enough and the traffic volume is low enough to allow both cyclists and motor vehicles to share a lane and/or to provide continuity to a bikeway network. Shared-use arrows or "sharrows" are common striping treatments for bike routes.



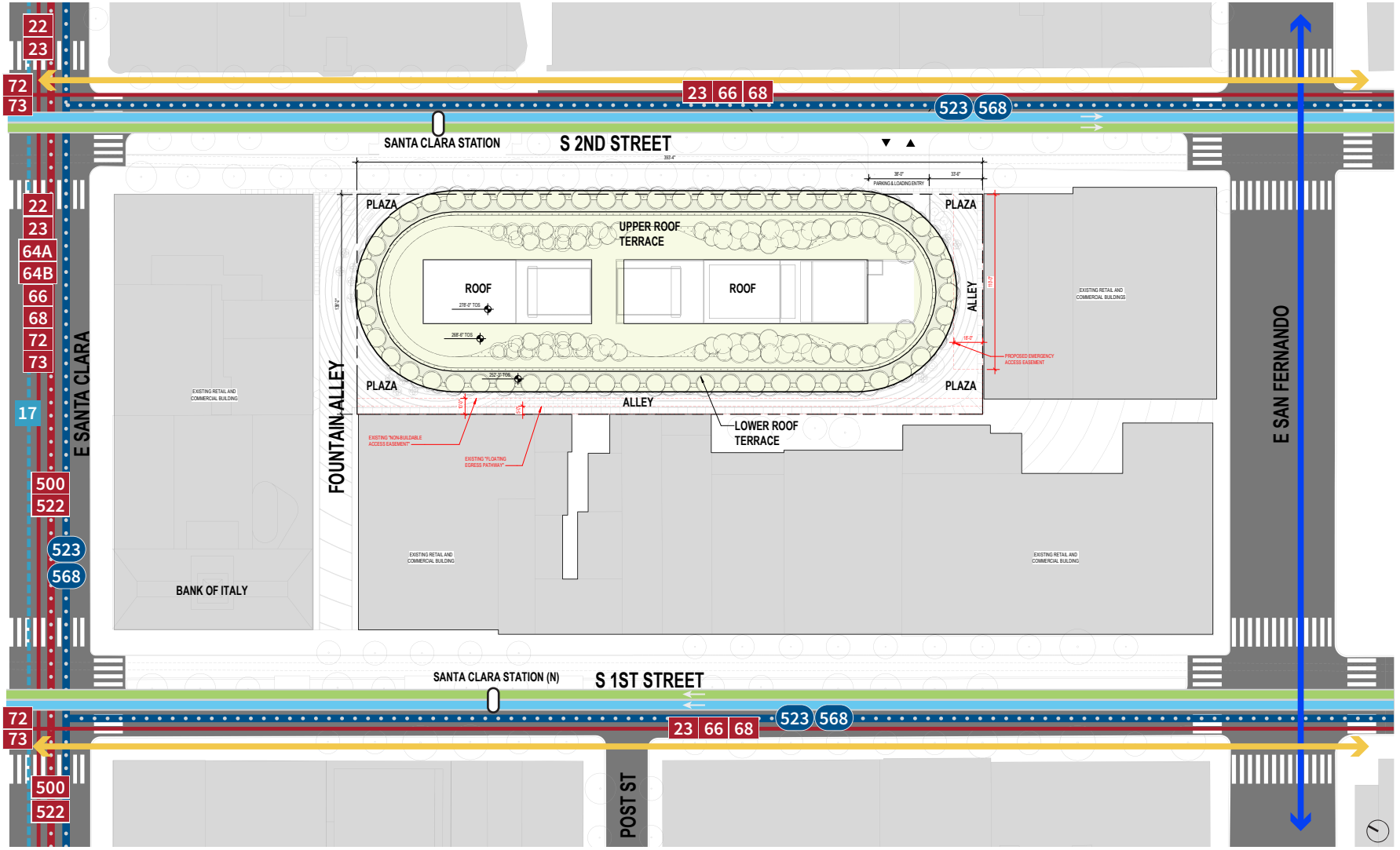
Class IV Bikeways (Separated Bikeway): Separated bikeways, also referred to as cycle tracks or protected bikeways, are bikeways for the exclusive use of bicycles which are physically separated from vehicle traffic. Separated bikeways were adopted by Caltrans in 2015. Types of separation may include, but are not limited to, grade separation, flexible posts, physical barriers, or on-street parking.



Under California Law, bicyclists are allowed to use all roadways in California unless posted otherwise. Therefore, even for roadways that have no designated (or planned) bikeway identified, a majority are open for cycling.

Existing bicycle facilities are shown on **Figure 3**. There are Class IV separated bikeways on E San Fernando Street. South 1st and South 2nd Streets are classified as Class III bike routes. The San José Better Bike Plan 2025 proposes Class II bike lanes on South 1st and South 2nd Streets.

There is a Bay Wheels bikeshare facility on South 2nd Street at the east end of the paseo.



Source: BJARKE INGELS GROUP

Existing Bicycle Facilities

- Bike Route
- Bike Protected Lane

Existing Transit Facilities

- Frequent Bus
- Rapid Bus (Limited-stop service at frequent intervals)
- Rapid Bus (Limited-stop service)
- Neighboring Route
- Green Line
- Blue Line

Figure 3

Existing Transportation Facilities

Existing Transit Service

Bus and light rail service in San José are operated by the VTA and Highway 17 service is operated by Santa Cruz Metro. **Table 1** summarizes the existing transit services for the Fountain Alley project. The bus routes, bus stop, LRT lines, and LRT station are illustrated on **Figure 3**.

Due to COVID-19, many transit agencies (including VTA) have temporarily reduced their services. The transit services described below reflect the April 2022 transit service routes, operating hours, and peak headways as available on the VTA and Santa Cruz Metro website.

TABLE 1: EXISTING TRANSIT SERVICE

Route[1]	From	To	Weekdays		Saturdays		Sundays	
			Operating Hours	Peak Headway[2] (minutes)	Operating Hours	Headway[2] (minutes)	Operating Hours	Headway[2] (minutes)
VTA Bus Service								
22	Palo Alto Transit Center	Eastridge	4:30 AM – 3:00 AM	15	4:50 AM – 3:00 AM	15	5:00 AM – 2:00 AM	20
23	De Anza College Transit Center	Alum Rock Station	5:00 AM – 1:30 AM	15	5:45 AM – 1:20 AM	15	5:45 AM – 1:20 PM	20
64A	McKee & White	Ohlone-Chynoweth Station	5:20 AM – 11:40 PM	30	6:30 AM - 11:30 PM	30	7:00 AM - 10:00 PM	30
64B	McKee & White	Almaden Expressway & Camden	6:00 AM – 9:10 PM	30	7:50 AM – 6:40 PM	60	8:45 AM – 5:40 PM	60
66	North Milpitas	Kaiser San José	5:00 AM – 12:15 AM	15	5:30 AM - 11:30 PM	20	5:30 AM - 11:30 PM	20
68	San José Diridon Station	Gilroy Transit Center	5:00 AM – 1:20 AM	15	5:30 AM - 1:40 AM	20	5:30 AM - 12:40 AM	20
72	Downtown San José	Senter & Monterey via McLaughlin	5:30 AM – 11:00 PM	15	6:40 AM – 10:45 PM	30	7:30 AM - 10:00 PM	30
73	Downtown San José	Senter & Monterey via Senter	5:30 AM – 11:00 PM	15	6:30 AM - 10:10 PM	30	7:30 AM - 10:10 AM	30
500	San José Diridon Station	Berryessa BART	4:30 AM – 12:00 AM	15	5:30 AM – 2:30 AM	30	7:00 AM – 2:30 AM	30

TABLE 1: EXISTING TRANSIT SERVICE

Route[1]	From	To	Weekdays		Saturdays		Sundays	
			Operating Hours	Peak Headway[2] (minutes)	Operating Hours	Headway[2] (minutes)	Operating Hours	Headway[2] (minutes)
522	Palo Alto Transit Center	Eastridge	5:30 AM – 11:15 PM	15	6:00 AM – 11:30 PM	20	6:00 AM – 10:30 PM	20
523	Berryessa BART	Lockheed Martin via De Anza College	6:00 AM – 10:40 PM	20	7:00 AM – 8:40 PM	30	7:40 AM – 7:40 PM	30
568	Gilroy Transit Center	San Jose Diridon	5:30 AM – 8:10 PM	30	NA	NA	NA	NA
Other Bus Service								
Hwy 17	Santa Cruz Metro Center	Santa Clara & S 6th	5:45 AM – 10:40 PM	60	6:50 AM – 11:15 PM	60	6:50 AM – 11:15 PM	60
VTA Light Rail								
Blue	Santa Teresa Station	Baypointe Station	4:55 AM – 1:10 AM	20	5:30 AM – 1:10 AM	30	6:00 AM – 11:05 PM	30
Green	Winchester Station	Old Ironsides Station	5:30 AM – 12:40 AM	20	6:30 AM – 12:30 AM	30	6:15 AM – 11:00 PM	30

Notes:
1. Weekday and weekend service as of April 2022
2. Headways are defined as the time between transit vehicles on the same route.
Source: VTA, 2022.

Existing Vehicle Queuing

Existing intersection lane configurations, signal timings, and peak hour turning movement volumes were used to calculate vehicle queuing at the study intersections during the AM and PM peak hours. Traffic counts for the study intersections are presented in **Appendix A**. The results are presented in **Table 2**.

The results of the queuing analysis indicates that one of the study intersections have queues that exceed the available storage length during one or both peak hours. The intersections, movements, and affected peak hours are:

- Santa Clara Street and South 2nd Street
    - Westbound left movement during the PM peak hour

The existing lane configurations, traffic controls, and peak hour traffic volumes are shown in **Figure 4**.

Field Observations

Due to the COVID-19 pandemic and the resulting shelter-in-place order in March 2020, current traffic operations do not adequately reflect typical traffic patterns. Therefore, it was not possible to make field observations of existing queue patterns. Similarly, it was not possible to take accurate traffic counts of existing traffic conditions. A 1% compounded growth factor was applied to previous counts taken from the City of San José's database.

Field observations were conducted to verify existing lane geometries, signal controls, bicycle facilities, pedestrian facilities, and transit facilities near the project site.

Table 2: Existing Queuing Analysis

Study Intersection #	Name	Movement	Available Storage Length[1] (feet)	Peak Hour	Projected Queue Length[2] (feet)
					Existing
1	Santa Clara Street and South 1st Street	EBL	170	AM	75
				PM	100
		NBR	100	AM	50
				PM	50
2	Santa Clara Street and South 2nd Street	WBL	120	AM	100
				PM	**175**
		SBR	100	AM	50
				PM	75
3	Project Driveway and South 2nd Street	NA	NA	NA	NA
4	San Fernando Street and South 2nd Street	EBT/R	260	AM	150
				PM	200
		WBT/L	270	AM	150
				PM	100
		SBR	140	AM	25
				PM	25
5	San Fernando Street and South 1st Street	NBR	100	AM	25
				PM	50

Notes: **Bold** text indicates vehicle queuing exceeds available storage capacity.
1. Rounded to the nearest 5 feet.
2. Calculated from length of car queues (assume each car is about 25 feet long)
Source: Fehr & Peers, 2021.

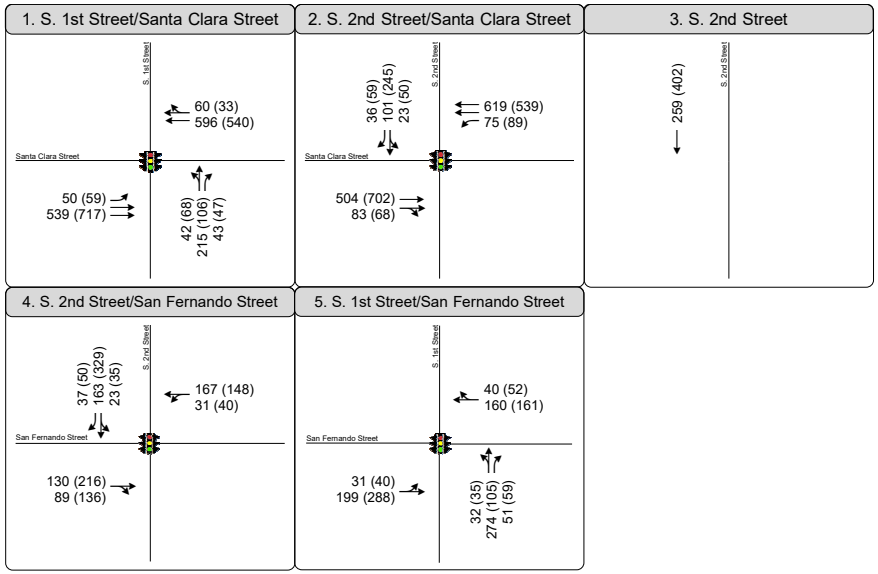


Figure 4
Existing Lane Configuration, Traffic Control and Peak Hour Traffic Volumes AM (PM)

4. Background Conditions

This chapter presents the findings of the transportation analysis under Background Conditions. Background Conditions are defined as conditions just prior to completion and occupancy of the Project. Traffic volumes for Background Conditions are based on existing volumes plus traffic generated by approved but not yet constructed and/or occupied developments in the area.

Background Conditions Roadway Infrastructure Improvements

There are no planned transportation improvements within the study area that would affect the geometries at the study intersections; therefore, the intersection geometries are assumed to be the same as presented in Existing Conditions.

Background Conditions Traffic Volumes

Traffic volumes for Background Conditions include the traffic generated by development projects that are either under construction or are approved, but not yet constructed, within proximity of the Project study. Information about these development projects was obtained from the planning department of the City of San José. Based on that information, the following development projects were included under Background Conditions:

City of San José Background Development Projects

- Park & Woz
- Almaden Blvd / Woz Way
- Downtown Core
- North San José

Traffic estimates for the development projects that would add traffic to the study intersections were obtained from the City of San José's Approved Trip Inventory (ATI) Traffix model. Vehicle trips for each of the background projects were then assigned to the roadway network based on the ATI intersection assignment. **Appendix B** shows the detailed trip generation data as received from the City's ATI.

Background Conditions Queuing Analysis

A queuing analysis was prepared to evaluate the intersection operations under Background Conditions. The Background Conditions intersection analysis results are shown in **Appendix C.** The results of the queuing analysis are presented in **Table 3** along with the comparison to the Existing Conditions. The background lane configurations, traffic controls, and peak hour traffic volumes are shown in **Figure 5**.

The addition of the trips from the ATI causes one additional movement (on top of the movements in the Existing Conditions) to have queue lengths that exceed available storage capacity. The intersection, movement, and affected peak hour are:

- Santa Clara Street and South 2nd Street
    - Westbound left movement during the AM and PM peak hours

Table 3: Background Queuing Analysis

Number	Intersection	Movement	Available Storage Length[1] (feet)	Peak Hour	Projected Queue Length[2] (feet)	
					Existing Conditions	Background Conditions
1	Santa Clara Street and South 1st Street	EBL	170	AM	75	100
				PM	100	125
		NBR	100	AM	50	50
				PM	50	75
2	Santa Clara Street and South 2nd Street	WBL	120	AM	100	**125**
				PM	**175**	**175**
		SBR	100	AM	50	50
				PM	75	75
3	Project Driveway and South 2nd Street	NA	NA	NA	NA	NA
4	San Fernando Street and South 2nd Street	EBT/R	260	AM	150	175
				PM	200	200
		WBT/L	270	AM	150	150
				PM	100	125
		SBR	140	AM	25	25
				PM	25	25
5	San Fernando Street and South 1st Street	NBR	100	AM	25	25
				PM	50	50

Notes: **Bold** text indicates vehicle queuing exceeds available storage capacity.
1. Rounded to the nearest 5 feet.
2. Calculated from length of car queues (assume each car is about 25 feet long)
Source: Fehr & Peers, 2021.

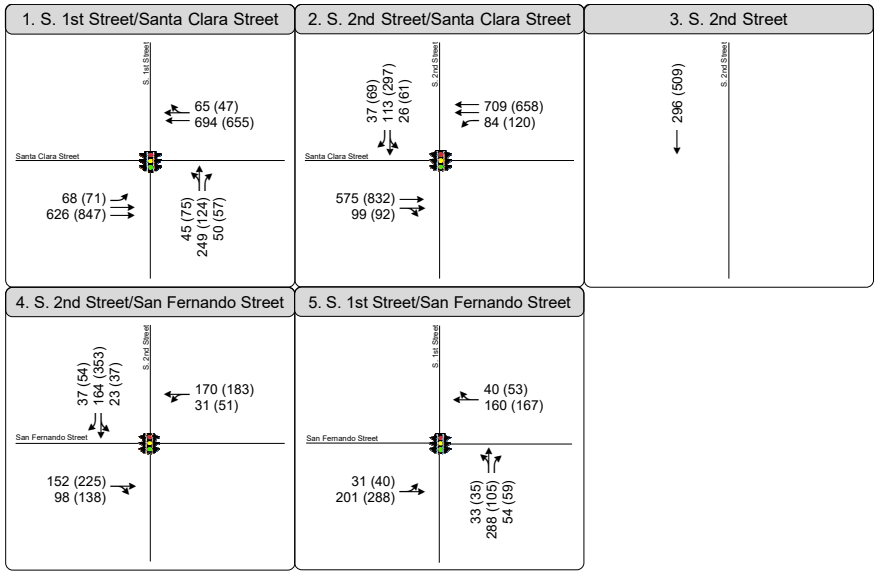


Figure 5
Background Lane Configuration, Traffic Control and Peak Hour Traffic Volumes AM (PM)

5. Project Traffic Estimates

This chapter presents estimates of traffic generated by the Project and identifies the roadways and intersections that will be affected by that Project generated traffic. The amount of traffic associated with the Project was estimated using a three-step process:

1. **Trip Generation** – The amount of vehicle traffic entering/exiting the Project site is estimated.
2. **Trip Distribution** – The directions trips would use to approach and depart the site are projected.
3. **Trip Assignment** – Trips are then assigned to specific roadway segments and intersection turning movements.

The results of the process are described in the following sections.

Project Trip Generation

The project trip generation was developed using average trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition* for the office, retail, and residential uses. Trip reductions based on the project's location in downtown San José were applied to the ITE rates. In addition, a standard trip reduction was applied to the project's trip generation to account for the internal trips for mixed-use development projects per VTA's Transportation Impact Analysis Guidelines. The location-based reduction and standard trip reduction are described below.

Location-Based Reduction

The project site is located within a Central City Urban area based on the *City of San José VMT Evaluation Tool*. The Central City Urban area is defined by very high density, excellent accessibility, high public transit access, low number of single-family homes, and older high-value housing stock. To reflect the project's access to high-quality multimodal facilities, the project trip generation estimated using ITE rates were reduced based on outputs from the *San José Travel Demand Model*, as summarized in **Table 4** of the City of San José Transportation Analysis Handbook (April 2020). A 31 percent reduction was applied to trips generated by office uses, a 16 percent reduction was applied to trips generated by retail uses, and a 29 percent reduction was applied to trips generated by residential uses.

Standard Trip Reduction

The standard trip reduction was applied based on VTA's *Transportation Impact Analysis Guidelines* (October 2014). The respective reduction was applied to the new trips as Fountain Alley combines retail, office, and residential uses.

The total number of project trips at the project driveway with both the location-based and standard trip reductions is 3,936 daily trips, 358 AM peak hour trips (274 in, 84 out), and 432 PM peak hour trips (109 in, 323 out), shown in the line M of **Table 4**.

Table 4: Project Trip Generation

ITE #	Land Use Type	Size	Type[1]	Weekday Trips[2]	AM Peak Hour Trips[2]			PM Peak Hour Trips[2]		
					Total	In	Out	Total	In	Out
Proposed Project – City Code										
710	Office **(A)**	405.924	ksf	3,954	471	405	66	467	75	392
	VTA TIA Standard Trip Reduction Office / Retail[3] **(B=A x 3%)**			*-119*	*-14*	*-12*	*-2*	*-14*	*-2*	*-12*
	VTA TIA Standard Trip Reduction Office / Residential[3] **(C = A x 3%)**			*-26*	*-2*	*0*	*-2*	*-2*	*-1*	*-1*
	Location Based Reduction[4] **(D=A x 31%)**			*-1,181*	*-141*	*-121*	*-20*	*-140*	*-22*	*-118*
	Net New Office Trips (E)			**2,628**	**314**	**272**	**42**	**311**	**50**	**261**
820	Retail **(F)**	31.959	ksf	1,206	30	19	11	122	59	63
	VTA TIA Standard Trip Reduction Office / Retail[3] **(G=F x 3%)**			*-119*	*-14*	*-12*	*-2*	*-14*	*-2*	*-12*
	VTA TIA Standard Trip Reduction Office / Residential[3] **(H = F x 3%)**			*-129*	*-9*	*-9*	*0*	*-11*	*-11*	*0*
	Location Based Reduction[4] **(I=F x 16%)**			*-153*	*-1*	*-1*	*0*	*-16*	*-8*	*-8*
	Net New Retail Trips (J)			**805**	**9**[5]	**0**[5]	**9**	**81**	**38**	**43**
222	Residential **(K)**	194	DU	863	60	14	46	70	43	27
	VTA TIA Standard Trip Reduction Office / Retail[3] **(L=K x 3%)**			*-26*	*-2*	*0*	*-2*	*-2*	*-1*	*-1*
	VTA TIA Standard Trip Reduction Office / Residential[3] **(M= K x 3%)**			*-129*	*-9*	*-9*	*0*	*-11*	*-11*	*0*
	Location Based Reduction[4] **(N=K x 29%)**			*-205*	*-14*	*-3*	*-11*	*-17*	*-10*	*-7*
	Net New Residential Trips (O)			**503**	**35**	**2**	**33**	**40**	**21**	**19**
	Net New Project Trips (P = E + J + O)			***3,936***	***358***	***274***	***84***	***432***	***109***	***323***

Notes:
1. ksf = 1,000 square feet, DU = dwelling unit
2. Trip generation estimates using the average rates from ITE's *Trip Generation Manual*, 10th Edition (2017).
3. Because the development is a mixed-use project with retail, office, and residential land uses, a standard auto trip reduction was applied for Mixed-Use Development Project; rates based on the land use that generates the lowest number of new trips.
4. Because the project is located within a Central City Urban area, location-based trip reductions were applied according to Table 6 of the *City of San José Transportation Analysis Handbook*.
5. Including the reductions results in -3 inbound trips generated, revised to 0 to show no inbound trips generated. Revised total net new retail trips to 9 from 6 to reflect 0 inbound trips instead of -3 inbound trips.
Source: Fehr & Peers, 2021; *ITE Trip Generation Manual,* 10th Edition (2017); *City of San José Transportation Analysis Handbook* (2018); *VTA Transportation Impact Analysis Guidelines, 2014*

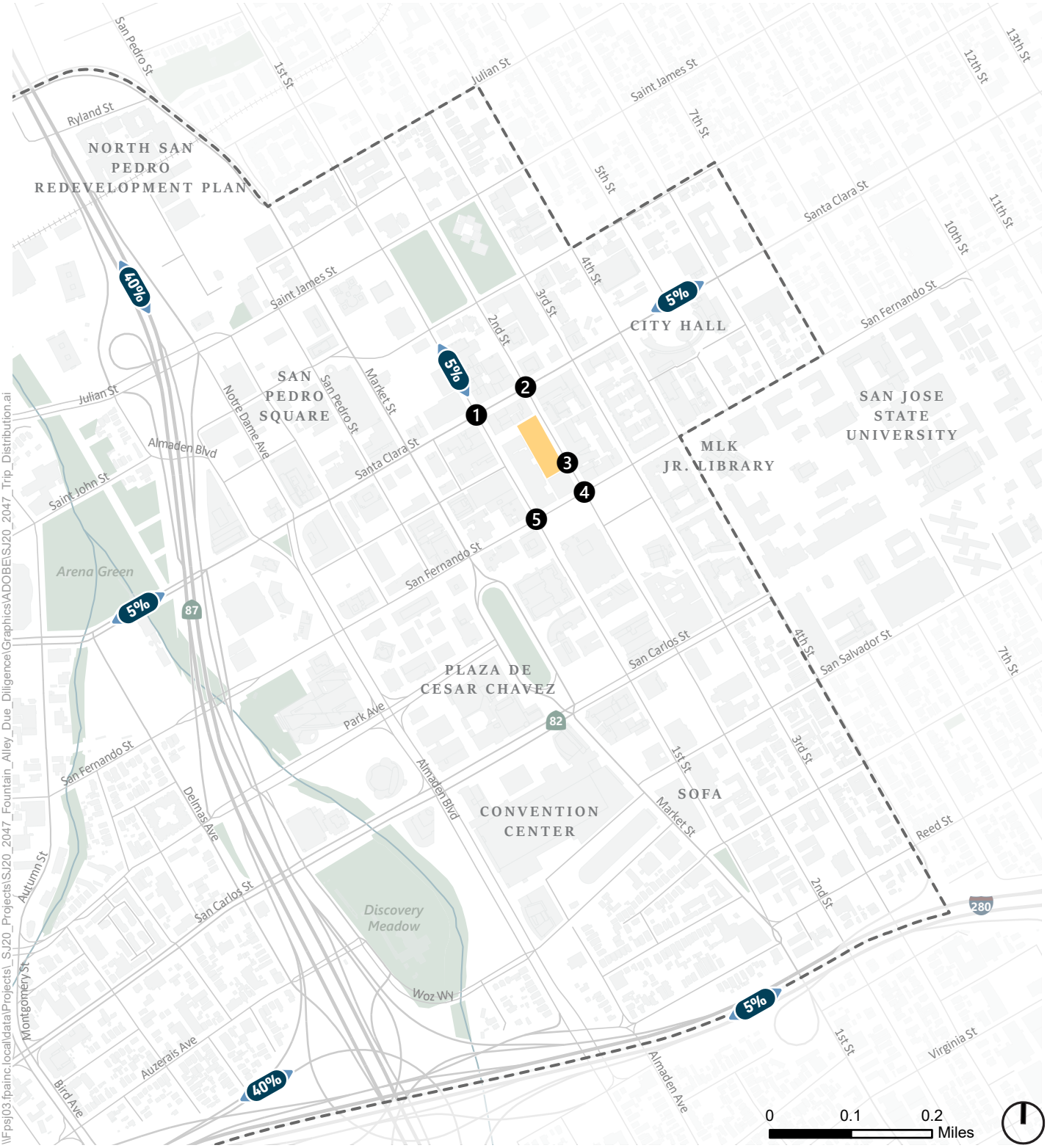
It should be noted that currently proposed Project reflects 368,093 s.f. of office space and 13,074 s.f. of retail. This is approximately 37,200 s.f. of office and 18,900 s.f. of retail less than analyzed in this report. As a result, the analyzed Project represents a conservative approach (i.e., more trips) and the conclusions would not change for this report due to the difference in Project trips.

Vehicle Trip Distribution

The directions of approach and departure of project trips were based on the locations of complementary land uses and existing travel patterns in the area. **Figure 6** shows the residential project's trip distribution and **Figure 7** shows the office and retail project trip distribution pattern for the local roadway network.

Vehicle Trip Assignment

The Project trips were assigned to the roadway system based on the directions of approach and departure shown in the trip distribution figure. **Figure 8** shows the Project trips assigned to each turning movement by intersection. The corresponding Project trip assignment was added to the Background Conditions volumes to represent Background with Project Conditions.



Site Location

Study Intersections

Downtown Growth Boundary

XX% Project Trip Distribution

Figure 6

Trip Distribution for Residential Trips

Site Location

Study Intersections

Downtown Growth Boundary

XX% Project Trip Distribution

Figure 7

Trip Distribution for Office/Retail Trips

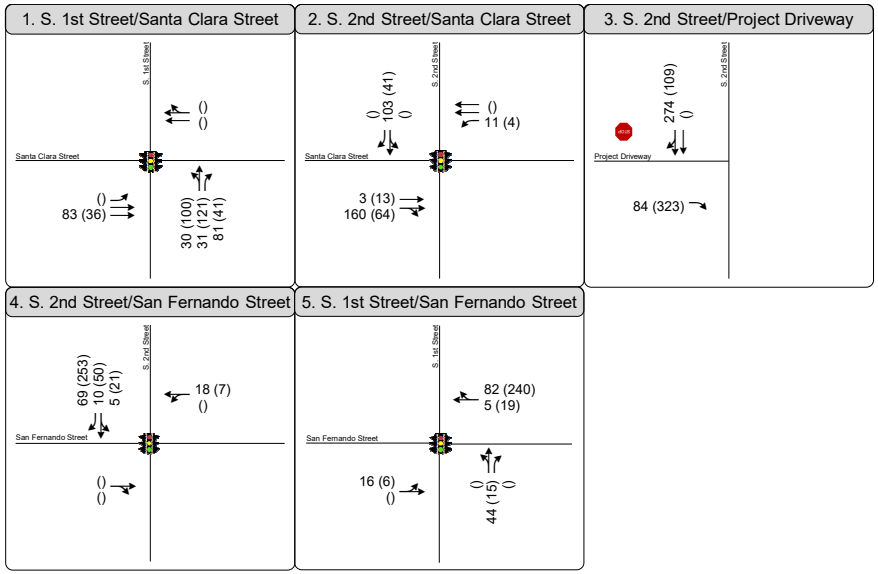


Figure 8
Project Trip Assignment
Peak Hour Traffic Volumes AM (PM)

6. Background with Project Conditions

This chapter presents the findings of the transportation analysis under Background with Project Conditions. Background with Project Conditions are defined as Background Conditions plus the net-added Project traffic.

Background with Project Conditions Queuing Analysis

The queuing analysis was prepared to evaluate the intersection operations under Background with Project Conditions. The intersection volumes are shown in **Figure 9**. The results of the queuing analysis are presented in **Table 5** along with the comparison to the Existing Conditions and Background Conditions. The Background with Project Conditions intersection analysis results are shown in **Appendix C.**

The project-added trips cause one additional movement (on top of the movements in the Existing and Background Conditions) to have queue lengths that exceed available storage capacity. The intersection, movement, and affected peak hour are:

- Santa Clara Street and South 1st Street
    - Northbound right movement queue during the AM peak hour
- Santa Clara Street and South 2nd Street
    - Westbound left movement during the AM and PM peak hours
- San Fernando Street and South 2nd Street
    - Southbound right movement queue during the PM peak hour

Table 5: Background Plus Project Queuing Analysis

Number	Intersection	Movement	Available Storage Length[1] (feet)	Peak Hour	Project Trips Added	Projected Queue Length[2] (feet)		
						Existing	Background	Background Plus Project
1	Santa Clara Street and South 1st Street	EBL	170	AM	0	75	100	100
				PM	0	100	125	125
		NBR	100	AM	81	50	50	**125**
				PM	41	50	75	100
2	Santa Clara Street and South 2nd Street	WBL	120	AM	11	100	**125**	**150**
				PM	4	**175**	**175**	**250**
		SBR	100	AM	0	50	50	50
				PM	0	75	75	75
4	San Fernando Street and South 2nd Street	EBT/R	260	AM	0	150	175	175
				PM	0	200	200	225
		WBT/L	270	AM	18	150	150	150
				PM	7	100	125	150
		SBR	140	AM	69	25	25	75
				PM	253	25	25	**150**
5	San Fernando Street and South 1st Street	NBR	100	AM	0	25	25	25
				PM	0	50	50	50

Notes: **Bold** text indicates vehicle queuing exceeds available storage capacity. **Bold and highlighted** text indicates vehicle queuing exceeds available storage capacity during Background with Project Conditions only.
1. Rounded to the nearest 5 feet.
2. Calculated from length of car queues (assume each car is about 25 feet long)
Source: Fehr & Peers, 2021.

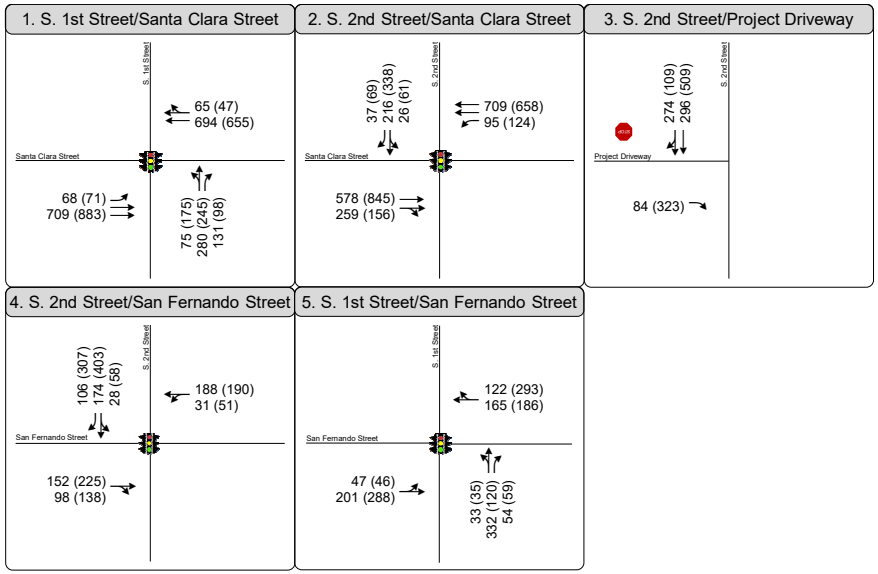


Figure 9
Background Plus Project Lane Configuration, Traffic Control and Peak Hour Traffic Volumes AM (PM)

7. Transportation Deficiencies and Improvements

This chapter discusses potential Project effects on the transportation system. First, the deficiency criteria are described which is followed by the identified deficiencies and recommended improvements for each transportation facility type.

Deficiency Criteria

The determination of deficiencies in the transportation network is based on applicable policies, regulations, goals, and guidelines defined by the City of San José and the Santa Clara Valley Transportation Authority. Deficiencies are evaluated by comparing the results of the with and without Project analyses. The comparison is between the results under Background with Project Conditions to the results under Background without Project Conditions.

Queueing Analysis

Queuing analysis was performed to identify where project traffic would increase vehicle queuing such that available storage capacity is exceeded. As described in **Chapter 2** of this document, queue storage deficiencies were identified for both the Existing Conditions and Background Conditions. In addition, queue storage deficiencies were also identified under the Background with Project Conditions.

Pedestrian and Bicycle

The existing Envision San José 2040 General Plan describes related policies necessary to ensure pedestrian and bicycle facilities are safe and effective for City residents. Using both the General Plan and the City of San José Transportation Analysis Handbook as guides, significant deficiencies to these facilities would occur when a project or an element of the project:

- Substantially increases hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- Conflicts with a plan, ordinance, or policy addressing the circulation system, including bicycle lanes and pedestrian paths.

Transit

Significant deficiencies to transit service would occur if the project or any part of the project conflicts with a plan, ordinance, or policy addressing the circulation system, including transit paths.

Deficiencies and Improvements

Queuing Analysis

Intersection deficiencies and improvements were evaluated under Background with Project Condition based on the queuing results shown in **Table 5**. Improvements were considered for intersection deficiencies where the storage capacity does not meet the expected queue lengths under Background with Project Condition. At some locations as noted, queue lengths exceed storage capacity under either the Existing or Background Conditions.

Intersection 1: Santa Clara Street and South 1st Street

The results of the queuing analysis indicate that the northbound right-turn queue at Santa Clara Street and South 1st Street exceeds the available storage capacity of 100 feet during the AM peak hour under the Background with Project Condition (125 feet).

> **Recommendation:** Increasing the available storage capacity at this movement would require restriping the bus-only lane. Vehicle queuing may be reduced at this location by optimizing signal timing patterns, although this may affect vehicle queuing on other movements of this intersection. Additionally, the TDM plan may reduce the number of vehicles entering and leaving the site, which could mitigate the queuing.

Intersection 2: Santa Clara Street and South 2nd Street

The results of the queuing analysis indicate that the westbound left-turn queue at Santa Clara Street and South 2nd Street exceeds the available storage capacity of 120 feet during the PM peak hour under the Existing Condition and during both peak hours under the Background Condition. The queue length is 125 feet during the AM peak hour in the Existing Condition and 175 feet during the PM peak hour in both the Existing and Background Condition. Under the Background with Project Condition, the queue length would continue to exceed the available storage capacity during the AM peak hour (150 feet) and during the PM peak hour (200 feet).

> **Recommendation:** Increasing the available storage capacity at this movement would require extending the existing left-turn pocket length. However, increasing storage capacity at this movement would remove storage capacity for the eastbound left turn onto N 3rd Street. Therefore, extending the turn-pocket at this movement is not recommended. Vehicle queuing may be reduced at this location by optimizing signal timing patterns, although this may affect vehicle queuing on other movements of this intersection. Additionally, the TDM plan may reduce the number of vehicles entering and leaving the site, which could mitigate the queuing.

Intersection 4: San Fernando Street and South 2nd Street

The results of the queuing analysis indicate that the southbound right-turn queue at San Fernando Street and South 2nd Street exceeds the available storage capacity of 140 feet (constrained by the existing / future project driveway) during the PM peak hour under the Background with Project Condition (150 feet).

> **Recommendation:** Increasing the available storage capacity at this movement would require moving the existing (and future project) driveway. Therefore, extending the turn-pocket at this movement is not recommended. Vehicle queuing may be reduced at this location by optimizing signal timing patterns, although this may affect vehicle queuing on other movements of this intersection. Additionally, the TDM plan may reduce the number of vehicles entering and leaving the site, which could mitigate the queuing.

Intersection 5: San Fernando Street and South 1st Street

The available storage capacity meets the vehicle demand under Background with Project Condition for all turning movements evaluated. Therefore, no recommended improvements are required at this location.

Bicycle and Pedestrian

Existing bicycle and pedestrian facilities along the project frontage on 2nd Street provide multimodal connectivity to other facilities in downtown San José. Sidewalks and Class III bike route are provided on 2nd Street, and crosswalks are available at all signalized intersections. Docked bikeshare facilities are within walking distance of the site. The existing bicycle and pedestrian facilities are discussed in greater detail in **Chapter 3** of this report.

Overall, the existing pedestrian and bicycle facilities provide good connectivity to surrounding areas and services and would be maintained with the implementation of the proposed project. Accessible pedestrian ramps are provided at all crossings at the four study intersections surrounding the project site.

Transit

The project is next to VTA's LRT station and bus stops on 2nd Street Project employees and visitors can access the station from the Project site within a minute without needing to cross any streets. The LRT station serves Blue Line and Green Line which connect the Project site to Diridon Station, which provides connections to Caltrain, ACE, and Amtrak. Multiple bus routes stop at the Project site including regular service and rapid transit service. Project improvements will not interfere with these transit facilities. Rather, these transit facilities will support the project's ability to meet the mode share targets as outlined in *Envision 2040*.

8. Site Access & On-site Circulation

This chapter evaluates site access and internal circulation for vehicles, pedestrians, and bicycles and consistency with the City of San José's mobility policies, standards, and guidelines based on the site plan presented on **Figure 2**. The Project's vehicle and bicycle parking supplies are reviewed in comparison to City standards.

Site Access and Circulation

As presented in **Figure 2**, the Project site has a primary driveway along South 2nd Street, which connects to Santa Clara Street to the north and San Fernando Street to the south. The primary driveway serves vehicle access to the parking garage and truck access to the basement loading facility. An emergency vehicle access is located at the southern end of the site with a fire separation distance of over 20 feet provided across the south and west sides of the building.

Bicycle and Pedestrian Circulation

A key element of the project is the maintenance of the existing Fountain Alley pedestrian paseo on the northern project frontage between South 1st Street and South 2nd Street. The paseo is approximately 20 feet wide and will continue to serve as a direct connection between the project site, the light rail station on South 1st Street, and other local pedestrian facilities. A Bay Wheel bikeshare station is located at the South 2nd Street end of the paseo. This paseo is accessible to both project-related and non-project related bicyclists and pedestrians. By maintaining the paseo, the project site will continue to facilitate multimodal circulation in Downtown San José.

The existing sidewalk on the west side of South 2nd Street will be protected in place. No new mid-block pedestrian crossing is proposed for the project.

Vehicular Site Access

The Project will keep the existing driveway location on South 2nd Street and expand the curb cut. The driveway is bidirectional, right-in/right-out with one inbound lane and one outbound lane. The driveway will serve the underground garage and delivery vehicles. No other new driveway is proposed.

The South 2nd Street driveway aisle will have a curb-to-curb width of 38 feet and include one inbound lane and one outbound lane. The existing curb cut will be widened to accommodate the 38-foot driveway and an existing VTA Overhead Contact System (OCS) support pole will be relocated. The relocation of the pole will be coordinated with VTA and City of San Jose.

The driveway crosses the light rail tracks on South 2nd Street. An existing actuated R3-1 "no right turn" traffic warning sign located before the driveway entrance that illuminates when a light rail vehicle approaches, prohibiting right-turns into the Project site. Since the curb cut will be widened, the Project

proposes to install a new actuated R3-1 sign farther north on S. 2nd Street in advance of the driveway. The existing VTA rails will be protected in place and operational at all times including during construction.

Truck-turning templates prepared by American Trash Management were used to show the truck maneuvers at the Project driveway and in the underground loading area (**Appendix D**). The proposed driveway and loading area accommodate truck access to and egress from all seven loading bays on B1 level for SU-30 and WB-40 trucks.

Truck Loading & Unloading Operations

The Project site's loading area is on the B1 level and no on-street loading is allowed (**Figure 10**). Trucks will use the primary Project driveway on South 2nd Street to access the underground loading area on the B1 level. The loading roll-up gate will remain closed at all times; there will be a dockmaster who controls the roll-up gate to allow truck access for arrival and departure. The dockmaster will control gate arms to restrict conflicting vehicle movements during truck maneuvers entering/exiting the B1 level. Additionally, the dockmaster will coordinate flagging as needed to avoid inbound vehicles queuing across the VTA light rail tracks during truck maneuvers.

The City's off-street loading code requires five 10'W x 30'L loading spaces for this project. The B1 level has a vertical clearance of 15 feet to accommodate trucks. The loading dock design provides seven bays for five SU-30 vehicles and two WB-40 vehicles. The north loading area has three bays and the south loading area has four bays. The Fountain Alley dockmaster will manage delivery schedules to ensure that there is sufficient room for truck loading and circulation. The loading area plan is included in **Appendix D**.

Garbage Collection Operations

Appendix E shows the garbage collection area design. The garbage truck serving the site will make a right turn from South 2nd Street to enter the primary Project driveway and access the garbage collection area on the B1 level. Movements and access would be coordinated by the dockmaster as described for other truck access operations. The trash compactors are behind the three loading spaces in the north loading area. There is sufficient space (8'-10 without a container and 3' with a container) in front of the compactor for trash loading. The compactors do not interfere with the number of loading bays. The compactors will be picked up on a call-in basis. The dockmaster will coordinate trash pickups when the loading spaces are available.

For garbage collection of the neighboring properties, the south end of the site (18-feet easement area) is designed as the designated staging area for the neighboring properties. Trucks will make a right from the South 2nd Street to access the area to pick up the garbage, and flagging for crossings of the VTA light rail tracks will be required. Neighboring businesses are required to store front-load bins within their property and only move bins to the staging area within the Fountain Alley Site the night before the garbage pickup service to minimize interference with use of other on-site amenities. Neighboring businesses will be required to tow bins back to their property after service. Storage of bins will be coordinated to avoid

hindrance of emergency vehicle access. The neighboring property garbage collection area plan is included as **Appendix F**.

Emergency Vehicle Access

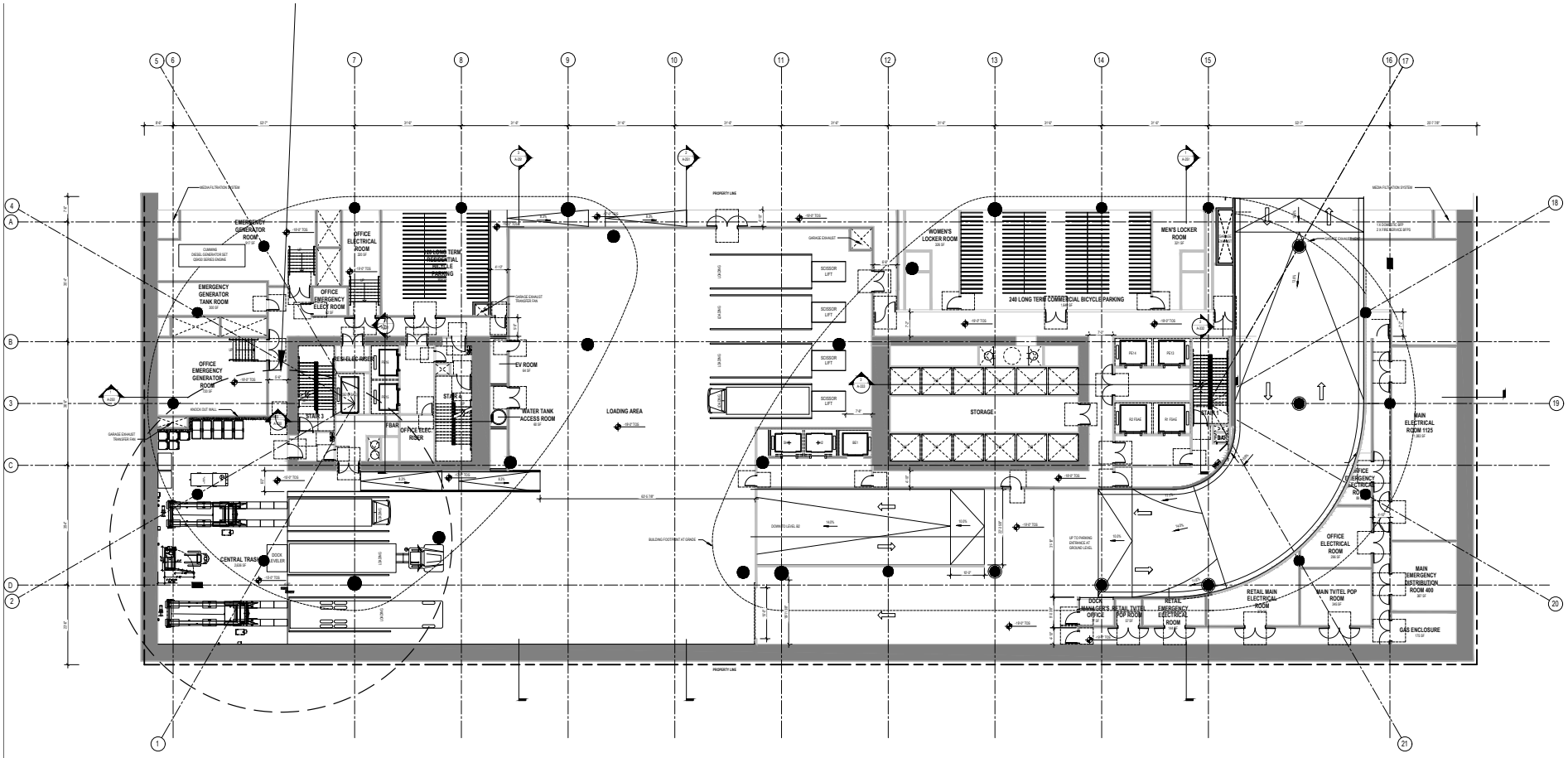
An Emergency Vehicle Access (EVA) route is proposed across the southern and western portions of the Project site. Emergency vehicles would access the EVA route by making a right turn from South 2nd Street onto the southern end of the Project site as necessary utilizing the existing curb cut. The proposed EVA route provides a minimum of 20 feet between the building face and adjacent properties.

On-site Circulation

The project has four stories of underground parking. The driveway ramp widths will easily allow for two cars to pass on the ramps. Levels B2, B3 and B4 have one-way clockwise circulation so vehicles can access the angled parking, as shown in **Figure 11**. The driveway aisle is 18 feet which meets the minimum drive aisle requirement of 16 feet required per City Code. *City of San José Code of Ordinances 20.90.100* specifies off-street vehicle parking space design requirements, including the physical dimensions of both parking

spaces and drive aisles for different parking configurations. The typical width for one-way drive aisles is 20 feet for perpendicular (90-degree) parking spaces. Since the Project garage is one-way circulation with angled (60-degree) parking, the minimum drive aisle width required per City code *Table 20-220* is 16 feet.

Due to the location in downtown and the light rail tracks along the street frontage, the site plan does not provide a pick-up/drop-off area for passengers. However, S. 2nd Street is pedestrian oriented so passenger could be dropped off or picked up from at the curb.



Source: BJARKE INGELS GROUP

Figure 10

Loading Dock Plan (B1)

Parking Assessment

The City of San José's *Municipal Code §20.90* ("Parking Code") defines the vehicle parking supply requirements for developments within Downtown San José. Additionally, Municipal Code *§20.70.485* define bicycle parking supply requirements for all land uses. **Table 6** below presents the vehicle and bicycle parking supply requirements for the land uses included in the Plan.

Table 6: City of San José Parking Supply Requirements by Land Use

Land Use	Parking Spaces Required[1]	
	Vehicle	Bicycle
Offices, business and administrative	2.5 spaces per 1,000 sf[2]	1 space per 4,000 sf[2,3]
Retail sales, goods and merchandise	*No parking required*	2 short-term spaces and 1 long-term space per store[4]
Residential	1 space per dwelling unit	Respective commercial and residential parking requirements combined[5]

Notes:
1. sf=square feet; du=dwelling units
2. Per Municipal Code §20.90.050, "floor area" is defined as eighty-five percent of the "total gross floor area" of the building. Thus, parking supply requirement for offices, business and administrative, is calculated based on 85% total gross floor area.
3. At least 80 percent of the bicycle parking spaces shall be provided in short-term bicycle parking facilities and at most 20 percent shall be provided in long-term bicycle facilities.
4. Per Municipal Code §20.70.485, land uses that do not require any off-street parking for motorized vehicles shall be required to provide only two short-term bicycle parking spaces and one long-term bicycle parking space per store or event center.
5. Per Municipal Code §20.90 Table 20-190.

Source: City of San José Municipal Code, 2020.

The proposed land uses presented in **Chapter 1** and parking supply requirements presented in the table above were used to calculate the Project's required parking supply, as shown in **Table 7**, Without any parking reduction applied, the Project is required to supply a total of 1,057 vehicle parking spaces and 88 bicycle parking spaces per City of San José Municipal Code requirements.

Table 7: Required Parking Supply

Land Use	Size[1]	Parking Spaces Required			
		Vehicle		Bicycle	
		Rate	Spaces	Rate	Spaces
Offices, business and administrative	405,924 sf GFA	2.5 spaces per 1,000 sf[2]	863	1 space per 4,000 sf[2,3]	86
Retail sales, goods and merchandise	31,959 sf	No parking required	0	2 short-term bicycle parking spaces and 1 long-term bicycle parking space per store or event center[4]	2
Residential	194 du	One space per dwelling unit	194	NA	0
Required Parking Supply		**-**	**1,057**	**-**	**88**

Notes:
1. sf=square feet; du=dwelling units; GFA = gross floor area
2. Per Municipal Code §20.90.050, "floor area" is defined as eighty-five percent of the "total gross floor area" of the building. Thus, parking supply requirement for offices, business and administrative, is calculated based on 85% total gross floor area (405,924 sf GFA x 85% = 345,035 sf)
3. At least 80 percent of the bicycle parking spaces shall be provided in short-term bicycle parking facilities and at most 20 percent shall be provided in long-term bicycle facilities.
4. Per Municipal Code §20.70.485, land uses that do not require any off-street parking for motorized vehicles shall be required to provide only two short-term bicycle parking spaces and one long-term bicycle parking space per store or event center. This assessment assumes each store will be 10,000 square feet on average.

Source: City of San José Municipal Code; Fehr & Peers, 2022.

Table 8 shows the required parking spaces if the Project meets the conditions identified in the Municipal Code and the TDM plan were to be implemented. Details of reduction requirement are presented. As noted, the reductions are cumulative, resulting in a total required supply of 225 spaces. The Project proposes to construct 292 parking spaces on four subsurface levels, or 67 more than are required.

As previously noted, the currently proposed Project reflects 368,093 gross s.f. of office space and 13,074 gross s.f. of retail. This is approximately 37,200 s.f. of office and 18,900 s.f. of retail less than analyzed in this report. The currently proposed Project would require a total of 207 vehicle parking spaces after accounting for reductions rather than the 225 indicated here.

There are no designated pick-up/drop-off areas around the site or inside the garage due to the location next to the LRT station.

TABLE 8: APPLICABLE PARKING REQUIREMENTS AND REDUCTIONS

Ordinance	Requirement	Reduction		
		Percent	Spaces Reduced	Required Spaces
Table 20-140: Downtown Zoning Districts – Minimum off-street parking requirements	n/a	n/a	n/a	1,057
20.90.220 (A.1): Reduction of Requirement[1]	The TDM Program reduction requiring the project being located within 2,000 feet of a proposed or an existing rail station or bus rapid transit station, providing enough bicycle parking spaces per Municipal Code.	50%	528	529
20.70.330 (A): TDM Program	The director reduction requiring Project developing a TDM program and demonstrates that it will be maintained for the life of the Project.	15%	79	450
20.70.330 (B): Reduction for mixed use development in downtown[2]	The mixed-use reduction requiring Project being mixed-use, parking reductions not affecting other developments, and TDM program being maintained for the life of the Project	50%	225	225
Total Required Parking		*79%*	*832*	*225*
Proposed Parking Supply		**72%**	**765**	**292**

Notes
1. Take the higher percentage eligible from Section 20.90.220.
2. Reductions are not cumulative. The Section 20.70.330 reduction is applied to the reduce parking supply from the Section 20.90.220 reduction.

Source: City of San José; Fehr & Peers, 2021.

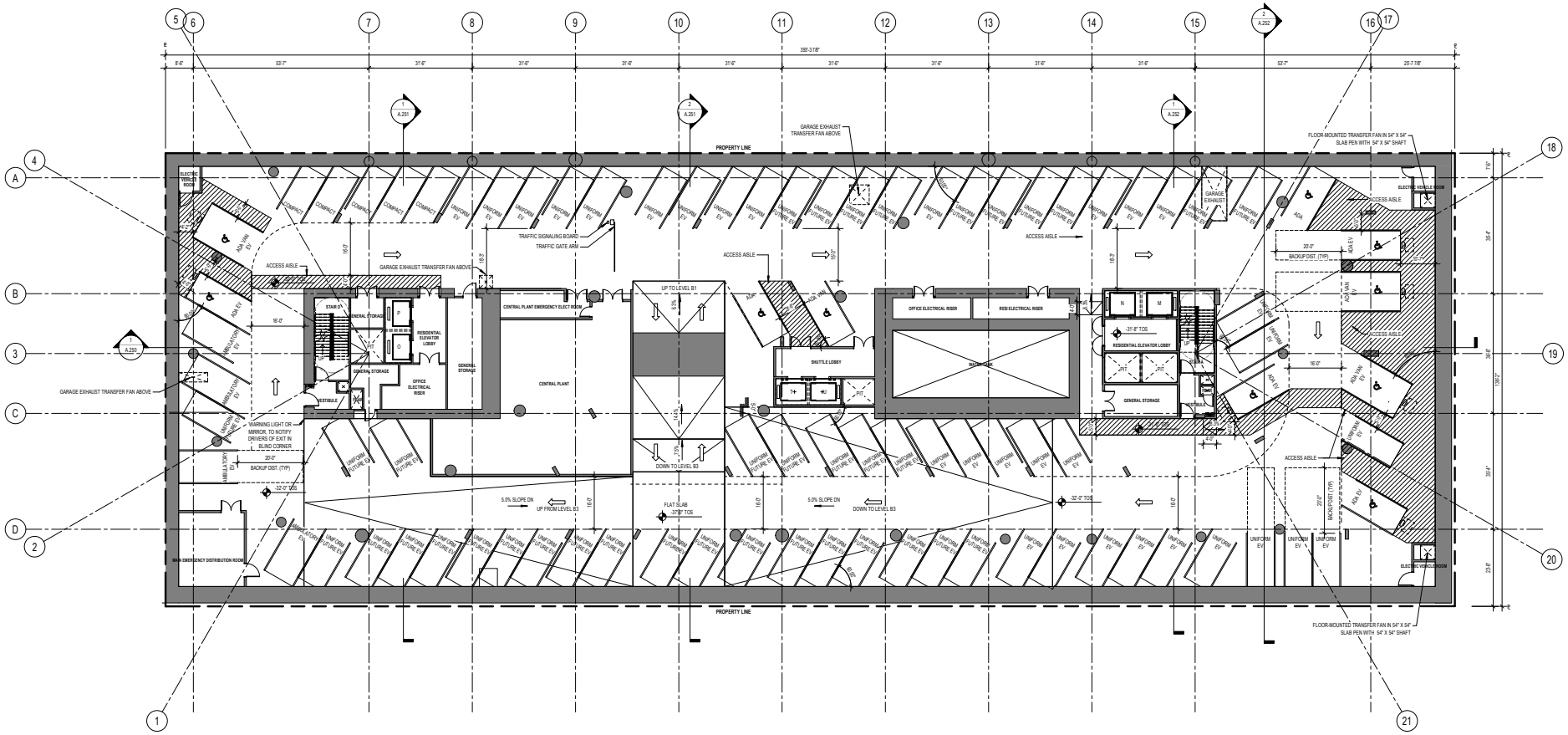


Figure 11

Proposed Parking Layout

Appendix A: Intersection Turning Movement Counts

ATTACHMENT A

X - Indicates required or included. (ATI: approved trips inventory, CMP: congestion management program)

STUDY INTERSECTIONS FOR 35 SOUTH SECOND STREET MIXED-USE

	NODE #	INTERSECTION	PEAK	Date[1]	New Count Req'd[1]	CMP	ATI	COMMENTS
1.	3513.	FIRST STREET / SANTA CLARA STREET	AM	12/03/2019			X	SEE MOST RECENT TRAFFIC COUNT DATA BELOW.
			PM	12/03/2019			X	
2.	3782.	SECOND STREET / SANTA CLARA STREET	AM	12/03/2019			X	SEE MOST RECENT TRAFFIC COUNT DATA BELOW.
			PM	12/03/2019			X	
3.	3511.	FIRST STREET / SAN FERNANDO STREET	AM	12/03/2019			X	SEE MOST RECENT TRAFFIC COUNT DATA BELOW.
			PM	12/03/2019			X	
4.	3770.	SECOND STREET / SAN FERNANDO STREET	AM	12/03/2019			X	
			PM	12/03/2019			X	

Node	Intersection	Period	Peak Hr	Northbound			Eastbound			Southbound			Westbound			Count Date
				L	T	R	L	T	R	L	T	R	L	T	R	
		AM	8:00-9:00	42	215	43	50	539	0	0	0	0	0	596	60	12/3/2019
3513	FIRST/SANTA CLARA	PM	4:45-5:45	68	106	47	59	717	0	0	0	0	0	540	33	12/3/2019
		AM	7:45-8:45	0	0	0	0	504	83	23	101	36	75	619	0	12/3/2019
3782	SANTA CLARA/SECOND	PM	4:30-5:30	0	0	0	0	702	68	50	245	59	89	539	0	12/3/2019
		AM	8:00-9:00	32	274	51	31	199	0	0	0	0	0	160	40	12/3/2019
3511	FIRST/SAN FERNANDO	PM	4:45-5:45	35	105	59	40	288	0	0	0	1	0	161	52	12/3/2019

[1] - Due to the COVID-19 situation, all traffic counts are to be put on hold until further notice.
[2] - A compounded growth factor of 1% should be applied per year from previous existing count date.
[3] - Reach out to other city jurisdictions regarding their own practices for collecting count data.

Appendix B: Approved Trip Inventory

AM PROJECT TRIPS

02/09/2021

Intersection of : S 1st St & W San Fernando St / E San Fernando St

Traffix Node Number : 3511

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	1	14	3	0	0	0	0	2	0	0	0	0
TOTAL:	**1**	**14**	**3**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	1	14	3
WEST	0	2	0

PM PROJECT TRIPS

02/09/2021

Intersection of : S 1st St & W San Fernando St / E San Fernando St

Traffix Node Number : 3511

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	6	1
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**1**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	6	1
SOUTH	0	0	0
WEST	0	0	0

AM PROJECT TRIPS

02/09/2021

Intersection of : N 1st St & S 1st St & E Santa Clara St / W Santa Clara St

Traffix Node Number : 3513

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	3	29	6	0	0	0	14	64	0	0	74	5
NSJ LEGACY NORTH SAN JOSE	0	5	1	0	0	0	4	22	0	0	7	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	0	1	0	0	17	0
TOTAL:	**3**	**34**	**7**	**0**	**0**	**0**	**18**	**87**	**0**	**0**	**98**	**5**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	98	5
SOUTH	3	34	7
WEST	18	87	0

PM PROJECT TRIPS

02/09/2021

Intersection of : N 1st St & S 1st St & E Santa Clara St / W Santa Clara St

Traffix Node Number : 3513

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	7	18	10	0	0	0	12	109	0	0	69	9
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	5	0	0	44	5
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	0	16	0	0	2	0
TOTAL:	**7**	**18**	**10**	**0**	**0**	**0**	**12**	**130**	**0**	**0**	**115**	**14**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	115	14
SOUTH	7	18	10
WEST	12	130	0

AM PROJECT TRIPS

02/09/2021

Intersection of : S 2nd St & E San Fernando St

Traffix Node Number : 3770

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	1	0	0	22	9	0	3	0
TOTAL:	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**22**	**9**	**0**	**3**	**0**

	LEFT	THRU	RIGHT
NORTH	0	1	0
EAST	0	3	0
SOUTH	0	0	0
WEST	0	22	9

PM PROJECT TRIPS

02/09/2021

Intersection of : S 2nd St & E San Fernando St

Traffix Node Number : 3770

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	2	24	4	0	9	2	11	35	0
TOTAL:	**0**	**0**	**0**	**2**	**24**	**4**	**0**	**9**	**2**	**11**	**35**	**0**

	LEFT	THRU	RIGHT
NORTH	2	24	4
EAST	11	35	0
SOUTH	0	0	0
WEST	0	9	2

AM PROJECT TRIPS

02/09/2021

Intersection of : S 2nd St / N 2nd St & E Santa Clara St

Traffix Node Number : 3782

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	3	12	1	0	49	11	8	65	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	21	5	1	8	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	0	1	0	0	17	0
TOTAL:	**0**	**0**	**0**	**3**	**12**	**1**	**0**	**71**	**16**	**9**	**90**	**0**

	LEFT	THRU	RIGHT
NORTH	3	12	1
EAST	9	90	0
SOUTH	0	0	0
WEST	0	71	16

PM PROJECT TRIPS

02/09/2021

Intersection of : S 2nd St / N 2nd St & E Santa Clara St

Traffix Node Number : 3782

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	10	45	9	0	110	23	19	71	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	1	7	1	0	4	1	12	46	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	0	16	0	0	2	0
TOTAL:	**0**	**0**	**0**	**11**	**52**	**10**	**0**	**130**	**24**	**31**	**119**	**0**

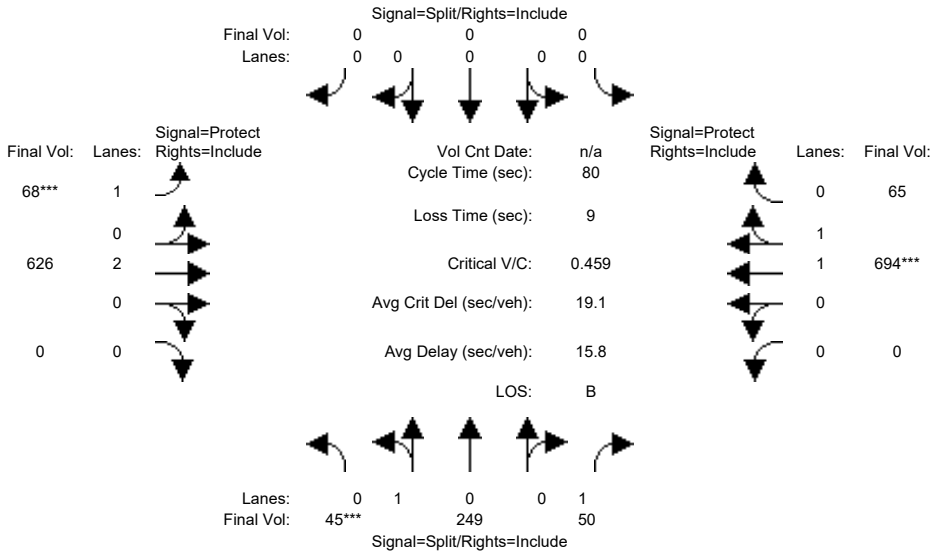
	LEFT	THRU	RIGHT
NORTH	11	52	10
EAST	31	119	0
SOUTH	0	0	0
WEST	0	130	24

Appendix C: TRAFFIX Reports

Project Name
Project Number

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

Intersection #1: Santa Clara Street and S. 1st Street



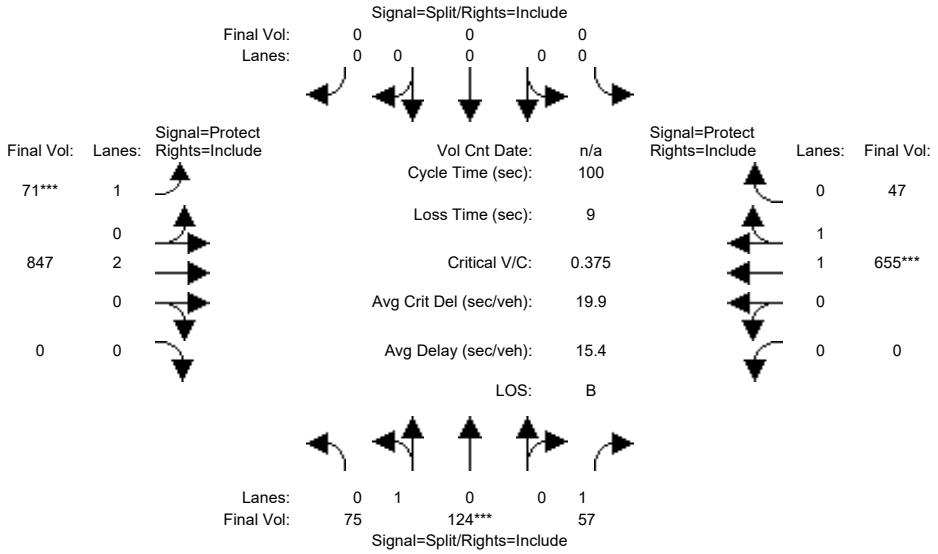
Street Name:	S 1st Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	249	50	0	0	0	68	626	0	0	694	65
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:	45	249	50	0	0	0	68	626	0	0	694	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	249	50	0	0	0	68	626	0	0	694	65
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:	45	249	50	0	0	0	68	626	0	0	694	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	249	50	0	0	0	68	626	0	0	694	65
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:	45	249	50	0	0	0	68	626	0	0	694	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.15	0.85	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.82	0.18
Final Sat.:	276	1524	1750	0	0	0	1750	3800	0	0	3383	317
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.03	0.00	0.00	0.00	0.04	0.16	0.00	0.00	0.21	0.21
Crit Moves:	****						****				****	
Green Time:	27.0	27.0	27.0	0.0	0.0	0.0	10.0	44.0	0.0	0.0	34.0	34.0
Volume/Cap:	0.48	0.48	0.08	0.00	0.00	0.00	0.31	0.30	0.00	0.00	0.48	0.48
Delay/Veh:	21.6	21.6	18.1	0.0	0.0	0.0	32.7	9.8	0.0	0.0	16.9	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.6	21.6	18.1	0.0	0.0	0.0	32.7	9.8	0.0	0.0	16.9	16.9
LOS by Move:	C+	C+	B-	A	A	A	C-	A	A	A	B	B
HCM2k95thQ:	11	11	2	0	0	0	4	8	0	0	13	13

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

Project Name
Project Number

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

Intersection #1: Santa Clara Street and S. 1st Street



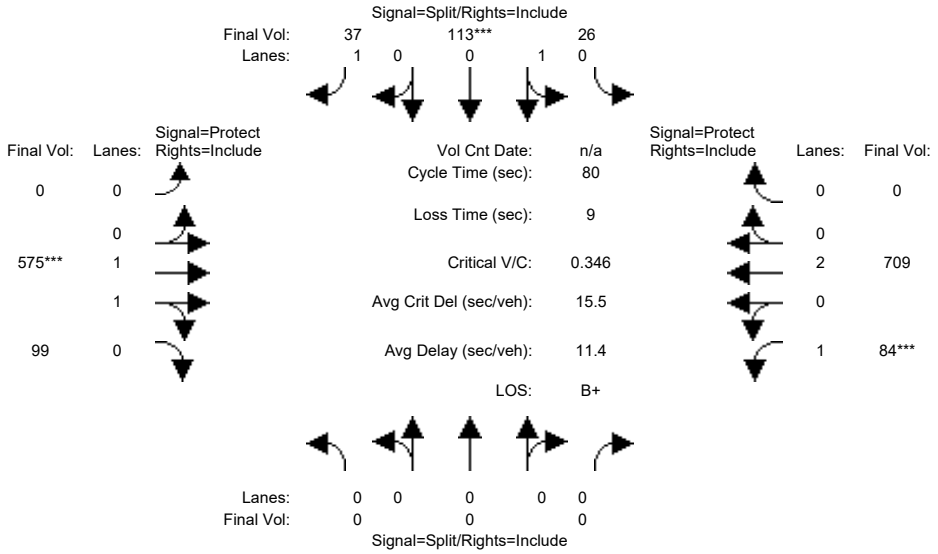
Street Name:	S 1st Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	75	124	57	0	0	0	71	847	0	0	655	47
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:	75	124	57	0	0	0	71	847	0	0	655	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	124	57	0	0	0	71	847	0	0	655	47
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:	75	124	57	0	0	0	71	847	0	0	655	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	124	57	0	0	0	71	847	0	0	655	47
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:	75	124	57	0	0	0	71	847	0	0	655	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.38	0.62	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.86	0.14
Final Sat.:	678	1122	1750	0	0	0	1750	3800	0	0	3452	248
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.03	0.00	0.00	0.00	0.04	0.22	0.00	0.00	0.19	0.19
Crit Moves:		****					****				****	
Green Time:	29.5	29.5	29.5	0.0	0.0	0.0	10.8	61.5	0.0	0.0	50.7	50.7
Volume/Cap:	0.37	0.37	0.11	0.00	0.00	0.00	0.37	0.36	0.00	0.00	0.37	0.37
Delay/Veh:	28.4	28.4	25.8	0.0	0.0	0.0	42.7	9.6	0.0	0.0	15.2	15.2
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:	28.4	28.4	25.8	0.0	0.0	0.0	42.7	9.6	0.0	0.0	15.2	15.2
LOS by Move:	C	C	C	A	A	A	D	A	A	A	B	B
HCM2k95thQ:	10	10	3	0	0	0	5	12	0	0	12	12

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

Project Name
Project Number

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

Intersection #2: Santa Clara Street and S 2nd Street



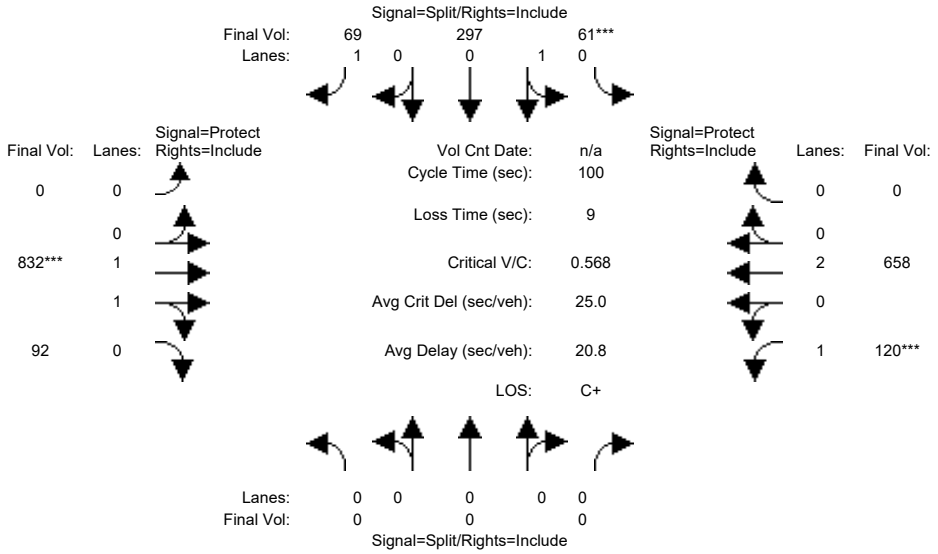
Street Name:	S 2nd Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	26	113	37	0	575	99	84	709	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	26	113	37	0	575	99	84	709	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	26	113	37	0	575	99	84	709	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	26	113	37	0	575	99	84	709	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	26	113	37	0	575	99	84	709	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	26	113	37	0	575	99	84	709	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.19	0.81	1.00	0.00	1.70	0.30	1.00	2.00	0.00
Final Sat.:	0	0	0	337	1463	1750	0	3156	543	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.02	0.00	0.18	0.18	0.05	0.19	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	17.8	17.8	17.8	0.0	42.1	42.1	11.1	53.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.35	0.35	0.09	0.00	0.35	0.35	0.35	0.28	0.00
Delay/Veh:	0.0	0.0	0.0	26.7	26.7	24.8	0.0	11.1	11.1	32.0	5.6	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	26.7	26.7	24.8	0.0	11.1	11.1	32.0	5.6	0.0
LOS by Move:	A	A	A	C	C	C	A	B+	B+	C-	A	A
HCM2k95thQ:	0	0	0	7	7	2	0	9	9	5	7	0

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

Project Name
Project Number

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

Intersection #2: Santa Clara Street and S 2nd Street



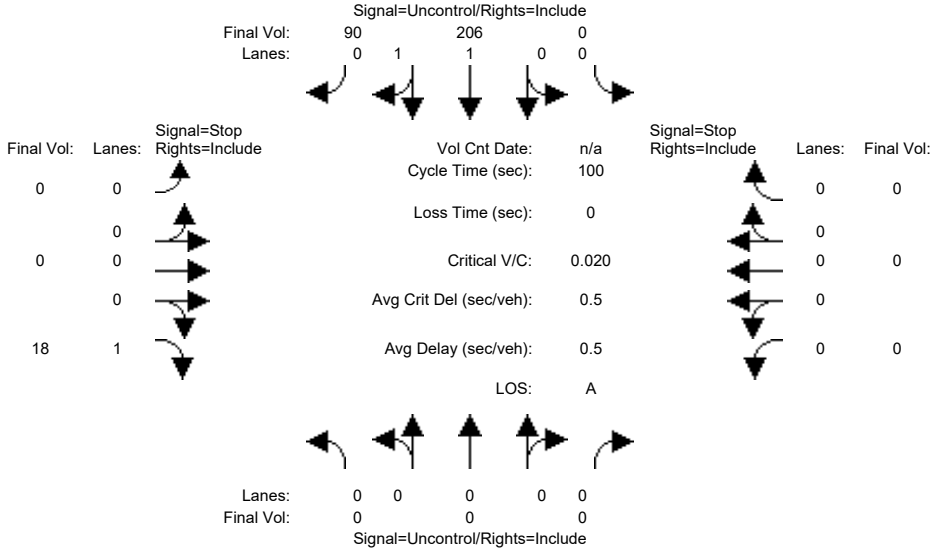
Street Name:	S 2nd Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	61	297	69	0	832	92	120	658	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	61	297	69	0	832	92	120	658	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	61	297	69	0	832	92	120	658	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	61	297	69	0	832	92	120	658	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	61	297	69	0	832	92	120	658	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	61	297	69	0	832	92	120	658	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.17	0.83	1.00	0.00	1.80	0.20	1.00	2.00	0.00
Final Sat.:	0	0	0	307	1493	1750	0	3331	368	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.04	0.00	0.25	0.25	0.07	0.17	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	35.0	35.0	35.0	0.0	43.9	43.9	12.1	56.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.57	0.57	0.11	0.00	0.57	0.57	0.57	0.31	0.00
Delay/Veh:	0.0	0.0	0.0	27.6	27.6	22.1	0.0	21.4	21.4	45.1	11.8	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	27.6	27.6	22.1	0.0	21.4	21.4	45.1	11.8	0.0
LOS by Move:	A	A	A	C	C	C+	A	C+	C+	D	B+	A
HCM2k95thQ:	0	0	0	18	18	3	0	20	20	9	10	0

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

Project Name
Project Number

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

Intersection #3: Existing Driveway and S 2nd Street




```
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0     0     0      0  206    90      0     0    18      0     0     0
Growth Adj:  1.00  1.00  1.00   1.00  1.00  1.00   1.00  1.00  1.00   1.00  1.00  1.00
Initial Bse:    0     0     0      0  206    90      0     0    18      0     0     0
Added Vol:      0     0     0      0    0     0      0     0     0      0     0     0
PasserByVol:    0     0     0      0    0     0      0     0     0      0     0     0
Initial Fut:    0     0     0      0  206    90      0     0    18      0     0     0
User Adj:    1.00  1.00  1.00   1.00  1.00  1.00   1.00  1.00  1.00   1.00  1.00  1.00
PHF Adj:     1.00  1.00  1.00   1.00  1.00  1.00   1.00  1.00  1.00   1.00  1.00  1.00
PHF Volume:     0     0     0      0  206    90      0     0    18      0     0     0
Reduct Vol:     0     0     0      0    0     0      0     0     0      0     0     0
FinalVolume:    0     0     0      0  206    90      0     0    18      0     0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   148  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   904  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   904  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.02  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   0.1  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   9.1 xxxxx xxxx xxxxx
LOS by Move:    *     *     *      *     *     *      *     *     A      *     *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *     *     *      *     *     *      *     *     *      *     *     *
ApproachDel:    xxxxxx           xxxxxx              9.1           xxxxxx
ApproachLOS:         *                *                A                *
Note: Queue reported is the number of cars per lane.
-----------|---------------|---------------|---------------|---------------|
HevVeh:            0%              0%              0%              0%
Grade:             0%              0%              0%              0%
Peds/Hour:         0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:      12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:                        #8
Dist(miles):                       0.000
Speed (mph):                        0.00
SignalIndex:                       #2
Cycle Time:                            0 secs
InitVolume:                     0     0
Saturation:                     0     0
ArrivalType:                    0     0
G/C:                         0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:                           0.000 0.000
gq1:                          0.00  0.00
gq2:                          0.00  0.00
gq:                           0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:                             0.000
beta:                              0.000
ta (secs):                         0.000
F:                                 0.000
f:                           0.000 0.000
vcmax:                          0     0
vcg:                            0     0
vcmin:                          0     0
tp:                           0.0   0.0
p:                                 0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:      0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol:   0 xxxxx xxxxx    0 xxxxx xxxxx  251   251   148  103   296     0
AdjCnflVol:    0 xxxxx xxxxx    0 xxxxx xxxxx  251   251   148  103   296     0
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol:   0 xxxxx xxxxx    0 xxxxx xxxxx  251   251   148  103   296     0
*** Computation 5: Capacity for Subject Movement During Unblocked Period
```

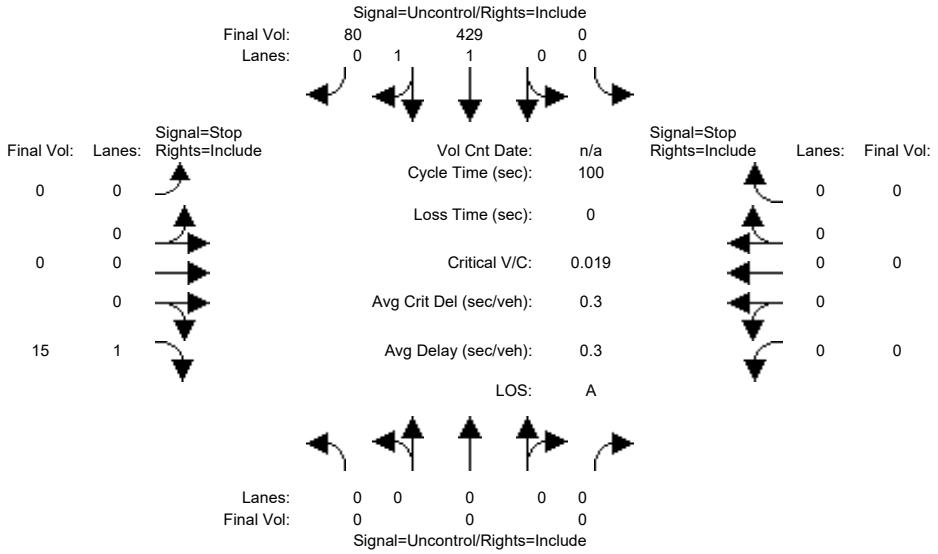


```
InitPotCap: 1636 xxxxx xxxxx 1636 xxxxx xxxxx  742   656   904  882   619  1091
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.:1636 xxxxx xxxxx 1636 xxxxx xxxxx  742   656   904  882   619  1091
                    Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #3 Existing Driveway and S 2nd Street
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  0  0    0  0  1  1  0    0  0  0  0  1    0  0  0  0  0
Initial Vol:    0    0     0     0  206    90     0    0    18     0    0     0
ApproachDel:    xxxxxx           xxxxxx              9.1           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=18]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=2][total volume=314]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #3 Existing Driveway and S 2nd Street
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  0  0    0  0  1  1  0    0  0  0  0  1    0  0  0  0  0
Initial Vol:    0    0     0     0  206    90     0    0    18     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             296
Minor Approach Volume:           18
Minor Approach Volume Threshold: 704
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


Project Name
Project Number

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

Intersection #3: Existing Driveway and S 2nd Street




```
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0     0     0      0  429    80      0     0    15      0     0     0
Growth Adj:  1.00  1.00  1.00   1.00  1.00  1.00   1.00  1.00  1.00   1.00  1.00  1.00
Initial Bse:    0     0     0      0  429    80      0     0    15      0     0     0
Added Vol:      0     0     0      0    0     0      0     0     0      0     0     0
PasserByVol:    0     0     0      0    0     0      0     0     0      0     0     0
Initial Fut:    0     0     0      0  429    80      0     0    15      0     0     0
User Adj:    1.00  1.00  1.00   1.00  1.00  1.00   1.00  1.00  1.00   1.00  1.00  1.00
PHF Adj:     1.00  1.00  1.00   1.00  1.00  1.00   1.00  1.00  1.00   1.00  1.00  1.00
PHF Volume:     0     0     0      0  429    80      0     0    15      0     0     0
Reduct Vol:     0     0     0      0    0     0      0     0     0      0     0     0
FinalVolume:    0     0     0      0  429    80      0     0    15      0     0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   255  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   789  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   789  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.02  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   0.1  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   9.7 xxxxx xxxx xxxxx
LOS by Move:    *     *     *      *     *     *      *     *     A      *     *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *     *     *      *     *     *      *     *      *     *     *
ApproachDel:    xxxxxx           xxxxxx              9.7           xxxxxx
ApproachLOS:         *                *                A                *
Note: Queue reported is the number of cars per lane.
-----------|---------------|---------------|---------------|---------------|
HevVeh:            0%              0%              0%              0%
Grade:             0%              0%              0%              0%
Peds/Hour:         0               0               0               0
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth:      12 feet         12 feet         12 feet         12 feet
Time Period: 0.25 hour
Upstream Signals:
Link Index:                        #8
Dist(miles):                       0.000
Speed (mph):                        0.00
SignalIndex:                       #2
Cycle Time:                            0 secs
InitVolume:                     0     0
Saturation:                     0     0
ArrivalType:                    0     0
G/C:                         0.00  0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P:                          0.000 0.000
gq1:                         0.00  0.00
gq2:                         0.00  0.00
gq:                          0.00  0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha:                             0.000
beta:                              0.000
ta (secs):                         0.000
F:                                 0.000
f:                          0.000 0.000
vcmax:                          0     0
vcg:                            0     0
vcmin:                          0     0
tp:                           0.0   0.0
p:                                 0.000
*** Computation 3: Platoon Event Periods
pdom/psubo:      0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol:   0 xxxxx xxxxx    0 xxxxx xxxxx  469   469   255  215   509     0
AdjCnflVol:    0 xxxxx xxxxx    0 xxxxx xxxxx  469   469   255  215   509     0
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol:   0 xxxxx xxxxx    0 xxxxx xxxxx  469   469   255  215   509     0
*** Computation 5: Capacity for Subject Movement During Unblocked Period
```

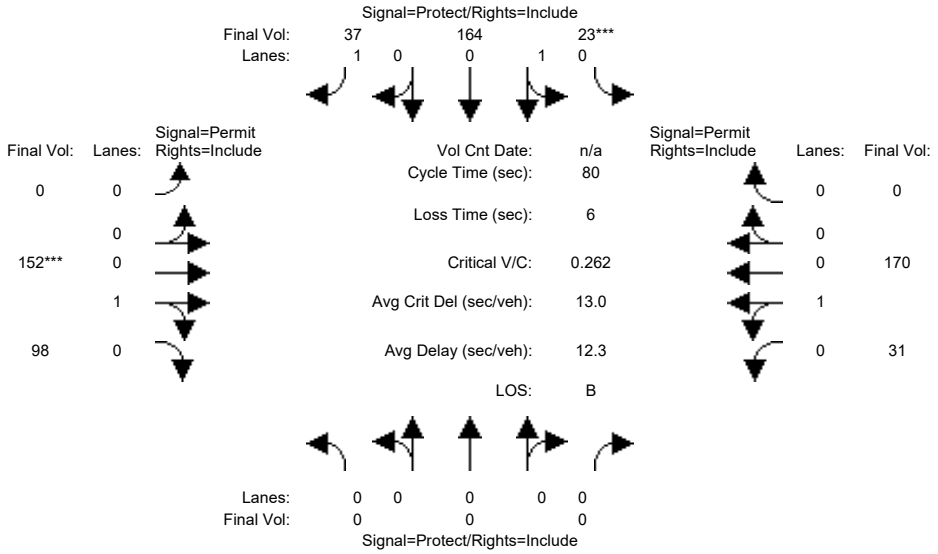


```
InitPotCap: 1636 xxxxx xxxxx 1636 xxxxx xxxxx  556   495   789  746   470  1091
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
Potent Cap.:1636 xxxxx xxxxx 1636 xxxxx xxxxx  556   495   789  746   470  1091
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #3 Existing Driveway and S 2nd Street
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  0  0    0  0  1  1  0    0  0  0  0  1    0  0  0  0  0
Initial Vol:    0    0     0     0  429    80     0    0    15     0    0     0
ApproachDel:    xxxxxx           xxxxxx              9.7           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=15]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=2][total volume=524]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #3 Existing Driveway and S 2nd Street
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  0  0    0  0  1  1  0    0  0  0  0  1    0  0  0  0  0
Initial Vol:    0    0     0     0  429    80     0    0    15     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              509
Minor Approach Volume:            15
Minor Approach Volume Threshold: 517
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


Project Name
Project Number

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

Intersection #4: San Fernando Street and 2nd Street



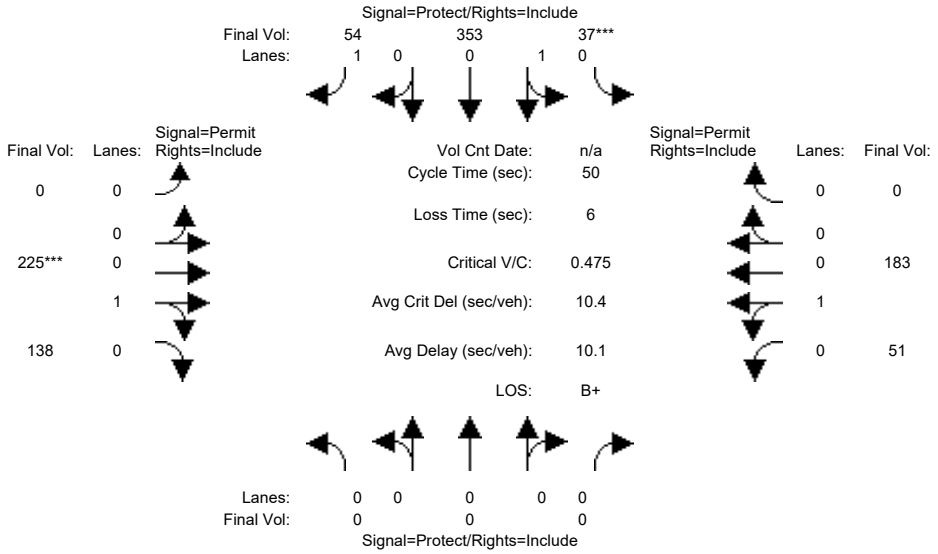
Street Name:	2nd Street						San Fernando Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	23	164	37	0	152	98	31	170	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	23	164	37	0	152	98	31	170	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	23	164	37	0	152	98	31	170	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	23	164	37	0	152	98	31	170	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	23	164	37	0	152	98	31	170	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	23	164	37	0	152	98	31	170	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.12	0.88	1.00	0.00	0.61	0.39	0.15	0.85	0.00
Final Sat.:	0	0	0	221	1579	1750	0	1094	706	278	1522	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.10	0.02	0.00	0.14	0.14	0.11	0.11	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	31.7	31.7	31.7	0.0	42.3	42.3	42.3	42.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.26	0.26	0.05	0.00	0.26	0.26	0.21	0.21	0.00
Delay/Veh:	0.0	0.0	0.0	16.5	16.5	14.9	0.0	10.4	10.4	10.1	10.1	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	16.5	16.5	14.9	0.0	10.4	10.4	10.1	10.1	0.0
LOS by Move:	A	A	A	B	B	B	A	B+	B+	B+	B+	A
HCM2k95thQ:	0	0	0	6	6	1	0	7	7	6	6	0

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

Project Name
Project Number

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

Intersection #4: San Fernando Street and 2nd Street



Street Name:	2nd Street						San Fernando Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	37	353	54	0	225	138	51	183	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	37	353	54	0	225	138	51	183	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	37	353	54	0	225	138	51	183	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	37	353	54	0	225	138	51	183	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	37	353	54	0	225	138	51	183	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	37	353	54	0	225	138	51	183	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.09	0.91	1.00	0.00	0.62	0.38	0.22	0.78	0.00
Final Sat.:	0	0	0	171	1629	1750	0	1116	684	392	1408	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.22	0.03	0.00	0.20	0.20	0.13	0.13	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	22.8	22.8	22.8	0.0	21.2	21.2	21.2	21.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.48	0.48	0.07	0.00	0.48	0.48	0.31	0.31	0.00
Delay/Veh:	0.0	0.0	0.0	9.9	9.9	7.7	0.0	10.9	10.9	9.8	9.8	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	9.9	9.9	7.7	0.0	10.9	10.9	9.8	9.8	0.0
LOS by Move:	A	A	A	A	A	A	A	B+	B+	A	A	A
HCM2k95thQ:	0	0	0	8	8	1	0	8	8	5	5	0

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

Project Name
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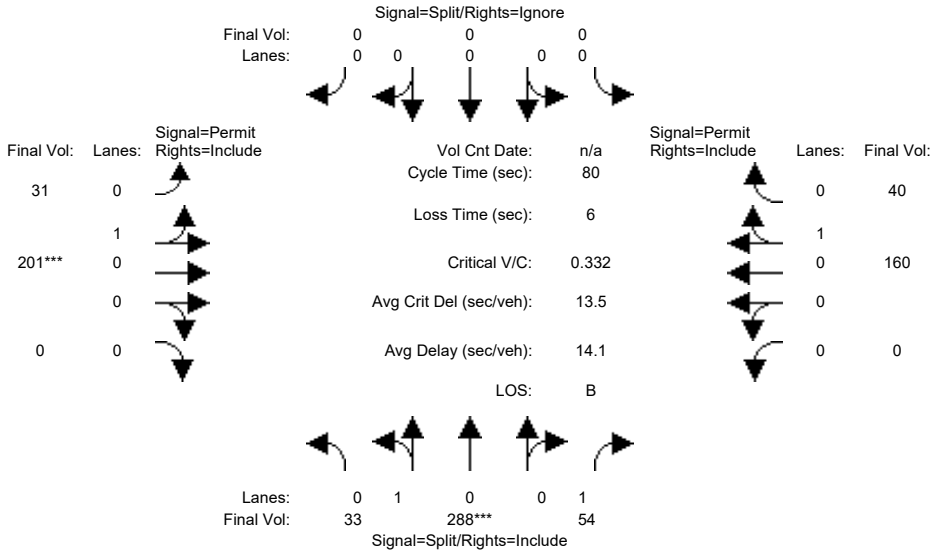
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #5: San Fernando Street & S. 1st Street



Street Name:	1st Street						San Fernando Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	33	288	54	0	0	0	31	201	0	0	160	40
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:	33	288	54	0	0	0	31	201	0	0	160	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	288	54	0	0	0	31	201	0	0	160	40
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	288	54	0	0	0	31	201	0	0	160	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	288	54	0	0	0	31	201	0	0	160	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	288	54	0	0	0	31	201	0	0	160	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.10	0.90	1.00	0.00	0.00	0.00	0.13	0.87	0.00	0.00	0.80	0.20
Final Sat.:	185	1615	1750	0	0	0	241	1559	0	0	1440	360
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.03	0.00	0.00	0.00	0.13	0.13	0.00	0.00	0.11	0.11
Crit Moves:		****						****				
Green Time:	43.0	43.0	43.0	0.0	0.0	0.0	31.0	31.0	0.0	0.0	31.0	31.0
Volume/Cap:	0.33	0.33	0.06	0.00	0.00	0.00	0.33	0.33	0.00	0.00	0.29	0.29
Delay/Veh:	10.6	10.6	8.9	0.0	0.0	0.0	17.5	17.5	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:	10.6	10.6	8.9	0.0	0.0	0.0	17.5	17.5	0.0	0.0	17.1	17.1
LOS by Move:	B+	B+	A	A	A	A	B	B	A	A	B	B
HCM2k95thQ:	9	9	1	0	0	0	9	9	0	0	7	7

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

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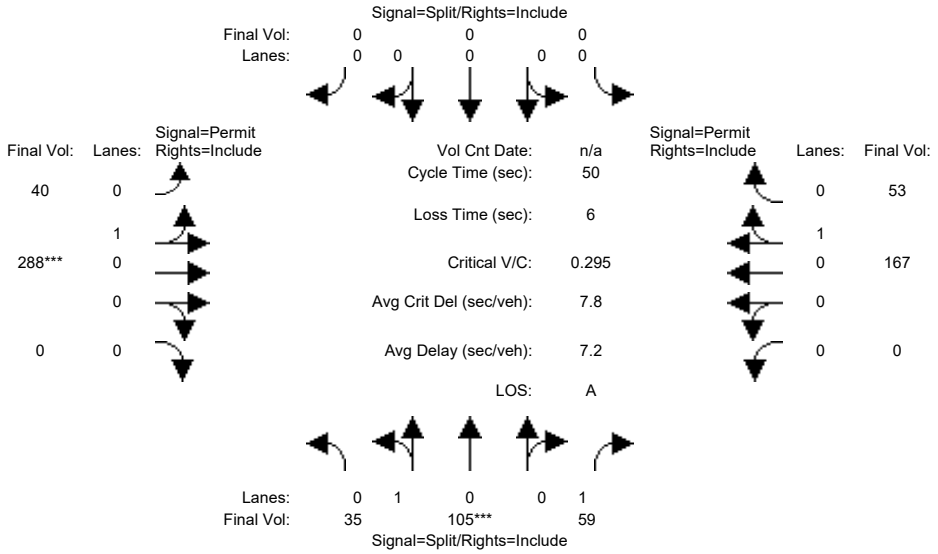
Background PM

Intersection #5: San Fernando Street & S. 1st Street



Street Name:	1st Street						San Fernando Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	35	105	59	0	0	0	40	288	0	0	167	53
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:	35	105	59	0	0	0	40	288	0	0	167	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	105	59	0	0	0	40	288	0	0	167	53
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:	35	105	59	0	0	0	40	288	0	0	167	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	105	59	0	0	0	40	288	0	0	167	53
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:	35	105	59	0	0	0	40	288	0	0	167	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.25	0.75	1.00	0.00	0.00	0.00	0.12	0.88	0.00	0.00	0.76	0.24
Final Sat.:	450	1350	1750	0	0	0	220	1580	0	0	1366	434
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.03	0.00	0.00	0.00	0.18	0.18	0.00	0.00	0.12	0.12
Crit Moves:		****						****				
Green Time:	13.2	13.2	13.2	0.0	0.0	0.0	30.8	30.8	0.0	0.0	30.8	30.8
Volume/Cap:	0.30	0.30	0.13	0.00	0.00	0.00	0.30	0.30	0.00	0.00	0.20	0.20
Delay/Veh:	15.1	15.1	14.2	0.0	0.0	0.0	4.6	4.6	0.0	0.0	4.3	4.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.1	15.1	14.2	0.0	0.0	0.0	4.6	4.6	0.0	0.0	4.3	4.3
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	4	4	2	0	0	0	5	5	0	0	3	3

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

Project Name
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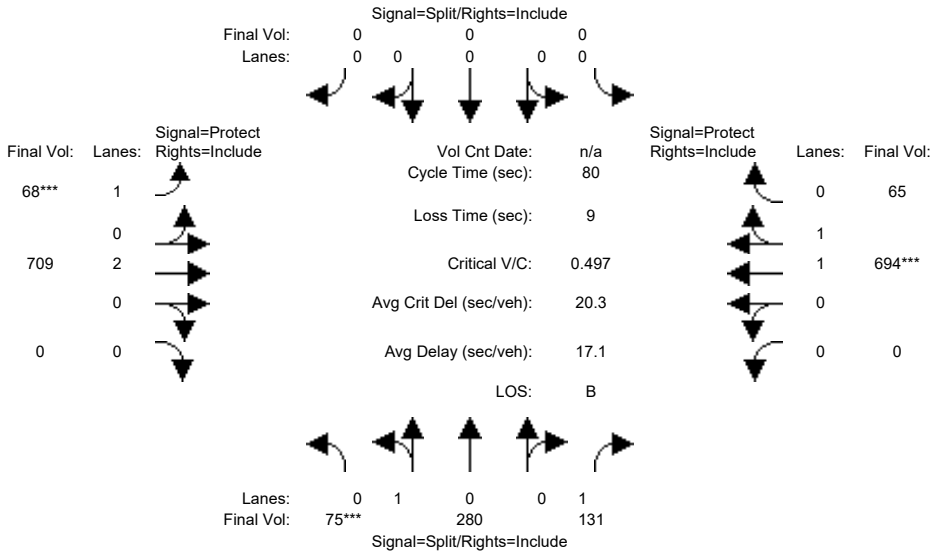
Background PP AM

Intersection #1: Santa Clara Street and S. 1st Street



Street Name:	S 1st Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	249	50	0	0	0	68	626	0	0	694	65
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:	45	249	50	0	0	0	68	626	0	0	694	65
Added Vol:	30	31	81	0	0	0	0	83	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	280	131	0	0	0	68	709	0	0	694	65
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:	75	280	131	0	0	0	68	709	0	0	694	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	280	131	0	0	0	68	709	0	0	694	65
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:	75	280	131	0	0	0	68	709	0	0	694	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.21	0.79	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.82	0.18
Final Sat.:	380	1420	1750	0	0	0	1750	3800	0	0	3383	317
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.07	0.00	0.00	0.00	0.04	0.19	0.00	0.00	0.21	0.21
Crit Moves:	****						****				****	
Green Time:	29.9	29.9	29.9	0.0	0.0	0.0	10.0	41.1	0.0	0.0	31.1	31.1
Volume/Cap:	0.53	0.53	0.20	0.00	0.00	0.00	0.31	0.36	0.00	0.00	0.53	0.53
Delay/Veh:	20.3	20.3	17.1	0.0	0.0	0.0	32.7	11.7	0.0	0.0	19.2	19.2
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:	20.3	20.3	17.1	0.0	0.0	0.0	32.7	11.7	0.0	0.0	19.2	19.2
LOS by Move:	C+	C+	B	A	A	A	C-	B+	A	A	B-	B-
HCM2k95thQ:	13	13	5	0	0	0	4	10	0	0	14	14

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

Project Name
Project Number

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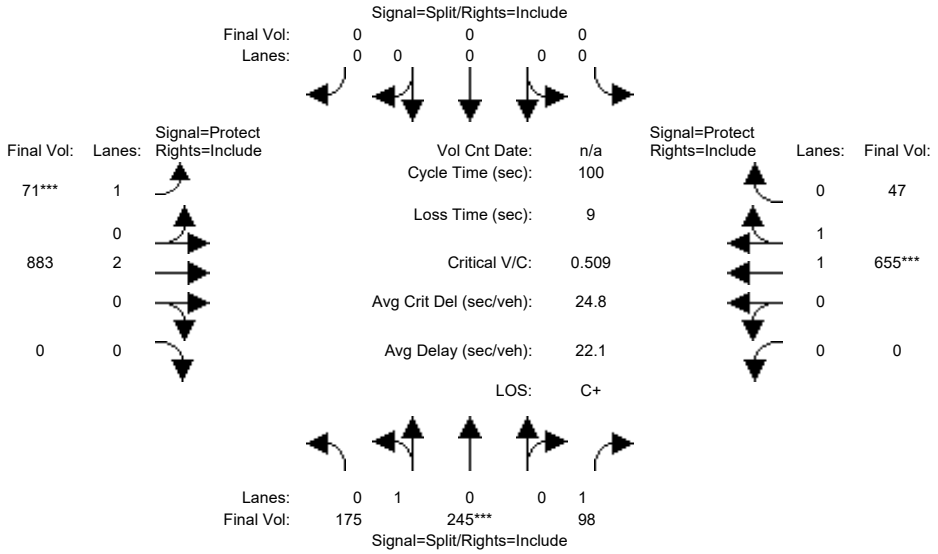
Background PP PM

Intersection #1: Santa Clara Street and S. 1st Street



Street Name:	S 1st Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	75	124	57	0	0	0	71	847	0	0	655	47
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:	75	124	57	0	0	0	71	847	0	0	655	47
Added Vol:	100	121	41	0	0	0	0	36	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	245	98	0	0	0	71	883	0	0	655	47
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:	175	245	98	0	0	0	71	883	0	0	655	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	245	98	0	0	0	71	883	0	0	655	47
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:	175	245	98	0	0	0	71	883	0	0	655	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.42	0.58	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.86	0.14
Final Sat.:	750	1050	1750	0	0	0	1750	3800	0	0	3452	248
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.06	0.00	0.00	0.00	0.04	0.23	0.00	0.00	0.19	0.19
Crit Moves:		****					****				****	
Green Time:	44.7	44.7	44.7	0.0	0.0	0.0	10.0	46.3	0.0	0.0	36.3	36.3
Volume/Cap:	0.52	0.52	0.13	0.00	0.00	0.00	0.41	0.50	0.00	0.00	0.52	0.52
Delay/Veh:	20.6	20.6	16.3	0.0	0.0	0.0	43.7	19.0	0.0	0.0	25.4	25.4
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:	20.6	20.6	16.3	0.0	0.0	0.0	43.7	19.0	0.0	0.0	25.4	25.4
LOS by Move:	C+	C+	B	A	A	A	D	B-	A	A	C	C
HCM2k95thQ:	18	18	4	0	0	0	5	18	0	0	16	16

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

Project Name
Project Number

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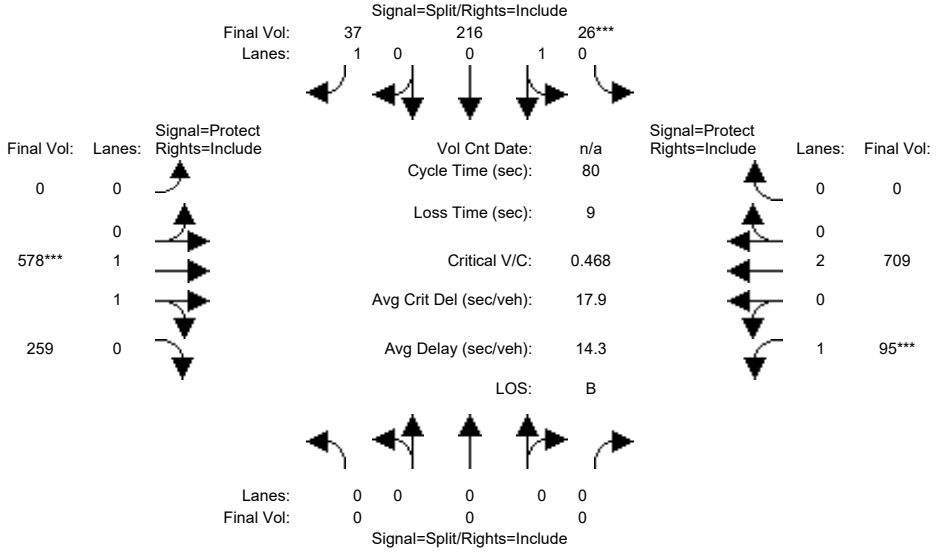
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #2: Santa Clara Street and S 2nd Street



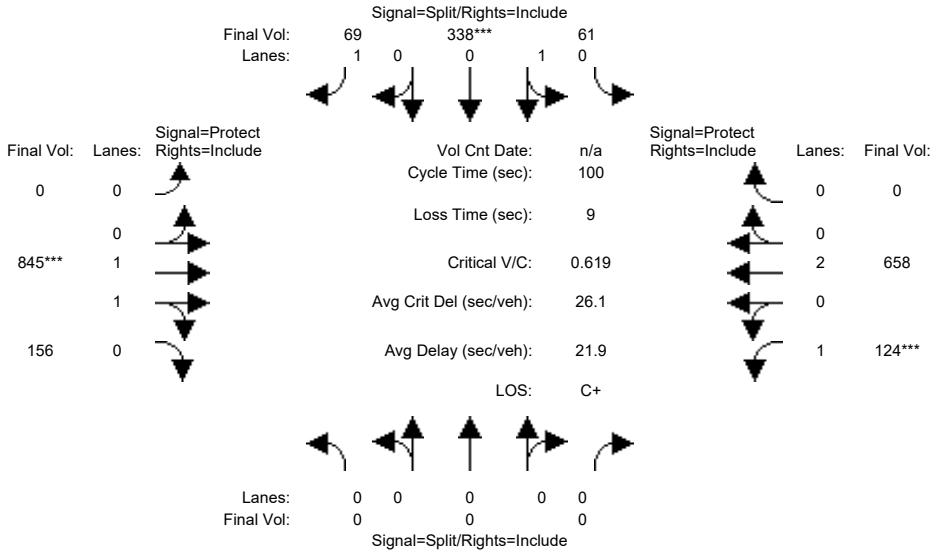
Street Name:	S 2nd Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	26	113	37	0	575	99	84	709	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	26	113	37	0	575	99	84	709	0
Added Vol:	0	0	0	0	103	0	0	3	160	11	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	26	216	37	0	578	259	95	709	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	26	216	37	0	578	259	95	709	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	26	216	37	0	578	259	95	709	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	26	216	37	0	578	259	95	709	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.11	0.89	1.00	0.00	1.36	0.64	1.00	2.00	0.00
Final Sat.:	0	0	0	193	1607	1750	0	2554	1145	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.13	0.02	0.00	0.23	0.23	0.05	0.19	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	22.7	22.7	22.7	0.0	38.3	38.3	10.0	48.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.47	0.47	0.07	0.00	0.47	0.47	0.43	0.31	0.00
Delay/Veh:	0.0	0.0	0.0	24.4	24.4	21.0	0.0	14.3	14.3	33.8	7.8	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	24.4	24.4	21.0	0.0	14.3	14.3	33.8	7.8	0.0
LOS by Move:	A	A	A	C	C	C+	A	B	B	C-	A	A
HCM2k95thQ:	0	0	0	11	11	2	0	13	13	6	8	0

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

Project Name
Project Number

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

Intersection #2: Santa Clara Street and S 2nd Street



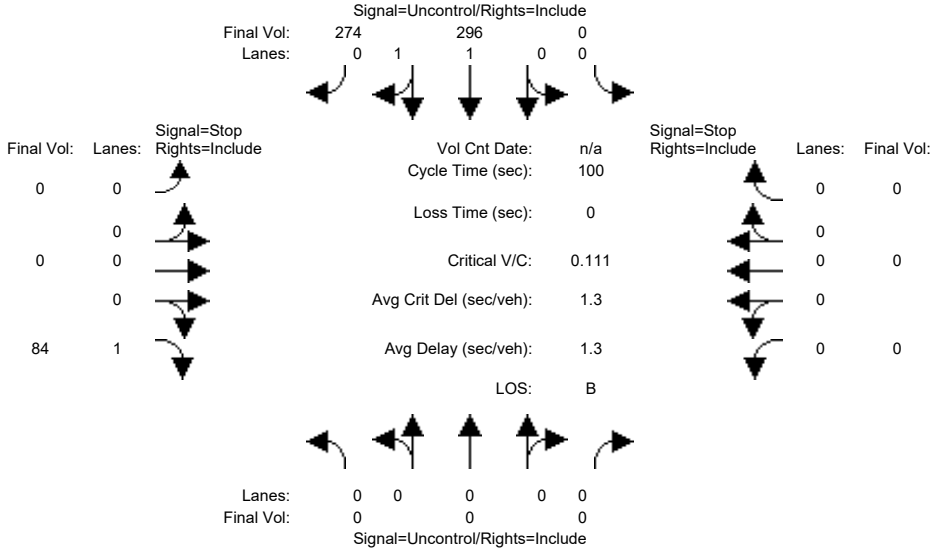
Street Name:	S 2nd Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	61	297	69	0	832	92	120	658	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	61	297	69	0	832	92	120	658	0
Added Vol:	0	0	0	0	41	0	0	13	64	4	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	61	338	69	0	845	156	124	658	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	61	338	69	0	845	156	124	658	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	61	338	69	0	845	156	124	658	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	61	338	69	0	845	156	124	658	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.15	0.85	1.00	0.00	1.68	0.32	1.00	2.00	0.00
Final Sat.:	0	0	0	275	1525	1750	0	3123	577	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.22	0.04	0.00	0.27	0.27	0.07	0.17	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	35.8	35.8	35.8	0.0	43.7	43.7	11.5	55.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.62	0.62	0.11	0.00	0.62	0.62	0.62	0.31	0.00
Delay/Veh:	0.0	0.0	0.0	28.3	28.3	21.5	0.0	22.4	22.4	48.0	12.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	28.3	28.3	21.5	0.0	22.4	22.4	48.0	12.2	0.0
LOS by Move:	A	A	A	C	C	C+	A	C+	C+	D	B	A
HCM2k95thQ:	0	0	0	20	20	3	0	22	22	10	11	0

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

Project Name
Project Number

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

Intersection #3: Project Driveway and S 2nd Street



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	296	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	296	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	274	0	0	84	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	296	274	0	0	84	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	296	274	0	0	84	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	296	274	0	0	84	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	285	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	759	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	759	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.4	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.3	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.3			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #3 Project Driveway and S 2nd Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	0 0	0	0 0	1 1	0	0 0	0 0	1	0 0	0 0	0
Initial Vol:	0	0	0	0	296	274	0	0	84	0	0	0
ApproachDel:	xxxxxx			xxxxxx			10.3			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=84]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=2][total volume=654]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #3 Project Driveway and S 2nd Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	0 0	0	0 0	1 1	0	0 0	0 0	1	0 0	0 0	0
Initial Vol:	0	0	0	0	296	274	0	0	84	0	0	0

Major Street Volume: 570
Minor Approach Volume: 84
Minor Approach Volume Threshold: 479

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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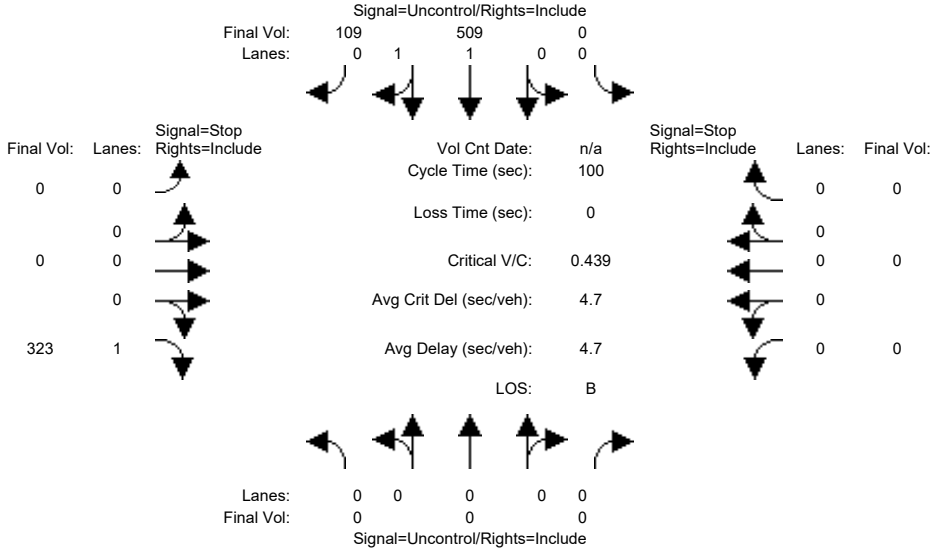
Project Name
Project Number

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

Intersection #3: Project Driveway and S 2nd Street



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	509	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	509	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	109	0	0	323	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	509	109	0	0	323	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	509	109	0	0	323	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	509	109	0	0	323	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	309	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	736	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	736	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.44	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	2.2	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.7	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.7			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #3 Project Driveway and S 2nd Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	0 0	0	0 0	1 1	0	0 0	0 0	1	0 0	0 0	0
Initial Vol:	0	0	0	0	509	109	0	0	323	0	0	0
ApproachDel:	xxxxxx			xxxxxx			13.7			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=323]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=2][total volume=941]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #3 Project Driveway and S 2nd Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	0 0	0	0 0	1 1	0	0 0	0 0	1	0 0	0 0	0
Initial Vol:	0	0	0	0	509	109	0	0	323	0	0	0

Major Street Volume: 618
Minor Approach Volume: 323
Minor Approach Volume Threshold: 451

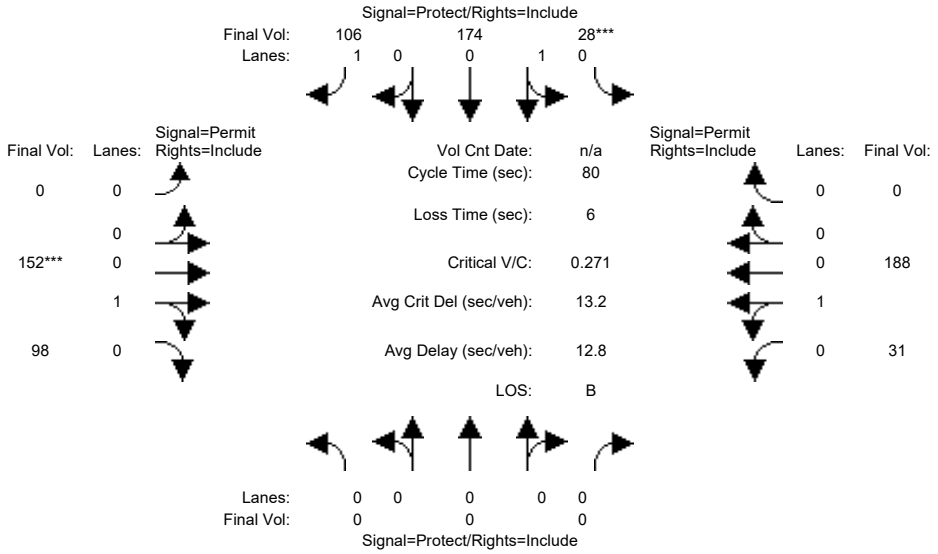
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Project Name
Project Number

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

Intersection #4: San Fernando Street and 2nd Street



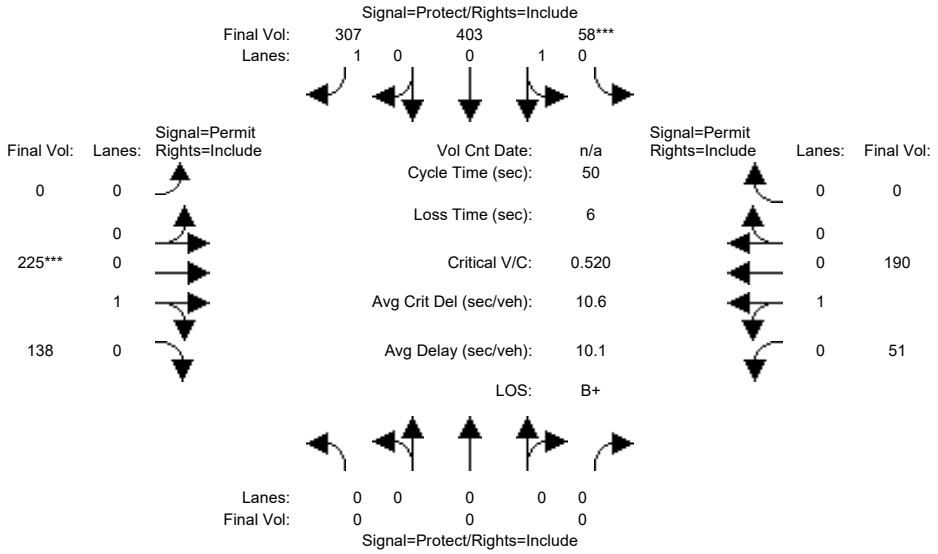
Street Name:	2nd Street						San Fernando Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	23	164	37	0	152	98	31	170	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	23	164	37	0	152	98	31	170	0
Added Vol:	0	0	0	5	10	69	0	0	0	0	18	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	28	174	106	0	152	98	31	188	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	28	174	106	0	152	98	31	188	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	28	174	106	0	152	98	31	188	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	28	174	106	0	152	98	31	188	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.14	0.86	1.00	0.00	0.61	0.39	0.14	0.86	0.00
Final Sat.:	0	0	0	250	1550	1750	0	1094	706	255	1545	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.06	0.00	0.14	0.14	0.12	0.12	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	33.1	33.1	33.1	0.0	40.9	40.9	40.9	40.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.27	0.27	0.15	0.00	0.27	0.27	0.24	0.24	0.00
Delay/Veh:	0.0	0.0	0.0	15.7	15.7	14.7	0.0	11.2	11.2	11.0	11.0	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	15.7	15.7	14.7	0.0	11.2	11.2	11.0	11.0	0.0
LOS by Move:	A	A	A	B	B	B	A	B+	B+	B+	B+	A
HCM2k95thQ:	0	0	0	7	7	3	0	7	7	6	6	0

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

Project Name
Project Number

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

Intersection #4: San Fernando Street and 2nd Street



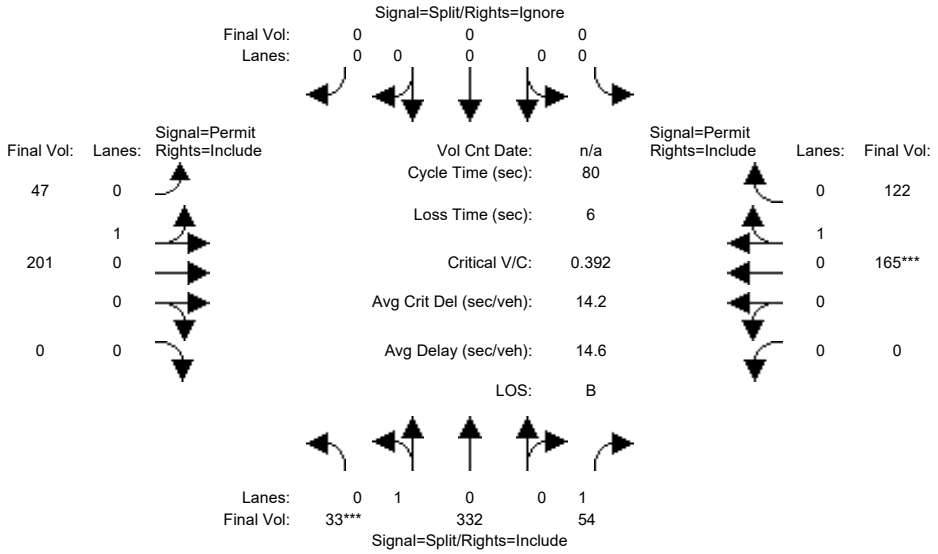
Street Name:	2nd Street						San Fernando Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	37	353	54	0	225	138	51	183	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	37	353	54	0	225	138	51	183	0
Added Vol:	0	0	0	21	50	253	0	0	0	0	7	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	58	403	307	0	225	138	51	190	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	58	403	307	0	225	138	51	190	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	58	403	307	0	225	138	51	190	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	58	403	307	0	225	138	51	190	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.13	0.87	1.00	0.00	0.62	0.38	0.21	0.79	0.00
Final Sat.:	0	0	0	226	1574	1750	0	1116	684	381	1419	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.26	0.18	0.00	0.20	0.20	0.13	0.13	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	24.6	24.6	24.6	0.0	19.4	19.4	19.4	19.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.52	0.52	0.36	0.00	0.52	0.52	0.35	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	9.2	9.2	8.1	0.0	12.4	12.4	11.1	11.1	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	9.2	9.2	8.1	0.0	12.4	12.4	11.1	11.1	0.0
LOS by Move:	A	A	A	A	A	A	A	B	B	B+	B+	A
HCM2k95thQ:	0	0	0	10	10	6	0	9	9	6	6	0

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

Project Name
Project Number

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

Intersection #5: San Fernando Street & S. 1st Street



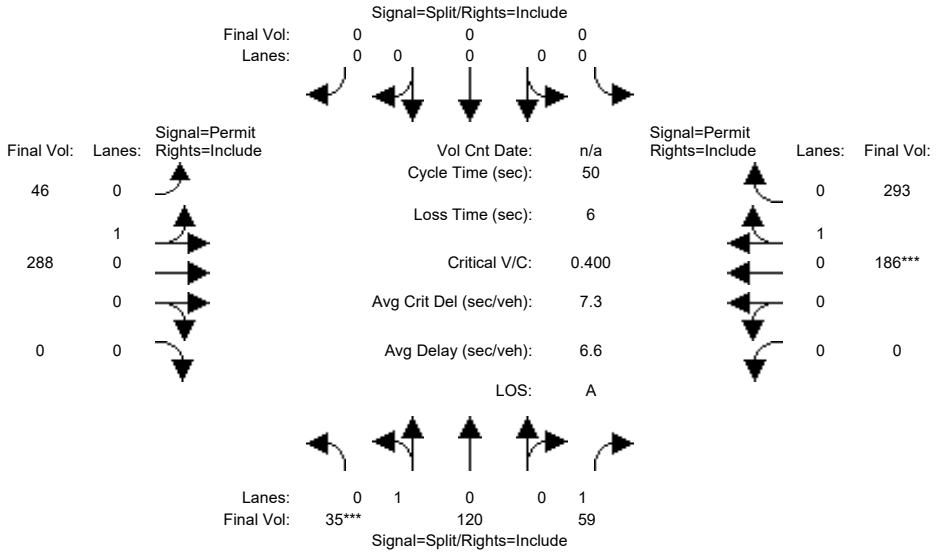
Street Name:	1st Street						San Fernando Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	33	288	54	0	0	0	31	201	0	0	160	40
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:	33	288	54	0	0	0	31	201	0	0	160	40
Added Vol:	0	44	0	0	0	0	16	0	0	0	5	82
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	332	54	0	0	0	47	201	0	0	165	122
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	332	54	0	0	0	47	201	0	0	165	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	332	54	0	0	0	47	201	0	0	165	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	332	54	0	0	0	47	201	0	0	165	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.09	0.91	1.00	0.00	0.00	0.00	0.19	0.81	0.00	0.00	0.57	0.43
Final Sat.:	163	1637	1750	0	0	0	341	1459	0	0	1035	765
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.03	0.00	0.00	0.00	0.14	0.14	0.00	0.00	0.16	0.16
Crit Moves:	****										****	
Green Time:	41.4	41.4	41.4	0.0	0.0	0.0	32.6	32.6	0.0	0.0	32.6	32.6
Volume/Cap:	0.39	0.39	0.06	0.00	0.00	0.00	0.34	0.34	0.00	0.00	0.39	0.39
Delay/Veh:	11.9	11.9	9.6	0.0	0.0	0.0	16.6	16.6	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:	11.9	11.9	9.6	0.0	0.0	0.0	16.6	16.6	0.0	0.0	17.1	17.1
LOS by Move:	B+	B+	A	A	A	A	B	B	A	A	B	B
HCM2k95thQ:	11	11	1	0	0	0	9	9	0	0	10	10

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

Project Name
Project Number

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

Intersection #5: San Fernando Street & S. 1st Street



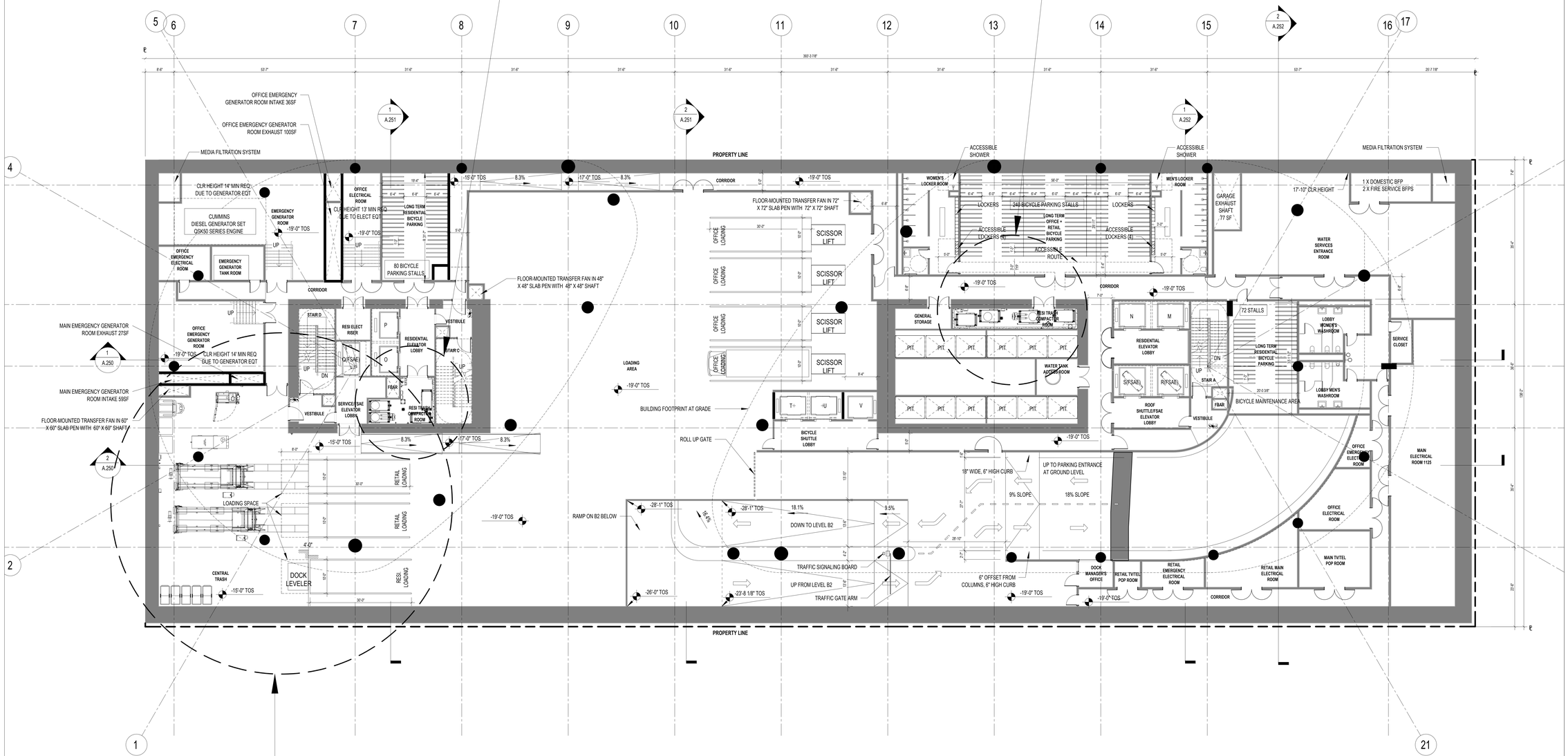
Street Name:	1st Street						San Fernando Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	35	105	59	0	0	0	40	288	0	0	167	53
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:	35	105	59	0	0	0	40	288	0	0	167	53
Added Vol:	0	15	0	0	0	0	6	0	0	0	19	240
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	120	59	0	0	0	46	288	0	0	186	293
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:	35	120	59	0	0	0	46	288	0	0	186	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	120	59	0	0	0	46	288	0	0	186	293
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:	35	120	59	0	0	0	46	288	0	0	186	293
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.23	0.77	1.00	0.00	0.00	0.00	0.14	0.86	0.00	0.00	0.39	0.61
Final Sat.:	406	1394	1750	0	0	0	248	1552	0	0	699	1101
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.03	0.00	0.00	0.00	0.19	0.19	0.00	0.00	0.27	0.27
Crit Moves:	****										****	
Green Time:	10.8	10.8	10.8	0.0	0.0	0.0	33.2	33.2	0.0	0.0	33.2	33.2
Volume/Cap:	0.40	0.40	0.16	0.00	0.00	0.00	0.28	0.28	0.00	0.00	0.40	0.40
Delay/Veh:	17.5	17.5	16.1	0.0	0.0	0.0	3.6	3.6	0.0	0.0	4.0	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.5	17.5	16.1	0.0	0.0	0.0	3.6	3.6	0.0	0.0	4.0	4.0
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	5	5	2	0	0	0	5	5	0	0	7	7

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

Appendix D: Truck-Turning Templates

NORTH
RESIDENTIAL
TRASH ROOM
SEE PAGE TR1.0

SOUTH
RESIDENTIAL
TRASH ROOM
SEE PAGE TR1.1



CENTRAL
COLLECTION AREA
SEE PAGE TR1.3

SAN JOSE FOUNTAIN ALLEY

30 S 2ND STREET
SAN JOSE, CA 95113

CLIENT
WESTBANK CORPORATION
600-1067 WEST CORDOVA STREET
VANCOUVER BC V6C 1C7
T +1 604 685 6986

ARCHITECT
BJARKE INGELS GROUP
61 BROADWAY, SUITE 3300
NEW YORK, NY 10006, USA
T +1 347 949 4141

CIVIL
KIER & WRIGHT
3350 SCOTT BLVD #29 BUILDING 22
SANTA CLARA, CA 95054
T +1 408 727 6665

STRUCTURAL
GLOTMAN SIMPSON CONS. ENG.
1661 WEST 5TH AVENUE
VANCOUVER, BC V6J 1N5
T +1 604 734 3921

MECHANICAL / PLUMBING / FIRE PROTECTION
TAYLOR ENGINEERING
1320 MARINA VILLAGE PARKWAY, SUITE 501
ALAMEDA, CA 94501
T +1 415 749 9136

ELECTRICAL
NEMETZ (S/A) & ASSOCIATES LTD.
2009 WEST 4TH AVENUE
VANCOUVER, BC V6J 1N3
T +1 604 736 6562

FIRE & LIFE SAFETY
HOLMES FIRE
235 MONTGOMERY STREET #1200
SAN FRANCISCO, CA 94104
T +1 415 692 1660

TRANSPORTATION
FEHR & PEERS
160 W. SANTA CLARA STREET, SUITE 675
SAN JOSE, CA 95113
T +1 408 278 1700

VERTICAL TRANSPORTATION
EDGETT WILLIAMS CONS. GROUP
1512 B. BUTHENALE AVE., SUITE 1
WILL VALLEY, CA 94941
T +1 415 388 1868

SUSTAINABILITY
ATELIER TEN
443 TEHAMA STREET
1ST FLOOR, SAN FRANCISCO, CA 94103
T +1 415 591 3100

WASTE MANAGEMENT
AMERICAN TRASH MANAGEMENT
1900 POWELL STREET, SUITE 890
EMERYVILLE, CA 94608
T +1 800 400 7274

DATE ISSUE

SEAL

NOT FOR CONSTRUCTION

KEY PLAN

BAR SCALE
0 2' 8' 16' 24'

SHEET NAME

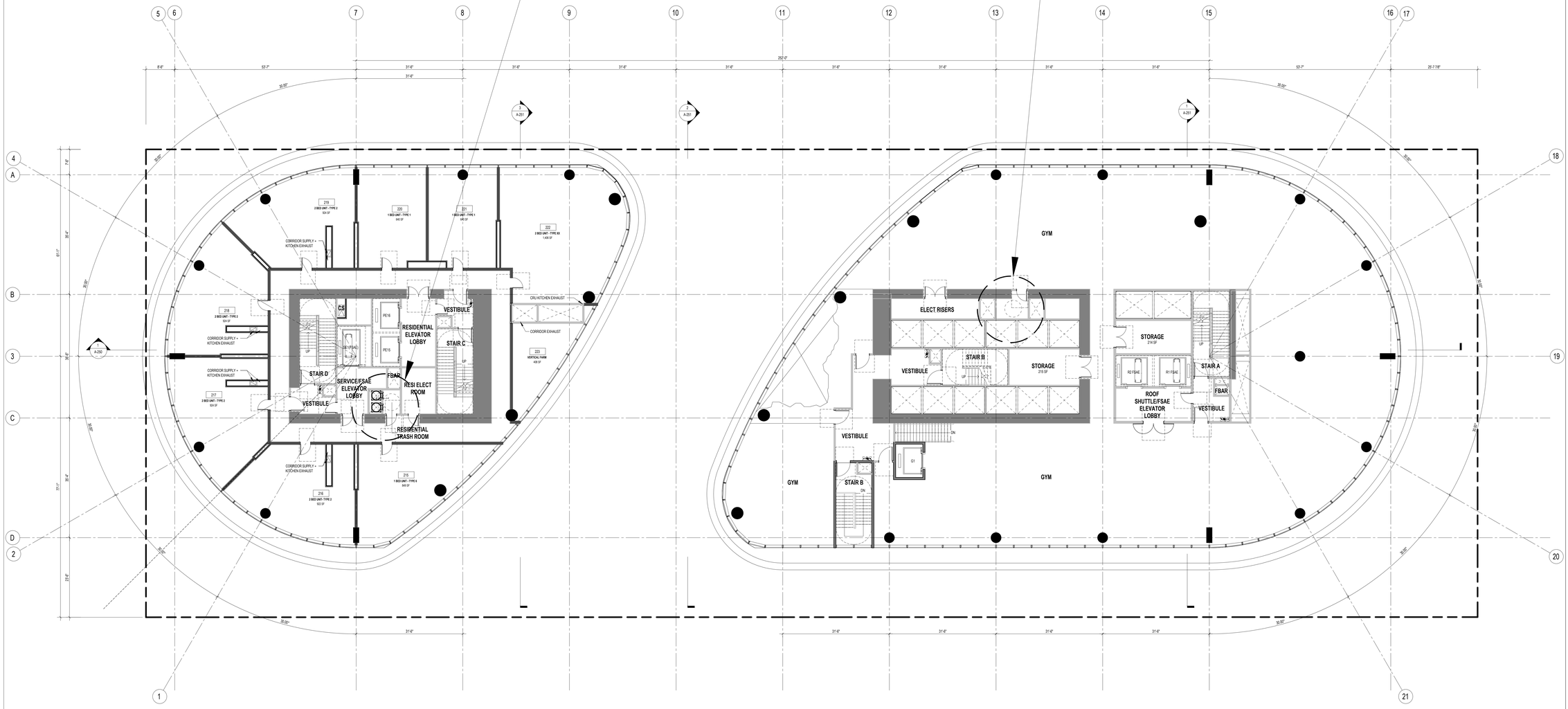
SITE PLAN
LEVEL B1

PROJECT NO 20008
SHEET NO TR0.1
SDS NO 3008
SCALE 3/32" = 1'-0"
FORMAT ARCH E
DATE 04/06/2022

10/18/2020 8:48:02 PM

START OF NORTH
RESIDENTIAL
VESTIBULE
SEE PAGE TR1.0

VESTIBULE REQUIRED
W/ PASS THROUGH
DOOR ON LEVELS B1-03



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SAN JOSE FOUNTAIN ALLEY
30 S 2ND STREET
SAN JOSE, CA 95113

CLIENT
WESTBANK CORPORATION
600-1067 WEST CORDOVA STREET
VANCOUVER BC V6C 1C7
T +1 604 685 6986

ARCHITECT
BJARKE INGELS GROUP
61 BROADWAY, SUITE 3300
NEW YORK, NY 10006, USA
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CIVIL
KIER & WRIGHT
3350 SCOTT BLVD BUILDING 22
SANTA CLARA, CA 95054
T +1 408 727 6665

STRUCTURAL
GLOTMAN SIMPSON CONS. ENG.
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MECHANICAL / PLUMBING / FIRE PROTECTION
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1320 MARINA VILLAGE PARKWAY, SUITE 521
ALAMEDA, CA 94501
T +1 415 749 9135

ELECTRICAL
NEMETZ (S/A) & ASSOCIATES LTD.
2009 WEST 4TH AVENUE
VANCOUVER, BC V6J 1N3
T +1 604 736 6562

FIRE & LIFE SAFETY
HOLMES FIRE
235 MONTGOMERY STREET #1200
SAN FRANCISCO, CA 94104
T +1 415 692 1660

TRANSPORTATION
FEHR & PEERS
160 W. SANTA CLARA STREET, SUITE 675
SAN JOSE, CA 95113
T +1 408 278 1700

VERTICAL TRANSPORTATION
EDGETT WILLIAMS CONS. GROUP
1512 EL BUTHELHEE AVE., SUITE 1
MILL VALLEY, CA 94941
T +1 415 388 1866

SUSTAINABILITY
ATELIER TEN
452 TEHAMA STREET
1ST FLOOR, SAN FRANCISCO, CA 94103
T +1 415 551 3100

WASTE MANAGEMENT
AMERICAN TRASH MANAGEMENT
1900 POWELL STREET, SUITE 890
EMERYVILLE, CA 94608
T +1 800 488 7274

DATE	ISSUE

SEAL

NOT FOR CONSTRUCTION

KEY PLAN

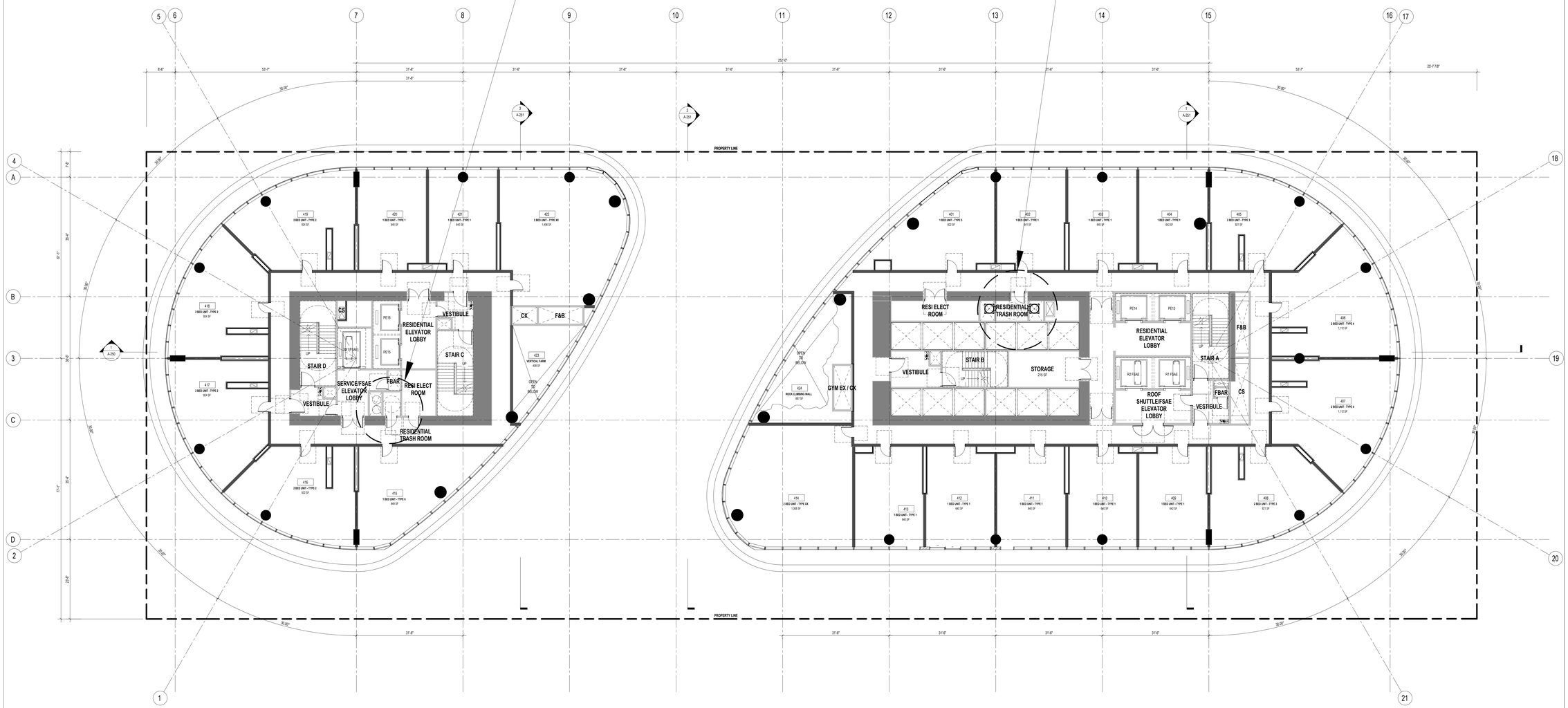
BAR SCALE
0 2' 8' 16' 24'

SHEET NAME
SITE PLAN LEVEL 02

PROJECT NO
2008
SUB NO
5000
SCALE
3/32" = 1'-0"
FORMAT
ARCH E
DATE
04/06/2022
SHEET NO
TR0.2

NORTH
RESIDENTIAL
VESTIBULE
SEE PAGE TR1.0

START OF SOUTH
RESIDENTIAL
VESTIBULE
SEE PAGE TR1.1



SAN JOSE FOUNTAIN ALLEY
30 S 2ND STREET
SAN JOSE, CA 95113

CLIENT
WESTBANK CORPORATION
600-1067 WEST CORDOVA STREET
VANCOUVER BC V6C 1C7
T +1 604 685 6986

ARCHITECT
BJARKE INGELS GROUP
61 BROADWAY, SUITE 3300
NEW YORK, NY 10006, USA
T +1 347 949 4141

CIVIL
KIER & WRIGHT
3350 SCOTT BLVD #29 BUILDING 22
SANTA CLARA, CA 95054
T +1 408 727 0945

STRUCTURAL
GLOTMAN SIMPSON CONS. ENG.
1661 WEST 5TH AVENUE
VANCOUVER, BC V6J 1N5
T +1 604 734 3921

MECHANICAL / PLUMBING / FIRE PROTECTION
TAYLOR ENGINEERING
1320 MARINA VILLAGE PARKWAY, SUITE 501
ALAMEDA, CA 94501
T +1 415 749 9136

ELECTRICAL
NEMETZ (S/A) & ASSOCIATES LTD.
2009 WEST 4TH AVENUE
VANCOUVER, BC V6J 1N3
T +1 604 736 6562

FIRE & LIFE SAFETY
HOLMES FIRE
235 MONTGOMERY STREET #1200
SAN FRANCISCO, CA 94104
T +1 415 852 1600

TRANSPORTATION
FEHR & PEERS
160 W. SANTA CLARA STREET, SUITE 675
SAN JOSE, CA 95113
T +1 408 278 1700

VERTICAL TRANSPORTATION
EDGETT WILLIAMS CONS. GROUP
1512 B. BUTHENALE AVE., SUITE 1
MILL VALLEY, CA 94941
T +1 415 381 1900

SUSTAINABILITY
ATELIER TEN
442 THOMAS STREET
1ST FLOOR, SAN FRANCISCO, CA 94103
T +1 415 591 3100

WASTE MANAGEMENT
AMERICAN TRASH MANAGEMENT
1900 POWELL STREET, SUITE 890
EMERYVILLE, CA 94608
T +1 800 400 7274

DATE ISSUE

SEAL

NOT FOR CONSTRUCTION

KEY PLAN

BAR SCALE
0 2' 8' 16' 24'

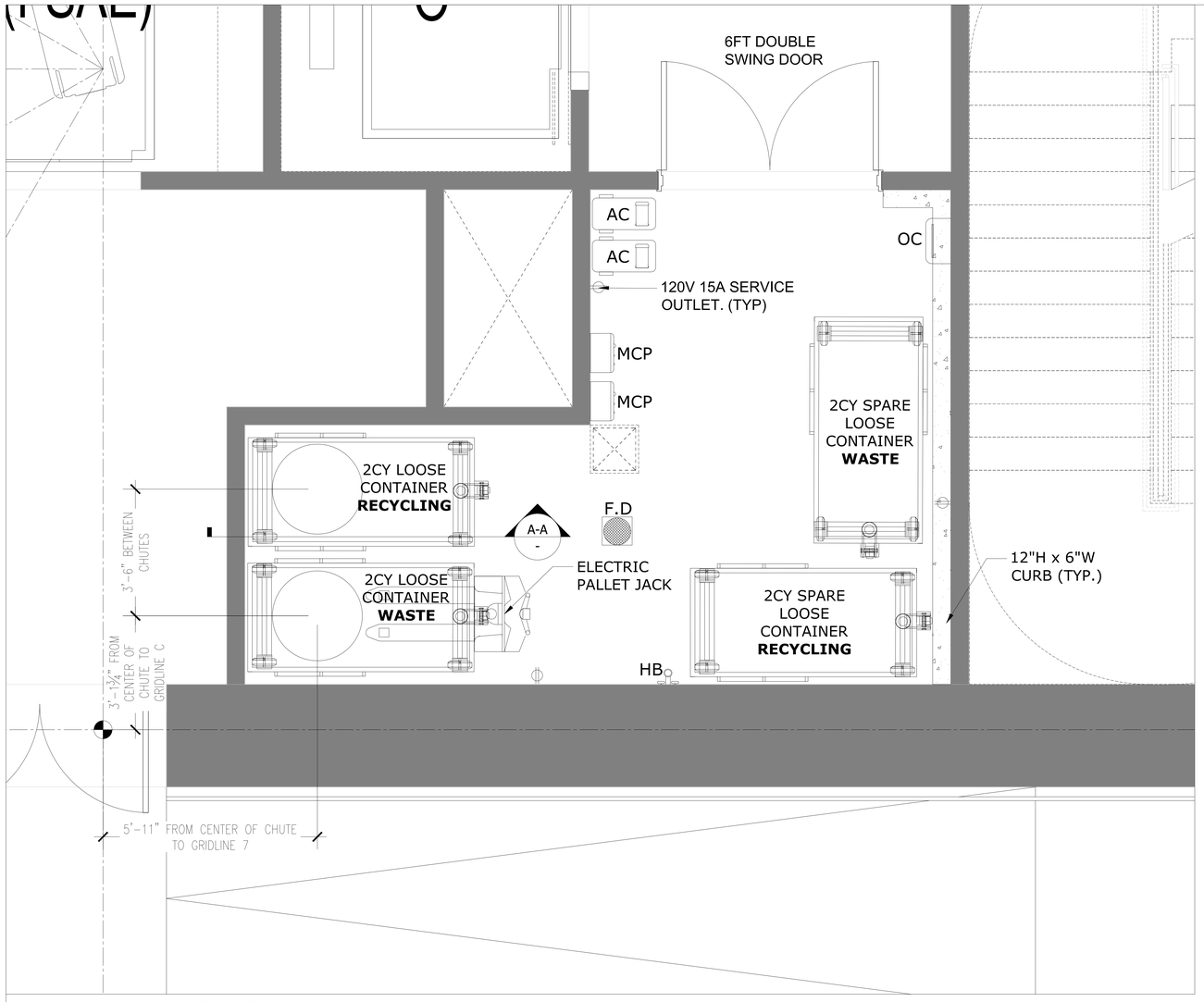
SHEET NAME

SITE PLAN LEVEL 04

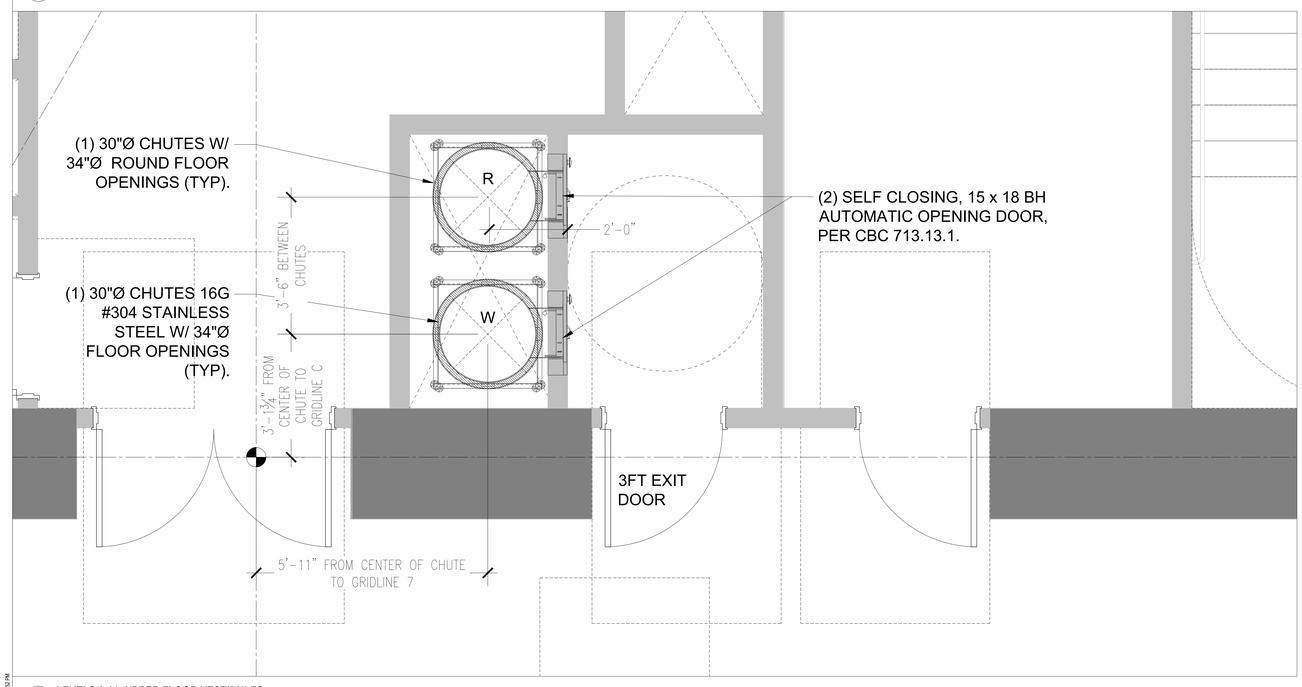
PROJECT NO 20008
DWG NO 5000
SCALE 3/32" = 1'-0"
FORMAT ARCH E
DATE 04/06/2022

SHEET NO TR0.3

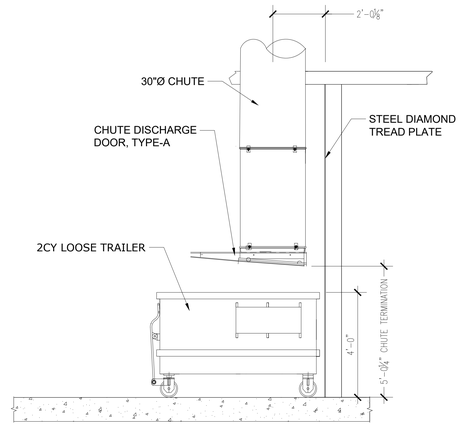
10/18/2022 8:46:53 PM



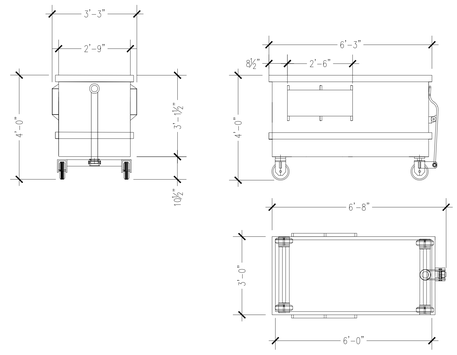
1 **LEVEL B1: NORTH RESIDENTIAL TRASH ROOM**
3/4" = 1'-0"



2 **LEVELS 2-11: UPPER FLOOR VESTIBULES**
3/4" = 1'-0"



SECTION A-A



2CY TRASH TRAILER (END LOAD)

SHEET NOTES:

RESIDENTIAL TRASH TERMINATION ROOM LEVEL B2

1. TRASH COLLECTION ROOM IS PART OF 2HR FIRE-RATED TRASH CHUTE SHAFT - RESTRICTED ACCESS.
2. FLOOR SHALL BE FINISHED WITH WATERPROOF DECK COATING. FLOOR TO HAVE MINIMAL SLOPE (1" MAX) AND FLOOR DRAIN. FLOOR LEVEL UNDER COMPACTOR.
3. WALLS SHALL BE FINISHED WITH WASHABLE WATERPROOF SURFACE SUCH AS FRP OR HIGH-GLOSS ENAMEL PAINT, 8'-0" AFF.
4. INSTALL WALL PROTECTION: 12"Hx6"W CONCRETE CURB AT BASE OF ALL NON-CONCRETE WALLS. DO NOT INSTALL THE CURB AROUND THE COMPACTORS/BISORTER OR POWER PACKS.
5. 6'-0" DOUBLE-SWING DOOR. PROVIDE DOOR SWEEPS AND HOLD-OPENS. DO NOT INSTALL THRESHOLD.
6. ROOM SHALL BE MECHANICALLY VENTILATED WITH (1) CFM/FT PER 2016 CBC.
7. (1) 30"Ø GALVANNEAL GRAVITY CHUTE WITH 3CY LOOSE CONTAINERS FOR RECYCLING TRASH.
8. (1) 30"Ø 16G #304 STAINLESS STEEL GRAVITY CHUTE WITH 3CY LOOSE CONTAINERS. PROVIDE SPARE 3CY LOOSE CONTAINERS FOR WASTE & RECYCLING TRASH. CHUTES SHALL TERMINATE AT 5'-0" AFF.
9. MCP: CHUTE MASTER CONTROL PANEL SHALL BE WALL-MOUNTED 60" AFF. MUST ALLOW LOCK DOWN OF CHUTE INTAKES FOR EXCHANGING CONTAINERS AND WASHING CHUTES. REQUIRES 120V 15A DEDICATED SERVICE.
10. AC: 2HP CHUTE AIR COMPRESSOR SHALL BE FLOOR-MOUNTED. REQUIRES 120V 15A SERVICE OUTLETS.
11. OC: ODOR CONTROL UNIT SHALL BE WALL-MOUNTED 60" AFF. REQUIRES 120V 15A SERVICE OUTLETS.
12. HB: HOT AND COLD HOSE BIB SHALL BE WALL-MOUNTED 60" AFF.
13. PROVIDE ELECTRIC PALLET TRUCK FOR TRANSFERRING CONTAINERS. 4000lb CAPACITY. TURNING RADIUS: 45.5". REQUIRES 120V 15A SERVICE OUTLETS.
14. CHUTE DISCHARGE DOOR: TYPE-A, HORIZONTALLY INSULATED SLIDING-STEEL DOOR, HELD OPEN BY 165° F FUSIBLE LINK.
15. (1) UNDEDICATED 120V 15A SERVICE OUTLET REQUIRED FOR STAFF MAINTENANCE PURPOSE.
16. TAYLOR DUNN FOR MOVING CONTAINERS. 7,500LBS CAPACITY, 12MPH MAX SPEED. BATTERY POWERED, REQUIRES 120V 15A SERVICE OUTLETS. TO BE STORED IN CENTRAL TRASH COLLECTION AREA. SEE PAGE TR1.2.

CHUTE INTAKE VESTIBULES: LEVELS 02 THROUGH 11

17. CHUTE INTAKE VESTIBULES SHALL BE 1HR FIRE-RATED WITH 1HR FIRE-RATED DOOR, 5'-0" MIN REQUIRED PER ADA STANDARDS - RESIDENTIAL ACCESS. PROVIDE (2) SELF CLOSING, 15x18 BOTTOM HINGED, ELECTRICALLY INTERLOCKED, AUTOMATIC OPENING INTAKE DOORS TO DISPOSE TRASH AND RECYCLING INTO COMPACTORS PER CBC 713.13.1. POWER TO INTAKE DOORS SUPPLIED BY MCP. SEE DETAIL tT2.0.
18. CHUTE SHAFT SHALL NOT BE ERECTED UNTIL CHUTE HAS BEEN INSTALLED. FOR SOUND PROOFING PURPOSES, DOUBLE STUD-WALLS ARE REQUIRED ADJACENT TO OCCUPIED SPACES. INTERIOR OF SHAFT SHALL BE TAPED TO PREVENT ODOROUS AIR LEAKING INTO OCCUPIED SPACES.
19. PROVIDE 18X18 SIDE HINGED, AUTOMATIC OPENING, ELECTRICALLY INTERLOCKED THRU-WALL INTAKE DOORS THAT DISPOSE INTO CONTAINERS PER CBC 713.13.1. SEE DETAILS 2/T2.0.
20. PROVIDE ROUND FLOOR OPENINGS AT CONCRETE FLOORS AND SQUARED FLOOR OPENINGS AT WOOD-FRAME CONSTRUCTION. INSTALL FLOOR SUPPORT FRAME AT EACH FLOOR PENETRATION TO SECURE CHUTE. SEE DETAIL 9/T2.0 FOR ANCHORING AND MASON BRA-RED SOUND ISOLATION PAD ASSEMBLY. POUR RINGS WILL VARY BASED ON THICKNESS OF FLOOR SLAB AND SHALL BE PROVIDED BY MANUFACTURER.

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3. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND CONDITIONS PRIOR TO START OF CONSTRUCTION. THE ARCHITECT SHALL BE NOTIFIED IMMEDIATELY OF ALL EXISTING FIELD CONDITIONS AND ANY DISCREPANCIES OR INCONSISTENCIES.

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DATE ISSUE

SEAL

NOT FOR CONSTRUCTION

KEY PLAN

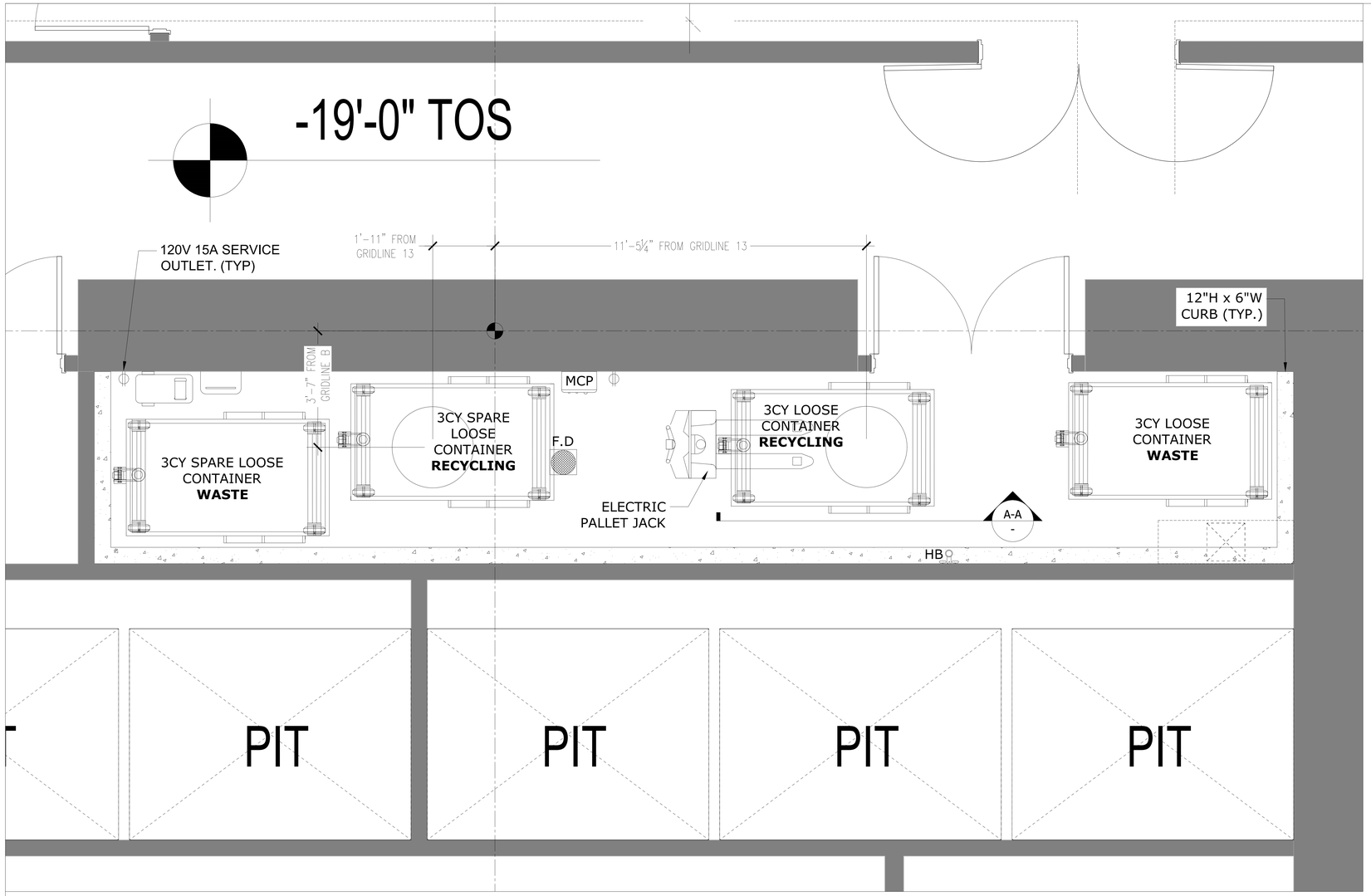
BAR SCALE
0 2' 8' 16' 24'

SHEET NAME

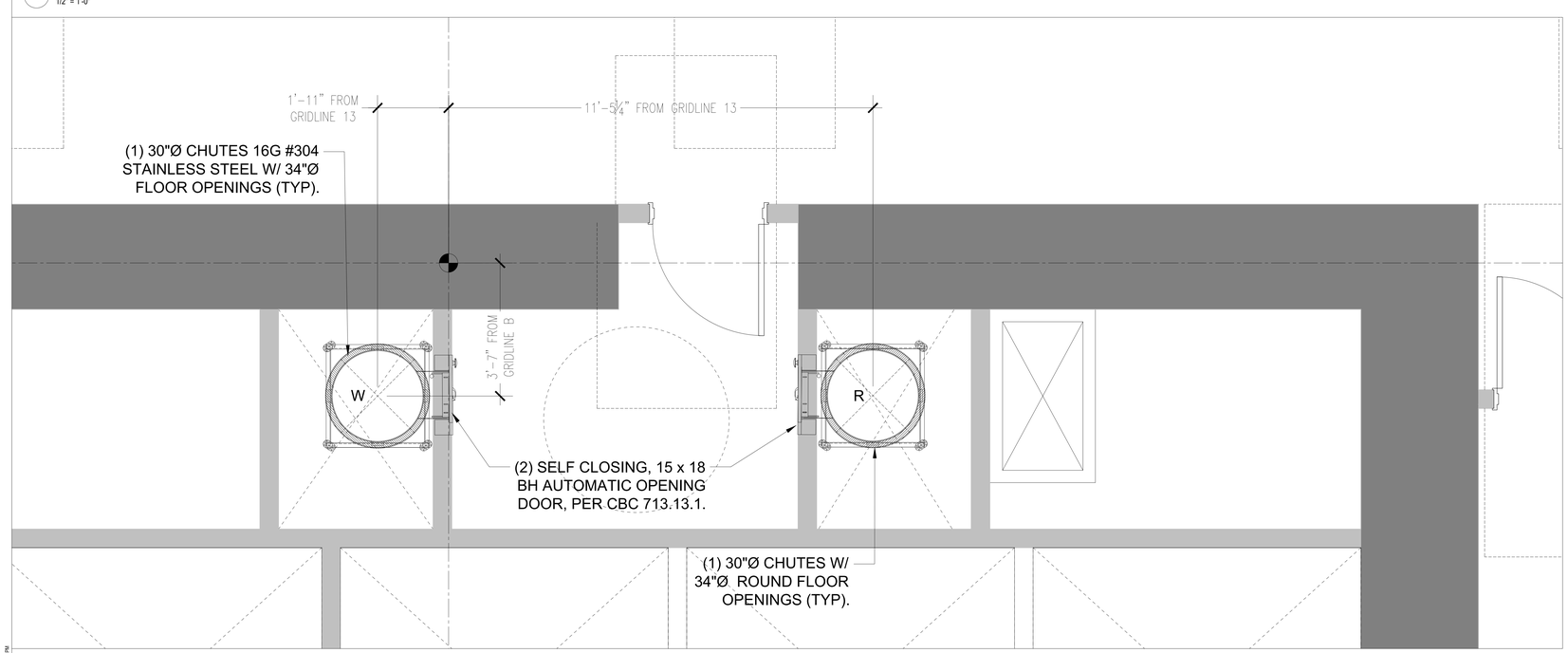
NORTH TRASH ROOM DETAILS

PROJECT NO 20008
DOS NO 5030
SCALE 1/2" = 1'-0"
FORMAT ARCH E
DATE 04/06/2022
SHEET NO **TR1.0**

30/1/8/2023 8:46:30 PM



1 LEVEL B1: SOUTH RESIDENTIAL TRASH ROOM
1/2" = 1'-0"



2 LEVELS 4-11: UPPER FLOOR VESTIBULES
3/4" = 1'-0"

SHEET NOTES:

RESIDENTIAL TRASH TERMINATION ROOM : LEVEL B1

1. TRASH COLLECTION ROOM IS PART OF 2HR FIRE-RATED TRASH CHUTE SHAFT - RESTRICTED ACCESS.
2. FLOOR SHALL BE FINISHED WITH WATERPROOF DECK COATING. FLOOR TO HAVE MINIMAL SLOPE (1° MAX) AND FLOOR DRAIN. FLOOR LEVEL UNDER COMPACTOR.
3. WALLS SHALL BE FINISHED WITH WASHABLE WATERPROOF SURFACE SUCH AS FRP OR HIGH-GLOSS ENAMEL PAINT, 8'-0" AFF.
4. INSTALL WALL PROTECTION: 12"Hx6"W CONCRETE CURB AT BASE OF ALL NON-CONCRETE WALLS. DO NOT INSTALL THE CURB AROUND THE COMPACTORS/BISORTER OR POWER PACKS.
5. 10-0" ROLL UP DOOR & 3FT EXIT DOOR.
6. ROOM SHALL BE MECHANICALLY VENTILATED WITH (1) CFM/FT PER 2016 CBC.
7. (1) 30"Ø GALVANNEAL GRAVITY CHUTE WITH 3CY LOOSE CONTAINERS FOR RECYCLING TRASH.
8. (1) 30"Ø 16G #304 STAINLESS STEEL GRAVITY CHUTE WITH 3CY LOOSE CONTAINERS. PROVIDE SPARE 3CY LOOSE CONTAINERS FOR WASTE & RECYCLING TRASH. CHUTES SHALL TERMINATE AT 5'-0|" AFF.
9. MCP: CHUTE MASTER CONTROL PANEL SHALL BE WALL-MOUNTED 60" AFF. MUST ALLOW LOCK DOWN OF CHUTE INTAKES FOR EXCHANGING CONTAINERS AND WASHING CHUTES. REQUIRES 120V 15A DEDICATED SERVICE.
10. AC: 2HP CHUTE AIR COMPRESSOR SHALL BE FLOOR-MOUNTED. REQUIRES 120V 15A SERVICE OUTLETS.
11. OC: ODOR CONTROL UNIT SHALL BE WALL-MOUNTED 60" AFF. REQUIRES 120V 15A SERVICE OUTLETS.
12. HB: HOT AND COLD HOSE BIB SHALL BE WALL-MOUNTED 60" AFF.
13. PROVIDE ELECTRIC PALLET TRUCK FOR TRANSFERRING CONTAINERS. 4000lb CAPACITY; TURNING RADIUS: 45.5". REQUIRES 120V 15A SERVICE OUTLETS.
14. CHUTE DISCHARGE DOOR: TYPE-A, HORIZONTALLY INSULATED SLIDING-STEEL DOOR, HELD OPEN BY 165° F FUSIBLE LINK.
15. (1) UNDEDICATED 120V 15A SERVICE OUTLET REQUIRED FOR STAFF MAINTENANCE PURPOSE.
16. TAYLOR DUNN FOR MOVING CONTAINERS. 7,500LBS CAPACITY, 12MPH MAX SPEED. BATTERY POWERED, REQUIRES 120V 15A SERVICE OUTLETS. TO BE STORED IN CENTRAL TRASH COLLECTION AREA. SEE PAGE TR1.2.

CHUTE INTAKE VESTIBULES: LEVELS 04 THROUGH 11

17. CHUTE INTAKE VESTIBULES SHALL BE 1HR FIRE-RATED WITH 1HR FIRE-RATED DOOR; 5'-0" MIN REQUIRED PER ADA STANDARDS - RESIDENTIAL ACCESS. PROVIDE (2) SELF CLOSING, 15x18 BOTTOM HINGED, ELECTRICALLY INTERLOCKED, AUTOMATIC OPENING INTAKE DOORS TO DISPOSE TRASH AND RECYCLING INTO COMPACTORS PER CBC 713.13.1. POWER TO INTAKE DOORS SUPPLIED BY MCP. SEE DETAIL 1T2.0.
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19. PROVIDE 18X18 SIDE HINGED, AUTOMATIC OPENING, ELECTRICALLY INTERLOCKED THRU-WALL INTAKE DOORS THAT DISPOSE INTO CONTAINERS PER CBC 713.13.1. SEE DETAILS 2/T2.0.
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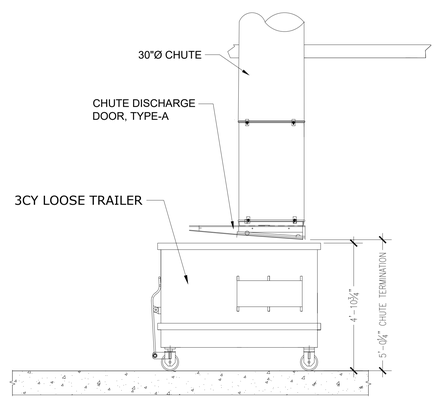

SECTION A-A

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DATE ISSUE

SEAL

THESE DRAWINGS ARE INSTRUMENTS OF SERVICE AND AS SUCH MAY NOT BE USED FOR OTHER PROJECTS, FOR ADDITIONS TO THIS PROJECT OR COMPLETION OF THIS PROJECT BY OTHERS.

NOT FOR CONSTRUCTION

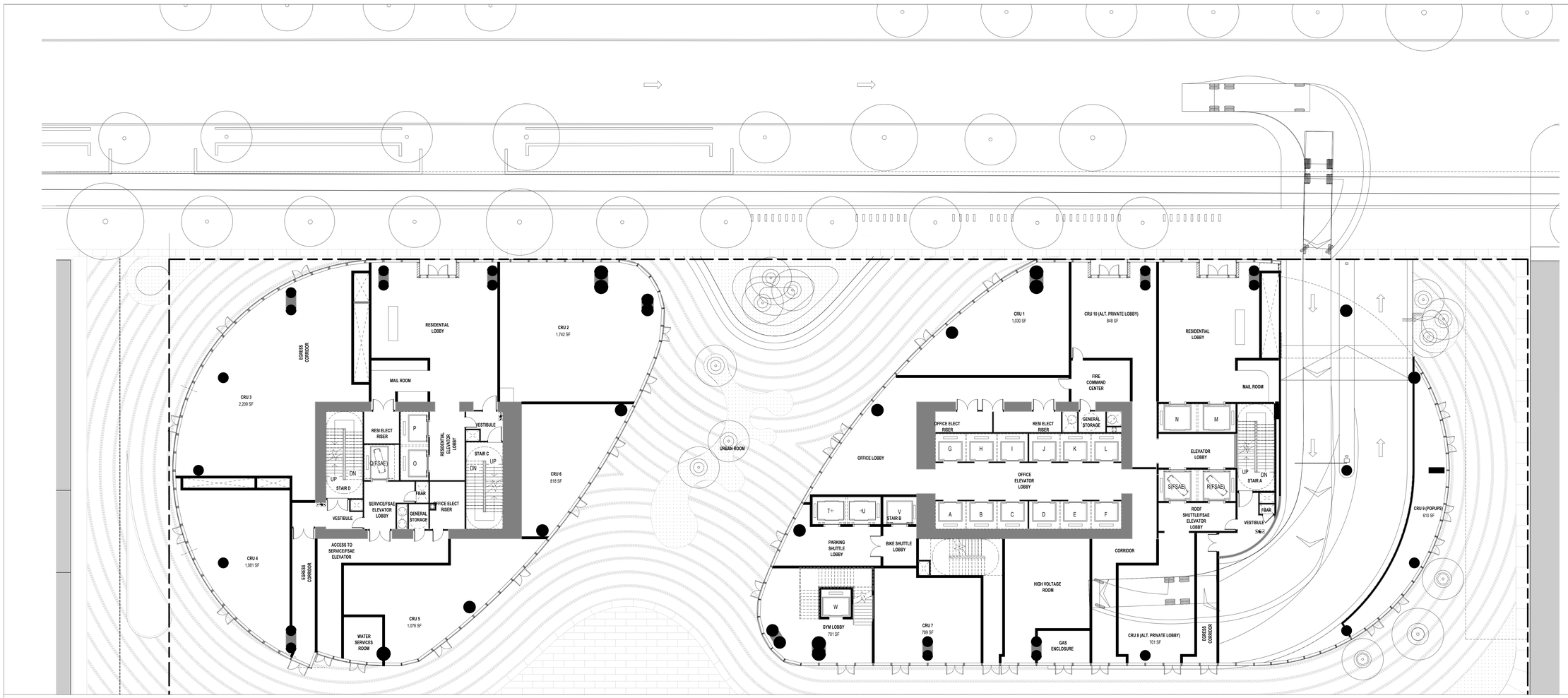
KEY PLAN

BAR SCALE
0" 2" 8" 16" 24"

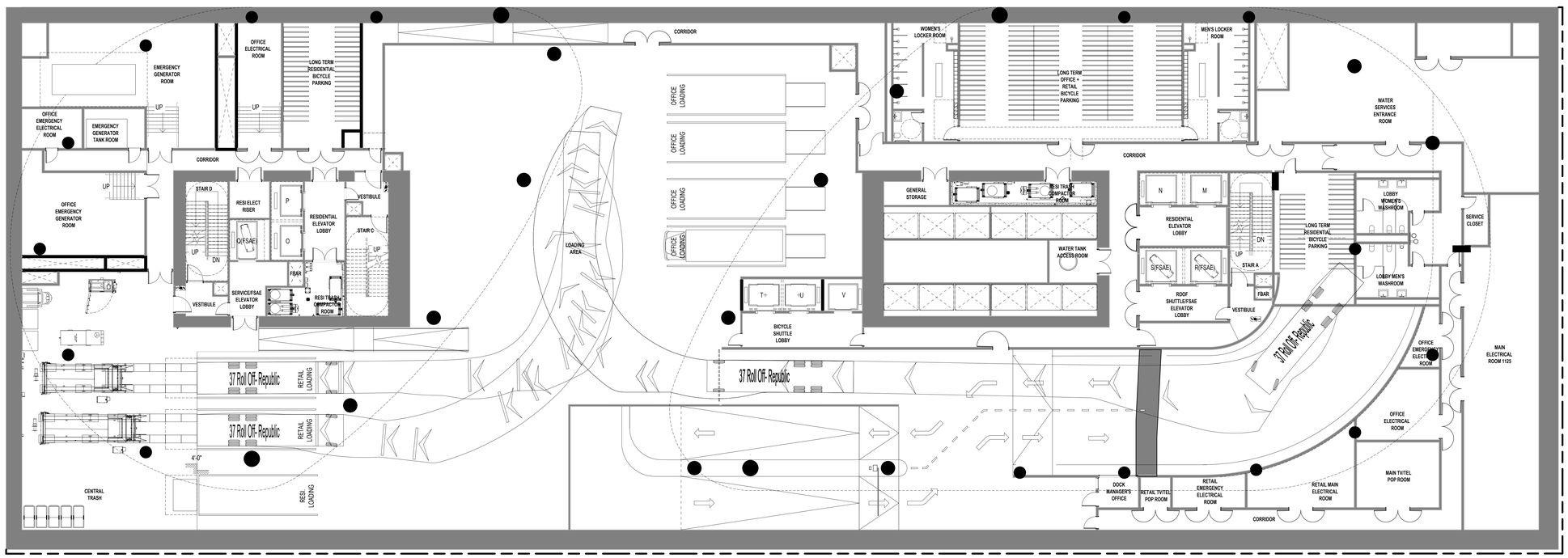
SHEET NAME
SOUTH TRASH ROOM DETAILS

PROJECT NO 20008
DWG NO 5000
SCALE 1/2" = 1'-0"
FORMAT ARCH E
DATE 04/06/2022
SHEET NO **TR1.1**

10/18/2022 8:46:02 PM



1 **LEVEL 1: ROLL-OFF TRUCK ENTERING**
3/32" = 1'-0"



2 **LEVEL B1: ROLL-OFF TRUCK ENTERING**
3/32" = 1'-0"

10/4/2005 8:46:02 PM

SAN JOSE FOUNTAIN ALLEY

30 S 2ND STREET
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DATE ISSUE

SEAL

NOT FOR CONSTRUCTION

KEY PLAN

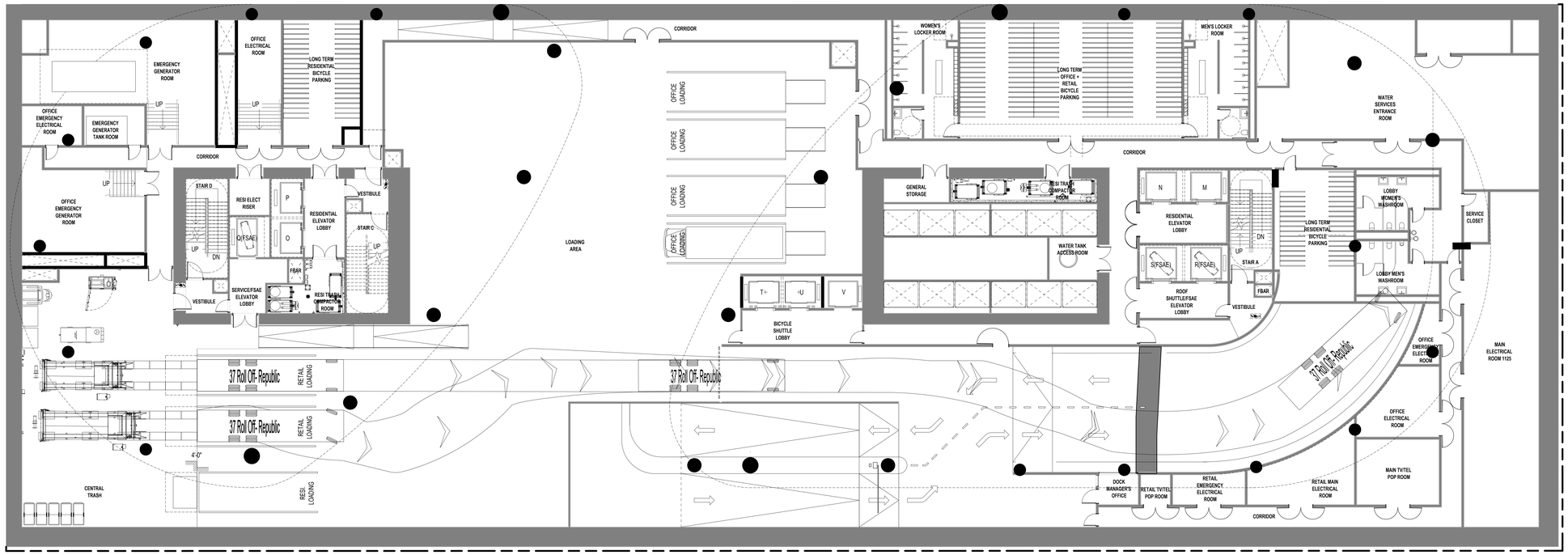
BAR SCALE
0' 3' 6' 12' 24'

SHEET NAME

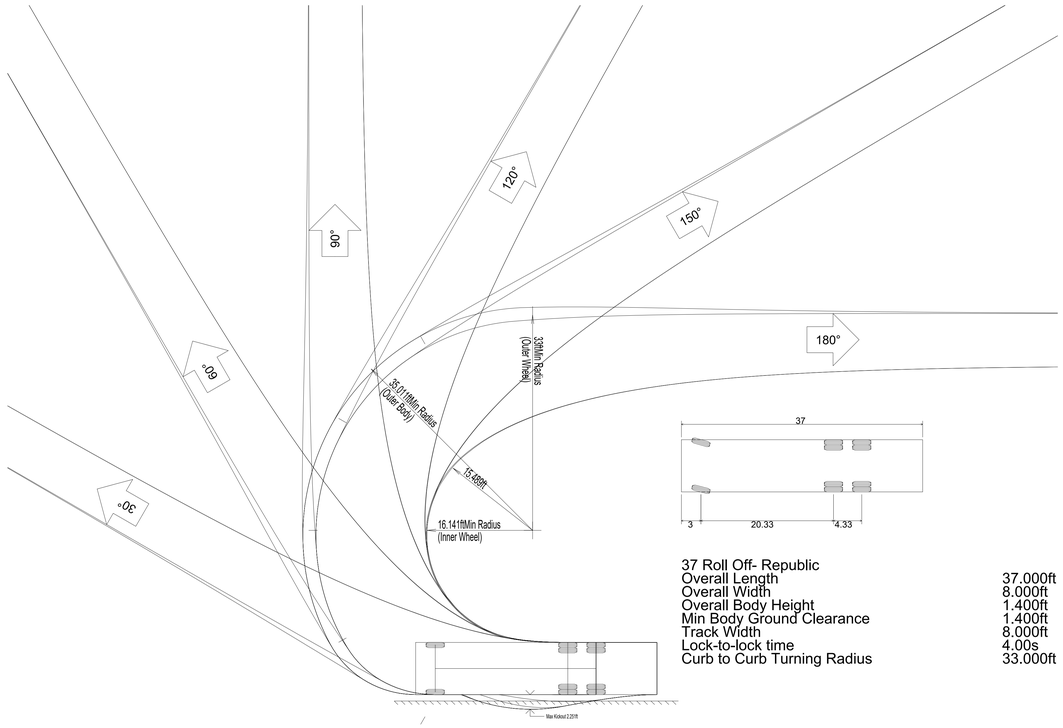
37FT ROLL-OFF TRUCK STUDY

PROJECT NO 20588
TEKEAD 5050
SCALE 3/32" = 1'-0"
DRAWN BY ARCH E
DATE 04/06/2022

SHEET NO **TR1.20**



1 **LEVEL B1: ROLL-OFF TRUCK EXITING**
3/32" = 1'-0"



37 Roll Off- Republic	
Overall Length	37.000ft
Overall Width	8.000ft
Overall Body Height	1.400ft
Min Body Ground Clearance	1.400ft
Track Width	8.000ft
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	33.000ft

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30 S 2ND STREET
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DATE ISSUE

SEAL

KEY PLAN

BAR SCALE
0 2' 8' 16' 24'

SHEET NAME

37FT ROLL-OFF TRUCK STUDY

PROJECT NO 20008
DOS NO 5000
SCALE 3/32" = 1'-0"
FORMAT ARCH E
DATE 04/06/2022

SHEET NO TR1.21

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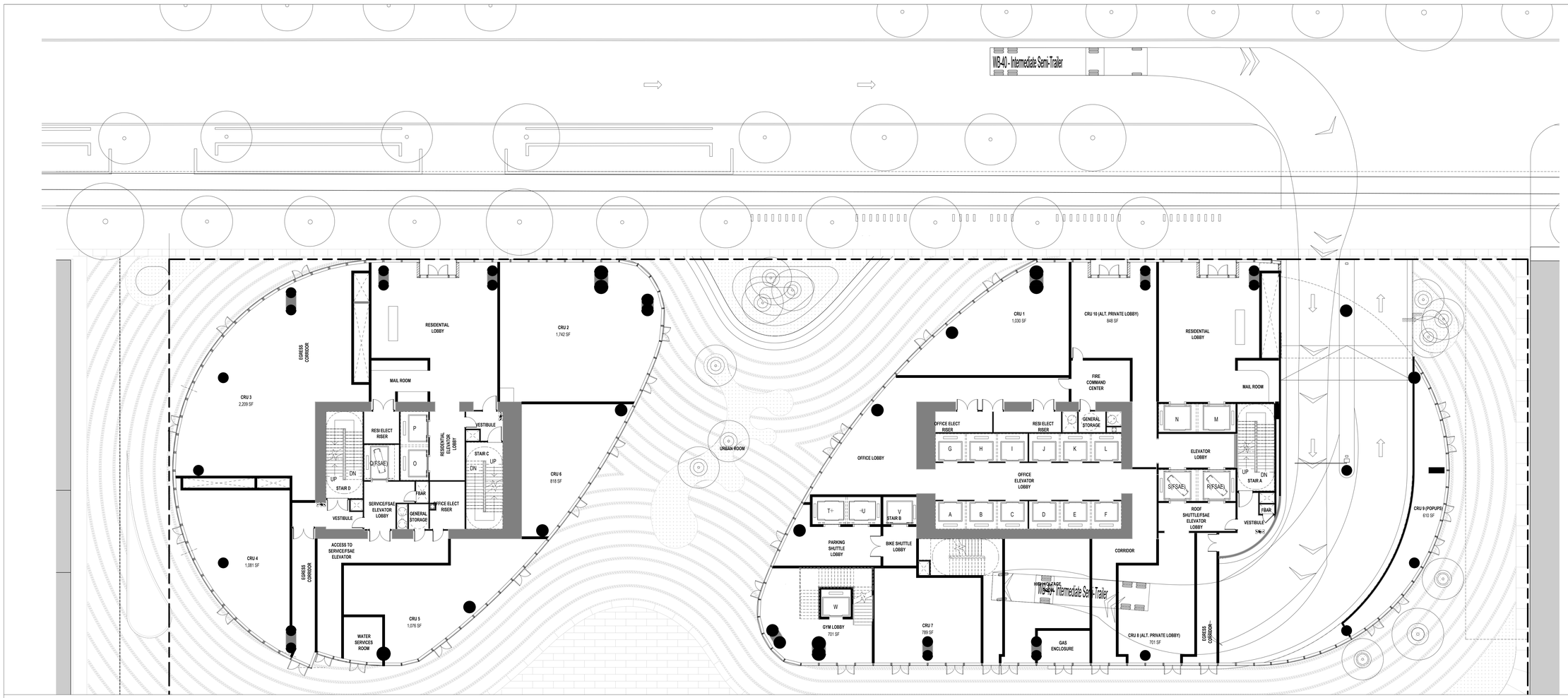
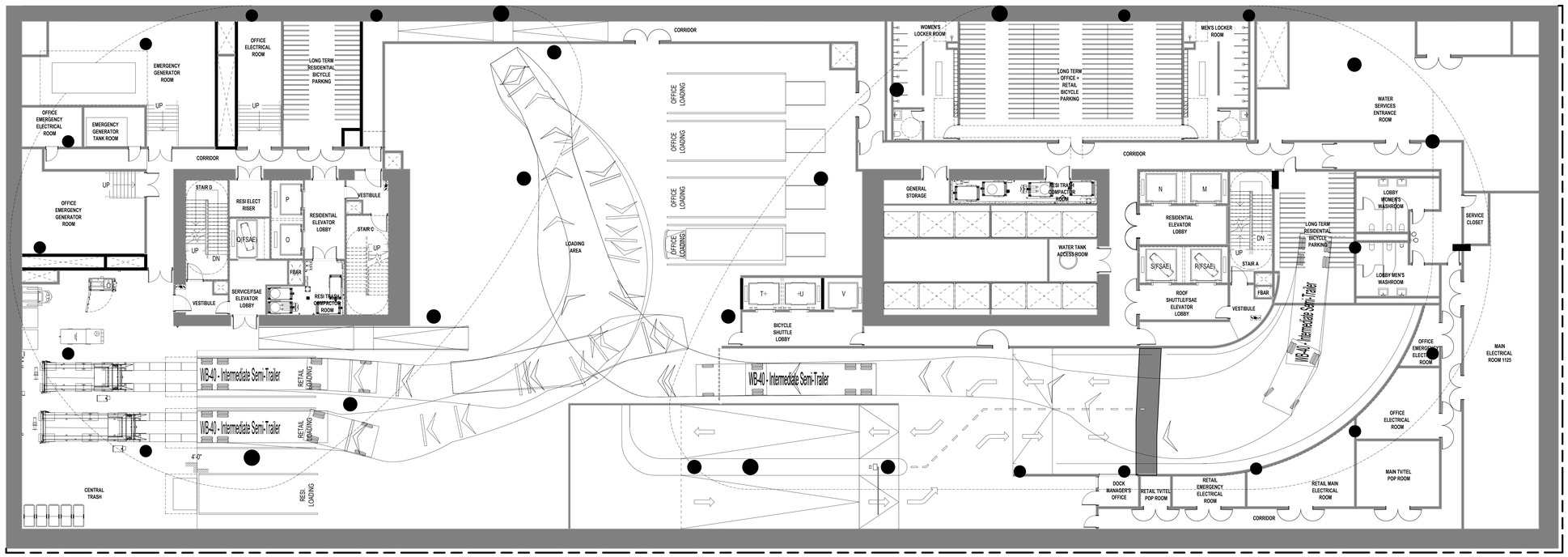


1 **LEVEL 1: WB-40 ENTERING**
3/32" = 1'-0"



2 **LEVEL B1: WB-40 ENTERING**
3/32" = 1'-0"

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30 S 2ND STREET
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DATE ISSUE

SEAL

NOT FOR CONSTRUCTION

KEY PLAN

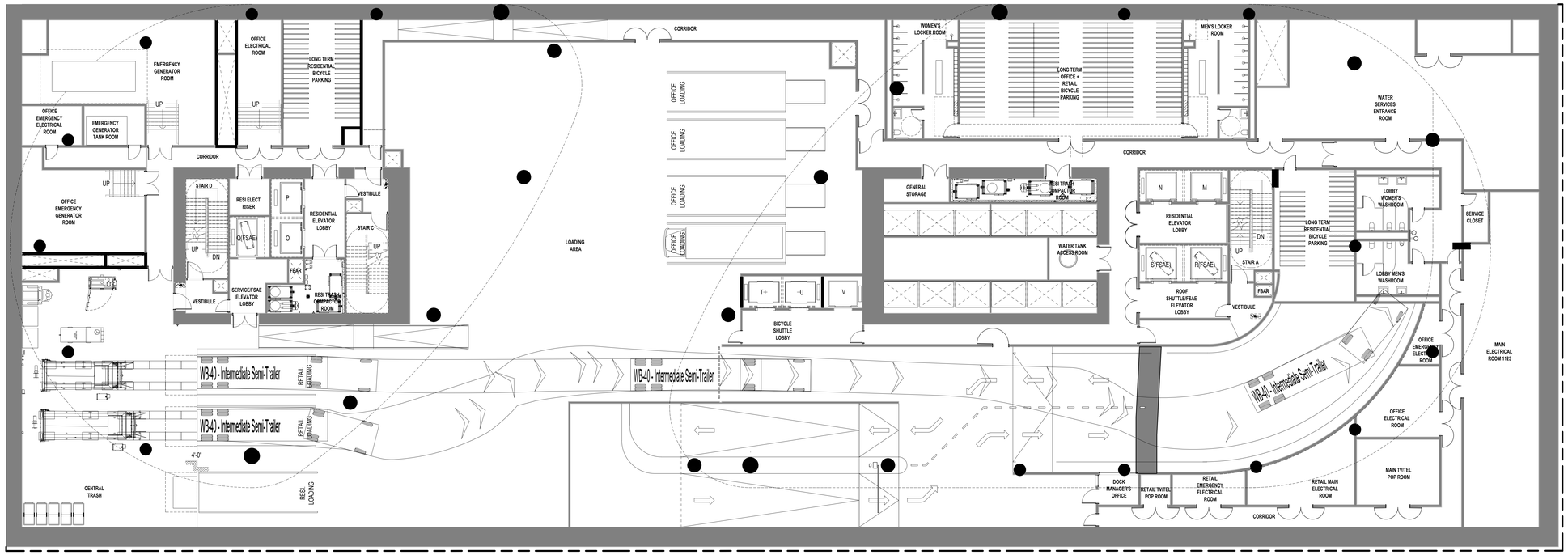
BAR SCALE
0' 2' 8' 16' 24'

SHEET NAME

WB-40 TRUCK STUDY

PROJECT NO 20588
SHEET NO **TR1.22**
TEKEAD 5050
SCALE 3/32" = 1'-0"
FORMAT ARCH E
DATE 04/06/2022

10/4/2020 8:48:43 PM



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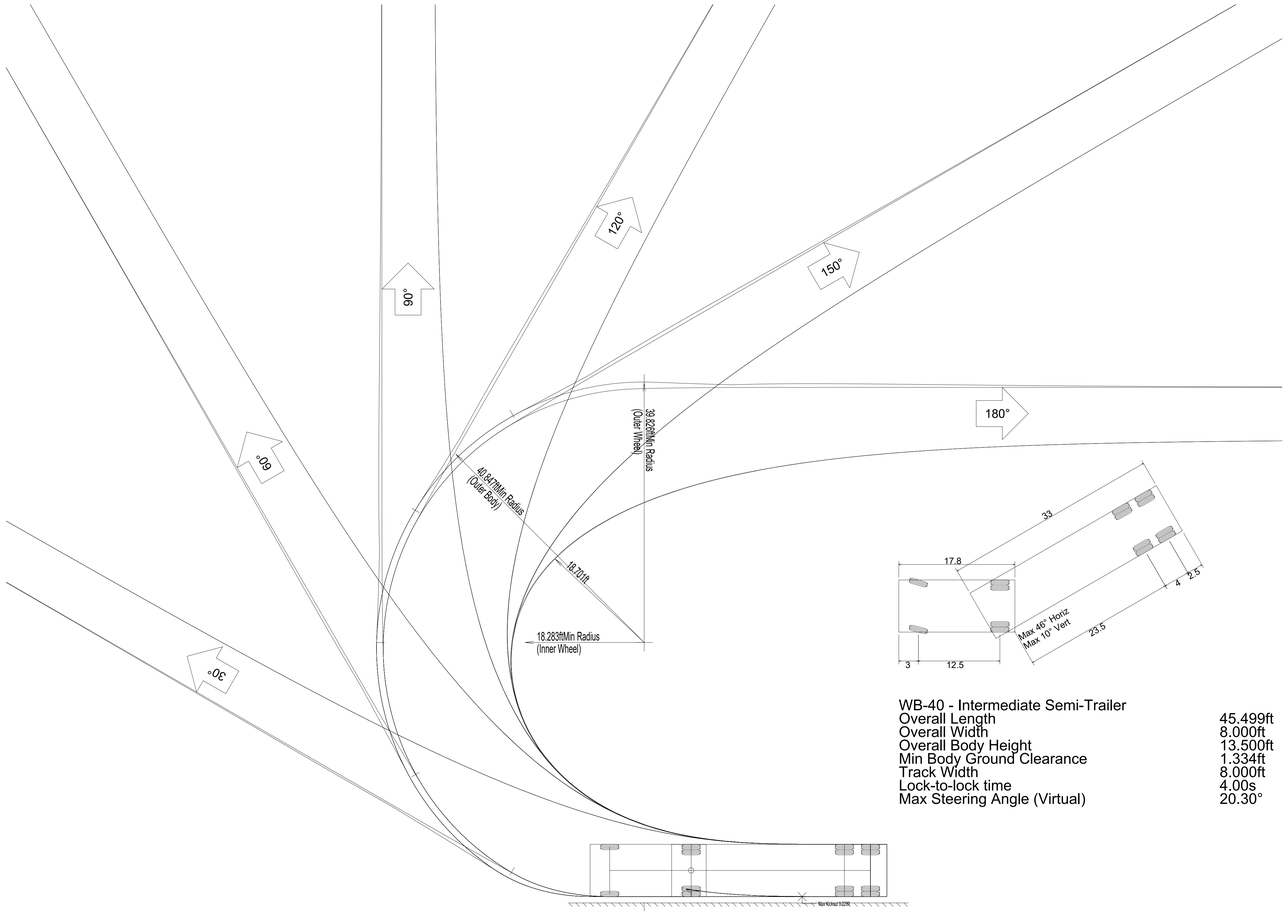
3/32" = 1'-0"



WB-40 - Intermediate Semi-Trailer

Overall Length	45.499ft
Overall Width	8.000ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.334ft
Track Width	8.000ft
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	20.30°

10/19/2022 8:46:32 PM

SAN JOSE FOUNTAIN ALLEY
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NEMETZ (S/A) & ASSOCIATES LTD.
2009 WEST 4TH AVENUE
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T +1 604 736 6562

FIRE & LIFE SAFETY
HOLMES FIRE
235 MONTGOMERY STREET #1200
SAN FRANCISCO, CA 94104
T +1 415 693 1666

TRANSPORTATION
FEHR & PEERS
160 W. SANTA CLARA STREET, SUITE 675
SAN JOSE, CA 95113
T +1 408 278 1700

VERTICAL TRANSPORTATION
EDGETT WILLIAMS CONS. GROUP
1512 B. BUTHENAU AVE., SUITE 1
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SUSTAINABILITY
ATELIER TEN
443 THOMAS STREET
1ST FLOOR, SAN FRANCISCO, CA 94103
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WASTE MANAGEMENT
AMERICAN TRASH MANAGEMENT
1900 POWELL STREET, SUITE 890
EMERYVILLE, CA 94608
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DATE	ISSUE

SEAL

NOT FOR CONSTRUCTION

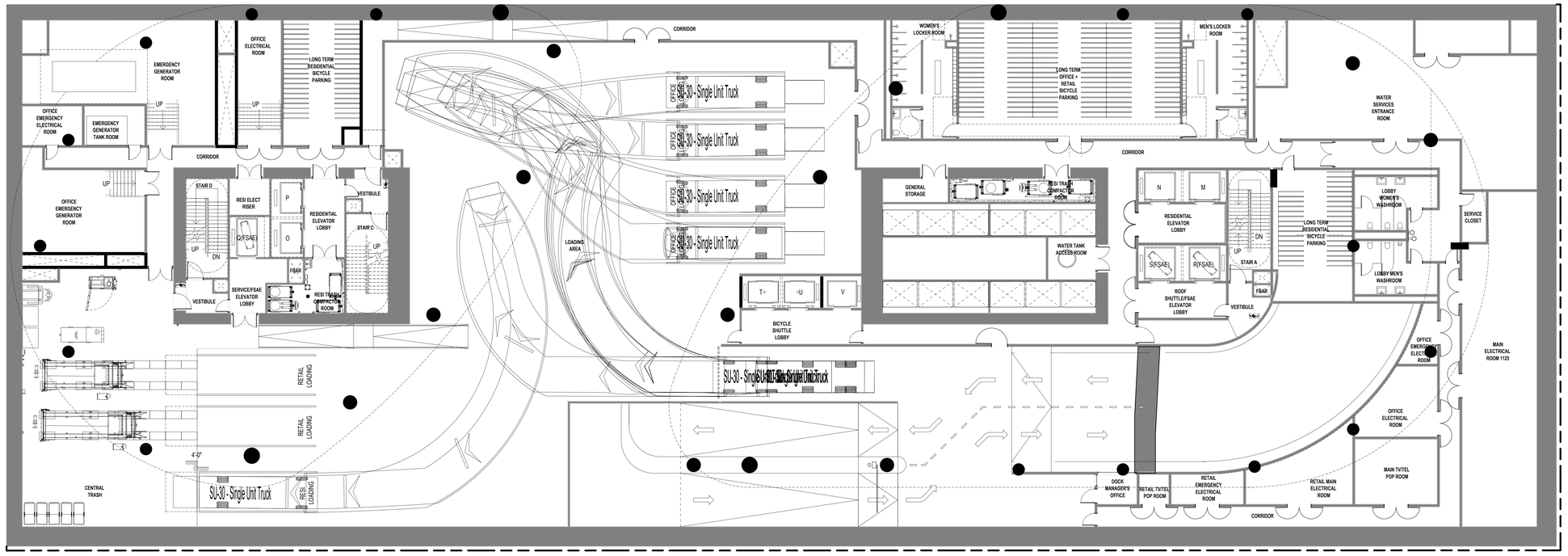
KEY PLAN

BAR SCALE
0 2' 8' 16' 24'

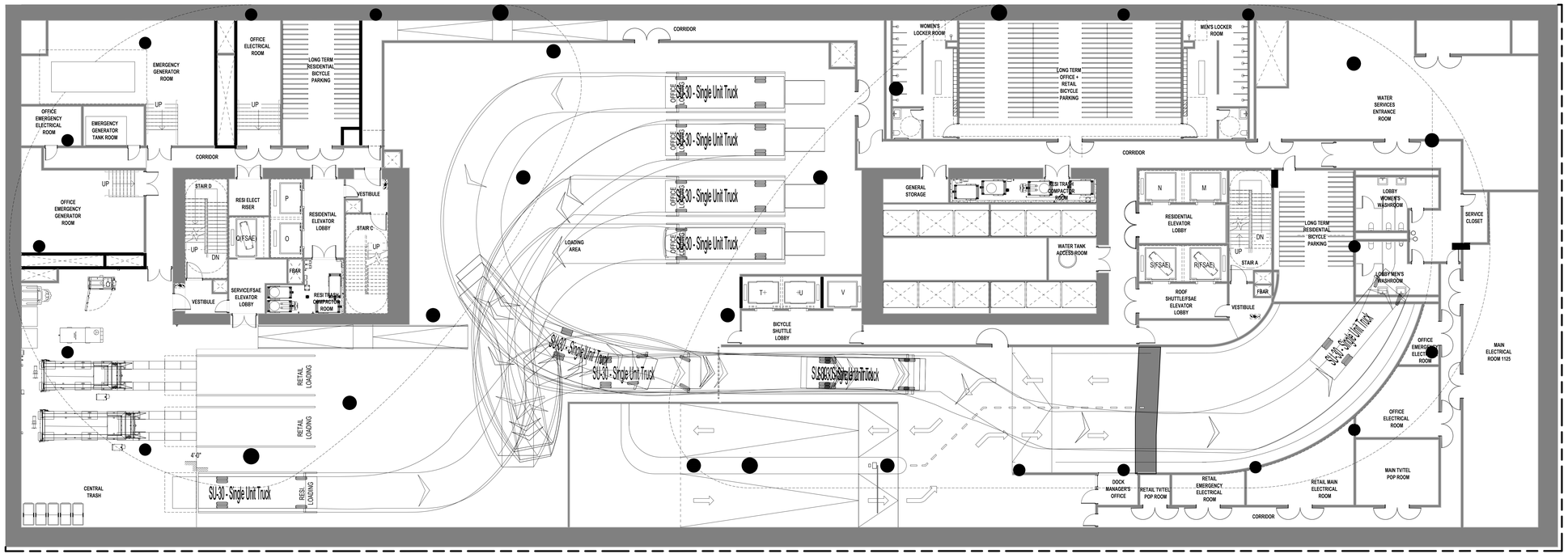
SHEET NAME
WB-40 TRUCK STUDY

PROJECT NO 20008
DOB NO 5030
SCALE AS SHOWN
FORMAT ARCH E
DATE 04/06/2022

SHEET NO
TR1.23



1 **LEVEL B1: SU-30 ENTERING**
3/32" = 1'-0"



2 **LEVEL B1: SU-30 EXITING**
3/32" = 1'-0"

10/19/2020 8:48:53 PM

SAN JOSE FOUNTAIN ALLEY
30 S 2ND STREET
SAN JOSE, CA 95113

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BJARKE INGELS GROUP
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NEW YORK, NY 10006, USA
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CIVIL
KIER & WRIGHT
3350 SCOTT BLVD #29 BUILDING 22
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EMERYVILLE, CA 94608
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DATE | ISSUE

SEAL

NOT FOR CONSTRUCTION

KEY PLAN

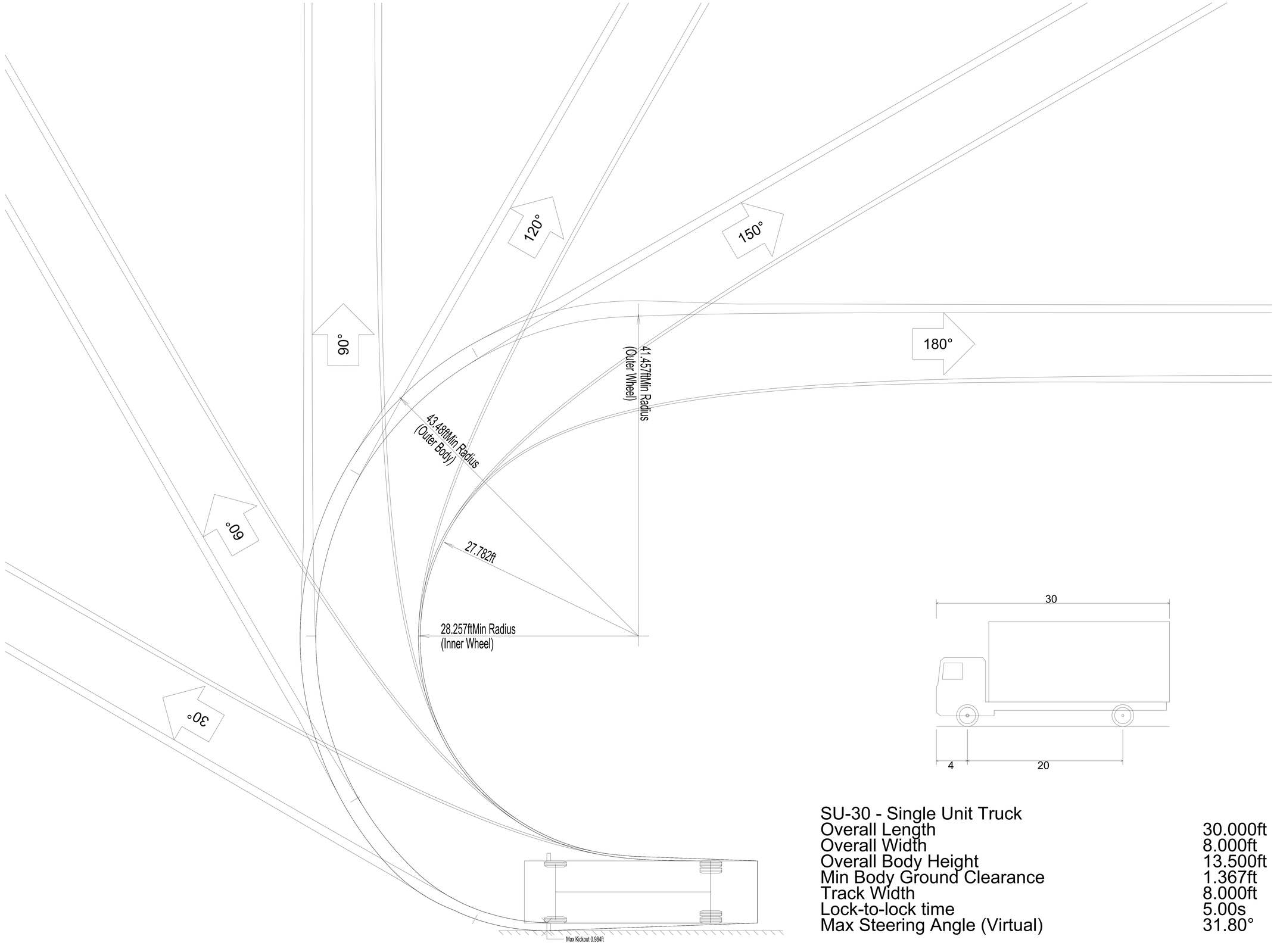
BAR SCALE
0 6" 1' 1'6" 3'

SHEET NAME

SU-30 TRUCK STUDY

PROJECT NO 20508
DOB NO 3050
SCALE AS SHOWN
FORMAT ARCH E
DATE 04/06/2022

SHEET NO **TR1.24**



SU-30 - Single Unit Truck	
Overall Length	30.000ft
Overall Width	8.000ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.367ft
Track Width	8.000ft
Lock-to-lock time	5.00s
Max Steering Angle (Virtual)	31.80°

SAN JOSE FOUNTAIN ALLEY

30 S 2ND STREET
SAN JOSE, CA 95113

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KIER & WRIGHT
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DATE ISSUE

SEAL

NOT FOR CONSTRUCTION

KEY PLAN

BAR SCALE
0 6" 1' 18" 24"

SHEET NAME

SU-30 TRUCK DETAILS

PROJECT NO 20508
DOS NO 3056
SCALE 1/8" = 1'-0"
FORMAT ARCH E
DATE 04/06/2022

SHEET NO **TR1.25**

10/19/2020 8:48:53 PM

OFFICE
EMERGENCY
GENERATOR
ROOM

CLR HEIGHT 14' MIN REQ
DUE TO GENERATOR EQT

RESI ELECT
RISER

P

RESIDENTIAL
ELEVATOR
LOBBY

VESTIBUL

STAIR C

Q(FSAE)

O

UP

DN

6FT DOUBLE
SWING DOOR

FBAR

AC
AC
120V 15A SERVICE
OUTLET. (TYP)
MCP
MCP

OC

2CY SPARE
LOOSE
CONTAINER
WASTE

SERVICE/FSAE
ELEVATOR
LOBBY

VESTIBULE

2CY LOOSE
CONTAINER
RECYCLING

2CY LOOSE
CONTAINER
WASTE

A-A
TR1.4

F.D

ELECTRIC
PALLET JACK

RESI TRASH
COMPACTOR
ROOM

2CY SPARE
LOOSE
CONTAINER
WASTE

HB

12"H x 6"W
CURB (TYP.)

5'-11" FROM CENTER OF CHUTE TO GRIDLINE 6

5'-11" FROM CENTER OF CHUTE TO GRIDLINE 7

HOT/COLD
HOSE BIB

2'-0" MIN FOR
BALE TIES

8'-1½"

3'-7"

30A BALER
DISCONNECT

VB-60 **CARDBOARD**
BALER

C-C
TR1.4

60 x 48
CARDBOARD
BALE
(2 STACKED)

60 x 48
CARDBOARD
BALE
(2 STACKED)

60 x 48
CARDBOARD
BALE
(2 STACKED)

BIG JOE PDS30-104
HIGH LIFT STRADDLE
TRUCK

TAYLOR DUNN BIG-FOOT
TO BE USED FOR
RESIDENTIAL TRASH
STAGING. TO BE STORED
IN THIS ROOM.

TAYLOR DUNN
MODEL

ODOR
CONTROL

120V 15A SERVICE
OUTLET. (TYP)

COMPACTOR LIFTER TO
BE COMPATIABLE WITH
3CY TRAILER AND 1CY
AKRO CARTS (TYP)

8'-0"

WINCH DISCONNECT

2HP THERN WINCH
MODEL 4HP2MC TO
RETRACT COMPACTOR

25CY SELF-CONTAINED COMPACTOR

SC-T2-25 (WASTE)

16'-0" CLEAR

10'-0"

30'-0"

RETAIL
LOADING

POWER PACK
DISCONNECT

ROLL-OFF COMPACTOR
POWER PACK, 10HP 3-PH
208/240/480V. REQUIRES
30A DISCONNECT

A-A
TR1.4

LOADING SPACE

34CY SELF-CONTAINED COMPACTOR

SC-T2-34 (RECYCLING)

WINCH
DISCONNECT

12'-0" CLEAR

10'-0"

RETAIL
LOADING

B-B
TR1.4

4'-0"

ROLL-OFF COMPACTOR
POWER PACK, 10HP 3-PH
208/240/480V. REQUIRES
30A DISCONNECT

(5) 1CY AKRO
CREW CARTS

CENTRAL
TRASH

DOCK
LEVELER

10'-0"

RESI.
LOADING

30'-0"

SHEET NOTES:

CENTRAL TRASH COLLECTION AREA

1. CENTRAL TRASH COLLECTION AREA IS 1HR FIRE-RATED - RESTRICTED ACCESS.
2. FLOOR SHALL BE FINISHED WITH WATERPROOF DECK COATING. FLOOR TO HAVE MINIMAL SLOPE (1" MAX) AND FLOOR DRAIN. FLOOR LEVEL UNDER COMPACTOR.
3. WALLS SHALL BE FINISHED WITH WASHABLE WATERPROOF SURFACE SUCH AS FRP OR HIGH-GLOSS ENAMEL PAINT, 8'-0" AFF.
4. INSTALL WALL PROTECTION: 12"Hx6"W CONCRETE CURB AT BASE OF ALL NON-CONCRETE WALLS.
5. (1) 25CY SELF CONTAINED COMPACTOR FOR WASTE TRASH.
6. (1) 34CY SELF CONTAINED COMPACTOR FOR RECYCLING TRASH.
7. PP: COMPACTOR POWER PACKS SHALL BE FLOOR-MOUNTED. SEE DETAIL FOR HP PER POWER PACK. EACH PACK IS 3-PHASE, 208/230/460V. EACH PP NEEDS 30A DISCONNECT, 60" AFF.
8. OC: ODOR CONTROL UNIT SHALL BE WALL-MOUNTED 60" AFF. REQUIRES 120V 15A SERVICE OUTLET.
9. HB: HOT AND COLD HOSE BIB SHALL BE WALL-MOUNTED 60" AFF.
10. HIGH LIFT STRADDLE TRUCK : BIG JOE MODEL PDS30-104 TO STACK BALES 3X HIGH, 8'-8" LIFT HEIGHT, 3000LBS CAPACITY. TURN RADIUS 60.8"(SHORT TURN RADIUS), BATTERY OPERATED : REQUIRES 120V 15A SERVICE OUTLET.
11. (1) UNDEDICATED 120V 15A SERVICE OUTLET REQUIRED FOR STAFF MAINTENANCE PURPOSE.

GENERAL NOTES:

1. ANY DESIGNS OR DESIGN SOLUTIONS PRESENTED IN THIS DRAWING OR SPECIFICATION, WHICH ARE DIRECT OR IMPLIED, INCLUDING NARRATIVES, DRAWINGS, OR DIAGRAMS, ARE HEREBY CLARIFIED AS EXAMPLES AND SHALL NOT BE CONSIDERED COMPLETE DESIGNS OR DESIGNS SUITABLE FOR CONSTRUCTION.
2. OMISSIONS FROM DRAWINGS OR SPECIFICATIONS, OR THE INACCURATE DESCRIPTION OF DETAILS OF WORK, WHICH ARE MANIFESTLY NECESSARY TO CARRY OUT THE INTENT OF THE DRAWINGS AND SPECIFICATIONS, OR WHICH ARE CUSTOMARILY PERFORMED, SHALL NOT RELIEVE THE CONTRACTOR FROM PERFORMING SUCH OMITTED OR INACCURATELY DESCRIBED DETAILS OF THE WORK. WORK SHALL BE PERFORMED AS IF FULLY AND CORRECTLY SET FORTH AND DESCRIBED IN THE DRAWINGS AND SPECIFICATIONS.
3. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND CONDITIONS PRIOR TO START OF CONSTRUCTION. THE ARCHITECT SHALL BE NOTIFIED IMMEDIATELY OF ALL EXISTING FIELD CONDITIONS AND ANY DISCREPANCIES OR INCONSISTENCIES.

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DATE	ISSUE

SEAL

NOT FOR CONSTRUCTION

KEY PLAN

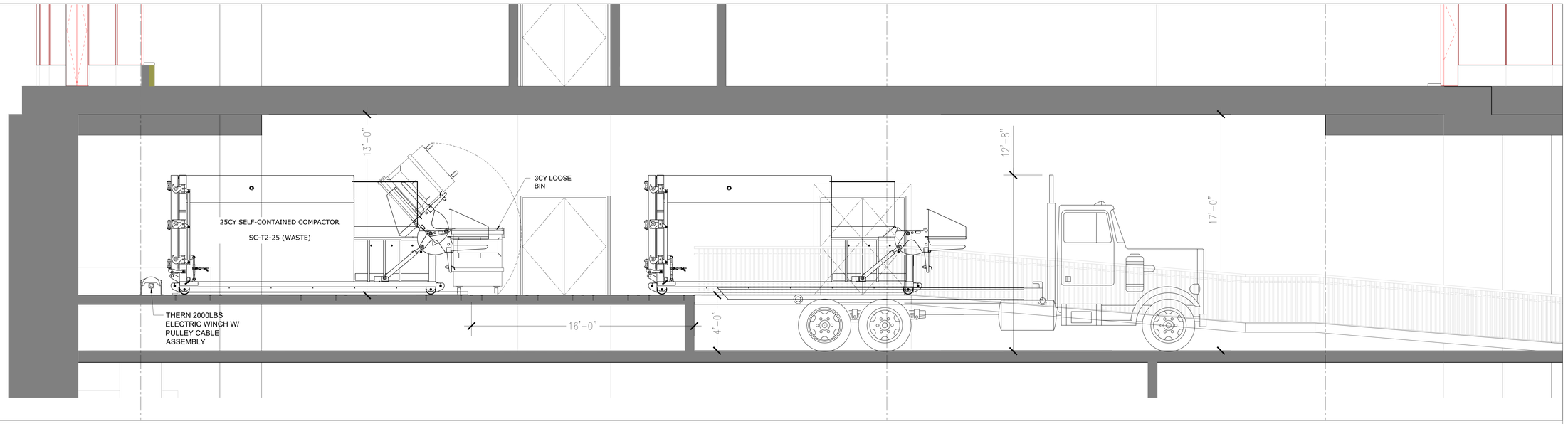
BAR SCALE
0" 2" 8" 16" 24"

SHEET NAME

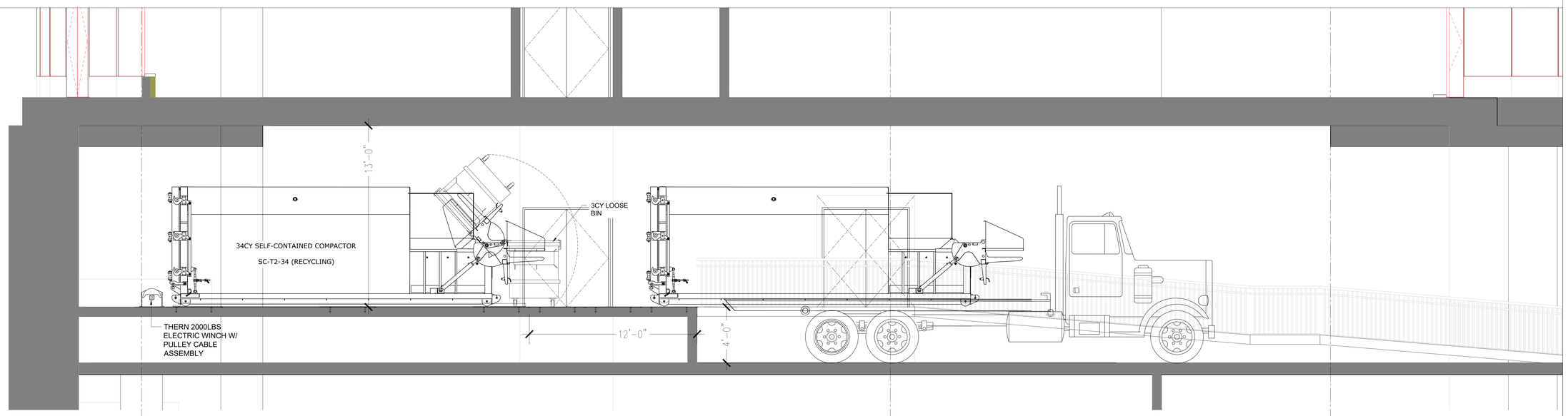
CENTRAL COLLECTION ROOM

PROJECT NO. 20008
DOB NO. 5050
SCALE 3/8" = 1'-0"
FORMAT ARCH E
DATE 04/06/2022

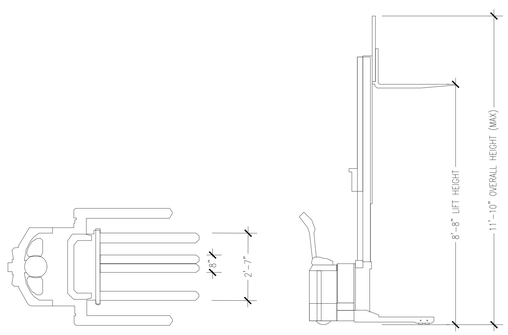
SHEET NO. **TR1.3**



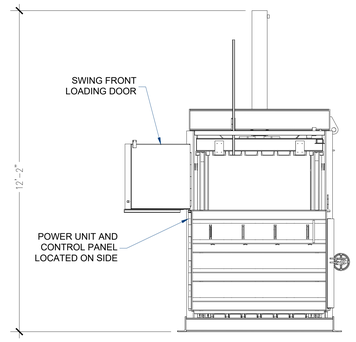
1 **SECTION A-A: 25CY WASTE COMPACTOR**
3/8" = 1'-0"



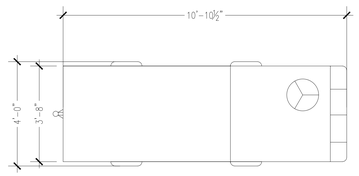
2 **SECTION B-B: 34CY RECYCLING COMPACTOR**
3/8" = 1'-0"



PDS30-104 BIG JOE STRADDLE TRUCK



V-60 BALER



TAYLOR DUNN UTILITY VEHICLE

3 **SECTION C-C: BALER & SUPPLEMENTAL DETAILS**
1/2" = 1'-0"

SAN JOSE FOUNTAIN ALLEY

30 S 2ND STREET
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DATE	ISSUE

SEAL

NOT FOR CONSTRUCTION

KEY PLAN

BAR SCALE
0 3" 6" 1F 2F

SHEET NAME

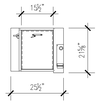
SUPPLEMENTAL DETAILS

PROJECT NO
20008
SHEET NO
DDB NO
9650
SCALE
AS SHOWN
FORMAT
ARCH E
DATE
04/06/2022

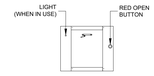
TR1.4

NOTES:
1. INTAKE DOOR AND TRIM SHALL BE REMOVED FOR DOOR MAINTENANCE.
2. BOTTOM HINGED DOORS ARE SELF-CLOSING, NOISELESS, AND SELF-LATCHING. UL CLASSIFIED 90 MINUTE FIRE-RATED DOOR AND FRAME ASSEMBLY AND A TEMPERATURE RISE OF 250° F MAX IN 30 MINUTES.
3. MAX OPENING FOR INTAKE DOOR IS 14" FROM FACE OF FINISHED WALL.
4. 2019 CBC - 11B-404.3.5 HEIGHT: CONTROLS AND OPERATING MECHANISMS SHALL BE LOCATED NO HIGHER THAN 48 INCHES, AND NO LOWER THAN 15 INCHES ABOVE THE FINISHED FLOOR MEASURED TO THE CENTER OF THE GRIP.
5. 2019 CBC - 11B-309.4 OPERATION: CONTROLS AND OPERATING MECHANISMS SHALL BE OPERABLE WITH ONE HAND AND SHALL NOT REQUIRE TIGHT GRASPING, PINCHING, OR TWISTING OF THE WRIST. THE FORCE REQUIRED TO ACTIVATE CONTROLS AND OPERATING MECHANISMS SHALL BE NO GREATER THAN 5 POUNDS.

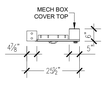
- **15x15 AIR ASSIST ACCESS DOOR IS LARGEST DOOR THAT ATM WILL DESIGN FOR CHUTE INTAKE.**
- **ATM WILL NEVER DESIGN A 24X24 INTAKE DOOR AS THESE DOOR SIZES HAVE LED TO FATALITIES.**



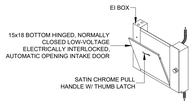
ELEVATION VIEW
(WITHOUT TRIM)



ELEVATION VIEW
(WITH TRIM: 16 GA. 430 S.S.)



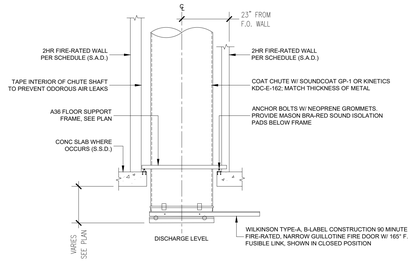
PLAN VIEW



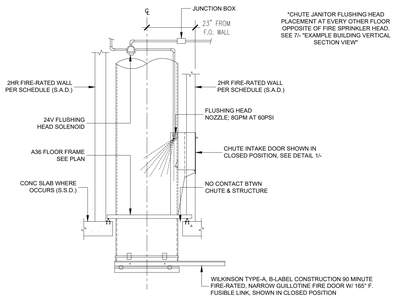
ISOMETRIC VIEW

1 CHUTE INTAKE DOOR

NOTES:
1. CHUTE SHAFT SHALL NOT BE ERECTED UNTIL CHUTE HAS BEEN INSTALLED FOR SOUND PROOFING PURPOSES. DOUBLE STUD-WALLS ARE REQUIRED ADJACENT TO OCCUPIED SPACES. INTERIOR OF SHAFT SHALL BE TAPED TO PREVENT ODOROUS AIR LEAKING INTO OCCUPIED SPACES.
2. INTAKE DOOR NOT SHOWN FOR CLARITY.



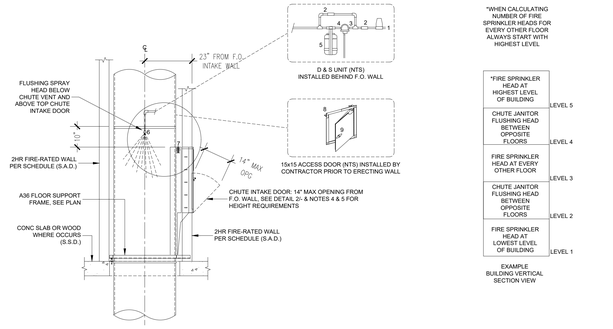
NOTES:
1. SEE DETAIL 7/- FOR D & S UNIT ABOVE, AT HIGHEST INTAKE.



NOTES:
1. PROVIDE HIGH PRESSURE CHUTE WASHDOWN NOZZLE.
2. FILL SANITATION TANK WITH CONCENTRATED DISINFECTING SOLUTION. THE SYPHON HOSE SHOULD REACH THE BOTTOM OF THE SOLUTION CONTAINER. TO FLUSH WITH CLEAR WATER, TURN HANDLE TO THE ON POSITION. FACTORY SETTING OF THE PROPORTIONING VALVE IS FOR 55-GALLONS PER GALLON OF DISINFECTING SOLUTION.
3. NOTE THAT THE ACCESS DOOR AND D & S UNIT ARE SHOWN OUTSIDE OF CHUTE SHAFT FOR CLARITY. ALL WASHDOWN EQUIPMENT WILL BE INSTALLED WITHIN CHUTE SHAFT, ABOVE THE HIGHEST INTAKE. (1) D & S UNIT PER CHUTE.
4. 2019 CBC - 11B-404.3.5 HEIGHT: CONTROLS AND OPERATING MECHANISMS SHALL BE LOCATED NO HIGHER THAN 44 INCHES AND NO LOWER THAN 34 INCHES ABOVE THE FINISHED FLOOR MEASURED TO THE CENTER OF THE GRIP.
5. 2019 CBC - 11B-309.4 OPERATION: CONTROLS AND OPERATING MECHANISMS SHALL BE OPERABLE WITH ONE HAND AND SHALL NOT REQUIRE TIGHT GRASPING, PINCHING, OR TWISTING OF THE WRIST. THE FORCE REQUIRED TO ACTIVATE CONTROLS AND OPERATING MECHANISMS SHALL BE NO GREATER THAN 5 POUNDS.
6. SUPPLIED BY CHUTE VENDOR - INSTALLED BY PLUMBER.

PLUMBING SCHEMATIC LEGEND:

1. ¾"Ø DOMESTIC HOT WATER INLET WITH VACUUM BREAKER.
2. QUARTER-TURN GATE VALVE (SHUT-OFF AND BYPASS). (2) TOTAL.
3. PLUMBING DESIGN, MATERIALS, AND INSTALLATION BY OTHERS.
4. 24-VDC SOLENOID VALVE (OPTIONAL). NOT NEEDED FOR MANUAL OPERATION.
5. D & S UNIT: 1-GALLON CONTAINER, MOUNTING BRACKET, AND PROPORTIONAL VALVE AT REMOTE LOCATION.
6. FLUSHING SPRAY HEAD BELOW CHUTE VENT.
7. FIRE SPRINKLER HEAD AT HIGHEST INTAKE, LOWEST INTAKE, AND EVERY OTHER FLOOR BETWEEN, TO BE STARTED FROM HIGHEST INTAKE - CONNECTION BY OTHERS.
8. SIDE-HINGED, UL RATED 90 MINUTE B-LABEL ACCESS DOOR.
9. SATIN CHROME PULL-HANDLE.



"WHEN CALCULATING NUMBER OF FIRE SPRINKLER HEADS FOR EVERY OTHER FLOOR ALWAYS START WITH HIGHEST LEVEL

EXAMPLE
BUILDING VERTICAL
SECTION VIEW

SHEET NOTES: 30"Ø CHUTE DETAILS

1. CHUTE MATERIAL: GALVANIZED OR GALVANEAL 16G STEEL
2. ALL WALL ASSEMBLIES ENCASING THE CHUTE SHAFT SHALL BE 2HR FIRE-RATED.
3. SEE ARCHITECTURAL AND/OR STRUCTURAL DRAWINGS TO VERIFY ALL INFORMATION NOT RELATED TO ATM'S SCOPE OF WORK PER AGREEMENT.
4. POUR RINGS WILL VARY BASED ON THICKNESS OF FLOOR SLAB AND SHALL BE PROVIDED BY MANUFACTURER.

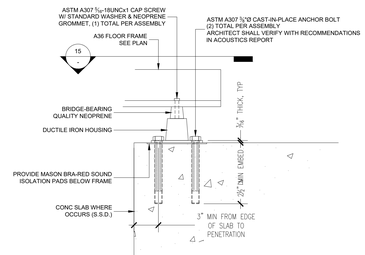
GENERAL NOTES:

1. ANY DESIGNS OR SOLUTIONS SHOWN IN DRAWING, EITHER DIRECT OR IMPLIED, ARE HEREBY CLARIFIED AS EXAMPLES AND SHALL NOT BE CONSIDERED COMPLETE DESIGNS FOR CONSTRUCTION. THESE DRAWINGS ARE INTENDED TO SUPPLEMENT THE SUBMITTAL PACKAGE FROM ARCHITECT.
2. ANY PARTIAL INFORMATION, OMISSIONS, OR INACCURATE DESCRIPTIONS OF WORK SHOWN IN DRAWINGS, WHICH ARE NECESSARY TO PERFORM THE SCOPE OF WORK, SHALL NOT RELIEVE THE CONTRACTOR FROM COMPLETION OF WORK. ALL WORK SHALL BE PERFORMED TO SATISFY THE MINIMUM REQUIREMENTS OF THE CURRENT APPLICABLE BUILDING CODES
3. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND CONDITIONS PRIOR TO START OF CONSTRUCTION. THE ARCHITECT SHALL BE PROMPTLY NOTIFIED OF ANY INCONSISTENCIES AND/OR DISCREPANCIES.

5 CHUTE AIR AND SOUND ISOLATION

SCALE: ½" = 1'-0"

NOTES:
1. REFER TO MANUFACTURER SPECIFICATIONS FOR ALL OTHER INFORMATION NOT LISTED.



TYPE I FLOOR
CONNECTION

6 TRASH CHUTE JANITOR

ABOVE FIRST INTAKE

SCALE: ½" = 1'-0"

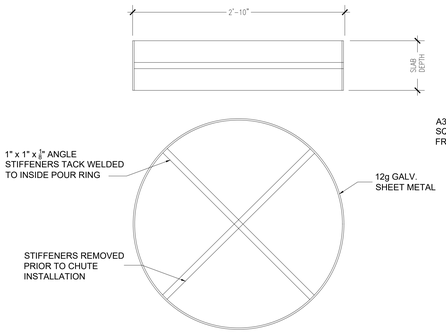
NOTES:
1. ATTACHMENT OF ALL BLOCKING, CURBS, AND OTHER ROOF COMPONENTS SHALL BE DESIGNED AND INSTALLED TO MEET THE MINIMUM REQUIREMENTS OF MANUFACTURER.
2. SEE ARCHITECTURAL AND/OR STRUCTURAL DRAWINGS FOR ALL WORK BY OTHERS.

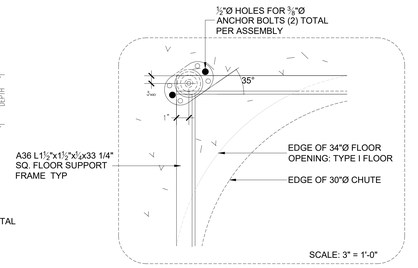
7 FIRE SPRINKLER DETAILS AND CHUTE SANITATION UNIT

AT HIGHEST INTAKE

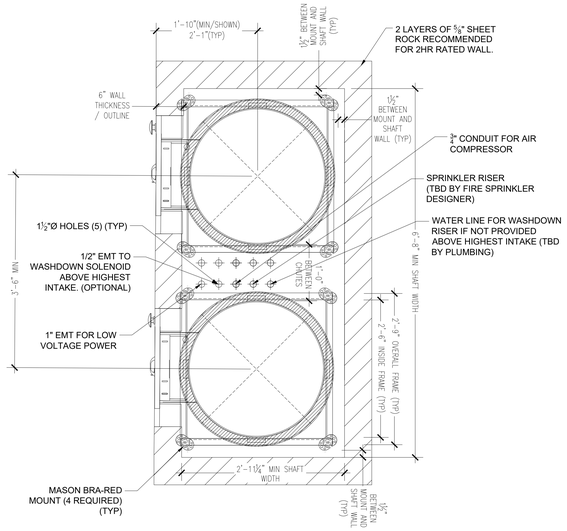
SCALE: ½" = 1'-0"

NOTES:
1. SEE DETAIL 1/- FOR CHUTE INTAKE DOOR INFORMATION.
2. SEE DETAIL 9/- FOR ADDITIONAL FLOOR SUPPORT FRAME ANCHORING INFORMATION.
3. ANCHOR FLOOR SUPPORT FRAME AT ONE END AS SHOWN. OTHER SIDE OF FRAME TO REST ON TOP OF FLOOR AT INTAKE WALL. SEE PLAN FOR LAYOUT OF CHUTE SHAFT.





SOUND CONSULTANT TO VERIFY DETAILS AND UPDATE AS NECESSARY

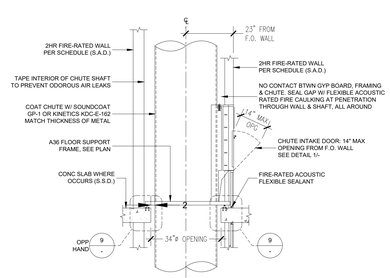


MINIMUM SHAFT DETAILS

9 FLOOR SUPPORT FRAME ANCHORING

SECTION VIEWS

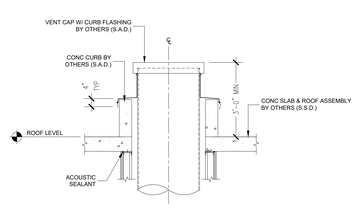
SCALE: 6" = 1'-0"



TYP RESIDENTIAL LEVEL

10 CHUTE SHAFT AT INTAKE

SCALE: ½" = 1'-0"

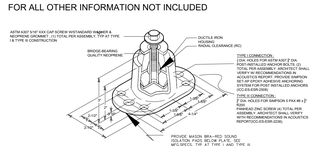


11 CHUTE VENT

AT ROOF LEVEL

SCALE: ½" = 1'-0"

NOTES:
1.ALL HARDWARE PLATED
2.REFER TO MANUFACTURERS SPECIFICATIONS
FOR ALL OTHER INFORMATION NOT INCLUDED



MASON BRA-RED MOUNT

12 FLOOR SUPPORT FRAME ANCHORING

PLAN VIEWS

SCALE: ½" = 1'-0"

SAN JOSE FOUNTAIN ALLEY
31 S 2ND STREET
SAN JOSE, CA 95113

CLIENT
WESTBANK CORPORATION
605-1067 WEST CORDOVA STREET
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T +1 604 689 8986

ARCHITECT
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CIVIL
KIER & WRIGHT
3350 SCOTT BLVD BUILDING 22
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WASTE MANAGEMENT
AMERICAN TRASH MANAGEMENT
1900 POWELL STREET, SUITE 890
EMERYVILLE, CA 94608
T +1 650 600 7274

DATE	ISSUE

SEAL

NOT FOR CONSTRUCTION

KEY PLAN

SHEET NAME

CHUTE DETAILS

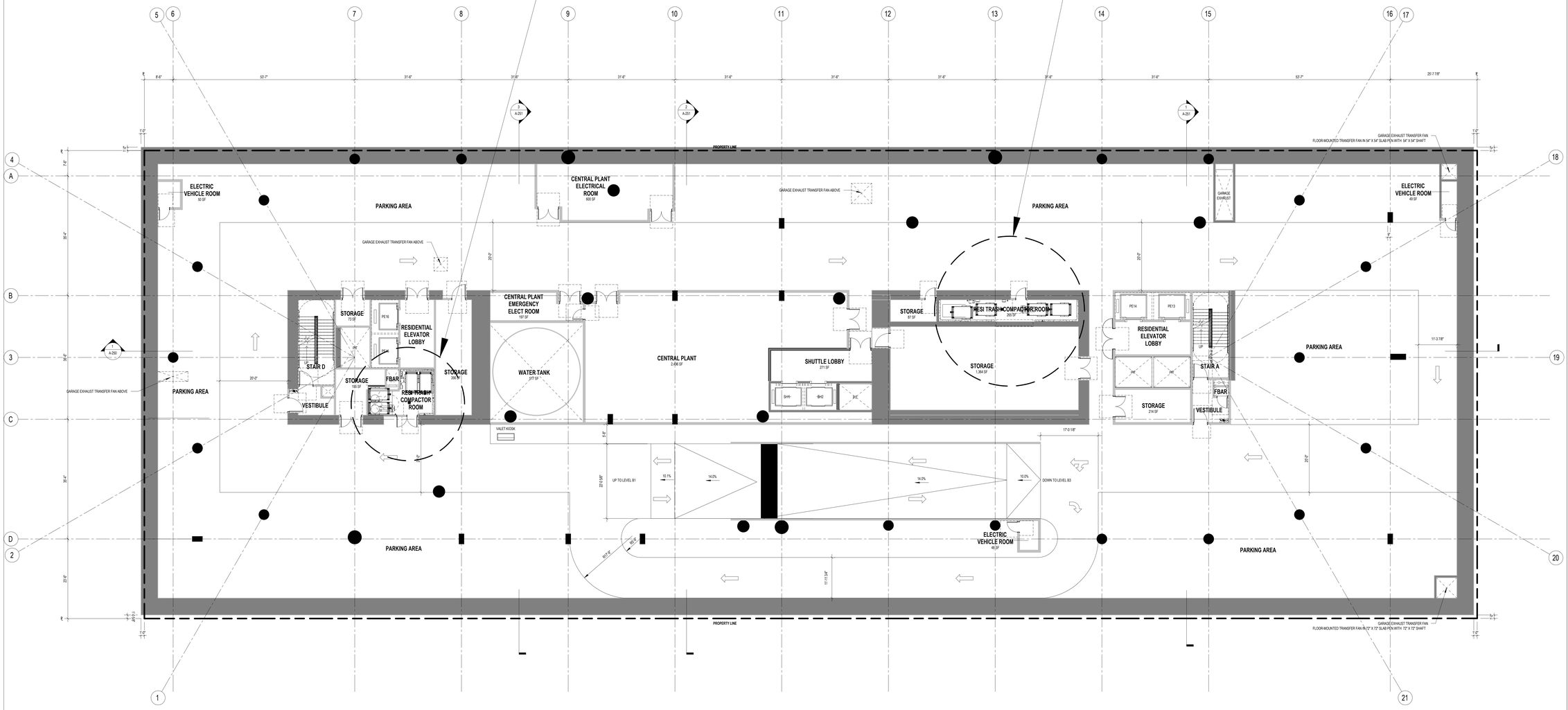
PROJECT NO
20008
SHEET NO
TR2.0
DOB NO
5050
SCALE
AS SHOWN
FORMAT
ARCH E
DATE
04/06/2022

10/1/2020 8:46:32 PM

Appendix E: Loading Area Plan

NORTH
RESIDENTIAL
TRASH ROOM
SEE PAGE TR1.0

SOUTH
RESIDENTIAL
TRASH ROOM
SEE PAGE TR1.1



SAN JOSE FOUNTAIN ALLEY
30 S 2ND STREET
SAN JOSE, CA 95113

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KIER & WRIGHT
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AMERICAN TRASH MANAGEMENT
1900 POWELL STREET, SUITE 890
EMERYVILLE, CA 94608
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DATE ISSUE

SEAL

NOT FOR CONSTRUCTION

KEY PLAN

BAR SCALE
0 2' 8' 16' 24'

SHEET NAME

SITE PLAN
LEVEL B2

PROJECT NO 20508
DOB NO 3000
SCALE 3/32" = 1'-0"
FORMAT ARCH E
DATE 03/23/2022

SHEET NO
TR0.1

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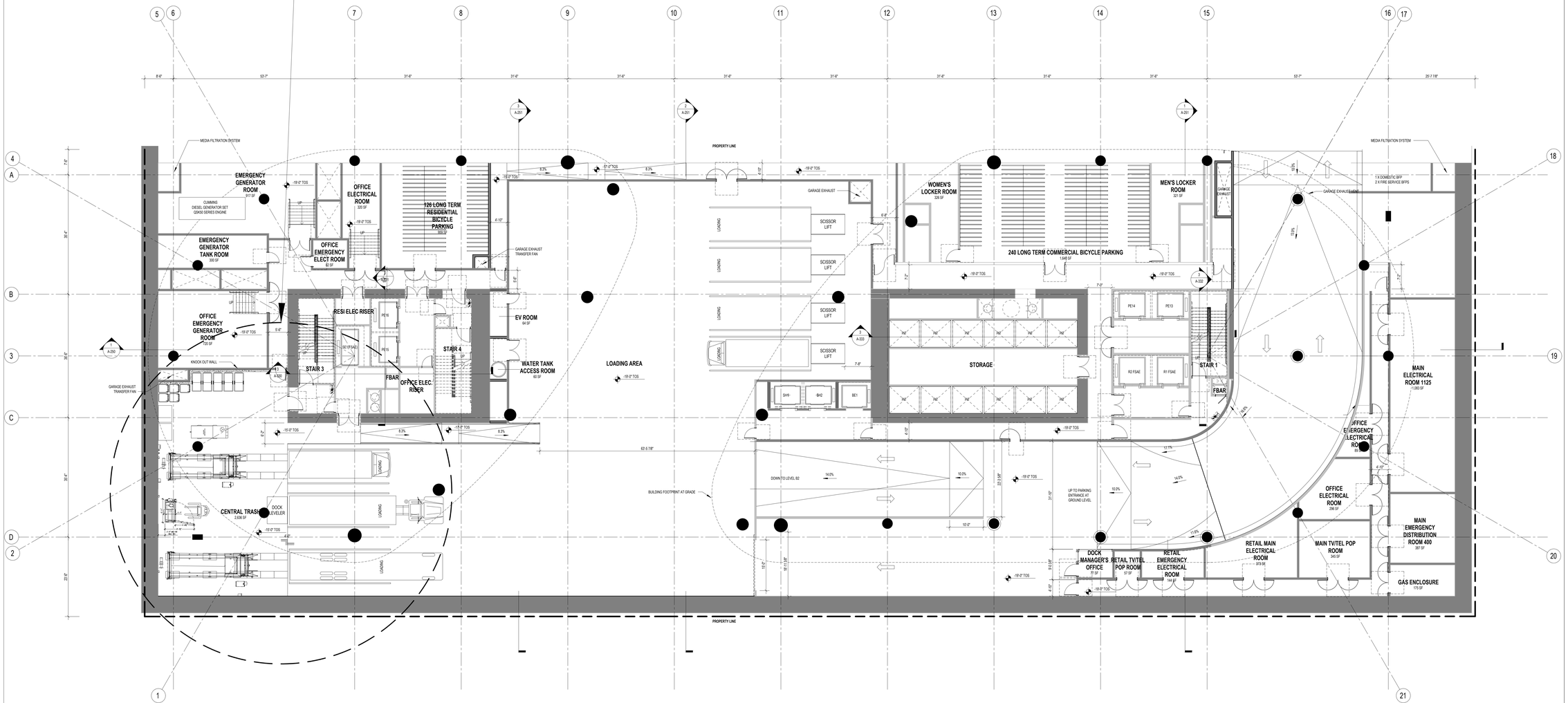
CENTRAL
COLLECTION AREA
SEE PAGE TR1.2



SAN JOSE FOUNTAIN ALLEY
30 S 2ND STREET
SAN JOSE, CA 95113

CLIENT
WESTBANK CORPORATION
600-1067 WEST CORDOVA STREET
VANCOUVER BC V6C 1C7
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KIER & WRIGHT
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HOLMES FIRE
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WASTE MANAGEMENT
AMERICAN TRASH MANAGEMENT
1900 POWELL STREET, SUITE 890
EMERYVILLE, CA 94608
T +1 650 400 7274

DATE ISSUE

SEAL

NOT FOR CONSTRUCTION

KEY PLAN

BAR SCALE
0 2 4 8 16 24'

SHEET NAME

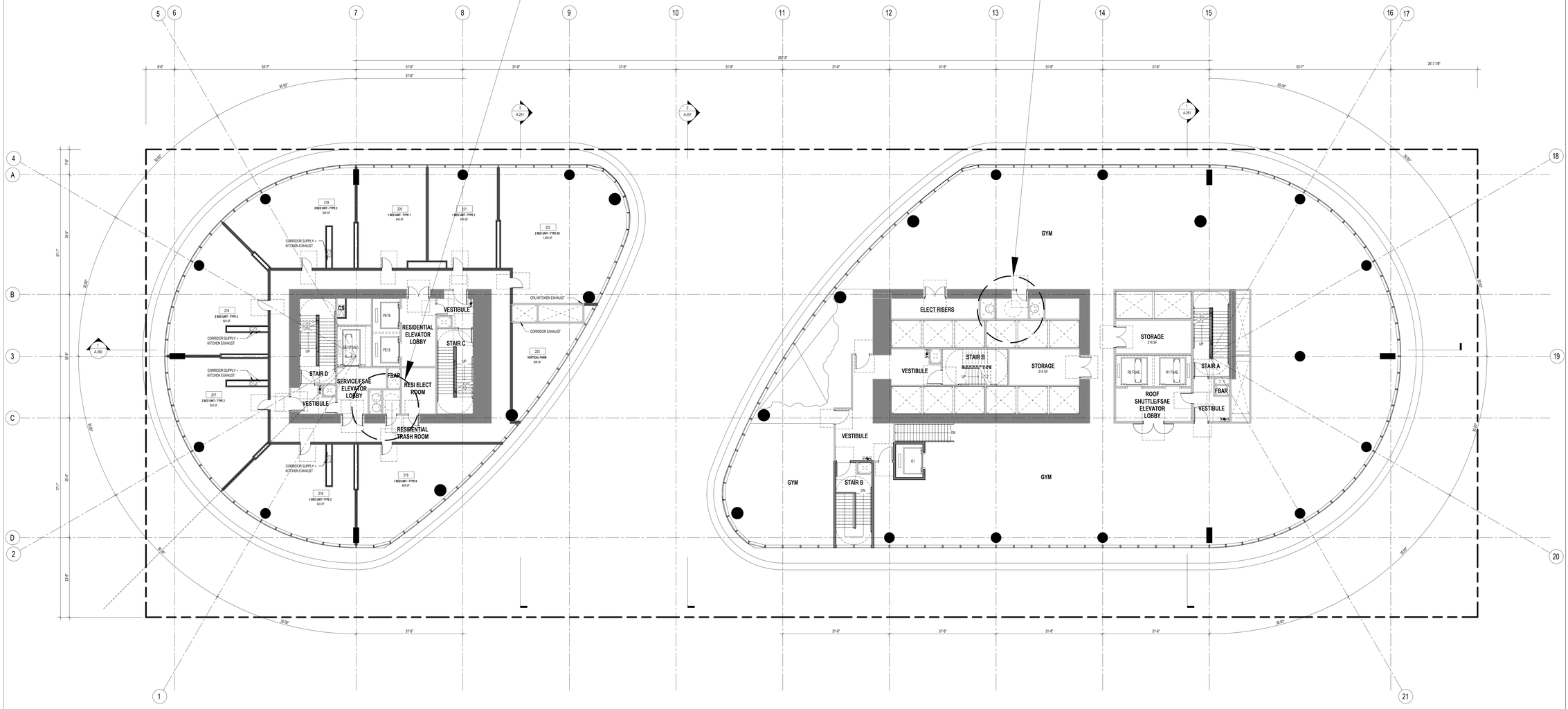
SITE PLAN LEVEL B1

PROJECT NO **20008**
SHEET NO **TR0.2**
SDS NO **3008**
SCALE **3/32" = 1'-0"**
FORMAT **ARCH E**
DATE **03/23/2022**

10/19/2020 8:48:53 PM

START OF NORTH
RESIDENTIAL
VESTIBULE
SEE PAGE TR1.0

VESTIBULE REQUIRED
W/ PASS THROUGH
DOOR ON LEVELS B1-03



SAN JOSE FOUNTAIN ALLEY

30 S 2ND STREET
SAN JOSE, CA 95113

CLIENT
WESTBANK CORPORATION
600-1067 WEST CORDOVA STREET
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CIVIL
KIER & WRIGHT
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1661 WEST 5TH AVENUE
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1999 MARINA VILLAGE PARKWAY, SUITE 501
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NEMETZ (S/A) & ASSOCIATES LTD.
2009 WEST 4TH AVENUE
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FIRE & LIFE SAFETY
HOLMES FIRE
235 MONTGOMERY STREET #1200
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1512 S. BUTNEVILLE AVE., SUITE 1
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452 TOWNSHIP STREET
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WASTE MANAGEMENT
AMERICAN TRASH MANAGEMENT
1900 POWELL STREET, SUITE 890
EMERYVILLE, CA 94608
T +1 800 488 7274

DATE	ISSUE

SEAL

NOT FOR CONSTRUCTION

KEY PLAN

N

BAR SCALE
0' 3' 6' 12' 24'

SHEET NAME

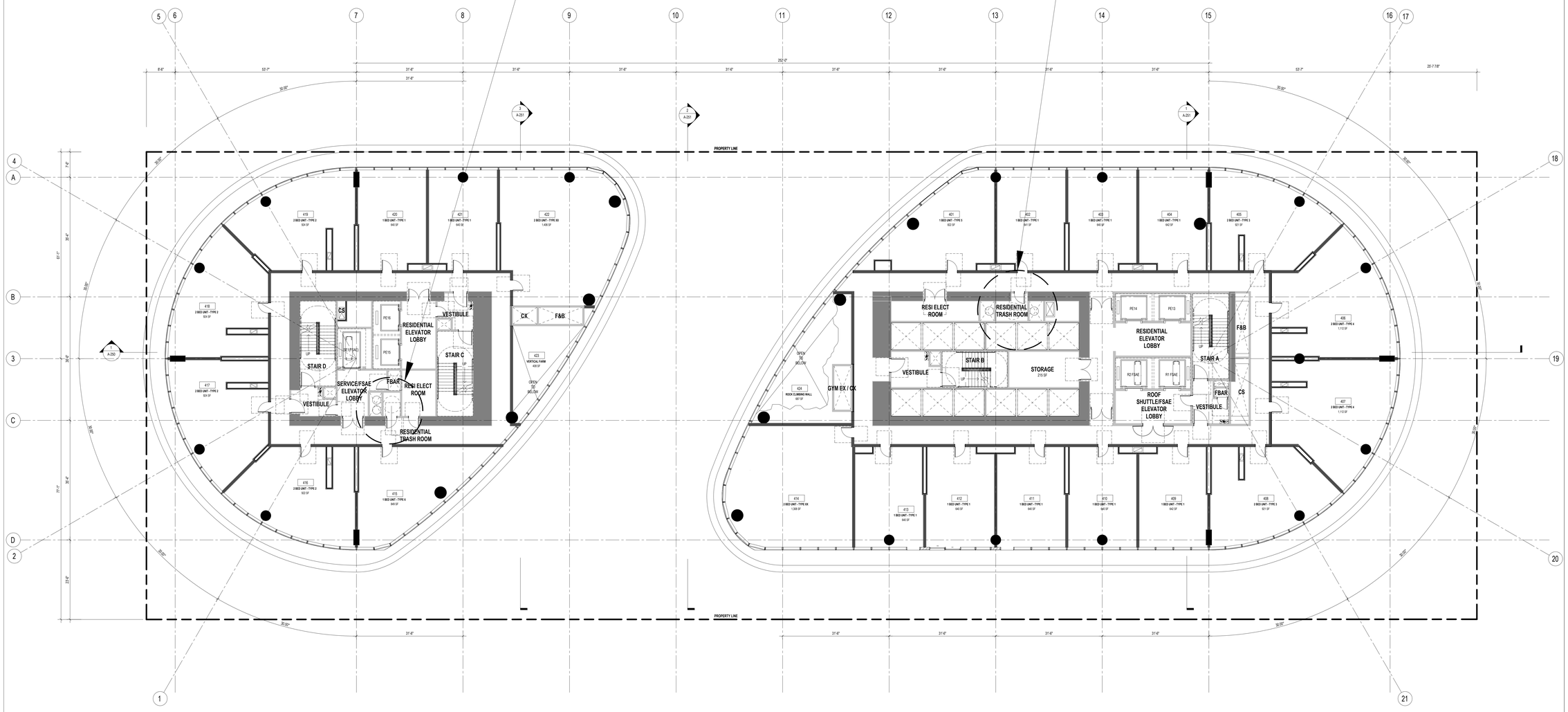
SITE PLAN
LEVEL 02

PROJECT NO
2008
SUB NO
5000
SCALE
3/32" = 1'-0"
FORMAT
ARCH E
DATE
03/23/2022
SHEET NO
TR0.3

10/19/2022 8:48:05 PM

NORTH
RESIDENTIAL
VESTIBULE
SEE PAGE TR1.0

START OF SOUTH
RESIDENTIAL
VESTIBULE
SEE PAGE TR1.1



SAN JOSE FOUNTAIN ALLEY
30 S 2ND STREET
SAN JOSE, CA 95113

CLIENT
WESTBANK CORPORATION
600-1067 WEST CORDOVA STREET
VANCOUVER BC V6C 1C7
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SUSTAINABILITY
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442 THOMAS STREET
1ST FLOOR, SAN FRANCISCO, CA 94103
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WASTE MANAGEMENT
AMERICAN TRASH MANAGEMENT
1900 POWELL STREET, SUITE 890
EMERYVILLE, CA 94608
T +1 800 400 7274

DATE ISSUE

SEAL

NOT FOR CONSTRUCTION

KEY PLAN

BAR SCALE
0 2' 8' 16' 24'

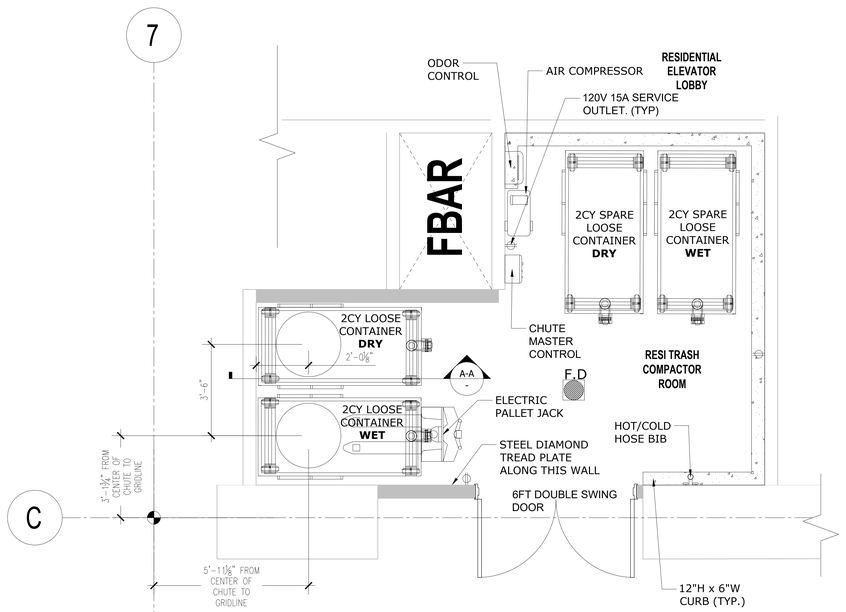
SHEET NAME

SITE PLAN LEVEL 04

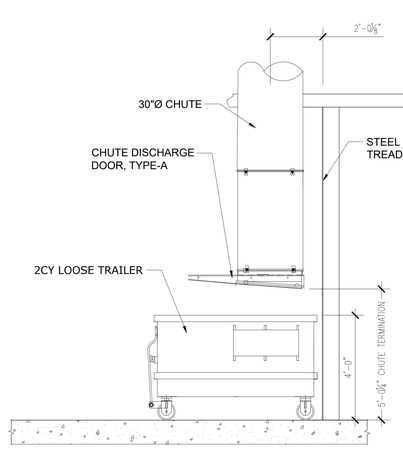
PROJECT NO 20008
DOS NO 5000
SCALE 3/32" = 1'-0"
FORMAT ARCH E
DATE 03/23/2022

SHEET NO TR0.4

10/19/2023 8:46:53 PM



NORTH TRASH COLLECTION ROOM LEVEL B2



SECTION A-A

SHEET NOTES:

RESIDENTIAL TRASH TERMINATION ROOM LEVEL B2

1. TRASH COLLECTION ROOM IS PART OF 2HR FIRE-RATED TRASH CHUTE SHAFT - RESTRICTED ACCESS.
2. FLOOR SHALL BE FINISHED WITH WATERPROOF DECK COATING. FLOOR TO HAVE MINIMAL SLOPE (1" MAX) AND FLOOR DRAIN. FLOOR LEVEL UNDER COMPACTOR.
3. WALLS SHALL BE FINISHED WITH WASHABLE WATERPROOF SURFACE SUCH AS FRP OR HIGH-GLOSS ENAMEL PAINT, 8'-0" AFF.
4. INSTALL WALL PROTECTION: 12"HX6"W CONCRETE CURB AT BASE OF ALL NON-CONCRETE WALLS. DO NOT INSTALL THE CURB AROUND THE COMPACTORS/BISORTER OR POWER PACKS.
5. 6'-0" DOUBLE-SWING DOOR. PROVIDE DOOR SWEEPS AND HOLD-OPENS. DO NOT INSTALL THRESHOLD.
6. ROOM SHALL BE MECHANICALLY VENTILATED WITH (1) CFM/FT PER 2016 CBC.
7. (1) 30"Ø GALVANNEAL GRAVITY CHUTE WITH 3CY LOOSE CONTAINERS FOR DRY TRASH.
8. (1) 30"Ø 16G #304 STAINLESS STEEL GRAVITY CHUTE WITH 3CY LOOSE CONTAINERS. PROVIDE SPARE 3CY LOOSE CONTAINERS FOR WET & DRY TRASH. CHUTES SHALL TERMINATE AT 5'-0" AFF.
9. MCP: CHUTE MASTER CONTROL PANEL SHALL BE WALL-MOUNTED 60" AFF. MUST ALLOW LOCK DOWN OF CHUTE INTAKES FOR EXCHANGING CONTAINERS AND WASHING CHUTES. REQUIRES 120V 15A DEDICATED SERVICE.
10. AC: 2HP CHUTE AIR COMPRESSOR SHALL BE FLOOR-MOUNTED. REQUIRES 120V 15A SERVICE OUTLETS.
11. OC: ODOR CONTROL UNIT SHALL BE WALL-MOUNTED 60" AFF. REQUIRES 120V 15A SERVICE OUTLETS.
12. HB: HOT AND COLD HOSE BIB SHALL BE WALL-MOUNTED 60" AFF.
13. PROVIDE ELECTRIC PALLET TRUCK FOR TRANSFERRING CONTAINERS. 4000lb CAPACITY; TURNING RADIUS: 45.5". REQUIRES 120V 15A SERVICE OUTLETS.
14. CHUTE DISCHARGE DOOR: TYPE-A, HORIZONTALLY INSULATED SLIDING-STEEL DOOR, HELD OPEN BY 165° F FUSIBLE LINK.
15. (1) UNDEDICATED 120V 15A SERVICE OUTLET REQUIRED FOR STAFF MAINTENANCE PURPOSE.
16. TAYLOR DUNN FOR MOVING CONTAINERS. 7,500LBS CAPACITY, 12MPH MAX SPEED, BATTERY POWERED, REQUIRES 120V 15A SERVICE OUTLETS. TO BE STORED IN CENTRAL TRASH COLLECTION AREA. SEE PAGE TR1.2.

CHUTE INTAKE VESTIBULES: LEVELS 02 THROUGH 11

17. CHUTE INTAKE VESTIBULES SHALL BE 1HR FIRE-RATED WITH 1HR FIRE-RATED DOOR; 5'-0" MIN REQUIRED PER ADA STANDARDS - RESIDENTIAL ACCESS. PROVIDE (2) SELF CLOSING, 15x18 BOTTOM HINGED, ELECTRICALLY INTERLOCKED, AUTOMATIC OPENING INTAKE DOORS TO DISPOSE TRASH AND RECYCLING INTO COMPACTORS PER CBC 713.13.1. POWER TO INTAKE DOORS SUPPLIED BY MCP. SEE DETAIL T2.0.
18. CHUTE SHAFT SHALL NOT BE ERECTED UNTIL CHUTE HAS BEEN INSTALLED. FOR SOUND PROOFING PURPOSES, DOUBLE STUD-WALLS ARE REQUIRED ADJACENT TO OCCUPIED SPACES. INTERIOR OF SHAFT SHALL BE TAPED TO PREVENT ODOROUS AIR LEAKING INTO OCCUPIED SPACES.
19. PROVIDE 18X18 SIDE HINGED, AUTOMATIC OPENING, ELECTRICALLY INTERLOCKED THRU-WALL INTAKE DOORS THAT DISPOSE INTO CONTAINERS PER CBC 713.13.1. SEE DETAILS 2/T2.0.
20. PROVIDE ROUND FLOOR OPENINGS AT CONCRETE FLOORS AND SQUARED FLOOR OPENINGS AT WOOD-FRAME CONSTRUCTION. INSTALL FLOOR SUPPORT FRAME AT EACH FLOOR PENETRATION TO SECURE CHUTE. SEE DETAIL 9/T2.0 FOR ANCHORING AND MASON BRA-RED SOUND ISOLATION PAD ASSEMBLY. POUR RINGS WILL VARY BASED ON THICKNESS OF FLOOR SLAB AND SHALL BE PROVIDED BY MANUFACTURER.

GENERAL NOTES:

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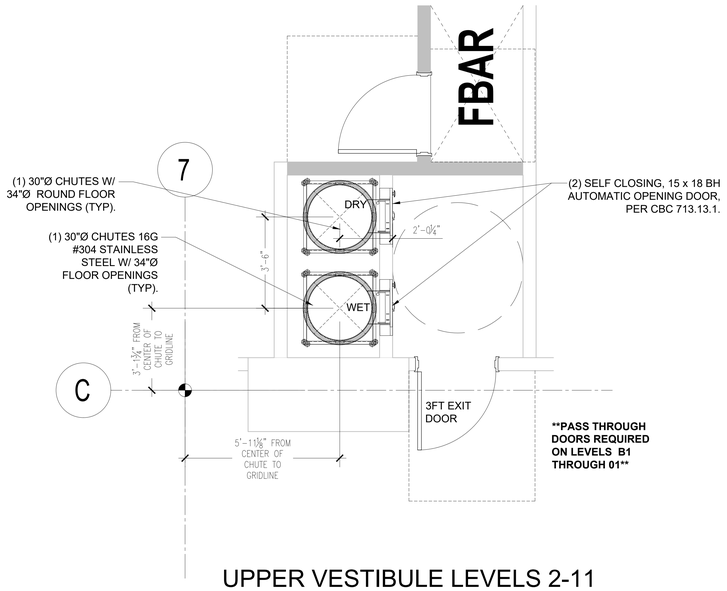
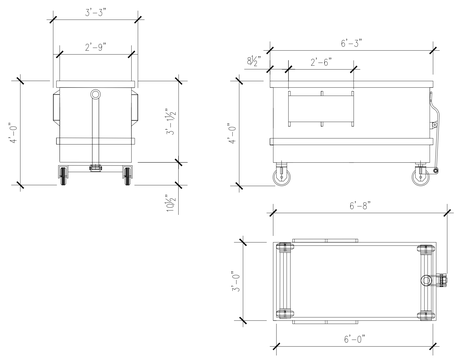


UPPER VESTIBULE LEVELS 2-11



2CY TRASH TRAILER (END LOAD)

SAN JOSE FOUNTAIN ALLEY
31 S 2ND STREET
SAN JOSE, CA 95113

CLIENT
WESTBANK CORPORATION
605-1067 WEST CORDOVA STREET
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BJARKE INGELS GROUP
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CIVIL
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3350 SCOTT BLVD BUILDING 22
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VERTICAL TRANSPORTATION
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T +1 415 591 3100

WASTE MANAGEMENT
AMERICAN TRASH MANAGEMENT
1900 POWELL STREET, SUITE 890
EMERYVILLE, CA 94608
T +1 800 400 7274

DATE ISSUE

SEAL

NOT FOR CONSTRUCTION

KEY PLAN

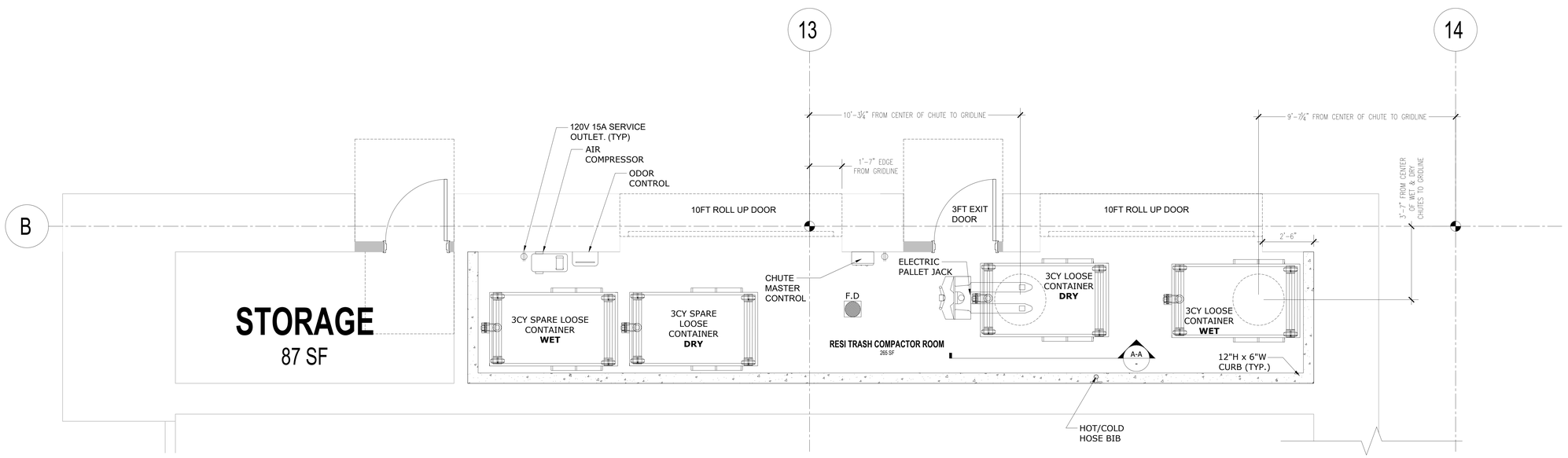
BAR SCALE

0' 2' 8' 16' 24'

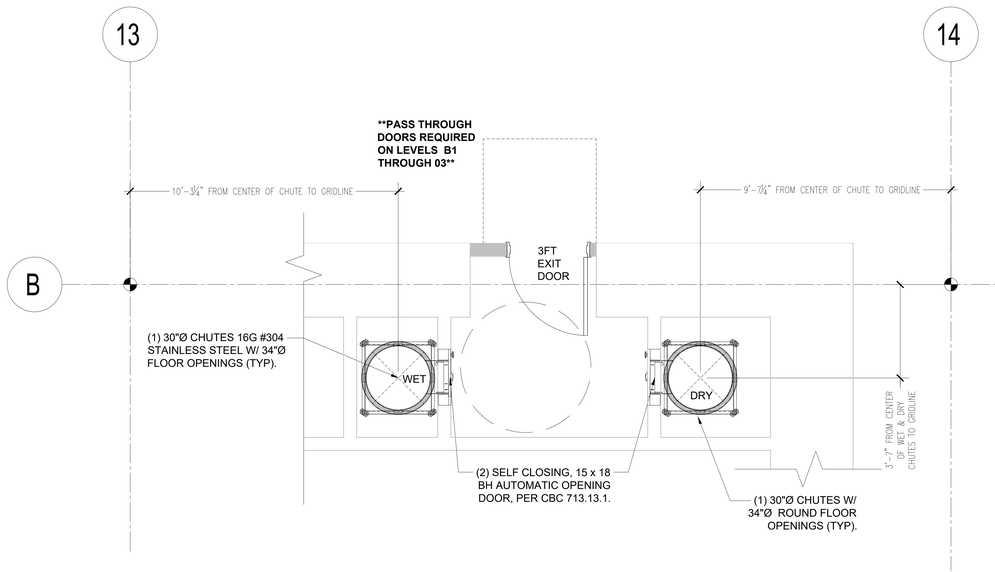
SHEET NAME

NORTH TRASH ROOM DETAILS

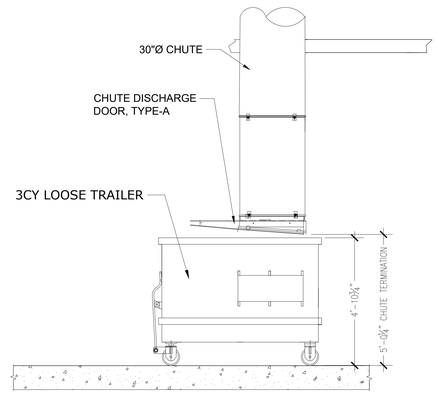
PROJECT NO 20008
SHEET NO TR1.0
SCALE NO 5050
SCALE 1/2" = 1'-0"
FORMAT ARCH E
DATE 03/23/2022



SOUTH TRASH COLLECTION ROOM LEVEL B2



UPPER VESTIBULE LEVELS 4-11



SECTION A-A

SHEET NOTES:

RESIDENTIAL TRASH TERMINATION ROOM : LEVEL B2

1. TRASH COLLECTION ROOM IS PART OF 2HR FIRE-RATED TRASH CHUTE SHAFT - RESTRICTED ACCESS.
2. FLOOR SHALL BE FINISHED WITH WATERPROOF DECK COATING. FLOOR TO HAVE MINIMAL SLOPE (1" MAX) AND FLOOR DRAIN. FLOOR LEVEL UNDER COMPACTOR.
3. WALLS SHALL BE FINISHED WITH WASHABLE WATERPROOF SURFACE SUCH AS FRP OR HIGH-GLOSS ENAMEL PAINT, 8'-0" AFF.
4. INSTALL WALL PROTECTION: 12"Hx6"W CONCRETE CURB AT BASE OF ALL NON-CONCRETE WALLS. DO NOT INSTALL THE CURB AROUND THE COMPACTORS/BISORTER OR POWER PACKS.
5. 10-0" ROLL UP DOOR & 3FT EXIT DOOR.
6. ROOM SHALL BE MECHANICALLY VENTILATED WITH (1) CFM/FT PER 2016 CBC.
7. (1) 30"Ø GALVANNEAL GRAVITY CHUTE WITH 3CY LOOSE CONTAINERS FOR DRY TRASH.
8. (1) 30"Ø 16G #304 STAINLESS STEEL GRAVITY CHUTE WITH 3CY LOOSE CONTAINERS. PROVIDE SPARE 3CY LOOSE CONTAINERS FOR WET & DRY TRASH. CHUTES SHALL TERMINATE AT 5'-0" AFF.
9. MCP: CHUTE MASTER CONTROL PANEL SHALL BE WALL-MOUNTED 60" AFF. MUST ALLOW LOCK DOWN OF CHUTE INTAKES FOR EXCHANGING CONTAINERS AND WASHING CHUTES. REQUIRES 120V 15A DEDICATED SERVICE.
10. AC: 2HP CHUTE AIR COMPRESSOR SHALL BE FLOOR-MOUNTED. REQUIRES 120V 15A SERVICE OUTLETS.
11. OC: ODOR CONTROL UNIT SHALL BE WALL-MOUNTED 60" AFF. REQUIRES 120V 15A SERVICE OUTLETS.
12. HB: HOT AND COLD HOSE BIB SHALL BE WALL-MOUNTED 60" AFF.
13. PROVIDE ELECTRIC PALLET TRUCK FOR TRANSFERRING CONTAINERS. 4000lb CAPACITY; TURNING RADIUS: 45.5". REQUIRES 120V 15A SERVICE OUTLETS.
14. CHUTE DISCHARGE DOOR: TYPE-A, HORIZONTALLY INSULATED SLIDING-STEEL DOOR, HELD OPEN BY 165° F FUSIBLE LINK.
15. (1) UNDEDICATED 120V 15A SERVICE OUTLET REQUIRED FOR STAFF MAINTENANCE PURPOSE.
16. TAYLOR DUNN FOR MOVING CONTAINERS. 7,500LBS CAPACITY, 12MPH MAX SPEED. BATTERY POWERED, REQUIRES 120V 15A SERVICE OUTLETS. TO BE STORED IN CENTRAL TRASH COLLECTION AREA. SEE PAGE TR1.2.

CHUTE INTAKE VESTIBULES: LEVELS 04 THROUGH 11

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DATE	ISSUE

SEAL

NOT FOR CONSTRUCTION

KEY PLAN

BAR SCALE
0 2' 8' 16' 24'

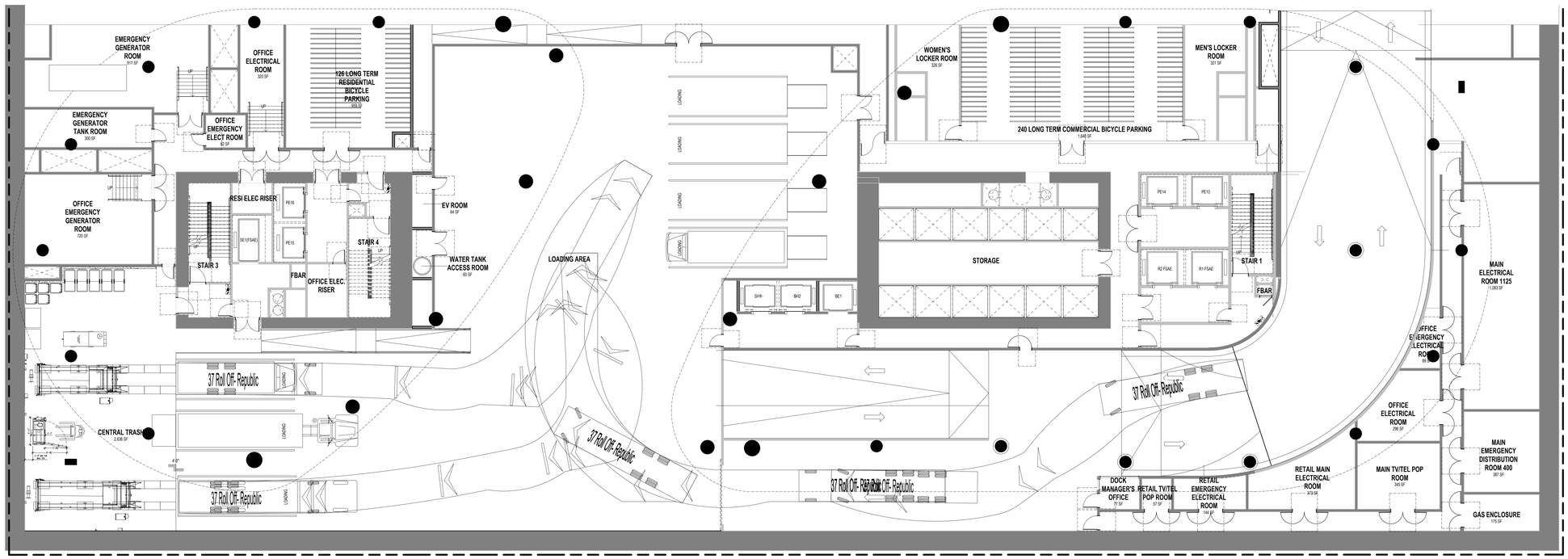
SHEET NAME

SOUTH TRASH ROOM DETAILS

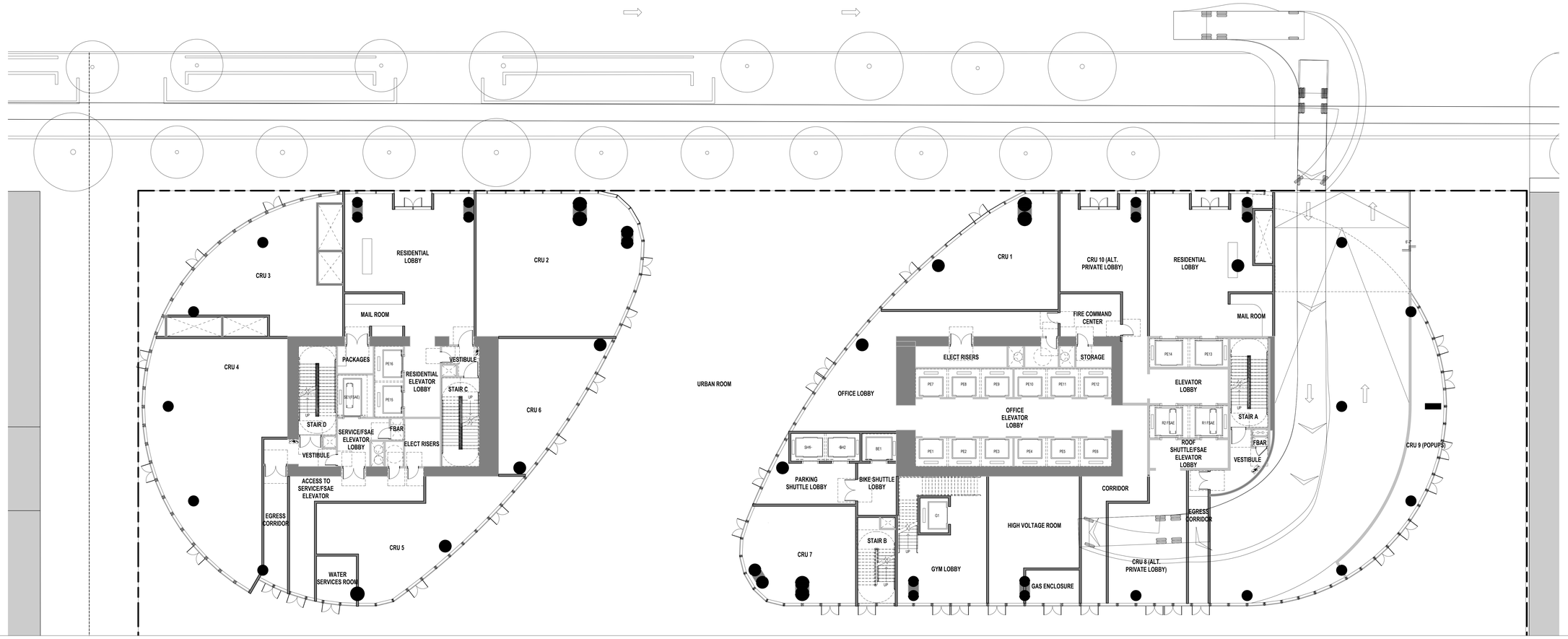
PROJECT NO 20508
DOB NO 9008
SCALE 1/2" = 1'-0"
FORMAT ARCH E
DATE 03/23/2022

SHEET NO **TR1.1**

10/1/2025 8:46:32 PM



37FT ROLL-OFF PICKUP - LEVEL B1



37FT ROLL-OFF ENTERING - LEVEL 1

10/19/2022 8:46:57 PM

SAN JOSE FOUNTAIN ALLEY

30 S 2ND STREET
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1661 WEST 5TH AVENUE
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1300 MARINA VILLAGE PARKWAY, SUITE 501
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T +1 415 788 8728

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2009 WEST 4TH AVENUE
VANCOUVER, BC V6J 1N3
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160 W. SANTA CLARA STREET, SUITE 675
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AMERICAN TRASH MANAGEMENT
1900 POWELL STREET, SUITE 890
EMERYVILLE, CA 94608
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DATE ISSUE

SEAL

NOT FOR CONSTRUCTION

KEY PLAN

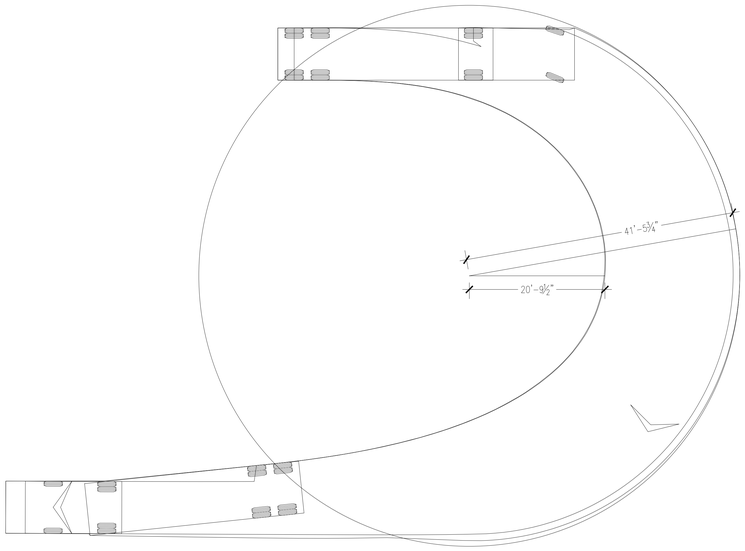
BAR SCALE
0 2 8 16 24

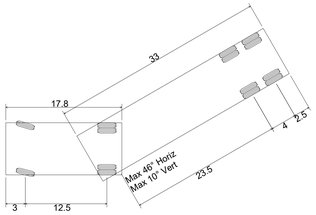
SHEET NAME

37FT ROLL-OFF TRUCK STUDY

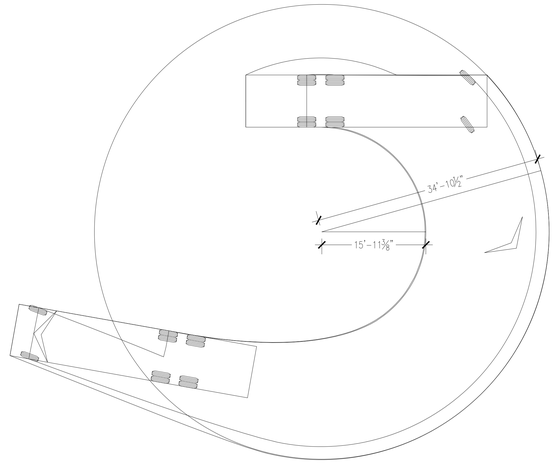
PROJECT NO **20508**
SHEET NO
DOB NO **3000**
SCALE **3/32" = 1'-0"**
FORMAT **ARCH E**
DATE **03/23/2022**

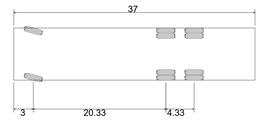
TR1.2



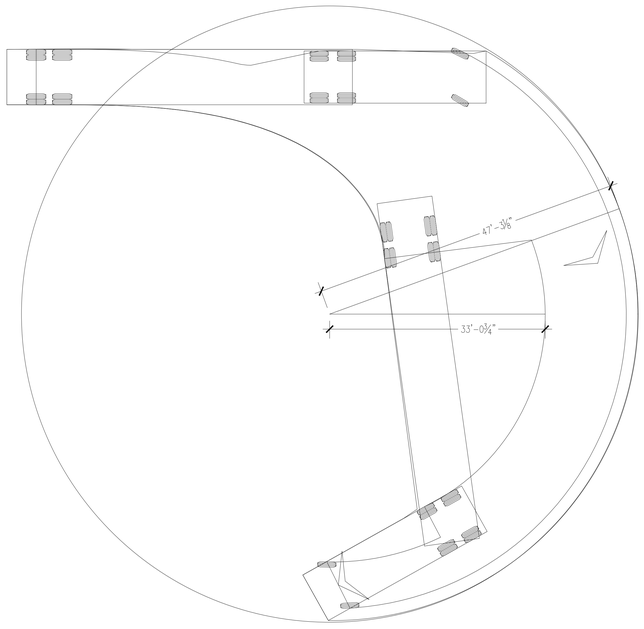


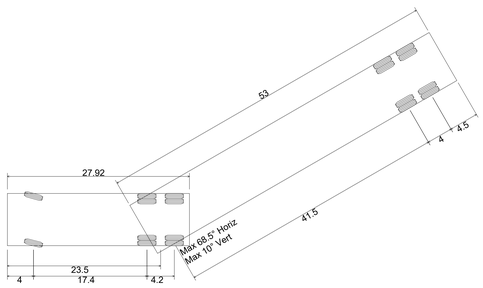
WB-40 - Intermediate Semi-Trailer	
Overall Length	45.499ft
Overall Width	8.000ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.334ft
Track Width	8.000ft
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	20.30°





37 Roll Off- Republic	
Overall Length	37.000ft
Overall Width	8.000ft
Overall Body Height	1.400ft
Min Body Ground Clearance	1.400ft
Track Width	8.000ft
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	33.000ft





WB-65 - Interstate Semi-Trailer	
Overall Length	73.500ft
Overall Width	8.500ft
Overall Body Height	12.052ft
Min Body Ground Clearance	1.334ft
Max Track Width	8.500ft
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	45.000ft

SAN JOSE FOUNTAIN ALLEY

30 S 2ND STREET
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DATE	ISSUE

SEAL

KEY PLAN

BAR SCALE

0' 2' 8' 16' 24'

SHEET NAME

37FT ROLL-OFF TURN RADIUS COMPARISON

PROJECT NO
20008
DOG NO
5000
SCALE
1/8" = 1'-0"
FORMAT
ARCH E
DATE
03/23/2022
SHEET NO
TR1.3

3/14/2023 8:46:43 PM

OFFICE EMERGENCY GENERATOR ROOM
720 SF

-19'-0" TOS

5'-6"

KNOCK OUT WALL

12"H x 6"W CURB (TYP.)

3
A-330

RESI ELEC RISER

PE16

SE1(FSAE)

PE15

UP

STAIR 3

STAIR 4

FBAR

OFFICE ELEC. RISER

HAUST
ER FAN

(5) 96GAL LOOSE CONTAINER
GLASS

(5) 1CY AKRO CREW CARTS

60 x 48 CARDBOARD BALE (2 STACKED)

60 x 48 CARDBOARD BALE (3 STACKED)

TAYLOR DUNN BIG-FOOT TO BE USED FOR RESIDENTIAL TRASH STAGING. TO BE STORED IN THIS ROOM.

6'-2"

-15'-0" TOS

8.3%

-17'-0"

ODOR CONTROL

120V 15A SERVICE OUTLET. (TYP)

COMPACTOR LIFTER TO BE COMPATIABLE WITH 3CY TRAILER AND 1CY AKRO CARTS (TYP)

WINCH DISCONNECT

2HP THERN WINCH MODEL 4HP2MC TO RETRACT COMPACTOR

25CY SELF-CONTAINED COMPACTOR

SC-T2-25 (WET)

12'-0" CLEAR

POWER PACK DISCONNECT

LOADING

A-A
TR1.5

30A BALER DISCONNECT

TVB-60 **CARDBOARD** BALER

ROLL-OFF COMPACTOR POWER PACK, 10HP 3-PH 208/240/480V

CENTRAL TRASH
2,636 SF

DOCK LEVELER

LOADING

6'-11"

3'-7"

5'-6¾"

8'-7½"

2'-0" MIN FOR BALE TIES

BIG JOE PDS30-104 HIGH LIFT STRADDLE TRUCK

-15'-0" TOS

4'-0"

2HP THERN WINCH MODEL 4HP2MC TO RETRACT COMPACTOR

34CY SELF-CONTAINED COMPACTOR

SC-T2-34 (DRY)

8'-0" CLEAR

WINCH DISCONNECT

LOADING

B-B
TR1.5

HOT/COLD HOSE BIB

ROLL-OFF COMPACTOR POWER PACK, 10HP 3-PH 208/240/480V WITH DISCONNECT

SHEET NOTES:

CENTRAL TRASH COLLECTION AREA

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3. WALLS SHALL BE FINISHED WITH WASHABLE WATERPROOF SURFACE SUCH AS FRP OR HIGH-GLOSS ENAMEL PAINT, 8'-0" AFF.
4. INSTALL WALL PROTECTION: 12"Hx6"W CONCRETE CURB AT BASE OF ALL NON-CONCRETE WALLS.
5. (1) 25CY SELF CONTAINED COMPACTOR FOR WET TRASH.
6. (1) 34CY SELF CONTAINED COMPACTOR FOR DRY TRASH.
7. PP: COMPACTOR POWER PACKS SHALL BE FLOOR-MOUNTED. SEE DETAIL FOR HP PER POWER PACK. EACH PACK IS 3-PHASE, 208/230/460V. EACH PP NEEDS 30A DISCONNECT, 60" AFF.
8. OC: ODOR CONTROL UNIT SHALL BE WALL-MOUNTED 60" AFF. REQUIRES 120V 15A SERVICE OUTLET.
9. HB: HOT AND COLD HOSE BIB SHALL BE WALL-MOUNTED 60" AFF.
10. HIGH LIFT STRADDLE TRUCK : BIG JOE MODEL PDS30-104 TO STACK BALES 3X HIGH, 8'-8" LIFT HEIGHT, 3000LBS CAPACITY, TURN RADIUS 60.8"(SHORT TURN RADIUS). BATTERY OPERATED : REQUIRES 120V 15A SERVICE OUTLET.
11. (1) UNDEDICATED 120V 15A SERVICE OUTLET REQUIRED FOR STAFF MAINTENANCE PURPOSE.

GENERAL NOTES:

1. ANY DESIGNS OR DESIGN SOLUTIONS PRESENTED IN THIS DRAWING OR SPECIFICATION, WHICH ARE DIRECT OR IMPLIED, INCLUDING NARRATIVES, DRAWINGS, OR DIAGRAMS, ARE HEREBY CLARIFIED AS EXAMPLES AND SHALL NOT BE CONSIDERED COMPLETE DESIGNS OR DESIGNS SUITABLE FOR CONSTRUCTION.
2. OMISSIONS FROM DRAWINGS OR SPECIFICATIONS, OR THE INACCURATE DESCRIPTION OF DETAILS OF WORK, WHICH ARE MANIFESTLY NECESSARY TO CARRY OUT THE INTENT OF THE DRAWINGS AND SPECIFICATIONS, OR WHICH ARE CUSTOMARILY PERFORMED, SHALL NOT RELIEVE THE CONTRACTOR FROM PERFORMING SUCH OMITTED OR INACCURATELY DESCRIBED DETAILS OF THE WORK. WORK SHALL BE PERFORMED AS IF FULLY AND CORRECTLY SET FORTH AND DESCRIBED IN THE DRAWINGS AND SPECIFICATIONS.
3. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND CONDITIONS PRIOR TO START OF CONSTRUCTION. THE ARCHITECT SHALL BE NOTIFIED IMMEDIATELY OF ALL EXISTING FIELD CONDITIONS AND ANY DISCREPANCIES OR INCONSISTENCIES.

SAN JOSE FOUNTAIN ALLEY
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WASTE MANAGEMENT
AMERICAN TRASH MANAGEMENT
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DATE	ISSUE
	IDR4

NOT FOR CONSTRUCTION

KEY PLAN

BAR SCALE
0 3" 6" 1F 2F

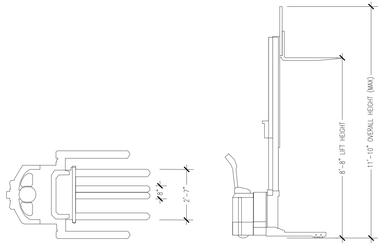
SHEET NAME

CENTRAL COLLECTION ROOM

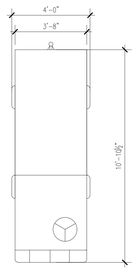
PROJECT NO 20508
DOB NO 9650
SCALE 3/8" = 1'-0"
FORMAT ARCH E
DATE 03/23/2022

SHEET NO **TR1.4**

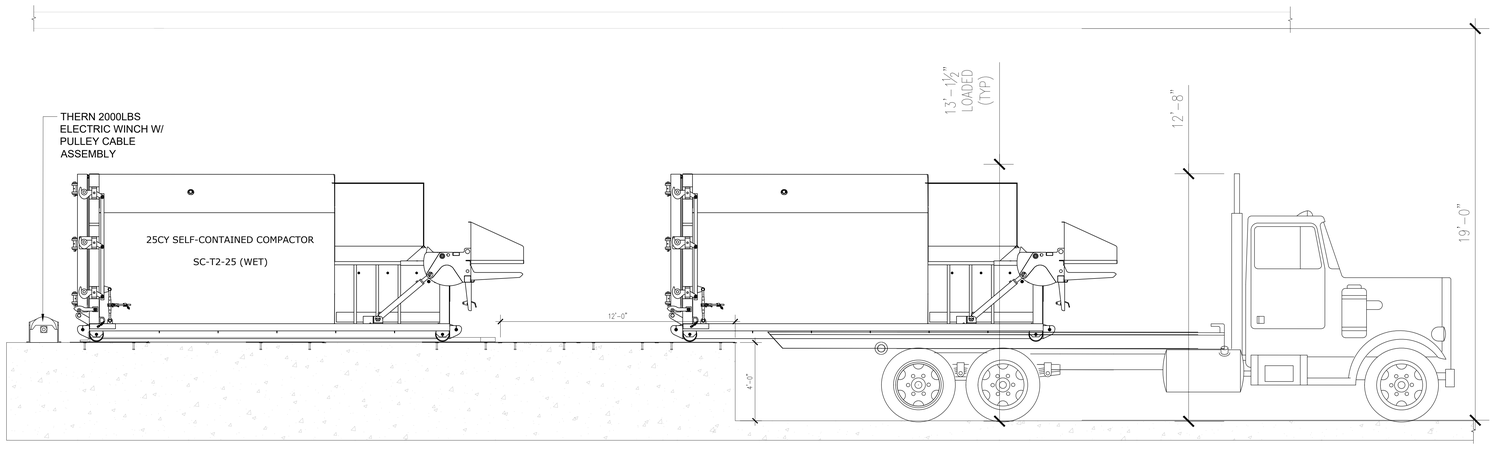
10/6/2020 8:48:03 PM



PDS30-104 BIG JOE STRADDLE TRUCK

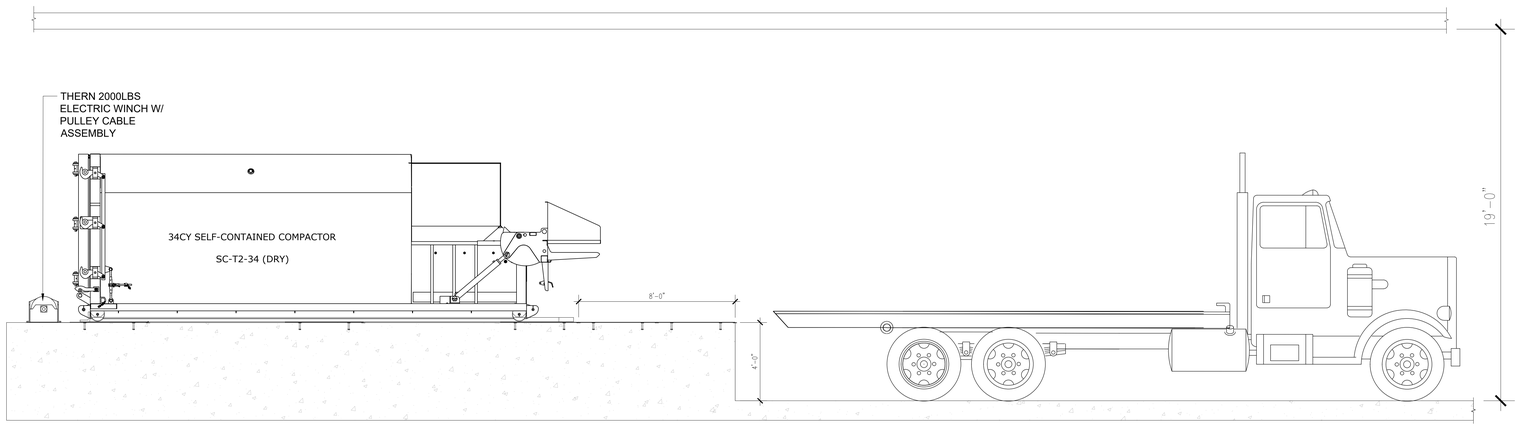


TAYLOR DUNN UTILITY VEHICLE



25CY COMPACTOR UNLOADING SECTION VIEW A-A

LEVEL B1



34CY COMPACTOR UNLOADING SECTION VIEW B-B

LEVEL B1

10/6/2022 8:48:52 PM

SAN JOSE FOUNTAIN ALLEY

30 S 2ND STREET
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DATE	ISSUE

SEAL

NOT FOR CONSTRUCTION

KEY PLAN

BAR SCALE

0 3" 1' 1½" 2'

SHEET NAME

SUPPLEMENTAL DETAILS

PROJECT NO
20508

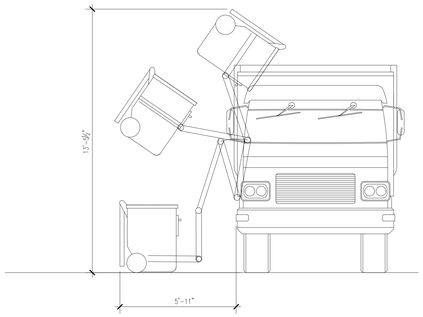
SHEET NO
TR1.5

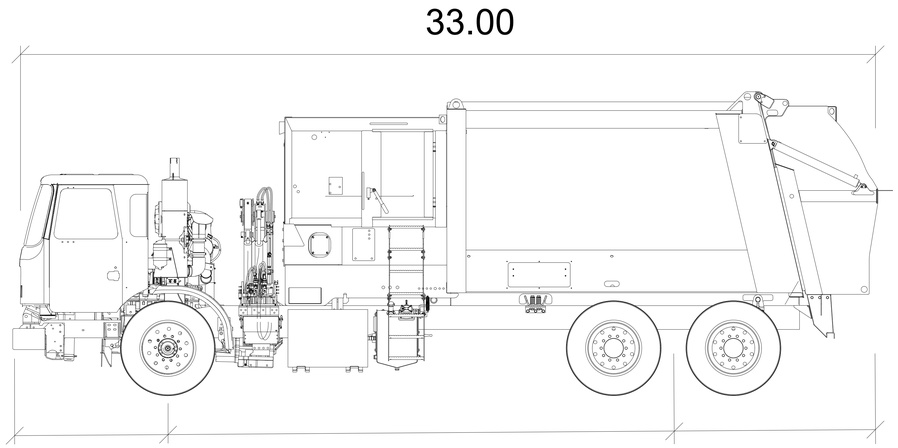
DGN NO
9650

SCALE
3/8" = 1'-0"

FORMAT
ARCH E

DATE
03/23/2022





33FT SIDE LOADER

HEIL 28CY PYTHON SWINGOUT

Overall Length	33.000ft
Overall Width	8.000ft
Track Width	7.500ft
Lock-to-lock time	6.00s
Max Wheel Angle	27.70°

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DATE ISSUE

SEAL

KEY PLAN

BAR SCALE

0' 2' 8' 16' 24'

SHEET NAME

SIDE LOAD TRUCK PROFILE

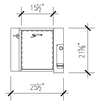
PROJECT NO 20008
DOB NO 5030
SCALE 3/8" = 1'-0"
FORMAT ARCH E
DATE 03/23/2022

SHEET NO TR1.6

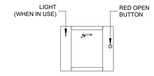
3/14/2023 8:46:02 PM

NOTES:
1. INTAKE DOOR AND TRIM SHALL BE REMOVED FOR DOOR MAINTENANCE.
2. BOTTOM HINGED DOORS ARE SELF-CLOSING, NOISELESS, AND SELF-LATCHING. UL CLASSIFIED 90 MINUTE FIRE-RATED DOOR AND FRAME ASSEMBLY AND A TEMPERATURE RISE OF 250° F MAX IN 30 MINUTES.
3. MAX OPENING FOR INTAKE DOOR IS 14" FROM FACE OF FINISHED WALL.
4. 2019 CBC - 11B-404.3.5 HEIGHT: CONTROLS AND OPERATING MECHANISMS SHALL BE LOCATED NO HIGHER THAN 48 INCHES, AND NO LOWER THAN 15 INCHES ABOVE THE FINISHED FLOOR MEASURED TO THE CENTER OF THE GRIP.
5. 2019 CBC - 11B-309.4 OPERATION: CONTROLS AND OPERATING MECHANISMS SHALL BE OPERABLE WITH ONE HAND AND SHALL NOT REQUIRE TIGHT GRASPING, PINCHING, OR TWISTING OF THE WRIST. THE FORCE REQUIRED TO ACTIVATE CONTROLS AND OPERATING MECHANISMS SHALL BE NO GREATER THAN 5 POUNDS.

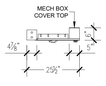
- **15x15 AIR ASSIST ACCESS DOOR IS LARGEST DOOR THAT ATM WILL DESIGN FOR CHUTE INTAKE.**
- **ATM WILL NEVER DESIGN A 24X24 INTAKE DOOR AS THESE DOOR SIZES HAVE LED TO FATALITIES.**



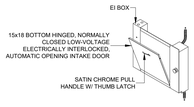
ELEVATION VIEW
(WITHOUT TRIM)



ELEVATION VIEW
(WITH TRIM: 16 GA. 430 S.S.)



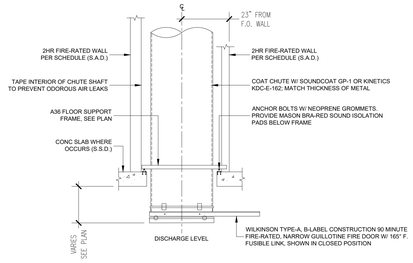
PLAN VIEW



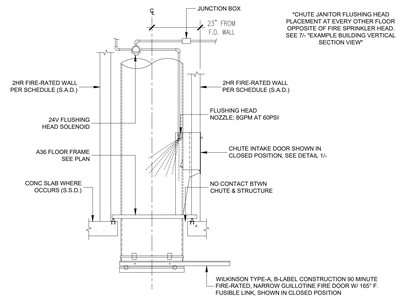
ISOMETRIC VIEW

1 CHUTE INTAKE DOOR

NOTES:
1. CHUTE SHAFT SHALL NOT BE ERECTED UNTIL CHUTE HAS BEEN INSTALLED FOR SOUND PROOFING PURPOSES. DOUBLE STUD-WALLS ARE REQUIRED ADJACENT TO OCCUPIED SPACES. INTERIOR OF SHAFT SHALL BE TAPED TO PREVENT ODOROUS AIR LEAKING INTO OCCUPIED SPACES.
2. INTAKE DOOR NOT SHOWN FOR CLARITY.



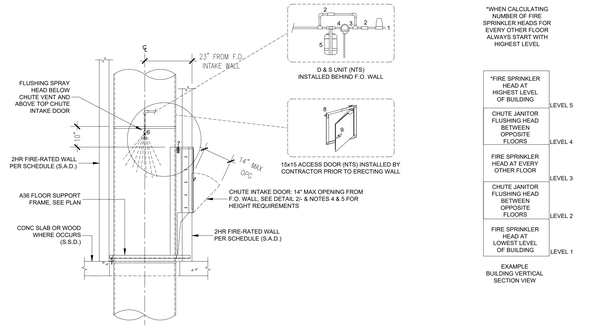
NOTES:
1. SEE DETAIL 7/- FOR D & S UNIT ABOVE, AT HIGHEST INTAKE.



NOTES:
1. PROVIDE HIGH PRESSURE CHUTE WASHDOWN NOZZLE.
2. FILL SANITATION TANK WITH CONCENTRATED DISINFECTING SOLUTION. THE SYPHON HOSE SHOULD REACH THE BOTTOM OF THE SOLUTION CONTAINER. TO FLUSH WITH CLEAR WATER, TURN HANDLE TO THE ON POSITION. FACTORY SETTING OF THE PROPORTIONING VALVE IS FOR 55-GALLONS PER GALLON OF DISINFECTING SOLUTION.
3. NOTE THAT THE ACCESS DOOR AND D & S UNIT ARE SHOWN OUTSIDE OF CHUTE SHAFT FOR CLARITY. ALL WASHDOWN EQUIPMENT WILL BE INSTALLED WITHIN CHUTE SHAFT, ABOVE THE HIGHEST INTAKE. (1) D & S UNIT PER CHUTE.
4. 2019 CBC - 11B-404.3.5 HEIGHT: CONTROLS AND OPERATING MECHANISMS SHALL BE LOCATED NO HIGHER THAN 44 INCHES AND NO LOWER THAN 34 INCHES ABOVE THE FINISHED FLOOR MEASURED TO THE CENTER OF THE GRIP.
5. 2019 CBC - 11B-309.4 OPERATION: CONTROLS AND OPERATING MECHANISMS SHALL BE OPERABLE WITH ONE HAND AND SHALL NOT REQUIRE TIGHT GRASPING, PINCHING, OR TWISTING OF THE WRIST. THE FORCE REQUIRED TO ACTIVATE CONTROLS AND OPERATING MECHANISMS SHALL BE NO GREATER THAN 5 POUNDS.
6. SUPPLIED BY CHUTE VENDOR - INSTALLED BY PLUMBER.

PLUMBING SCHEMATIC LEGEND:

1. ¾"Ø DOMESTIC HOT WATER INLET WITH VACUUM BREAKER.
2. QUARTER-TURN GATE VALVE (SHUT-OFF AND BYPASS). (2) TOTAL.
3. PLUMBING DESIGN, MATERIALS, AND INSTALLATION BY OTHERS.
4. 24-VDC SOLENOID VALVE (OPTIONAL). NOT NEEDED FOR MANUAL OPERATION.
5. D & S UNIT: 1-GALLON CONTAINER, MOUNTING BRACKET, AND PROPORTIONAL VALVE AT REMOTE LOCATION.
6. FLUSHING SPRAY HEAD BELOW CHUTE VENT.
7. FIRE SPRINKLER HEAD AT HIGHEST INTAKE, LOWEST INTAKE, AND EVERY OTHER FLOOR BETWEEN, TO BE STARTED FROM HIGHEST INTAKE - CONNECTION BY OTHERS.
8. SIDE-HINGED, UL RATED 90 MINUTE B-LABEL ACCESS DOOR.
9. SATIN CHROME PULL-HANDLE.



"WHEN CALCULATING NUMBER OF FIRE SPRINKLER HEADS FOR EVERY OTHER FLOOR ALWAYS START WITH HIGHEST LEVEL

EXAMPLE
BUILDING VERTICAL
SECTION VIEW

SHEET NOTES: 30"Ø CHUTE DETAILS
1. CHUTE MATERIAL: GALVANIZED OR GALVANEAL 16G STEEL
2. ALL WALL ASSEMBLIES ENCASING THE CHUTE SHAFT SHALL BE 2HR FIRE-RATED.
3. SEE ARCHITECTURAL AND/OR STRUCTURAL DRAWINGS TO VERIFY ALL INFORMATION NOT RELATED TO ATM'S SCOPE OF WORK PER AGREEMENT.
4. POUR RINGS WILL VARY BASED ON THICKNESS OF FLOOR SLAB AND SHALL BE PROVIDED BY MANUFACTURER.

GENERAL NOTES:
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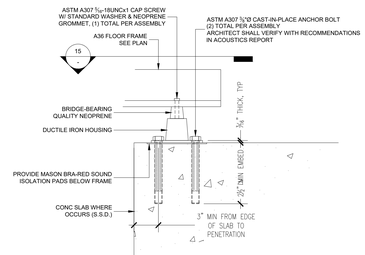
2. ANY PARTIAL INFORMATION, OMISSIONS, OR INACCURATE DESCRIPTIONS OF WORK SHOWN IN DRAWINGS, WHICH ARE NECESSARY TO PERFORM THE SCOPE OF WORK, SHALL NOT RELIEVE THE CONTRACTOR FROM COMPLETION OF WORK. ALL WORK SHALL BE PERFORMED TO SATISFY THE MINIMUM REQUIREMENTS OF THE CURRENT APPLICABLE BUILDING CODES
3. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND CONDITIONS PRIOR TO START OF CONSTRUCTION. THE ARCHITECT SHALL BE PROMPTLY NOTIFIED OF ANY INCONSISTENCIES AND/OR DISCREPANCIES.

5 CHUTE AIR AND SOUND ISOLATION

SCALE: ½" = 1'-0"

NOTES:
1. REFER TO MANUFACTURER SPECIFICATIONS FOR ALL OTHER INFORMATION NOT LISTED.



TYPE I FLOOR
CONNECTION

6 TRASH CHUTE JANITOR

ABOVE FIRST INTAKE

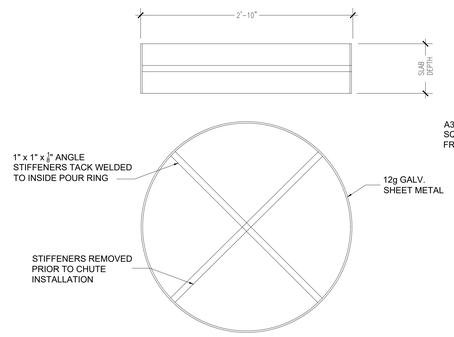
SCALE: ½" = 1'-0"

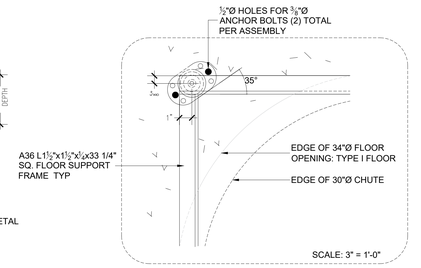
7 FIRE SPRINKLER DETAILS AND CHUTE SANITATION UNIT

AT HIGHEST INTAKE

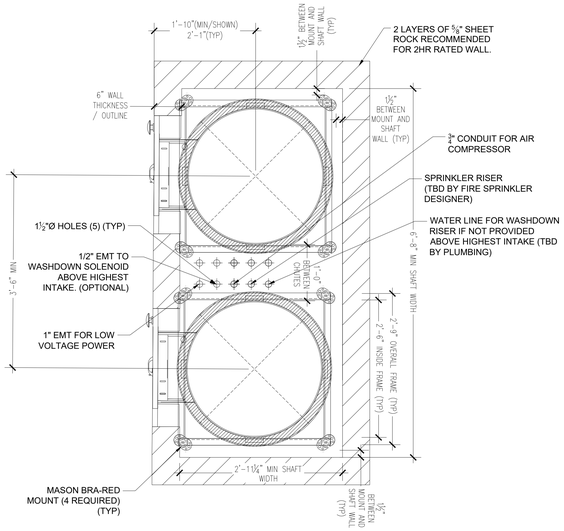
SCALE: ½" = 1'-0"

NOTES:
1. SEE DETAIL 1/- FOR CHUTE INTAKE DOOR INFORMATION.
2. SEE DETAIL 9/- FOR ADDITIONAL FLOOR SUPPORT FRAME ANCHORING INFORMATION.
3. ANCHOR FLOOR SUPPORT FRAME AT ONE END AS SHOWN. OTHER SIDE OF FRAME TO REST ON TOP OF FLOOR AT INTAKE WALL. SEE PLAN FOR LAYOUT OF CHUTE SHAFT.





SOUND CONSULTANT TO VERIFY DETAILS AND UPDATE AS NECESSARY



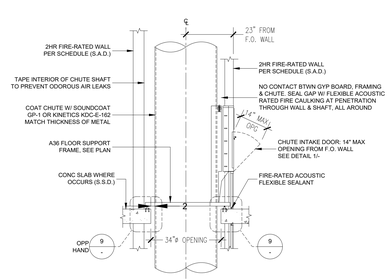
MINIMUM SHAFT DETAILS

9 FLOOR SUPPORT FRAME ANCHORING

SECTION VIEWS

SCALE: 6" = 1'-0"

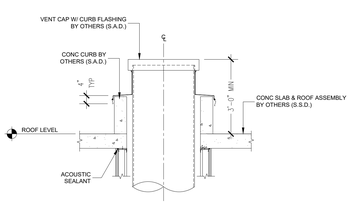
NOTES:
1. ATTACHMENT OF ALL BLOCKING, CURBS, AND OTHER ROOF COMPONENTS SHALL BE DESIGNED AND INSTALLED TO MEET THE MINIMUM REQUIREMENTS OF MANUFACTURER.
2. SEE ARCHITECTURAL AND/OR STRUCTURAL DRAWINGS FOR ALL WORK BY OTHERS.



TYP RESIDENTIAL LEVEL

10 CHUTE SHAFT AT INTAKE

SCALE: ½" = 1'-0"

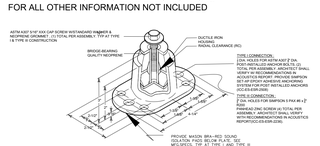


11 CHUTE VENT

AT ROOF LEVEL

SCALE: ½" = 1'-0"

NOTES:
1.ALL HARDWARE PLATED
2.REFER TO MANUFACTURERS SPECIFICATIONS
FOR ALL OTHER INFORMATION NOT INCLUDED



MASON BRA-RED MOUNT

12 FLOOR SUPPORT FRAME ANCHORING

PLAN VIEWS

SCALE: ½" = 1'-0"

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31 S 2ND STREET
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TAYLOR ENGINEERING
1320 MARINA VILLAGE PARKWAY, SUITE 501
ALAMEDA, CA 94501
T +1 415 788 6135

ELECTRICAL
NEMETZ (S/A) & ASSOCIATES LTD.
2009 WEST 4TH AVENUE
VANCOUVER, BC V6J 1N3
T +1 604 736 6562

FIRE & LIFE SAFETY
HOLMES FIRE
233 MONTGOMERY STREET #1200
SAN FRANCISCO, CA 94104
T +1 415 880 1666

TRANSPORTATION
FEHR & PEERS
100 W. SAN FLLIPE STREET, SUITE 675
SAN JOSE, CA 95113
T +1 408 278 1766

VERTICAL TRANSPORTATION
EDGETT WILLIAMS CONS. GROUP
1512 B. BUTHENALE AVE., SUITE 1
WILL VALLEY, CA 94941
T +1 415 388 1666

SUSTAINABILITY
ATELIER TEN
443 THOMAN STREET
1ST FLOOR, SAN FRANCISCO, CA 94103
T +1 415 591 3100

WASTE MANAGEMENT
AMERICAN TRASH MANAGEMENT
1900 POWELL STREET, SUITE 890
EMERYVILLE, CA 94608
T +1 650 600 7274

DATE	ISSUE

SEAL

NOT FOR CONSTRUCTION

KEY PLAN

SHEET NAME

CHUTE DETAILS

PROJECT NO	SHEET NO
20008	TR2.0
SCALE NO	
5050	
SCALE	
AS SHOWN	
FORMAT	
ARCH E	
DATE	
03/31/2022	

10/1/2020 8:46:32 PM

Appendix F: Neighboring Property Garbage Collection Plan

NORTH

SOUTH 2ND STREET

VTA LIGHTRAIL STATION

VTA LIGHTRAIL TRAIN

PROPERTY LINE

FOUNTAIN ALLEY

FIRE SEPARATION MEASUREMENT LINE

358 Front End Loader

28'-4"

POTENTIALLY RELOCATED VTA LIGHT RAIL POLE

CRU 3

INTAKE SHAFT 85 SF

EXHAUST SHAFT 62.5 SF

PROVIDE ROUGH-INS
WATERCLOSET: 1MALE 1FEMALE
LAVATORIES: 1MALE 1FEMALE
1 DRINKING FOUNTAIN'S
CLOSET

INTAKE SHAFT 85

EXHAUST SHAFT 70

RESIDENTIAL LOBBY

MAIL ROOM

CRU 2

PROVIDE ROUGH-INS
WATERCLOSET: 1MALE 1FEMALE
LAVATORIES: 1MALE 1FEMALE
1 DRINKING FOUNTAIN'S
CLOSET

CRU

PROVIDE ROUGH-INS
WATERCLOSET: 1MALE 1FEMALE
LAVATORIES: 1MALE 1FEMALE
1 DRINKING FOUNTAIN'S
CLOSET

PACKAGE

PE16

PE15

RESIDENTIAL ELEVATOR LOBBY

VESTIBULE

STAIR

ELEC RISERS

CRU 6

PROVIDE ROUGH-INS
WATERCLOSET: 1MALE 1FEMALE
LAVATORIES: 1MALE 1FEMALE
1 DRINKING FOUNTAIN'S
CLOSET

R1 FSAE

STAIR

SERVICE/FSAE ELEVATOR LOBBY

BA

ELECT RISERS

VESTIBULE

ACCESS SERVICE/FSAE ELEVATOR

EGRESS CORRIDOR

PROVIDE ROUGH-INS
WATERCLOSET: 1MALE 1FEMALE
LAVATORIES: 1MALE 1FEMALE
1 DRINKING FOUNTAIN'S
CLOSET

CRU 5

WATER SERVICES ROOM

URBAN ROOM

CRU 1

PROVIDE ROUGH-INS
WATERCLOSET: 1MALE 1FEMALE
LAVATORIES: 1MALE 1FEMALE
1 DRINKING FOUNTAIN'S
CLOSET

CRU 10 (PRIVATE LOBBY)

TIRE COUNTER

ELECT RISERS

STORAGE

OFFICE LOBBY

OFFICE ELEVATOR LOBBY

PE7 PE8 PE9 PE10 PE11 PE12

PE1 PE2 PE3 PE4 PE5 PE6

SH1 SH2 BE1

PARKING SHUTTLE LOBBY

BIKE SHUTTLE

PROVIDE ROUGH-INS
WATERCLOSET: 1MALE 1FEMALE
LAVATORIES: 1MALE 1FEMALE
1 DRINKING FOUNTAIN'S
CLOSET

CRU
KITCHEN NOT POSSIBLE IN CREDIT/ADDT TRANSFER OPTION

STAIR

C1

GYM LOBBY

HIGH VOLTAGE ROOM

GAS ENCLOSURE

CORRIDOR

PROVIDE ROUGH-INS
WATERCLOSET: 1MALE 1FEMALE
LAVATORIES: 1MALE 1FEMALE
1 DRINKING FOUNTAIN'S
CLOSET

CRU 8 (PRIVATE LOBBY)

RESIDENTIAL LOBBY

MAIL ROOM

GARAGE EXHAUST SHAFT 77 SF

GARAGE EXHAUST VENT

6'-7"

PE14 PE13

ELEVATOR LOBBY

R2 FSAE R1 FSAE

STAIR

ROOF SHUTTLE/FSAE ELEVATOR LOBBY

BA

VESTIBULE

EGRESS CORRIDOR

CRU 9 (POPUPS)

Fire Escape

18'-0"

10'-0"

BIN PATH OF TRAVEL

10/26/2020 8:46:52 PM

SAN JOSE FOUNTAIN

W. SAN CARLOS ST & S. 2ND ST
SAN JOSE, CA 95113

CLIENT	WESTBANK CORPORATION 600-1067 WEST CORDOVA VANCOUVER, BC V6C T: 1 604 685 6386
ARCHITECT	BIG BJARKE INGELS GROUP 292 MADISON AVENUE, SUITE NEW YORK, NY 10006, T: 1 347 549 4141
CIVIL	KIER & WRIGHT 2855 CITY BLVD BUILDING SANTA CLARA, CA T: 1 408 727 5665
STRUCTURAL	GLOTMAN SIMPSON CONS. 1500 - 1055 WEST 6TH AVENUE VANCOUVER, BC V6J T: 1 604 734 982
MECHANICAL / PLUMBING (FIRE PROTECTION	TAYLOR ENGINEERING 1080 MARINA VILLAGE PARKWAY, SUITE ALAMEDA, CA T: 1 510 749 9430
ELECTRICAL	NEMETZ (S/A) & ASSOCIATES 1500 - 1055 WEST 6TH AVENUE VANCOUVER, BC V6J T: 1 604 736 6562
FIRE & LIFE SAFETY	HOLMES FIRE 235 MONTGOMERY STREET SAN FRANCISCO, CA T: 1 415 693 1900
TRANSPORTATION	FEHR & PEERS 100 SANTA CLARA STREET, SUITE SAN JOSE, CA T: 1 510 208 1700
VERTICAL TRANSPORTATION	EDGETT WILLIAMS CONS. 1320 N. TUSTIN AVENUE AVE., WEST VALLEY, CA T: 1 951 413 398 1880
SUSTAINABILITY	ATELIER TEN 143 TEHAMA STREET, SAN FRANCISCO, CA T: 1 415 957 9300
WASTE MANAGEMENT	AMERICAN TRASH MANAGEMENT 1850 5TH STREET, SUITE EMERYVILLE, CA T: 1 510 600 488 7272

DATE ISSUE

SEAL

NOT FOR CONSTRUCTION

KEY PLAN

N S

BAR SCALE 0' 4' 8'

SHEET NAME

SITE PLAN LEVEL 1

PROJECT NO	SHEET NO
20008	
900	
9000	TR1.0
SCALE	
3/32"=1'-0"	
FORMAT	
ARCH	
DATE	
02/25/2021	

	EXISTING PROJECTED COLLECTION SCHEDULE: FA NEIGHBORING TRASH			
SERVICE:	**SERVICE:**	**CONTAINER VOL / TYPE:**	**FREQUENCY:**	**CY / WEEK**
MAP NUMBER 1*	WET	(3) 4CY FRONT LOAD BIN	4x/week	48 CY/ week
	DRY	(2) 4CY FRONT LOAD BIN	4x/week	32 CY/ week
MAP NUMBER 3	WET	(1) 3CY FRONT LOAD BIN	1x/week	3 CY/ week
MAP NUMBER 6	DRY	(1) 3CY FRONT LOAD BIN	5x/week	15 CY /week
	WET	(1) 2CY FRONT LOAD BIN	3x/week	6 CY/ week
	GLASS	(3) 96G SIDE LOAD CART	3x/week	864 G/week
MAP NUMBER 2,4, AND 5		TRASH IS TAKEN OFF SITE		

* PROPERTY CURRENTLY HANDLES TRASH IN 6CY BINS

FA NEIGHBORING TRASH COLLECTION SCHEDULE / WK

SERVICE	M	T	W	T	F	SA	SU
WET 4CY	3		3		3	3	
DRY 4CY	2	2		2	2		
WET 3CY		1					
DRY 3CY		1	1	1	1	1	
WET 2CY		1		1		1	
GLASS 96G		3		3		3	
TOTAL	5	8	4	7	6	8	0

NOTE THAT BORELLI INVESTMENT COMPANY - PROPERTY MANAGER IS CONFIRMING THE TRASH SYSTEM FOR PROPERTIES 2 TROUGH 5 WITH OWNERSIP.

EXISTING SITE PLAN

LEVEL 1

SAN JOSE FOUNTAIN

CLIENT: WESTBANK CORPORATION

ARCHITECT: BIG

CIVIL: KIER & WRIGHT

STRUCTURAL: GLOTMAN SIMPSON CONS.

MECHANICAL / PLUMBING / FIRE PROTECTION: TAYLOR ENGINEERING

ELECTRICAL: NEMETZ (S/A) & ASSOCIATES

FIRE & LIFE SAFETY: HOLMES FIRE

TRANSPORTATION: FEHR & PEERS

VERTICAL TRANSPORTATION: EDGETT WILLIAMS CONS.

SUSTAINABILITY: ATELIER TEN

WASTE MANAGEMENT: AMERICAN TRASH MANAGEMENT

DATE ISSUE

SEAL

NOT FOR CONSTRUCTION

KEY PLAN

BAR SCALE

SHEET NAME: NEIGHBORING TRASH PLAN

PROJECT NO: 20508

DIR: 9050

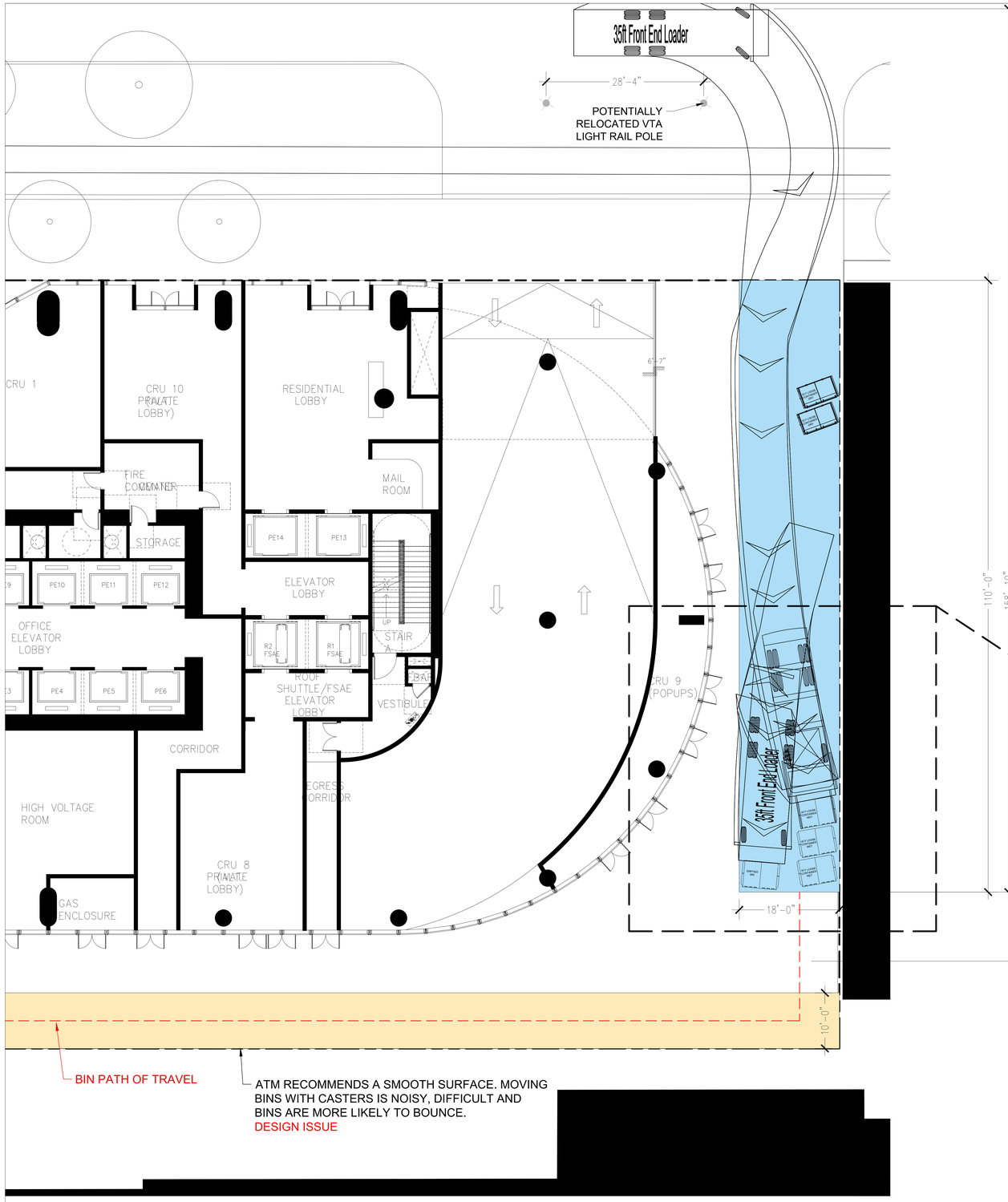
SCALE: 1/8" =

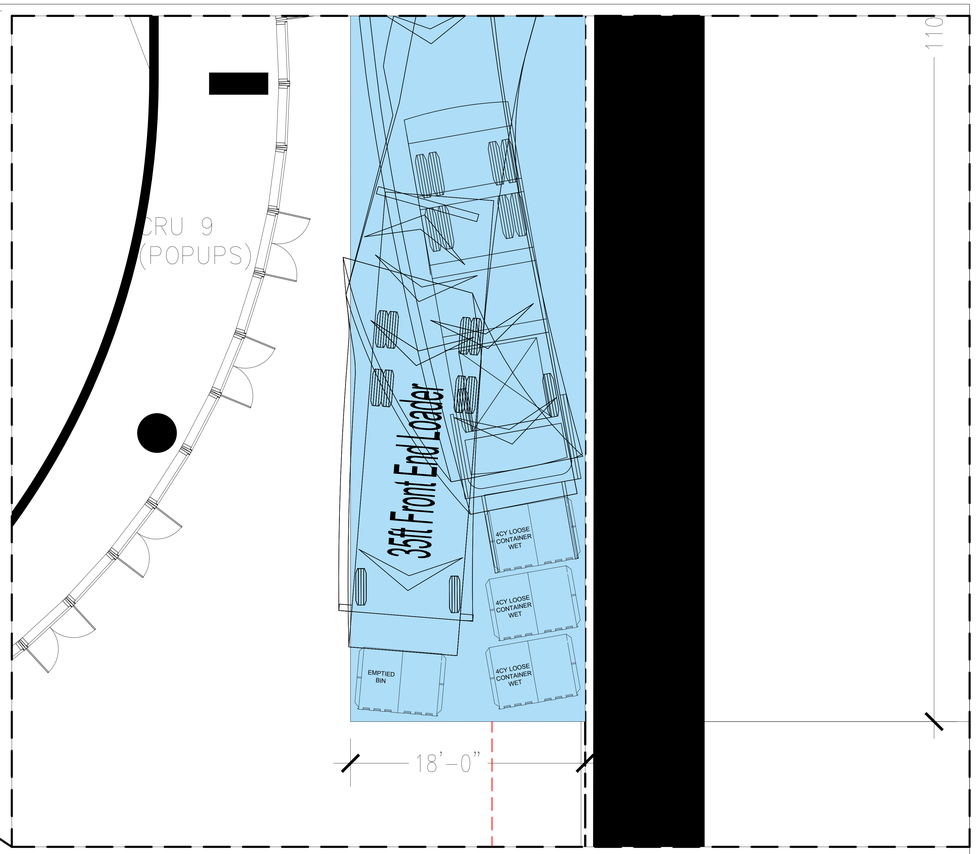
FORMAT: ARCH

DATE: 02/25/2021

SHEET NO: TR1.1

10/16/2020 8:46:42 PM





PROPOSED SYSTEM FOR NEIGHBORING PROPERTIES:

The south end of the property will be designed as the dedicated staging area for neighboring properties that currently stage trash bins on the Fountain Alley property. Businesses will move containers to this area for front-load bin service only.

Bins must be moved back immediately after service.

The number of bins in this exhibit represent the busiest day. On this day there will be 6 staged bins. The estimated time that Republic Services needs to empty a bin is about 5 minutes.

6 Bins x 5 minutes = 30 minutes Total Service Time

PROPOSED SYSTEM FOR NEIGHBORING PROPERTIES:

Properties that current stage side-load carts on S 1St street will maintain the same system.

SAN JOSE FOUNTAIN

CLIENT: WESTBANK CORPORATION, 600-1067 WEST CORDOVA STREET VANCOUVER, BC V6C V6E 3X1 T 604 685 9381

ARCHITECT: BIG BJARKE INGELS GROUP, 2 WORLD TRADE CENTER, 79TH FLOOR, 101 GREENWICH STREET, NEW YORK, NY 10006, USA T 347 549 4141

CIVIL: KIER & WRIGHT, 2855 KIFER ROAD, SUITE 100 SANTA CLARA, CA 95051 T 408 727 1214 F 408 727 3665

STRUCTURAL: GLOTMAN SIMPSON CONSULTING ENGINEERS, 1500 - 1130 WEST PENDER STREET VANCOUVER, BC V6E 4A4 T 604 734 1611 F 604 734 0892

MECHANICAL / PLUMBING / FIRE PROTECTION: TAYLOR ENGINEERING, 1080 MARINA VILLAGE PARKWAY, SUITE 100 ALAMEDA, CA 94501 T 510 749 1410

ELECTRICAL: NEMETZ (S/A) & ASSOCIATES LTD., 3009 - 4370 DOMINION STREET BURNABY, BC V5G 4L7 T 604 736 6562

FIRE & LIFE SAFETY: HOLMES FIRE, 235 MONTGOMERY STREET, SUITE 1600 SAN FRANCISCO, CA 94104 T 415 693 0595

TRANSPORTATION: FEHR & PEERS, 100 SANTA CLARA STREET, SUITE 675 SAN JOSE, CA 95113 T 408 278 1700

VERTICAL TRANSPORTATION: EDGETT WILLIAMS CONSULTING GROUP, 1320 WILLOW PASS ROAD, SUITE 310 CONCORD, CA 94520 T 925 969 0100

SUSTAINABILITY: ATELIER TEN, 45 TEHAMA STREET, 3RD FLOOR SAN FRANCISCO, CA 94105 T 415 955 0990

WASTE MANAGEMENT: AMERICAN TRASH MANAGEMENT, 1660 ROLLINS ROAD, SUITE 200 BURLINGAME, CA 94010 T 650 692 0800

DATE ISSUE

SEAL

NOT FOR CONSTRUCTION

KEY PLAN

BAR SCALE 0" 6" 1'-0"

SHEET NAME

NEIGHBORING TRASH PLAN OPTION 1

PROJECT NO 20508
DR BGDO
SCALE 1/8" = 1'-0"
FORMAT ARCH D
DATE 02/25/2021

SHEET NO TR1.2

10/14/2020 8:36:52 PM

35ft Front End Loader

28'-4"

POTENTIALLY RELOCATED VTA LIGHT RAIL POLE

CRU 1

CRU 10 (PRIVATE LOBBY)

RESIDENTIAL LOBBY

FIRE CONTAINER

MAIL ROOM

STORAGE

PE14 PE13 PE12 PE11 PE10

ELEVATOR LOBBY

OFFICE ELEVATOR LOBBY

PE6 PE5 PE4

R2 FSAE

R1 FSAE

UP STAIR A

ROOF SHUTTLE/FSAE ELEVATOR LOBBY

EBAU

VESTIBULE

CORRIDOR

EGRESS CORRIDOR

HIGH VOLTAGE ROOM

CRU 8 (PRIVATE LOBBY)

GAS ENCLOSURE

CRU 9 (POPUPS)

6'-7"

35ft Front End Loader

UNLOADED BINS

171'-3"

158'-10"

13'-0"

18'-0"

10'-4"

BIN PATH OF TRAVEL

ATM RECOMMENDS A SMOOTH SURFACE. MOVING BINS WITH CASTERS IS NOISY, DIFFICULT AND BINS ARE MORE LIKELY TO BOUNCE.
DESIGN ISSUE #1

GARAGE EXHAUST VENT

6'-7"

4CY LOOSE CONTAINER WET

4CY LOOSE CONTAINER WET

4CY LOOSE CONTAINER WET

35ft Front End Loader

UNLOADED BINS

OPTION 2: WET TRASH STREAM

18'-0"

3CY LOOSE CONTAINER DRY

3CY LOOSE CONTAINER DRY

BEYOND 150FT LIMIT
(122'-5" FROM TOP OF EASEMENT TO BOTTOM BIN)
ASK HAULER TO MAKE AN EXCEPTION
DESIGN ISSUE #2

OPTION 2: DRY TRASH STREAM

10/16/2020 8:46:52 PM

SAN JOSE FOUNTAIN

W. SAN CARLOS ST.
SAN JOSE, CA 95113

CLIENT
WESTBANK CORPORATION
600-1067 WEST CORDOVA STREET
VANCOUVER, BC V6C 1C3
T 604 685 9381

ARCHITECT
BIG
BJARKE INGELS GROUP
2 WORLD TRADE CENTER, SUITE 2601
NEW YORK, NY 10006, USA
T 347 549 4141

CIVIL
KIER & WRIGHT
3350 SCOTT BLVD BUILDING 14
SANTA CLARA, CA 95054
T 408 727 6665

STRUCTURAL
GLOTMAN SIMPSON CONSULTING ENGINEERS
1661 WEST 5TH AVENUE
VANCOUVER, BC V6J 1N5
T 604 734 9821

MECHANICAL / PLUMBING / FIRE PROTECTION
TAYLOR ENGINEERING
1080 MARINA VILLAGE PARKWAY, SUITE 201
ALAMEDA, CA 94501
T 510 900 7449

ELECTRICAL
NEMETZ (S/A) & ASSOCIATES LTD.
1009 - 1000 WEST 4TH AVENUE
VANCOUVER, BC V6J 1A1
T 604 736 6562

FIRE & LIFE SAFETY
HOLMES FIRE
235 MONTGOMERY STREET
SAN FRANCISCO, CA 94104
T 415 693 0595

TRANSPORTATION
FEHR & PEERS
160 W SANTA CLARA STREET, SUITE 675
SAN JOSE, CA 95113
T 408 278 1700

VERTICAL TRANSPORTATION
EDGETT WILLIAMS CONSULTING
1320 WILLOW PASS ROAD, SUITE 310
CONCORD, CA 94520
T 925 915 1880

SUSTAINABILITY
ATELIER TEN
143 TEHAMA STREET
SAN FRANCISCO, SAN FRANCISCO, CA 94105
T 415 955 0990

WASTE MANAGEMENT
AMERICAN TRASH MANAGEMENT
2350 KERNER BLVD, SUITE 250
SAN RAFAEL, CA 94901
T 415 800 4888

DATE ISSUE

SEAL

THESE DRAWINGS ARE INSTRUMENTS OF SERVICE AND SHALL NOT BE USED FOR OTHER PROJECTS, ADDITIONS TO THIS PROJECT OR COMPLETION OF THIS PROJECT BY OTHERS.

NOT FOR CONSTRUCTION

KEY PLAN

N S

BAR SCALE 0" 2" 4"

SHEET NAME

NEIGHBORING TRASH PLAN OPTION 2

PROJECT NO 20008
DIR 9050
SCALE 1/8" = 1'-0"
FORM / ARCH
DATE 02/25/2021

SHEET NO TR1.3

Fountain Alley TDM Plan

Prepared for:
Westbank
City of San José

June 2021

SJ20-2047

FEHR PEERS

Table of Contents

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Appendices

1. Introduction

Fountain Alley ("Project") is located at 35 S 2nd Street in the downtown neighborhood of San José, California. The site is generally bounded by Santa Clara Street to the north, S. 2nd Street to the east, San Fernando Street to the south, and S. 1st Street to the west. The site location is presented in **Figure 1**.

The Project proposes to demolish the existing Fountain Alley parking lot and construct a 21-story high-rise building with 194 residential units, 368,093 square feet of office space, and 13,074 square feet of ground floor retail space. The City of San José is requiring that a Transportation Demand Management (TDM) plan be developed and implemented to qualify the Project for a reduction from the typical minimum parking requirements for a project of this size.

This comprehensive TDM plan was prepared to comply with City of San José municipal code requirements, wherein the property owner is required to maintain a TDM program for the life of the Project that includes either subsidies for transit or carpool/vanpool support along with additional measures to encourage the use commute modes beyond solo driving. The program includes multimodal measures that best fit the context of the site and its users. It includes measures that are incorporated into the site's design and those that can be implemented by the property manager and/or by tenants (employers and residents).

This document summarizes the proposed TDM program, including detailed descriptions of recommended TDM strategies, an evaluation of the effectiveness of the TDM strategies, the party responsible for each strategy, and the parking- and trip-reduction monitoring process.

2. Project Description

To qualify for reductions in its parking supply under the *City of San José Municipal Code*, the Project is required to prepare a TDM plan and a parking management plan, which will be provided separately. This section describes the Project and its proposed parking supply, identifies applicable off-street parking supply reductions in the Municipal Code, and defines requirements to qualify for those reductions.

2.1 Project Description

The proposed Project is located at 35 S. 2nd Street in San José, California. The Project involves removing the existing Fountain Alley parking lot and constructing a 21-story high-rise building with 194 residential units, 368,093 square feet of office space, and 13,074 square feet of ground floor retail space. The proposed Project will also install new landscaping and pedestrian paths throughout the site. The Project site plan is presented on **Figure 2.**

2.2 Parking Supply

The Project falls within the City's DC Downtown Primary Commercial Zoning District and is therefore subject to the associated parking requirements. Due to the Project's downtown location, proximity to high-capacity transit, and commitment to implementing a TDM program, it is eligible for several reductions to on-site parking supply under the City's municipal code. **Appendix A** reproduces the relevant sections of the City of San José Code of Ordinances, which establishes minimum parking requirements. **Appendix B** reproduces a comment letter from the City of San José's Department of Planning, Building and Code Enforcement which outlines relevant parking requirements and reductions.

2.2.1 Proposed Parking Supply

The Project is proposing an underground parking structure to accommodate **289 total vehicle spaces** on four subsurface levels. There are no tandem spaces. Access to parking is provided by a driveway on S. 2nd Street that connects to the parking ramp. There is no designated pickup/drop-off space on the property's 2nd Street frontage since the Project is adjacent to the VTA light rail station. However, passengers could be dropped off, or picked up, on the transit mall and cross the light rail tracks to access the building.

2.2.2 Baseline Parking Supply Requirements

City of San José Code of Ordinances 20.70.100[1] establishes the minimum number of off-street parking spaces required for land uses constructed in the DC Downtown Primary Commercial Zoning District. Per *Table 20-140* of the code, the Project's proposed office use is required to provide 2.5 off-street spaces per 1,000 sq.

[1] *City of San José Code of Ordinances*, Supplement 37 Update 5. Online content updated on February 16, 2021. Retrieved from: https://library.municode.com/ca/san_jose/codes/code_of_ordinances. See **Appendix A** for relevant excerpts from the *Code of Ordinances*.

ft. of floor area, and the residential use is required to provide one space per unit. The proposed retail use is not required to provide off-street parking.

The City of San José defines "floor area" as eighty-five percent of the "total gross floor area" of the building (*City of San José Code of Ordinances 20.90.050)*. The total gross measured area identified on the Project's site plan dated November 14, 2020 is 368,093 sq. ft., the calculated floor area per City code is approximately 312,880 sq. ft for office use, which would require a minimum supply of 782 vehicle parking spaces per City code for office use. The number of parking spaces required for residential use is 194. Therefore, the site would be required to provide a total of **976 off-street parking spaces** before accounting for any additional parking reductions.

2.2.3 City of San José Parking Requirement Reductions

The Project is eligible for three reductions to its off-street parking supply: a 20 percent reduction due to proximity to a light rail station, a 50 percent due to the proposed TDM program, and additional 50 percent reduction due to the Project's location within the Downtown Zoning District and mix of land uses.

Reductions for Projects with Access to Alternative Transportation Modes

Per *City of San José Code of Ordinances 20.70.220.A,* the Director of the Planning Department may grant reductions in off-street parking requirements for Projects under the following conditions:

- **Up to 20 percent reduction**: The Project is located within 2,000 feet of a proposed or an existing rail station or bus rapid transit station; and
- Provide bicycle parking spaces as required by Table 20-90 in the Code of Ordinances;

In addition to the above, the Project can implement TDM program to gain reduction over twenty percent:

- **Up to 50 percent reduction**: The project implements at least three transportation demand management (TDM) measures as specified in *Section 20.90.220.A.1*.

Reductions for Projects in the DC Downtown Primary Commercial Zoning District

Per *City of San José Code of Ordinances 20.70.330.B,* the Director of the Planning Department may grant **up to a 50 percent additional reduction** in off-street parking requirements for mixed-use Projects in the DC Downtown Primary Commercial Zoning District under the following conditions:

- The Project is mixed use;
- The reduction will not adversely affect surrounding projects;
- The reduction will not be dependent upon public parking supply or reduce the surrounding public parking supply;
- The Project demonstrates that it can maintain the TDM program for the life of the Project and it is reasonably certain that the parking shall continue to be provided and maintained at the same location for the services of the building or use for which such parking is required, during the life of the building or use.

Summary of Applicable Reductions

The regulatory basis for the Project's off-street automobile parking requirements and reductions are summarized in **Table 1**.

TABLE 1: APPLICABLE PARKING REQUIREMENTS AND REDUCTIONS

Ordinance	Reduction	Requirement	Eligibility
20.70.100: Downtown Zoning Districts – Minimum off-street parking requirements	n/a	n/a	Project is located in DC Downtown Primary Commercial Zoning District
20.90.220 (A): Alternative Transportation	20%	Project is located near transit and provides adequate bicycle parking	As documented in this report: • Project is located within 2,000 of 2nd & Santa Clara VTA Light Rail Station • Project provides bicycle parking per Table 20-90 in the Code of Ordinances
20.90.220 (A.1): TDM Program	50%	Project develops a TDM program and demonstrates that it will be maintained for the life of the Project	As documented in this report: • Project implements at least three TDM measures • Project will maintain the TDM program for the life of the Project
20.70.330 (b): Reduction for mixed use development in downtown	50%	Project is mixed-use, parking reductions will not affect other developments, and TDM program will be maintained for the life of the Project	As documented in this report: • Project is mixed-use • Publicly accessible on-street and off-street parking near the Project are priced and managed to prevent spillover parking • Project has developed a TDM program • Project will maintain the TDM program for the life of the Project
Maximum reduction	**75%**	*by applying the 20.90.220 (A.1) and then 20.70.330 (b)*	

Source: City of San José; Fehr & Peers, 2021.

2.2.4 Calculated reductions and requirements

Table 2 shows the required parking spaces if the Project meets the conditions identified above. As noted, the reductions are cumulative, resulting in a total required supply of 244 spaces. The Project proposes to construct 289 parking spaces, or 45 more than are required.

TABLE 2: APPLICABLE PARKING REQUIREMENTS AND REDUCTIONS

	Reduction		
Ordinance	**Percent**	**Spaces**	**Required Spaces**
Table 20-140: Downtown Zoning Districts – Minimum off-street parking requirements	n/a	n/a	976
20.90.220 (A): Alternative Transportation[1]	20%	195	781
20.90.220 (A.1): TDM Program[1]	50%	488	488
20.70.330 (b): Reduction for mixed use development in downtown[2]	50%	244	244
Total Required Parking	*75%*	*732*	*244*
Proposed Parking Supply	**70%**	**687**	**289**

Notes

1. Take the higher percentage eligible from Section 20.90.220.
2. Reductions are not cumulative. The Section 20.70.330 reduction is applied to the reduce parking supply from the Section 20.90.220 reduction.

Source: City of San José; Fehr & Peers, 2021.

2.3 Parking Size Requirements

City of San José Code of Ordinances 20.90.100 specifies off-street vehicle parking space design requirements, including the physical dimensions of both parking spaces and drive aisles for different parking configurations. The typical width for one-way drive aisles is 20 feet for straight parking. Since the Project garage is one-way circulation with 60-degree angle parking, the minimum width required per City code *Table 20-220* is 16 feet regardless of the space size. *City of San José Code of Ordinances 20.90.060* indicates that up to 40 percent of off-street vehicle parking spaces may be small car spaces designed to the suitable standard described in *Table 20-220* of *City of San José Code of Ordinances 20.90.100*.

2.4 Parking Accommodation

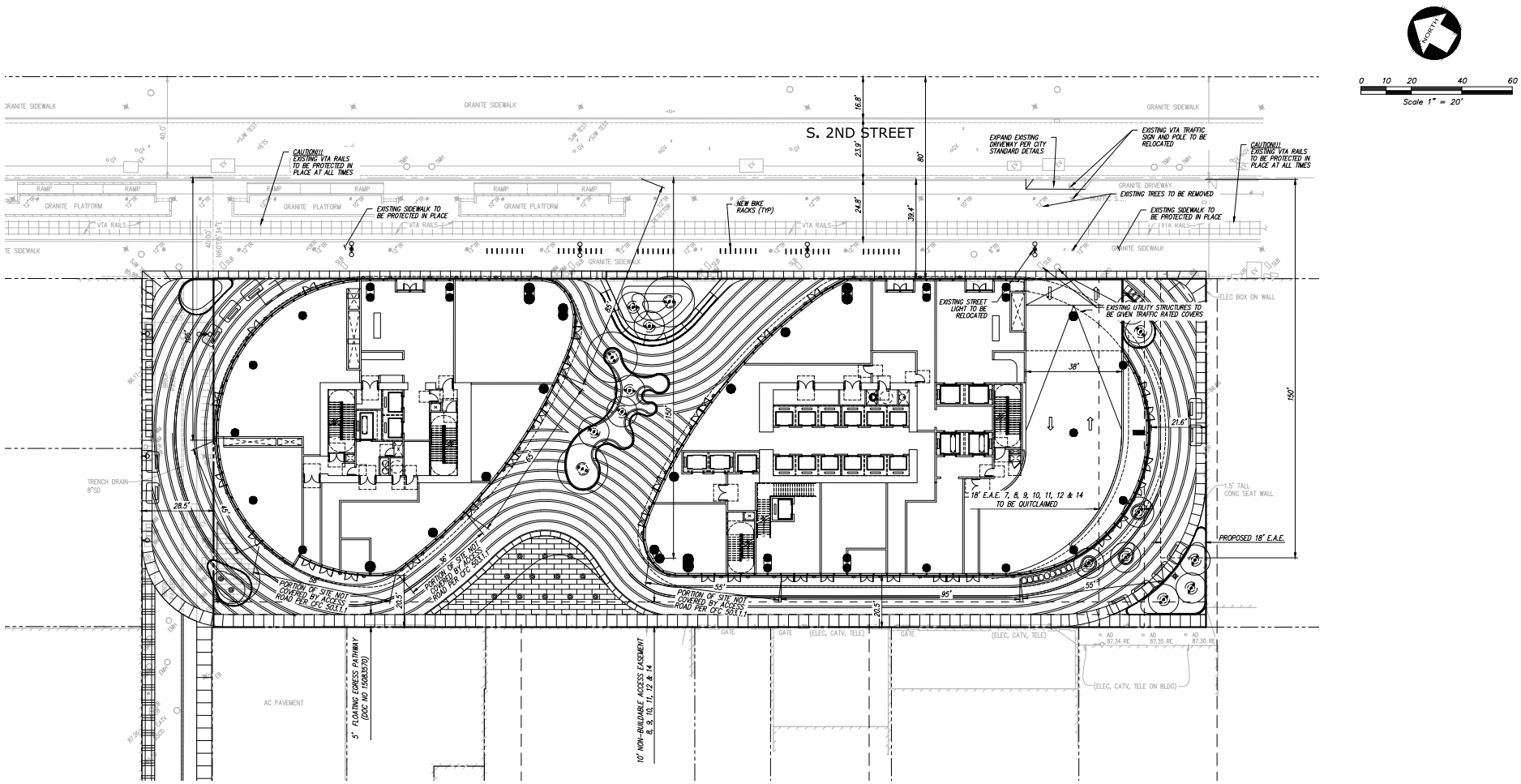
The current version of the site plan includes the provision of parking accommodation for **289 total spaces** on four subsurface levels; all spaces provided are in standard parking spaces.

Site Location

Downtown Growth Boundary

Figure 1

Project Location



Source: BJARKE INGELS GROUP

Figure 2

Site Plan

3. Transportation Context

The pedestrian, bicycle, and transit facilities that support commuting to the site by modes other than the automobile are described in this section as a background for the recommended strategies in the next section. Existing bicycle and transit facilities are depicted in **Figure 3**.

3.1 Pedestrian Facilities

Pedestrian facilities are comprised of sidewalks and crosswalks. The streets adjacent to the Project site, including Santa Clara Street, S. 1st Street, S. 2nd Street, and San Fernando Street, have sidewalks on both sides of the roadway. Most of the adjacent sidewalks are a minimum of 10 feet wide, due to the downtown context. 1st Street and 2nd Street are part of the down transit mall, which was designed to enhance the pedestrian experience.

The major intersections near the site have crosswalks on all legs, and all the adjacent intersections have ladder crosswalk striping. These major intersections all have directional curb ramps on the approaches. There is no midblock crosswalks directly connecting to the site on the S. 2nd street.

3.2 Existing Bicycle Network

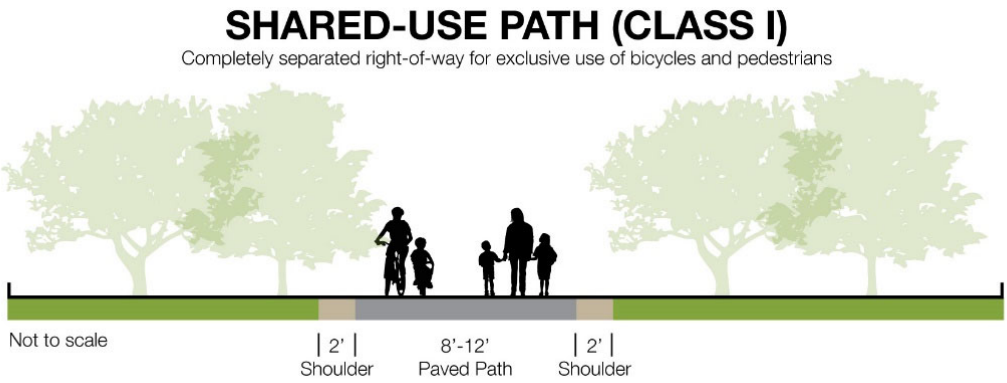
This section describes bicycle facility classifications, existing bicycle facilities near the Project site, and bicycle share within reach of Project workers and visitors.

Bicycle Facility Descriptions

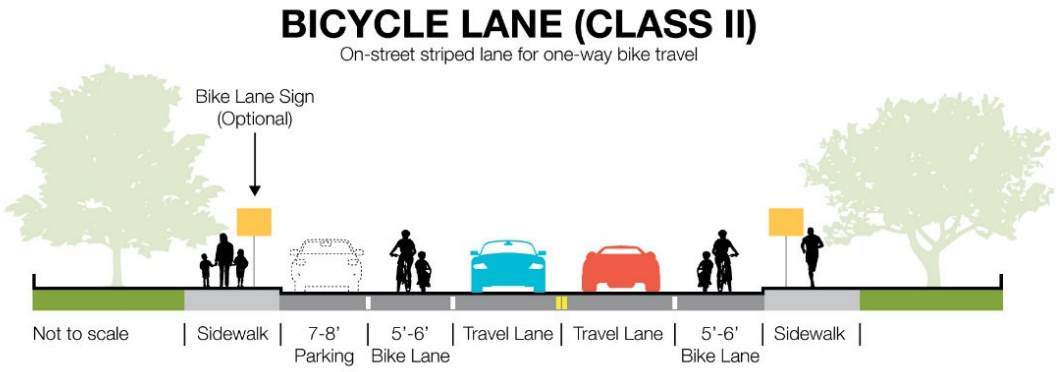
The *San José Bike Plan 2020* (adopted 2009) describes three classes of bicycle facilities. The City is currently updating their Bike Plan, and the draft *San José Better Bike Plan 2025* describes four classes of bicycle facilities. These descriptions are based on California Department of Transportation (Caltrans) classifications of bikeways from California Assembly Bill 1193 and the *Highway Design Manual* (Chapter 1000: Bikeway Planning and Design).

Each bikeway class is intended to provide bicyclists with enhanced riding conditions. Bikeways offer various levels of separation from traffic based on traffic volume and speed, among other factors. The four bikeway types and appropriate contexts for each are presented below.

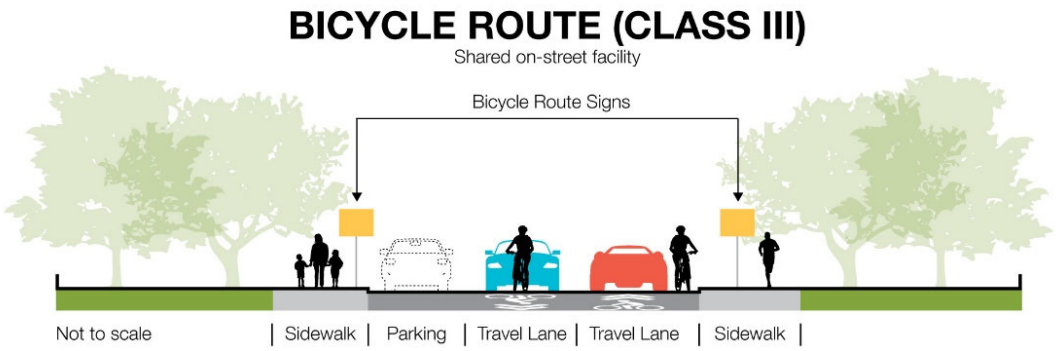
Class I Bikeway (Shared Use Path): Shared-use paths, sometimes referred to as multi-use paths, provide completely separate right-of-way and are designated for the exclusive use of people riding bicycles and walking with minimal roadway crossings. In general, shared-use paths are along corridors not served by streets or where sufficient right-of-way exists to allow them to be constructed away from the influence of vehicles. Class I Bikeways can also offer opportunities not provided by the road system by serving recreational areas and/or desirable commuter routes.



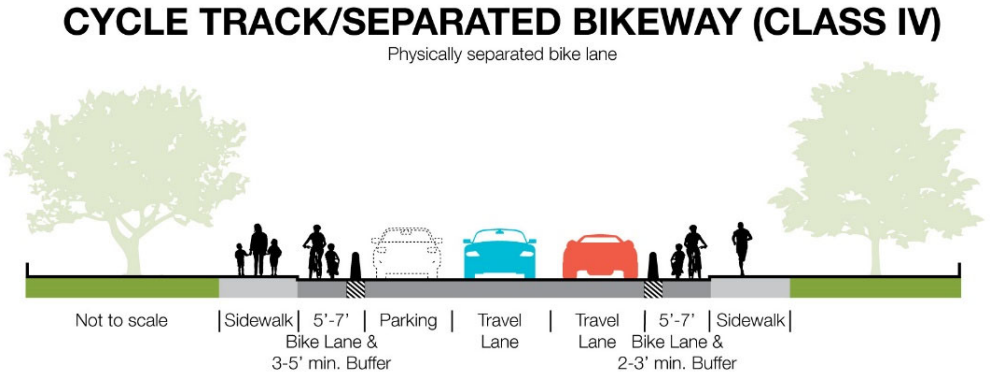
Class II Bikeways (On-Street Bike Lanes): Bike lanes provide a striped lane, pavement markings, and signage for one-way bike travel on a street or highway. Bicycle lanes are typically five (5) feet wide, although wider lanes are desirable on roadways with high traffic volumes and/or high travel speeds. The *VTA Bicycle Technical Guidelines* (December 2012) recommends that Caltrans standards regarding bicycle lane dimensions be used as a minimum and provides supplemental information and guidance on when and how to better accommodate the many types of bicyclists. Bike lanes may be enhanced with painted buffers between vehicle lanes and/or parking, and green paint at conflict zones (such as driveways or intersections).



Class III Bikeways (Bike Routes): Bike routes may be identified on a local residential or collector street when the travel lane is wide enough and the traffic volume is low enough to allow both cyclists and motor vehicles to share a lane and/or to provide continuity to a bikeway network. Shared-use arrows or "sharrows" are common striping treatments for bike routes.



Class IV Bikeways (Separated Bikeway): Separated bikeways, also referred to as cycle tracks or protected bikeways, are bikeways for the exclusive use of bicycles which are physically separated from vehicle traffic. They are not defined in the *San José Bike Plan 2020* but are listed in the draft *San José Better Bike Plan 2025*. Separated bikeways were adopted by Caltrans in 2015. Types of separation may include, but are not limited to, grade separation, flexible posts, physical barriers, or on-street parking.



Under California Law, bicyclists are allowed to use all roadways in California unless posted otherwise. Therefore, most roadways are open for cycling even if they have no designated or planned bikeways.

Existing Bicycle Facilities

Existing bicycle facilities adjacent to the Project are shown on **Figure 3**. Class IV separated bikeways are provided on San Fernando Street where bike lanes are parking protected. San Fernando Street provides access between Diridon Station area and downtown San José. S. 1st Street and S. 2nd Street are Class III shared-use bike boulevards. The two streets run through residential neighborhoods north of downtown, downtown San José and commercial districts south of downtown. The draft *San José Better Bike Plan 2025* proposes Class II bike lanes on First Street and Second Street.

Bicycle and Scooter Share

Employees and visitors without a bicycle or who prefer not to bring their bicycles to the site can use bike share to access nearby destinations, including the San José Diridon Caltrain Station. Bay Wheels is the San Francisco Bay Area's bicycle share program, which provides bicycles and e-bikes for short-term rental in San Francisco, San José, and the East Bay. Bicycle share programs provide first/last mile access to transit and can be used for short bicycle trips (typically less than 30 minutes), especially where parking a bicycle securely may be challenging.

Bay Wheels bicycles can be checked out from and returned to bicycle share stations, which use a docking mechanism to ensure that only paying customers and Bay Wheels members use the bicycles. Standard bicycles can be checked out for a $2 fee, with an additional $3 charge for each 15 minutes beyond the first 30 minutes of riding; e-bikes are 20 cents per minute for the first 30 minutes, or $6. Bay Wheels members pay an annual fee to access free trips under 45 minutes on standard bicycles and reduced charges for using e-bikes and for going over the ride time limit.

Four bicycle share stations are within walking distance of the Project site:

- Fountain Alley at S. Second Street: 11 shared bicycles, which will be relocated due to the Project;
- San Jose City Hall: 23 shared bicycles,
- San Fernando Street at 4th Street: 23 shared bicycles, and
- Paseo de San Antonio at 2nd Street:19 shared bicycles.

All of these bicycle share stations are about a 10 minute ride (including docking and undocking time) along Class II or Class IV facilities to San José Diridon Caltrain Station, which has a bicycle share station with room for up to 34 bicycles.

Electric scooters (e-scooters) are provided in downtown San José by several companies operating under permits from the City, with scooter availability and pricing varying by company. Like bicycles, these scooters can be used in bicycle facilities and on streets but are not allowed on sidewalks downtown.

3.3 Existing Transit Service

Bus and light rail service in San José are operated by the VTA. Fountain Alley is directly next to VTA's 2nd & Santa Clara Station. **Table 3** summarizes the existing transit services near the Fountain Alley Project. Adjacent bus routes, bus stop, LRT lines, and LRT station are illustrated on **Figure 3**. In addition to the bus and light rail service directly adjacent to the Project site, the San José Diridon Caltrain station, which is served by Caltrain, Amtrak, and Altamont Commuter Express regional rail, is a 20-minute walk or a less than 10 minute bicycle ride away, making it a feasible commute option for some workers. Due to COVID-19, many transit agencies (including VTA) have temporarily reduced their services. The transit services described below reflect typical pre-COVID-19 transit service routes, operating hours, and peak headways as available on the VTA website.

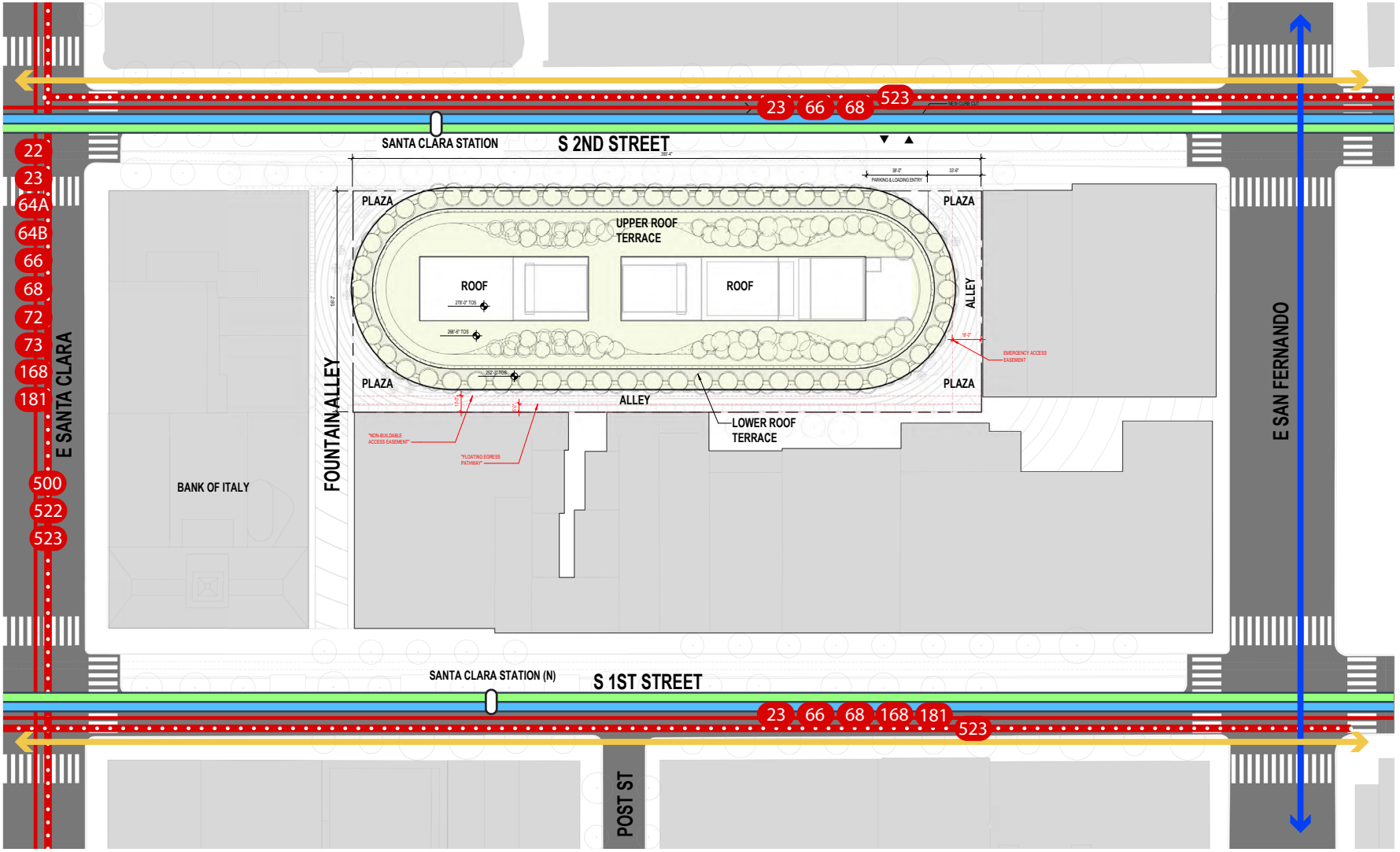
TABLE 3: EXISTING TRANSIT SERVICE

Route[1]	From	To	Weekdays		Saturdays		Sundays	
			Operating Hours	Peak Headway[2] (minutes)	Operating Hours	Headway[2] (minutes)	Operating Hours	Headway[2] (minutes)
VTA Bus Service								
22	Palo Alto Transit Center	Eastridge	4:30 AM – 1:50 AM	15	4:50 AM – 2:00 AM	15	4:55 AM – 1:10 AM	15
23	De Anza College Transit Center	Alum Rock Station	5:30 AM – 12:40 AM	15	5:50 AM – 12:40 AM	15	5:55 AM – 11:50 PM	20
64A	McKee & White	Ohlone-Chynoweth Station	5:15 AM – 10:45 PM	30	6:45 AM - 10:45 PM	30	7:00 AM - 10:00 PM	30
64B	McKee & White	Almaden Expressway & Camden	5:45 AM – 9:10 PM	40	9:15 AM – 6:05 PM	60	9:15 AM – 6:05 PM	60
66	North Milpitas	Kaiser San Jose	5:10 AM – 11:40 PM	15	5:30 AM - 11:40 PM	20	5:40 AM - 10:40 PM	20
68	San Jose Diridon Station	Gilroy Transit Center	5:05 AM – 12:25 AM	15	5:40 AM - 12:40 AM	20	5:40 AM - 12:40 AM	20
72	Downtown San Jose	Senter & Monterey via McLaughlin	5:25 AM – 10:30 PM	20	6:40 AM – 9:50 PM	30	7:40 AM - 9:90 PM	30
73	Downtown San Jose	Senter & Monterey via Senter	5:40 AM – 10:55 PM	20	6:30 AM - 9:10 PM	30	7:30 AM - 9:10 AM	30
168	Gilroy Transit Center	San José Diridon Station	5:40 AM – 8:50 AM, 3:40 PM – 7:00 PM	40	N/A	N/A	N/A	N/A
181	Gilroy Transit Center	San José Diridon Station	5:40 AM – 8:50 AM, 3:40 PM – 7:00 PM	40	N/A	N/A	N/A	N/A
500	San Jose Diridon Station	Berryessa BART	4:30 AM – 11:25 PM	10	7:15 AM – 11:30 PM	30	7:05 AM – 11:30 PM	30

TABLE 3: EXISTING TRANSIT SERVICE

Route[1]	From	To	Weekdays		Saturdays		Sundays	
			Operating Hours	Peak Headway[2] (minutes)	Operating Hours	Headway[2] (minutes)	Operating Hours	Headway[2] (minutes)
522	Palo Alto Transit Center	Eastridge	5:20 AM – 11:15 PM	15	6:00 AM – 10:25 AM	20	6:55 AM – 9:25 PM	20
523	Berryessa BART	Lockheed Martin via De Anza College	6:05 AM – 10:15 PM	30	N/A	N/A	N/A	N/A
VTA Light Rail								
Blue	Santa Teresa Station	Baypointe Station	4:55 AM – 1:15 AM	20	4:55 AM – 1:15 AM	30	5:55 AM – 11:40 PM	30
Green	Winchester Station	Old Ironsides Station	5:45 AM – 12:40 AM	20	6:15 AM – 12:30 AM	30	6:15 AM – 11:30 PM	30

Notes:
1. Weekday and weekend service as of February 2021, pre-COVID operation.
2. Headways are defined as the time between transit vehicles on the same route.
Source: VTA, 2021.



Source: BJARKE INGELS GROUP

Existing Bicycle Facilities

- Bike Route
- Bike Protected Lane

Existing Transit Facilities

- Rapid Bus
- Frequent Bus
- Green Line
- Blue Line

Figure 3

Existing Transportation Facilities

4. TDM Measures and Strategies

This section describes the proposed TDM strategies for the Fountain Alley site for both employees and residents. The proposed TDM strategies are summarized in **Table 4** according to whether they are provided by the developer or by the building occupant (property manager and/or tenants). In some cases, office tenants may choose to provide measures that would ordinarily be provided by the property manager. The property manager would be responsible for providing TDM services to the residents. Each strategy is described in more detail below.

4.1 Developer-Provided Measures

Several measures that have been demonstrated to encourage the use of transit, carpooling, walking, and bicycling as commute modes are built into the proposed Project's location and design.

Location

The site is located within walking distance (less than 2000 feet) of both the 2nd & Santa Clara and 1st & Santa Clara VTA Light Rail Stations. In addition, there are Express bus routes on Santa Clara Street, 1st Street, and 2nd Street, making VTA transit services a convenient commute option. The site is approximately 20 minutes from the San José Diridon Caltrain station by walking and 10 minutes by bicycle. The site's location near fast and reliable transit service connecting to regional destinations, combined with complementary building and street design to encourage walking and bicycling to transit, encourages commuters and residents to use transit.

Pedestrian-Oriented Design

Buildings that are designed to be accessible to people arriving by transit or walking encourage the use of these modes. Typical elements include minimal or no setbacks, pedestrian-oriented entrances, and elements such as planters, wide sidewalks, benches, etc. San José's *Downtown Urban Design Policies* require that new downtown development reflects the urban, pedestrian-oriented nature of the neighborhood. In addition, the Project will be surrounded by a plaza and have an urban room at the ground floor, as shown on **Figure 2.**

Limited Automobile Parking Supply

Limiting available automobile parking discourages driving, especially driving alone, by constricting easy and convenient parking options. This strategy is particularly effective when implemented in transit-rich neighborhoods with priced and managed street parking, like Downtown San José, and alongside measures such as parking pricing and parking cash-out that make parking more expensive and that incentivize the use of non-drive-alone commute modes.

TABLE 4: TDM STRATEGIES FOR FOUNTAIN ALLEY

Category	Strategy	Strategy Description	Required per City Code?
Developer-Provided Measures (Building and Site Design)			
Location	Locate near high-quality transit	The site is located within 2,000 of both the 2nd & Santa Clara and 1st & Santa Clara VTA Light Rail Station. VTA express bus operate on Santa Clara, 1st, and 2nd Streets.	Required
Pedestrian-Oriented Design	Building Setbacks	Building is located near the sidewalk (zero setbacks).	Required
	Pedestrian-Oriented Entrances	Provide secure, pedestrian-oriented building entrances.	Required
Automobile Parking	Limited Parking Supply	A limited parking supply (289 spaces) will discourage driving alone to work and will encourage residents to use alternative forms of transportation.	n/a
Bicycle Parking / Amenities	Bicycle Parking	Short- and long-term bicycle parking are provided on Parking Level 1. Parking is secure, well-lit, and sheltered from the elements.	Required
	Bicycle Amenities*	On-site shower and locker rooms located in Parking Level 1.	Recommended*
Property Manager- or Tenant-Provided Measures			
Primary Elements	Transit Use Incentives	Subsidize transit use for on-site employees and residents by requiring tenants and the property manager to participate in the VTA SmartPass and/or Clipper Direct program.	***Required –*** Project must provide transit incentives or carpool/vanpool coordination
	TDM Information and Program Management*	Provide TDM information to tenants, their employees, and the residents.	Recommended*
		Identify or hire a TDM coordinator.	
		Monitor employee commuting and resident travel patterns and report continued TDM program administration to the City.	
	Guaranteed Ride Home*	Provide a free ride or reimburse costs for an emergency ride home.	Recommended*
	Telecommuting / Flexible work*	Require tenants to permit telecommuting and/or flexible work arrangements, including flexible start times to allow the use of transit and compressed work weeks.	Recommended*

Source: Fehr & Peers, 2021. Measures marked with an ***** are recommended best practices; the Project is required to provide at least two of these measures to qualify for a parking supply reduction.

Bicycle Parking

The Project will provide 85 short-term bicycle parking spaces at the ground level and 402 long-term bicycle parking spaces on Parking Level 1. Long-term bicycle parking is provided in two separate locations for

employees (240 bicycle parking spots) and residents (162 bicycle parking spots). Bicycle parking is secure, well-lit, and protected from the elements.

Bicycle Amenities

For the employees, twelve on-site showers and locker facilities will be provided on Parking Level 1.

4.2 Manager- and Tenant-Provided Measures

The property manager will provide several TDM measures for workers and residents at Fountain Alley. Individual office tenants may choose to provide or manage some of these measures. The tenants who will occupy the office space are responsible for implementing TDM measures that require their participation, for example, to communicate messages from TDM staff, to set protocol, and to finance subsidies.

Tenants may choose to provide additional TDM measures to promote employee satisfaction, or they may take over operations of some TDM measures provided by the property manager, such as promotional programs.

Required Strategies

To comply with the requirements of San José's municipal code, the Project must provide a TDM program that offers **at least one of the following measures** to employees:

1. **Carpool/vanpool matching program** and preferential parking spaces for carpools and vanpools;
2. **Transit use incentive program**, such as subsidized transit passes using the regionwide Clipper Direct or VTA SmartPass programs.

In recognition of the Project's location near VTA light rail and bus stops and within a short bicycle or scooter ride of Caltrain service at Diridon Station, the Project sponsor proposes to require that tenants provide transit subsidies and/or transit passes to all employees who desire to commute by transit and to require the property manager to provide transit subsidies and/or transit passes to all residents who desire to commute by transit.

Transit Use Incentive Program

Tenants and the property manager will be required to provide a transit subsidy and/or transit passes to all employees (regular, part-time, and contract) and residents who utilize public transit and desire to have a subsidy or pass for the life of the Project (as required per the City's Conditions of Approval). This requirement can be fulfilled by participation in VTA's SmartPass program and/or the Clipper Direct program.

Transit subsidies can be aggregated along with other non-SOV commute benefits, such as carshare and bikeshare subsidies, bicycling and walking perks, etc. into company-wide employee commute rewards programs. Many employers in Silicon Valley routinely provide these benefits to their employees.

Recommended Strategies

In addition to providing either a transit use incentive program or a carpool/vanpool matching program, the Project must provide **at least two** additional TDM measures to qualify for a reduced parking requirement. Eligible measures include on-site showers and lockers (described above), providing information and promotion about alternatives to driving alone to work, a guaranteed ride home program, or telecommuting and flexible work schedules. These measures are described below.

TDM Program Information

The property manager will provide TDM program information to tenants and their employees and to residents through a variety of means to ensure that employees working at the building and residents are aware of transit and alternative transportation options. In some cases, tenants may provide their own TDM programs and benefits and information to their employees directly.

To support the TDM program, the property manager may appoint an on-site commute coordinator to manage and monitor commute-alternative programs, including, but not limited to, the following:

- Develop commute-alternative programs for employees whose employers do not provide them and for residents, which could include a telecommute program, a Guaranteed Ride Home Program; One-Way Carshare Program; and Commute Rewards Program
- Create and maintain commuter information, emergency ride-home information, transit subsidy and/or transit pass information, transit schedules, bicycle maps, 511.org match information and transit alerts
- Participate in the Bay Area Air Quality Management District (BAAQMD) Spare the Air Program
- Monitor and enforce the TDM program
- Market, evaluate, and adjust TDM program
- Handle transactions on-site related to shuttle, vanpool, transit, etc.
- Match carpools or find regionally available vanpools;provide, or utilize an existing, web platform to assist in matching carpools and vanpools
- Implement pilot projects to test new modes/technologies (e.g. e-bike charging, ridesharing apps, etc.)
- Conduct a regular review of employee commuting and resident travel patterns through the monitoring process

Tenants would have the responsibility to administer TDM elements that are not provided by the property manager, as needed.

Guaranteed Ride Home

The Property manager and/or tenants will be required to provide a free ride or reimburse costs for employees who use alternative modes and need a ride home. These programs cover rides to an employee's home in the event of illness or crisis of the employee or immediate family member, if a carpool or vanpool ride is unavailable due to unexpected changes in the driver's schedule or vehicle breakdown, if the employee's bicycle is not usable (flat tire, mechanical failure, vandalism, theft), or if the employee is required to work late unexpectedly.

Telecommuting and Flexible Work Arrangements

Flexible work hours and telecommuting are standard arrangements for office workers in Silicon Valley. Tenants would be required to provide employees with flexible work options, including:

- Telecommuting: Telecommuting allows employees to work from home or from non-work locations reduces trips made to the employer site.
- Flextime: Employees can set or modify their arrival and departure times to provide the flexibility they need to use alternative modes.
- Compressed work weeks: Employees work more hours in a single day, but fewer days of the week, which reduces trips made to the employer site.

5. TDM Strategy Evaluation

Fehr & Peers used a TDM model (TDM+) that is grounded in objective and fact-based research specific to the San Francisco Bay Area to assess the effectiveness of proposed TDM measures. TDM+ has been adopted into the California Emissions Estimator Model (CalEEMod) (a statewide land use emissions model developed in collaboration with the air districts of California) and is recommended for use in California Environmental Quality Act (CEQA) documentation by the Bay Area Air Quality Management District. The model draws on the individual effectiveness and grouped effectiveness of measures based on the literature review from the California Air Pollution Control Officers Association (CAPCOA) report titled *Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures*.[2] Specifically, the TDM measures included in the TDM model were screened on the basis of the feasibility of quantifying the emissions, the availability of robust and meaningful data upon which to base the quantification, and whether the measures (alone or in combination with other measures) would result in appreciable reductions in vehicle trips.

Each TDM measure's estimated contribution reducing Vehicle Miles Traveled (VMT) (and, by extension, vehicle trips and potential parking demand) was estimated and is summarized in **Table 5**. The rightmost column notes how estimated VMT reductions may differ from actual reductions in parking demand; for all strategies, parking demand reductions are likely to match or exceed VMT reductions. Estimated reductions in VMT and parking demand are presented as a range of potential results rather than a single number, reflecting the variation in effectiveness demonstrated in the research literature. For further details on the TDM measure effectiveness calculations, refer to Appendix C.

[2] This report was prepared in collaboration with the Northeast States for Coordinated Air Use Management (NESCAUM) and the National Association of Clean Air Agencies; and the report was also prepared with support from ENVIRON and Fehr & Peers for technical analysis. The report provides methods for quantifying trip reductions from a specified list of mitigation measures, primarily focused on project-level mitigation.

TABLE 5: ESTIMATED VMT/PARKING DEMAND REDUCTION FROM FOUNTAIN ALLEY TDM STRATEGIES

Strategy	Estimated Reduction Range (Office)	Estimated Reduction Range (Residential)	Quantification Tool	Assumptions	Parking Demand Notes
Pedestrian-Oriented Design	0 - 1%	0 – 2%	TDM+	Identified in site plan	VMT reduction may underestimate reduction in parking demand from short commutes, which are most likely to be replaced by bicycling and walking.
Bicycle Parking	0	0 – 1%	TDM+		
Bicycle Amenities	0	0 – 1%	TDM+		
Limited Auto Parking Supply	0 - 10%	7- 13%	TDM+		VMT reduction based on parking demand reduction.
Transit Subsidies	2 - 5%	2 – 5%	TDM+	Evaluated as a general commute incentive strategy to account for variability in strategies required under City of San José code.	VMT reduction is derived from vehicle trips reduction; assume 1:1 ratio of parking demand to vehicle trips.
Telecommuting / Flexible work arrangements	0 – 11%	0	SJ VMT Tool	Assumes that 100% of workers are eligible to telecommute 1.5 days per week.	VMT reduction; may underestimate reduction in parking demand if workers with longer commutes are more likely to telecommute.
TDM Information and Program Management	4 - 12%	1 – 16%	TDM+	Evaluated as a general commute marketing strategy	VMT reduction; may underestimate reduction in parking demand from short commutes, which are most likely to be replaced by bicycling and walking.
Guaranteed Ride Home	0 - 1%	0	TDM+	Typical component of TDM programs	VMT reduction is derived from vehicle trips reduction; assume 1:1 ratio of parking demand to vehicle trips.
Total Reductions	**up to 40%**	**up to 38%**	*Reductions are capped at 40% to reflect maximum observed reductions in TDM research literature*		

Source: Fehr & Peers, 2021. . Percentage reductions are scaled to show their relative contributions to the total capped reduction of 40%.

6. TDM Program Maintenance

To qualify for the parking reductions identified in the City of San José's municipal code, the Project developer must demonstrate that both the proposed TDM program and the proposed parking supply will be maintained for the life of the Project. If the Project owner fails to maintain the TDM program outlined in this document, they must provide replacement parking spaces within walking distance of the Project.

While the City of San José's municipal code does not require that the TDM program attain a specific VMT, vehicle trip, or parking demand reduction in order to qualify for a reduced parking requirements, we recommend that the Project owner and/or property manager periodically review the TDM program's effectiveness by assessing program participation and usage.

To ensure that the Project maintains the TDM program, we recommend that the Project owner submit a report to the City of San José every two years, beginning within the first two years that the Project reaches 50 percent occupancy, summarizing the TDM measures in place and benefits provided to building tenants and workers.

Appendix A – Relevant Sections from City of San José Code of Ordinances

20.70.100 - Allowed uses and permit requirements.

A. "Permitted" land uses are indicated by a "P" on Table 20-140.

B. "Permitted" uses which may be approved only on parcels within the downtown zoning districts which are designated on the land use/transportation diagram of the general plan, as amended, with a land use designation that allows some residential use, are indicated by a "P ^{GP} " on Table 20-140. These uses may be allowed on such downtown zoning district parcels, but only in compliance with the general plan land use restrictions related to residential use.

C. "Conditional" uses requiring planning commission approval as the initial decision-making body are indicated by a "C" on Table 20-140. These uses may be allowed in such designated districts, as an independent use, but only upon issuance of and in compliance with a conditional use permit approved by the planning commission, or city council on appeal, as set forth in Chapter 20.100.

D. "Conditional" uses which may be approved only on parcels within the downtown zoning districts which are designated on the land use/transportation diagram of the general plan, as amended, with a land use designation that allows some residential use, are indicated by a "C ^{GP} " on Table 20-140. These uses may be allowed on such downtown zoning district parcels, but only upon issuance of and in compliance with a conditional use permit as set forth in Chapter 20.100; and in compliance with the general plan land use restrictions related to residential use.

E. "Special" uses are indicated by a "S" on Table 20-140. These uses may be allowed in such designated districts, as an independent use, but only upon issuance of and in compliance with a special use permit as set forth in Chapter 20.100.

F. "Special" uses which may be approved only on parcels within the downtown zoning districts which are designated on the land use/transportation diagram of the general plan, as amended, with a land use designation that allows some residential use, are indicated by an "S ^{GP} " on Table 20-140. These uses may be allowed on such downtown zoning district parcels, but only upon issuance of and in compliance with a special use permit as set forth in Chapter 20.100; and in compliance with the general plan land use restrictions related to residential use.

G. "Administrative" uses are indicated by an "A" on Table 20-140. These uses may be allowed in such designated districts, as an independent use, but only upon issuance of and in compliance with an administrative use permit as set forth in Chapter 20.100.

H. "Restricted" land uses are indicated by an "R" on Table 20-140. These uses may occur in such designated districts, as an independent use, but only upon issuance of and in full compliance with a valid and effective zoning code verification certificate as set forth in Chapter 20.100.

I. Land uses not permitted are indicated by a "-" on Table 20-140. Land uses not listed on Table 20-140 are not permitted.

J. The column of Table 20-140, under the heading "Additional Use Regulations for the Ground Floor Active Use Area Overlay", identifies further regulations on the uses of ground-floor building space within a portion of the DC zoning district. The portion of the DC downtown primary commercial district included in the Active Use Area Overlay is described in Section 20.70.520.

K. The "Parking" column of Table 20-140 establishes the required parking. The amount of parking may not be increased or decreased unless modified by the director as set forth in Sections 20.70.320 and 20.70.330 of this chapter.

L. When the right column of Table 20-140 includes a reference to a section number or a footnote, the regulations cited in the section number or footnote apply to the use. In addition, all uses are subject to any other applicable provision of this Title 20 and any other title of the San José Municipal Code.

Table 20-140

Downtown Zoning Districts Use Regulations

Use	Zoning District		Applicable Notes & Regulations		
	DC	DC-NT1	Additional Use Regulations for the AUA Overlay	Parking	Applicable to All Downtown Districts
Offices and Financial Services					
Automatic teller machine	P	P	P	No parking	Note a; Section 20.80.200
Business support use	P	P	P	No parking	
Financial services	P	P	P	2.5 per 1,000 sq. ft.	Note b
Retail bank	P	P	P	No parking	Note b
Offices, business and administrative	P	P	S	2.5 per 1,000 sq. ft.	Section 20.70.110
Payday lending establishment	R	R	-	No parking	Part 12.5, Chapter 20.80; Section 20.200.875
Research and development	P	P	-	2.5 per 1,000 sq. ft.	
General Retail					
Alcohol, off-sale - beer and/or wine only	C	C	C	No parking	Section 20.80.900

Alcohol, off-sale - full range of alcoholic beverages	C	C	C	No parking	Section 20.80.900
Alcohol, off-sale - as incidental to a winery, brewery, or distillery	A	A	A	No parking	Note 11; Part 5.75, Chapter 20.80
Food, beverages, and groceries	P	P	P	No parking	
Outdoor vending	A	A	A	No parking	Note b; Part 10, Chapter 20.80
Outdoor vending - fresh fruits and vegetables	P	P	P	No parking	Note b; Part 10, Chapter 20.80
Pawn shop or pawn broker, incidental to a retail jewelry store	C	C	C	No parking	Note b; Chapter 6.52
Retail bakery	P	P	P	No parking	
Retail art studio	P	P	P	No parking	
Retail sales, goods, and merchandise	P	P	P	No parking	Note c
Seasonal sales	P	P	P	No parking	Part 14, Chapter 20.80
Agriculture					
Certified farmers' market	S	S	S	No parking	Part 3.5, Chapter 20.80
Certified farmers' market, small	P	P	P	No parking	Part 3.5, Chapter 20.80
Neighborhood agriculture	P	P	P		
Education and Training					
Day care center	P	P	P	No parking	Note b
Instructional art studios	P	P	P	No parking	
Private instruction, personal enrichment	P	P	P	1 per 360 sq. ft.	Note b
School, elementary - grades K - 8 (public or private -)	C	C	C	1 per teacher and employee	Note b
School, secondary - grades 9 - 12 (-public or private)	C	C	C	.75 per teacher and employee and 1 per each 10 students	Note b
School, post-secondary	P	P	-	1 per 360 sq. ft.	
School, trade and vocational	P	P	P	1 per 360 sq. ft.	Note b
Entertainment and Recreation Related					
Arcade, amusement game	P	-	P	No parking	Note b

Health club, gymnasium	P	P	P	No parking	
Lighting display	A/S	A/S	A/S	No parking	Section 20.70.150
Movie theater	P	P	P	No parking	
Poolroom/billiards establishment	P	-	P	No parking	
Private club or lodge	P	P	-	1 per 360 sq. ft.	
Recreation commercial/indoor	P	P	P	No parking	
Food Services					
Banquet - facility	P	P	P	No parking	
Caterer	P	P	P	No parking	Note b
Drinking establishments	S	C	S	No parking	
Drinking establishments with an approved maximum occupancy load of over 250 persons and that operate between 12:00 midnight and 6:00 a.m.	CC	-	CC	No parking	Note 5
Drinking establishments interior to a full-service hotel or motel with 75 or more guest rooms	P	P	-	No parking	Section 20.80.475
Public eating establishments	P	P	P	No parking	Note 7
Public eating establishment in conjunction with a winery, brewery, or distillery	P	P	P	No parking	
Taproom or tasting room in conjunction with a winery, brewery, or distillery	A	S	A	No parking	Part 5.75, Chapter 20.80
Taproom or tasting room with off-sale of alcohol	A	A	A	No parking	Part 5.75, Chapter 20.80
General Services					
Bed and breakfast inn	P	P	P	.35 per room	Note b; Part 2, Chapter 20.80
Hotel or motel	P	P	P	.35 per room	
Laundromat	P	P	P	No parking	Note b
Maintenance and repair of small household appliances	P	P	P	No parking	Note b
Personal services	P	P	P	No parking	Note d
Printing and publishing	P	P	P	No parking	Note b and Note f
Health and Veterinary Services					
Animal grooming	P	P	P	No parking	Note b
Animal boarding, indoor	P	P	P	No parking	Note b

Emergency ambulance service	C	-	-	No parking	
Hospital/in-patient facility	C	-	-	1.5 per doctor	
Medical cannabis collective	R	-	-	No parking	Part 9.75, Chapter 20.80
Medical cannabis collective dispensary site only	R	-	-	No parking	Part 9.75, Chapter 20.80
Medical cannabis business	R	-	-	No parking	Part 9.75, Chapter 20.80
Non-medical cannabis business	R	-	-	No parking	Part 9.75, Chapter 20.80
Office, medical	P	P	P	No parking	Note b
Veterinarian	P	P	P	1.5 per doctor	Note b
Historic Reuse					
Historic landmark structure reuse	S	S	S	Section 20.90.220 E.	Part 8.5, Chapter 20.80
Public, Quasi-Public and Assembly Uses					
Auditorium	C	-	C	No parking	
Church/religious assembly	P	P	-	No parking	
Information center	P	P	P	No parking	
Museums and libraries	P	-	P	No parking	
Parks, playgrounds, or community centers	P	P	S	No parking	
Recycling Uses					
Reverse vending machine	S	S	-	No parking	Part 13, Chapter 20.80
Small collection facility	S	S	-	No parking	Part 13, Chapter 20.80
Residential[GP]					
Residential shelter	C [GP]	-	-	1 per 4 beds, 2.5 per 1,000 sq. ft.	Note e
Live/work uses	P [GP]	S [GP]		1.5 per unit	Note e; Section 20.70.120
Low barrier navigation center	P [GP]	P [GP]	-	No parking	Chapter 20.195
Permanent supportive housing	P [GP]	P [GP]	-	No parking	Chapter 20.195
Residential, multiple dwelling	P [GP]	P [GP]	-	1 per unit	Note e
Co-living community	S	S	-	.25 per bedroom	Note 10 and Note e; Part 3.75, Chapter 20.80

Residential care facility for seven or more persons	C [GP]	C [GP]	-	.75 per employee	Note e
Residential services facility, for seven or more persons	C [GP]	C [GP]	-	.75 per employee	Note e
Hotel supportive housing	C [GP]	C [GP]	-	.35 per room	Note 9 and Note e; Part 22 of Chapter 20.80
Single room occupancy (SRO) living unit facility	S [GP]	S [GP]	-	.6 per unit	Note e; Part 15, Chapter 20.80
Single room occupancy (SRO) residential hotel	S	S	-	.6 per unit	Note e; Part 15, Chapter 20.80
Residential Accessory Uses[GP]					
Accessory buildings and accessory structures	P [GP]	P [GP]	-	No parking	Note 1
Transportation and Communication					
Community television antenna systems	C	-	-	No parking	
Off-site and alternating use parking arrangements	P	P	P	N/A	Section 20.90.200
Off-street parking establishment	P	P	-	N/A	
Short term parking lot for uses or events other than on-site	S	S	-	N/A	
Radio and television studios	P	-	-	No parking	
Wireless communications antenna	S	-	-	No parking	Note 8; Sections 20.80.1900, 20.80.1915
Wireless communications antenna, building mounted	P	-	-	No parking	Note 8; Sections 20.80.1900, 20.80.1915
Utilities, Power Generation					
Private electrical power generation facility	C	C	-	1 for each vehicle used in the operation of such facility	
Solar photovoltaic power system	P	P	-	No parking	Section 20.100.610 C.7.
Stand-by/backup facilities that do not exceed noise or air standards	A	A	-	N/A	
Temporary stand-by/backup generators	P	P	-	N/A	
Vehicle Related Uses					
Car wash, detailing	P	-	-	No parking	

Fuel service station or charge station, no incidental service or repair	P	-	-	No parking	Note 6
Fuel service station or charge station, with incidental service and repair	P	-	-	No parking	Note 2
Sale and lease, vehicles and equipment (less than one ton)	P	-	-	1.5 per employee	Note 3
Tires, batteries, accessories, lube, oil change, smog check station, air conditioning	P	-	-	2 per bay or .75 per employee	Note 4
Sale, vehicle parts, new	P	-	-	No parking required	

Notes applicable to the Active Use Area Overlay only:

a. Automatic Teller Machines must be a secondary use and must be architecturally integrated into the building on which they are placed. Automatic Teller Machines may not be standalone structures. Use may not be an ATM vestibule lobby.

b. Not permitted in corner tenant spaces. Corner tenant spaces are defined as storefronts that extend up to or beyond 30 feet along the street in either direction from the intersection.

c. Second-hand stores not dealing primarily in antiques, artworks, or vintage clothing require a Special Use Permit.

d. Excludes check-cashing services and bail bond services.

e. A residential pedestrian entry portal not exceeding 25 feet in length is permitted in the Ground Floor Active Use Area.

f. Only if dedicated primarily to on-site retail customer copy services, otherwise not Permitted.

Notes applicable to the Downtown Primary Commercial (DC) Zoning District, including the Active Use Area Overlay:

1. No Lot may be used solely for an Accessory Structure or Accessory Building.
2. Incidental repair includes air conditioning service, carburetor and fuel injection service, electrical service, radiator service, and tune-up, lube, oil change, and smog check, as well as tires, batteries, and accessories installation. Does not allow body repair or painting.
3. All activity must be conducted indoors.
4. Non-engine and exhaust-related service and repair allowed as incidental use.
5. Maximum occupancy load shall be that maximum occupancy load determined by the City fire marshal.
6. Pedestal Charge Stations that are incidental to a separate primary use, that do not impact on-site or off-site vehicular circulation, and that serve patrons of the primary use on-site are permitted in all Downtown Zoning Districts.
7. Includes on-site outdoor dining area(s).
8. Certain modifications of existing Wireless Facilities may be Permitted with an Administrative Permit in accordance with Section 20.80.1915 of Chapter 20.80.
9. Hotel Supportive Housing may be Permitted only with a Conditional Use Permit pursuant to Part 22 of Chapter 20.80 and only until December 31, 2026.
10. A Co-Living Community with 600 or more units located adjacent, across or within 500 feet of a property line with Residential Neighborhood (RN) designation on the land use/transportation diagram of the General Plan, as amended, shall require 0.6 parking spaces per bedroom.
11. Off-sale limited to items produced on-site otherwise a Conditional Use Permit is required.

(Ords. 26248, 27091, 27441, 27564, 27701, 27757, 28320, 28447, 28694, 28731, 28791, 28958, 29011, 29047, 28089, 29122, 29254, 29420, 29447, 29546, 29631, 29804, 30029, 30227, 30290, 30372, 30422.)

20.70.320 - Downtown parking management zone - Minimum off-street parking requirements.

The minimum number of off-street parking spaces required for uses conducted in the downtown parking management zone is shown on Table 20-140 under the column titled "Parking." Whenever the minimum number of off-street parking spaces required for use is not specified in Table 20-140, the director shall determine which of the specified uses is most similar to the unspecified use, and the minimum requirement for that specified use shall apply. All references to building square footage shall be based on "floor area" in Section 20.90.050.

(Ords. 26248, 27091.)

20.70.330 - Reduction of requirement.

In addition to exceptions provided for under Section 20.90.200 and Section 20.90.220, the following reductions in parking requirements may be made by the director:

A. The director may grant up to a fifteen percent reduction in the number of spaces required as part of the issuance of a development permit where the reduced number of spaces will be adequate to meet the parking demand generated by the project when the following findings are made:
   1. The project has developed a travel demand management (TDM) program that provides evidence that a TDM program will reduce parking demand and identifies the percentage of parking demand that will be reduced through the TDM program. The TDM program will incorporate one or more elements of TDM including, but not limited to measures such as Ecopass, parking cash-out, alternate work schedules, ride sharing, transit support, carpool/vanpools, shared parking, or any other reasonable measures; and
   2. The project demonstrates that it can maintain the TDM program for the life of the project and it is reasonably certain that the parking shall continue to be provided and maintained at the same location for the services of the building or use for which such parking is required, during the life of the building or use.

B. For mixed-use projects, the director may reduce the required parking spaces by up to fifty percent, including any other exceptions or reductions as allowed under Title 20, upon making the following findings:
   1. That the reduction in parking will not adversely affect surrounding projects;
   2. That the reduction in parking will not be dependent upon public parking supply; or reduce the surrounding public parking supply; and
   3. The project demonstrates that it can maintain the TDM program for the life of the project and it is reasonably certain that the parking shall continue to be provided and maintained at the same location for the services of the building or use for which such parking is required, during the life of the building or use.

C. The total parking required for a project may be reduced by up to one hundred percent as part of a development permit where public parking is provided on-site as part of a public or private development project. Public parking spaces may be applied toward the parking requirements for the use, applying no more than a one-for-one standard. The finding shall be made in the development permit by the director and be based on an alternate peak use, shared parking or parking demand analysis.

D. The project will provide replacement parking either on site, off-site within reasonable walking distance or pay the current in-lieu fee for the parking required if the project fails to maintain a TDM program.

(Ords. 26248, 27091, 29217.)

20.90.050 - Definitions.

For the purposes of this Chapter 20.90, the following definitions apply:

A. "Off-street vehicle parking space" means the area, other than a public street, public way, or other public property, (and exclusive of off-street loading spaces) permanently reserved or set aside for the parking of one automobile or other motor vehicle or clean air vehicle under one and one-half ton capacity, together with and plus maneuvering areas as are hereinafter specified in this title; and whenever in this title the unmodified term "parking space" is used it shall, unless the context clearly requires otherwise, be construed as meaning off-street vehicle parking space.

B. "Number of employees" means the greatest number of employees who are or may be on the premises associated with a specific use during any one working shift or period of time of the day or night, as determined by the director of planning.

C. "Full-time employee" means the total number of hours all employees spend on the parcel during the peak eight-hour occupancy period of the parcel divided by eight hours.

D. "Floor area" shall mean eighty-five percent of the "total gross floor area" of the building.

E. "Total gross floor area" shall mean the sum of the gross horizontal areas of the several floors of the building, (including floors below as well as above ground), confined within the interior faces of the exterior walls of the building. A party wall between buildings shall be deemed an exterior wall of each of the buildings of which it is a part.

F. "Open parking" is any vehicle parking facility provided, other than within a one-car or two-car garage, and includes carports and open parking floors within buildings, when said parking floors include circulation and backout aisles to serve vehicle parking spaces within them.

G. "One-car garage" or "two-car garage" is a fully enclosed vehicle parking facility, accessible and securable by a vehicle door, and intended for the storage of one or two (or more) passenger vehicles, respectively, belonging only to the occupants of a single living unit. No required vehicle parking space in excess of two parking spaces shall be located within a fully enclosed parking facility intended to serve a single living unit.

H. "Long-term bicycle parking facilities" are secure bicycle storage facilities for tenants or occupants of a building or development that fully enclose and protect bicycles and may include:

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

I. "Short-term bicycle parking facilities" mean bicycle facilities accessible and usable by visitors, guests or business patrons and may include:

1. Permanently anchored bicycle racks;
2. Covered, lockable enclosures with permanently anchored racks for bicycles;
3. Lockable bicycle rooms with permanently anchored racks; and
4. Lockable, permanently anchored bicycle lockers.

J. "Clean air vehicles" means any combination of low-emitting, fuel efficient, and carpool or van pool vehicles.

(Ords. 26248, 28836.)

20.90.220 - Reduction in required off-street parking spaces.

A. Alternative Transportation.

1. A reduction in the required off-street vehicle parking spaces of up to fifty percent may be authorized with a development permit or a development exception if no development permit is required, for structures or uses that conform to all of the following and implement a total of at least three transportation demand management (TDM) measures as specified in the following provisions:
   a. The structure or use is located within two thousand (2,000) feet of a proposed or an existing rail station or bus rapid transit station, or an area designated as a neighborhood business district, or as an urban village, or as an area subject to an area development policy in the city's general plan or the use is listed in Section 20.90.220 G.; and
   b. The structure or use provides bicycle parking spaces in conformance with the requirements of Table 20-90.
   c. For any reduction in the required off-street parking spaces that is more than twenty percent, the project shall be required to implement a transportation demand management (TDM) program that contains but is not limited to at least one of the following measures:
      i. Implement a carpool/vanpool or car-share program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of vanpool or car-share vehicles, etc., and assign carpool, vanpool and car-share parking at the most desirable on-site locations at the ratio set forth in the development permit or development exception considering type of use; or
      ii. Develop a transit use incentive program for employees and tenants, such as on-site distribution of passes or subsidized transit passes for local transit system (participation in the regionwide Clipper Card or VTA SmartPass system will satisfy this requirement).
   d. In addition to the requirements above in Section 20.90.220 A.1.c for any reduction in the required off-street parking spaces that is more than twenty percent, the project shall be required to implement a transportation demand management (TDM) program that contains but is not limited to at least two of the following measures:
      i. Implement a carpool/vanpool or car-share program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of vanpool or car-share vehicles, etc., and assign carpool, vanpool and car-share parking at the most desirable on-site locations; or
      ii. Develop a transit use incentive program for employees, such as on-site distribution of passes or subsidized transit passes for local transit system (participation in the regionwide Clipper Card or VTA SmartPass system will satisfy this requirement); or
      iii. Provide preferential parking with charging station for electric or alternatively-fueled vehicles; or
      iv. Provide a guaranteed ride home program; or
      v. Implement telecommuting and flexible work schedules; or
      vi. Implement parking cash-out program for employees (non-driving employees receive transportation allowance equivalent to the value of subsidized parking); or
      vii. Implement public information elements such as designation of an on-site TDM manager and education of employees regarding alternative transportation options; or
      viii. Make available transportation during the day for emergency use by employees who commute on alternate transportation (this service may be provided by access to company vehicles for private errands during the workday and/or combined with contractual or pre-paid use of taxicabs, shuttles, or other privately provided transportation); or
      ix. Provide shuttle access to Caltrain stations; or
      x. Provide or contract for on-site or nearby child-care services; or
      xi. Incorporate on-site support services (food service, ATM, drycleaner, gymnasium, etc. where permitted in zoning districts); or
      xii. Provide on-site showers and lockers; or
      xiii. Provide a bicycle-share program or free use of bicycles on-site that is available to all tenants of the site; or
      xiv. Unbundled parking; and
   e. For any project that requires a TDM program:
      i. The decision maker for the project application shall first find in addition to other required findings that the project applicant has demonstrated that it can maintain the TDM program for the life of the project, and it is reasonably certain that the parking shall continue to be provided and maintained at the same location for the services of the building or use for which such parking is required, during the life of the building or use; and
      ii. The decision maker for the project application also shall first find that the project applicant will provide replacement parking either on-site or off-site within reasonable walking distance for the parking required if the project fails to maintain a TDM program.
2. A reduction in the required off-street vehicle parking spaces for a structure or use of up to ten percent or up to two off-street vehicle parking spaces, whichever is less, may be authorized with a development permit or a development exception if no development permit is required for a particular use, for nonresidential uses in conformance with the following:
   a. In addition to the off-street bicycle parking spaces required for the structure or use, ten off-street bicycle parking spaces consisting of bicycle racks or five off-street bicycle parking spaces consisting of bicycle lockers shall be provided for everyone required off-street vehicle parking space that is reduced; and
   b. The bicycle parking spaces shall conform to all of the requirements of this Chapter.

B. One-Family Dwellings.

1. A reduction in the required off-street vehicle parking for a one-family dwelling is allowed by right if the following criteria are met:
   a. At least one covered parking space is provided; and
   b. No more than one dwelling or one One-Family Dwelling and one Accessory Dwelling occupy the lot; and
   c. The location of the required covered parking is set back a minimum of forty-five feet from the front lot line when the garage is accessed via a curb cut from the front lot line and forty feet from the side corner lot line when the garage is accessed via a curb cut from the side corner lot line; and
   d. The required covered parking is accessed by a driveway of a width no less than ten feet and no more than twelve feet; and
   e. Any curb cuts accessing the parking shall be in proportion to the driveway width; and
   f. No additional paving in the front setback shall be designated or used for parking; and

g. The covered parking structure shall meet all other applicable regulations of this title.

2. When a garage, carport, or covered parking structure is demolished or converted in conjunction with the construction of an Accessory Dwelling, no replacement spaces are required. A garage, carport or parking structure shall be deemed converted when all or any part of an Accessory Dwelling is proposed to be constructed in all or any part of the area occupied by a garage, carport or parking structure.

3. When a garage is converted in conjunction with the construction of a Junior Accessory Dwelling, no parking spaces are required to be replaced. A garage shall be deemed converted to a Junior Accessory Dwelling Unit when all or any part of the Junior Accessory Dwelling Unit is proposed to be constructed in all or any part of the area occupied by a garage.

C. Ground Floor Commercial Uses in Neighborhood Business Districts or Urban Villages.

1. The off-street vehicle parking requirement for uses subject to Note 3 on Table 20-190 in Section 20.90.060 shall be reduced to one space per four hundred square feet of floor area, provided all of the following requirements are met:

a. The site is designated on the general plan land use/transportation diagram with the neighborhood business district overlay or designated as urban village; and

b. The use is located on the ground floor of a building; and

c. No parking reduction is approved for a use pursuant to Section 20.90.220 A.1 of this chapter.

D. Multiple Family Residential in the Main Street Districts. The decision maker may reduce the required vehicle parking spaces for a multiple-family residential use in the pedestrian oriented zoning districts with a development permit based on the following findings:

1. The project includes one or more of the following options:

a. The project includes unbundled parking that maximizes the efficient use of available parking; or

b. The project includes a car-share program that reduces the demand for parking spaces; or

c. The project promotes safe pedestrian movements by eliminating or significantly reducing the need for vehicular driveways to the Main Street by means of parcel assembly or shared access or by providing a new pedestrian walkway to the Main Street that facilitates safe and convenient access for a substantial segment of the surrounding neighborhood; and

2. The project does not include a parking reduction pursuant to Section 20.90.220 G.; and

3. For a project that includes ground floor commercial building space, the project is designed in a manner that ensures the availability of adequate parking for ground floor commercial uses; and

4. The project provides vehicle parking spaces at a parking ratio of no less than 0.8 parking spaces per residential unit.

E. Nonresidential Uses in a Main Street District. The decision maker may reduce the required vehicle parking spaces for non-residential uses by up to thirty percent with a development permit based on the following findings:

1. The project achieves one of the following:

a. The project promotes safe pedestrian movements by eliminating or significantly reducing the need for vehicular driveways to the Main Street through parcel assembly or shared access or by providing a new pedestrian walkway to the Main Street that facilitates safe and convenient access for a substantial segment of the surrounding neighborhood; or

b. The project promotes the efficient use of available parking by providing shared parking facilities; and

2. The project does not include a parking reduction for ground-floor commercial building area subject to reduced parking pursuant to Section 20.90.220 A or 20.90.220 C of this title; and

3. For a project that includes ground floor commercial building space, the project is designed in a manner that ensures the availability of adequate parking for ground floor commercial uses.

F. Miniwarehouse/Ministorage.

1. A reduction in the required off-street parking may be authorized with a development permit for those miniwarehouse/ministorage buildings meeting all of the following requirements:

a. Buildings are single story; and

b. Loading spaces are available directly adjacent to those storage units contained in the single-story building.

G. Other Uses.

1. Up to a twenty percent reduction in the required off-street parking for private instruction or personal enrichment; sororities, fraternities and dormitories occupied exclusively (except for administrators thereof) by students attending college or other educational institutions; SROs; efficiency living units; emergency residential shelters; residential care/service facilities; convalescent hospitals; hotels/motels; bed and breakfast inns; senior housing uses; recreation uses; gasoline service or charge stations when combined with other uses; and performing arts rehearsal space uses may be approved with a development permit or a development exception if no development permit is required, provided that such approval is based upon the findings that the project is either within two thousand feet of an existing or proposed bus or rail transit stop; or the use is clustered with other uses that share all parking spaces on a site.

2. Up to a one hundred percent reduction in the required off-street parking for emergency residential shelters may be approved with a development permit or a development exception if no development permit is required.

(Ords. 26248, 26455, 27607, 27955, 28321, 28448, 28449, 28791, 28836, 28858, 29012, 29217, 29821, 30133, 30353, 30396.)

Appendix B –Letter from City of San José Department of Planning, Building, and Code Enforcement (January 6, 2021)

January 6, 2021

Isabelle Glotman
Project Fountain Alley LLC
2107 Elliott Avenue, Ste 303
Seattle, WA 98121
Email: iglotman@westbankcorp.com

Site Address: 35 South 2nd St (APN 467-22-121)

RE. Site Development Permit, **File No. H20-037** to allow the construction of a 21-story mixed-use building consisting of 194 residential units and 405,924-gross square foot office with 31,959-sgross square foot ground floor retail and four levels of underground parking and loading on a 1.25-acre site

Dear Ms. Glotman,

Your application, referenced above, has undergone review for completeness and consistency with City policies and regulations. The purpose of this letter is to provide you with comments and revisions necessary for the project to meet City policies and ordinances so you can appropriately respond to the issues identified below. The comments below are based on the plans and information currently on file. Additional comments may be made at a later time when we receive revised plans and additional information. Please let me or the contact listed in the attached memos know if you have any questions regarding these comments.

Project Issues and Concerns

Based on our initial review of your project, the items listed below are the substantial issues that affect the proposed project, and are explained in more detail in this letter:

1) **Design review:** The design review comments are pending completion of the UDR process. Staff will provide design comments after receiving and reviewing the UDR comments.
2) The project is required to be consistent with historic preservation policies of the General Plan, and the Historic Preservation Policy of the City of San Jose. See details in Sections 2 & 3.
3) **Historic review:** The project site is adjacent to a Historic Landmark building (Bank of Italy) and is within a historic district. The project requires a Historic Landmark Commission hearing for comments on design guidelines consistency and input on the required historic analysis for the environmental review. See details in Sections 2 and 8.
4) **Below-grade garbage collection:** Additional information is required for below-grade garbage collection. The loading floor height does not meet the height clearance requirement. Please see Section 4 and the attached Memorandum from Integrated Waste Management Division for details.
5) **Building encroachment** into the public street/alley right-of-way and the proposed emergency access easement (EAE):
    - The shading fins facing South 2nd Street encroach into the South 2nd Street right-of-

way and some of the shading fins encroach into the Fountain Alley right-of-way. Please see Public Works Memo for details regarding the requirements for public ROW encroachment.

- Some of the shading fins appear to encroach into the proposed 18-foot EAE along the southern property line. Whether this encroachment is allowed will be determined by Fire Department.

Permit Streamlining Act

Pursuant to the Permit Streamlining Act (Government Code Chapter 4.5 of Title 7), your application has been deemed **incomplete**. The following information must be addressed to complete the review of your project and deem your application complete.

1. A TDM plan including at least three TDM measures is required. The TDM plan would be part of the traffic operations analysis required for the project, and coordinated between your traffic consultant and the Public Works Department. See Section 4 for details.
2. Provide color renderings.
3. Provide a Color and Materials sheet.
4. Provide a Trash Truck Circulation Plan.
5. Provide lighting specifications.
6. Address the comments in this letter and from other departments and agencies.

Project Review

1. Project Description

The project includes the construction of a 21-story mixed-use building consisting of 194 residential units and 405,924-gross square foot office with 31,959-sgross square foot ground floor retail and four levels of underground parking and loading on a 1.25-acre site. The project also includes the removal of two ordinance-sized trees and ten non-ordinance-sized trees within the project site.

Please confirm the description above includes all aspects of the proposed project, and advise us immediately if any information is incorrect or omitted.

2. General Plan Consistency

The project site is designated **DT Downtown** on the Land Use/Transportation Diagram of the Envision San José 2040 General Plan. This designation includes office, retail, service, residential, and entertainment uses in the Downtown. Redevelopment should be at very high intensities, unless incompatibility with other major policies within the Envision General Plan (such as Historic Preservation Policies) indicates otherwise. All development within this designation should enhance the "complete community" in downtown, support pedestrian and bicycle circulation, and increase transit ridership.

The proposed retail, office and residential uses are consistent with the proposed General Plan

Land Use designation of Downtown.

The project site also has a **Downtown Employment Priority Area Overlay** because it is adjacent to the future BART station.

Downtown Employment Priority Area Density: Up to 800 DU/AC; Residential/Commercial Mixed-Use FAR 4.0 to 30.0 (3 to 30 stories); Commercial FAR up to 30.0 (3 to 30 stories)

The Downtown Employment Priority Area Overlay (EPA Overlay) designation is applied to a portion of Downtown sites planned for intensive job growth because of the area's proximity and good access to the future Downtown BART station. The EPA Overlay is generally applied to sites located within approximately one block (walking distance) of the planned Downtown BART station on East Santa Clara Street as shown on the Land Use/ Transportation Diagram. The EPA Overlay supports development at very high intensities, where such high intensity is compatible with other policies within the General Plan, such as Historic Preservation policies.

The EPA Overlay requires a minimum Floor Area Ratio (FAR) of 4.0 for commercial (job generating) uses, including office, retail, service, hotel or entertainment uses. Residential uses are allowed, provided the project includes the aforementioned commercial FAR.

It is envisioned that **active commercial uses along the street** (e.g., retail and entertainment use) would be located at the ground level with high-intensity office development above.

The project proposes active space along South 2nd Street, the alley and the proposed 'urban room.' The project proposes 31,959-gross square foot ground floor retail and 405,924 gross-square foot office. The propsoed commercial FAR is 8.06 (437,883/54,332). Project meets the minimum FAR requirement to include residential use.

The project proposes 194 residential units with a density of 155.2 DU/AC. The total building area above ground is 741,102. The proposed FAR is 13.64. The project is consistent with the development intensity of the Downtown land use designation and Downtown Employment Priority Area Overlay.

Historic Preservation Policies within the General Plan

We would like to highlight General Plan policies addressing new development within historic districts, which will apply to this project. Consistency with these policies is a required finding of the development permit, and will be evaluated during review of the project, including the required historic analysis report to be prepared by a qualified architectural historian (See Sections 2 and 8).

- LU-13.22: Require the submittal of historic reports and surveys prepared as part of the environmental review process. Materials shall be provided to the City in electronic form once they are considered complete and acceptable.
- LU-13.1: Preserve the integrity and fabric of candidate or designated Historic Districts.

- LU-13.7: Design new development, alterations, and rehabilitation/remodels within a designated or candidate Historic District to be compatible with the character of the Historic District and conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties, appropriate State of California requirements regarding historic buildings and/or structures (including the California Historic Building Code) and to applicable historic design guidelines adopted by the City Council.

3. Applicable City Council Policies

The project is subject to the following City Council Policies:

1) Historic Preservation Policy: The proposed project is within the Downtown Commercial National Register District and is adjacent to a historic landmark building. Hence, it requires an early review from the Historic Landmarks Commission (HLC) to receive initial public comment and input from the HLC on information to be included in the project historical analysis. The HLC hearings occur on the first Wednesday of each month. The applicant should be present to make a brief presentation on the project in relation to the nearby historic resources. For more information, contact Vicrim Chima, the Historic Preservation Officer at vicrim.chima@sanjoseca.gov and Dana Peak, the Historic Preservation Review Planner, dana.peak@sanjoseca.gov. Given that there is no HLC hearing in January and the HLC schedule is full in February, the project is scheduled for the March 3 HLC hearing. Also, see Section 8 for details.

2) Outdoor Lighting on Private Development Policy applies to the project. Outdoor lighting must be directed downwards. *Please provide lighting specifications.*

4. **Zoning Consistency**

The subject site is within the **DC Downtown Primary Commercial** Zoning District. The standards of Chapter 20.70 – Downtown Zoning Regulations applies to this project. This chapter also references other code sections that are also applicable to the project.

a. **Use**: Retail, office and residential uses are permitted within the DC Zoning District. *Project complies.*

b. **Height:** Subject to San Jose Airport review and FAA requirements. *Please see and address the comments included in the attached Airport memo.*

c. **Setbacks:** No minimum setback requirements.

d. **Parking:** Subject to the vehicle parking standards within Table 20-140 and the bicycle parking standards within Table 20-190 & Table 20-210.

Use	**Vehicle Parking Ratio & # of Required Spaces**	**Bicycle Parking Ratio* & # of Required Spaces**
Office (324,739 net sf)	2.5 spaces per 1,000 square feet of the net floor area (812 required)	1 per 4,000 sq. ft. of net floor area (82 required)

Retail (25,567 net sf)	No vehicle parking required	Total 3** required per Zoning Code Section 20.70.485
Residential (194 units)	1 per unit (194 required)	1 per 4 living units*** (49 required)
Total Required	**1,006**	**134**

**When the bicycle parking required for a land use is based solely on square footage or other criteria in the table, at least eighty percent of the bicycle parking spaces shall be provided in short-term bicycle parking facilities and at most twenty percent shall be provided in long-term bicycle facilities.*

*** These 3 spaces shall include two short-term bicycle parking spaces, as defined in Section 20.90.050, and one long-term bicycle parking space as defined in Section 20.90.050.*

****Per Note 1 of Table 20-210 under Section 20.90.060, bicycle parking spaces shall consist of at least sixty percent long-term and at most forty percent short-term spaces.*

Parking Reductions:

- Per Zoning Code Section 20.90.220.A, a parking reduction of up to 20% is allowed if the project site is within 2,000 feet of a light rail station. (See discussion below at item 4.e); and
- a parking reduction of up to 50% may be authorized if the project implements at least three transportation demand management (TDM) measures as specified in Section 20.90.220.A.1.
- Per Section 20.70.330.B, for projects within the Downtown Zoning District, in addition to the reductions above, a further up to 50% parking reduction may be granted to mixed-use projects if the three findings listed under Section 20.70.330.B can be made.

Vehicular Parking Analysis

Total Number of the Required Parking Spaces	Apply 20% Reduction without a TDM Plan	Apply 50% Reduction with 3 TDM Measures	Apply Additional 50% Reduction for mixed use development in Downtown	Provided Parking Spaces
1006	804.5	503	252	292; *Therefore, a TDM Pan with 3 measures is required.*

Bicycle Parking Analysis:

Total 134 bicycle parking spaces are required (82 for office, 3 for retail, and 49 for residential units). Sheet A.1B1 indicates 407 bicycle parking spaces including 402 below grade long-term spaces and 85 at grade short-term spaces and 12 shower spaces, as follows:

Below-grade long-term parking spaces:
- Commercial: 240
- Residential: 162
- Showers 12

At grade short-term bicycle parking spaces:
- Commercial: 66
- Residential: 19

However, Staff cannot verify the number of the proposed bicycle parking spaces per the current plans. Please provide the following information for the next plan submittal:

Below-grade bicycle parking (Sheet A.1B1):

- *Include the calculation of the required bike parking space per table above.*
- *Call out the number of bicycle parking spaces in each bike room.*
- *Show dimensions of each bike room.*
- *Provide bicycle parking details and refer the bicycle space to bicycle parking details so staff can verify the number of spaces provided.*
- *Correct all "commercial bicycle parking" with "office bicycle parking".*

At-grade bicycle parking: The Site plan (Sheet A.101) does not show the proposed bicycle parking spaces. For the next submittal, please include the following information:

- *Identify the short-term bike parking on the site plan, show the dimensions of the bicycle spaces, and call out the number.*
- *Show the distance of the short-term bike parking spaces to building entrance.*
- *Provide short-term bicycle parking details and refer the proposed bike spaces to the details.*

**Please note that bicycle parking location will be further evaluated at the UDR review. There may be additional comments.*

Clean Air Vehicles: Per Table 20-215, clean air vehicle parking is required for non-residential uses. The number of designated clean air vehicle spaces is based on the number of total parking spaces provided. Please refer to Table 20-215 in Section 20.90.060 of the San José Municipal Code to review the required number of designated clean air vehicle spaces. The clean air vehicle spaces are part of the overall parking provided on-site, they are not

additional spaces in addition to the off-street parking spaces.

e. **Section 20.70.110 - Development within or adjacent to historic landmarks or districts.**

a) Any project within a historic district shall conform to applicable guidelines adopted, and as amended by the city council.

b) For purposes of this section, "historic district" and "historic landmark" refer to any site, building, structure, or area that has received city, state or federal landmark status.

c) New structures exceeding one hundred fifty feet and an FAR of 6:1 which are constructed within one hundred feet of a city landmark or contributing structure in a designated landmark district shall be reviewed by the historic landmarks commission prior to consideration or approval of a development permit for new construction. The comments of the historic landmarks commission shall be included in any development permit staff report subsequently presented to the executive director of the redevelopment agency, director of planning, planning commission or city council.

The project is scheduled to the March HLC for comments.

f. **Off-street Loading Requirements (Chapter 20.70.Part 5):**

Use	Required Off-street Loading Space
Professional offices	Offices with one hundred thousand to one hundred seventy-five thousand square feet of total gross floor area shall provide one loading space. One additional loading space shall be included for each one hundred thousand square feet of total gross floor area in excess of one hundred seventy-five thousand square feet. *Four off-street loading spaces are required for office use: 1+(405,924 -175,000)/100,000=4*
Retail and commercial	Retail and commercial stores and shops, restaurants, bars and drug stores greater than thirty thousand GFA and less than fifty thousand one GFA shall provide two loading spaces. *The project proposes 31,959 gross square feet of retail space. Hence two loading spaces for commercial use are required.*
Residential	Multiple dwelling residential uses of greater than fifty units and less than two hundred units shall provide at least one off-street loading space. *One loading space for residential use is required.*
Total Required	***Total seven loading spaces are required.***

The project proposes seven loading space. Loading spaces, driveways and maneuvering space in on-site loading areas shall comply with Sections 20.90.420 and 20.90.430.

- *Please show dimensions of the proposed loading spaces on Sheet A.1B1.*
- *Identify the loading spaces for office/residential/retail use.*
- *Include the calculation of the required loading space on Sheet A.1B1.*

These required off-street loading spaces should not be used for garbage loading purpose. Per the floor plan, it appears that the three proposed loading spaces near the trash center are also for garbage collection purpose. Please modify the layout to accommodate the seven required off-street loading spaces and the garbage collection bay.

Section 20.70.470-Recycling and Section 20.70.480-Garbage Enclosure: Any new structure approved pursuant to this title shall provide facilities, circulation and maneuvering space to accommodate participation in the city's recycling program. Any use that generates garbage, as defined in Section 9.10.120 of this Code, shall provide an enclosed and ventilated space with drain and wash systems adequate to accommodate anticipated waste.

Please review the attached Memorandum from Integrated Waste Management (IWM) Division for details on underground garbage collection requirements. Below are two major requirements which will affect the project design:

- *Per IWM's Memo, clearance for tipping shall be sufficient and adequate to perform safe collection and have a height of no less than 28-feet unobstructed for a front-end loader and no less than 22-feet unobstructed for a roll-off truck.*
- *Per IWM's Memo, collection vehicles must have a minimum turning radius of 34 feet for the inside wheel, 50 feet for the outside wheel, and a 22-foot wide driveway.*

Please submit a trash truck circulation plan showing the trash truck turning radius and a section at the trashing loading area indicating the height clearance.

5. **Architectural & Site Design/Urban Design Review**

   The project is subject to the Downtown Design Guidelines. The project is currently in the Urban Design Review process. Staff will provide comments to you after receiving and reviewing the UDR comments.

6. **Tree Removal.** The project proposes to remove all existing trees on site per Sheet L-104. The existing trees include two ordinance-sized trees and 10 non-ordinance-sized trees. They are all non-native trees. Removed trees should be replaced per the tree replacement ratios required by the City, as provided in the table below.

Circumference of Tree to be Removed (measured at 4.5 feet above ground)	Type of Tree to be Removed			Minimum Size of Each Replacement Tree
	Native	Non-Native	Orchard	
38 inches or greater	5:1	4:1	3:1	15-gallon
19 up to 38 inches	3:1	2:1	none	15-gallon
Less than 19 inches	1:1	1:1	none	15-gallon
x:x = tree replacement to tree loss ratio A 38-inch in circumference equals 12.1 inches in diameter A 24-inch box tree can be used in lieu of two 15-gallon trees				

Street tree removal will be reviewed by Department of Transportation during the Public Improvement Plan review stage.

Comments on Sheet L-104:

a. *Please correct the table which lists 11 on-site trees to be removed.*
b. *Include a detail tree replacement calculation of the removal of the 12 trees on-site per the table below and on Sheet L-104 instead of a summary or add a column on the Tree Disposition Schedule table showing the number of the replacement tree and add them up.*

Tree Size (circumference)	***Number of Trees on-site to be removed***	***Replacement Ratio***	***Number of Required Replacement Trees (15-gallon)***
38 inches or greater	*2*	*4:1*	*8*
19 up to 38 inches	*8*	*2:1*	*16*
Less than 19 inches	*2*	*1:1*	*2*
Total	***12***		***26***

26 15-gallon trees are required to be planted on site as replacement trees. A 24-inch box tree can be used in lieu of two 15-gallon trees. This sheet indicates that 16 24-inch box trees will be provided. Project complies. However, Sheet L-105 indicates tree sizes are 36-inch box. Please be consistent.

c. *Replace the 2nd note on the tree replacement table with "Street tree removal will be reviewed by Department of Transportation at the Public Improvement Plan review stage. This Planning application does not include the review of street tree removal (Tree # 1 & Tree #29).".*

7. Plan Clarifications and Required Additional Information

a. Include the file no. H20-037 in all title blocks.
b. Provide color renderings.
c. Provide a Color and Materials sheet.
d. Provide a trash truck circulation plan.
e. Provide bicycle parking details.
f. All floor plans:
    1) Show the following dimensions:
        - Building outline
        - Building setback
        - Deck/balcony depth
    2) List the entire floor area.
    3) List the total number of units for each floor (2nd floor to 11th floor)
g. Cover Sheet:
    1) Add Site Development Permit, File No. H20-037 to the project title.
    2) Project Description:
        - Clarify that the project includes four levels of underground floors which includes one level of loading and three levels of parking.
        - Include tree removal information. Specify the number of ordinance-sized trees and non-ordinance sized trees to be removed.
        - Include the square footage of the ground floor retail.
        - Clarify the 314,000 sf office is net or gross floor area.
    3) Include General Plan land use designation information: Downtown and Downtown Employment Priority Area Overlay.
    4) Zoning:
        - Height: List the proposed height.
    5) Include the FAR & density calculations per Section 2:
        - Include the commercial (office and retail) FAR calculation.
        - Include the entire building (excluding underground floor area) FAR calculation.
        - Include the density calculation for residential use.
    6) Site Plan Information: Include the APN and site address.
    7) Provide a table listing the entire floor area of each floor.
h. Sheet G.03, Site Plan:
    1) Clarify that the easements shown on plan are existing or proposed.
    2) The 18-foot wide easement does not match what are shown on the civil sheets and landscape sheets. Please correct the easement line.
    3) Label the existing use of the adjacent buildings.

i. Sheet G04, Demolition:
    1) Show existing trees (use "X" to show tree location) to be removed.
    2) Include this note: See Sheet L-104 for tree sizes and species.

j. Sheet A.1B1:
    1) Please see comments from Integrated Waste Management. Provide a truck circulation plan to show how the proposed design meets the criteria for underground loading (show the truck path of travel, turning radius etc.).
    2) Call out the number of bicycle parking spaces on plan and show the dimensions of the bike room.
    3) Show loading space dimensions.

k. Sheets A.1B2 to A.1B4:
    1) Include the required parking space calculation per Section 4 on Sheet A.1B2.
    2) Show the degree of the angular parking.
    3) Show the backup distance (minimum 20 ft required) of several perpendicular parking spaces.

l. Sheet A101:
    1) Clarify that the 18-foot EAE is proposed.
    2) Label the floor area of each commercial rental unit.
    3) Show Urban Room width.
    4) Show building separation dimensions.

m. Sheet A.102:
    1) Show the proposed 18-foot EAE. Any part of the building shall not encroach into this
    2) The shading fins along South 2nd Street encroach into the public Right-of-Way (ROW) and a small portion of the shading fins encroach into the Fountain Alley ROW. Please see Public Works' Memo regarding public ROW encroachment. Show distance of the encroachment on the floor plan and sections.
    3) Label the function of the spaces (gym?) within the south tower and call out the floor area.

n. Sheet A.250 (Section):
    1) Show the height clearance for the loading level. Provide a section showing the ramp to the loading level, the dimension of the entry height, the garbage collection area height clearance to meet the requirements listed on the attached Integrated Waste Management Memo.
    2) Show the proposed 18-foot EAE and the distance from the shading fins to the southern property line.
    3) Show the FAA clearance line.

o. Sheet A.251 (Section):
    1) Show sidewalk, curb, a portion of the street of South 2nd Street. Label the sidewalk width.
    2) Show the dimension of the encroachment to the South 2nd Street right of way.

p. Sheets A.501 to A.503:
    1) Refer all materials to the Color and Materials sheet.
    2) Similar to the office deck details, include a typical residential deck and exterior wall details.

q. Sheet L-101:
    1) Add not to the Easement C legend that this easement to be quit claimed.
    2) The proposed 18-foot wide EAE along the southern PL does not match what is shown on Sheet G.03,
    3) Some outdoor features are proposed within the proposed 18-foot wide EAE area. Whether this is allowed will be determined by the Fire Department.

r. Sheet L-104: See comments on Section 6.

s. Sheet L-106: Update the proposed tree size if they are 26-inch box as indicated on Sheet L-104.

t. Sheet L-107: Both sections appear not showing the latest building sections which include decks. Please update the sections based on the latest design.

u. Sheets E-102 to E-505a:
    1) Please provide lighting specifications.
    2) Comments will be provided with the UDR comments.

8. Environmental Review - California Environmental Quality Act (CEQA)

A Supplemental Environmental Impact Report (SEIR) is required for the project. The environmental planner, Kara Hawkins, is currently working with the environmental consultant on the Notice of Preparation. Please contact Kara Hawkins at Kara.Hawkins@sanjoseca.gov if you have any questions relating to environmental review. Among other topics, the SEIR will analyze potential impacts to historic resources. The HLC will provide comments on the scope of the historical analysis at their public hearing of March 3, as described below.

Historic Review

The project site is located within the Downtown Commercial National Register Historic District. The project was reviewed by the Design Review Committee (DRC) of the Historic Landmarks Commission (HLC) on December 16, 2020 for comment on consistency with Section 4.2.4 (Historic Adjacency) of the San Jose Downtown Design Guidelines and Standards (2019) and the Downtown San Jose Historic District Design Guidelines (2003). The project will also be reviewed by the HLC on March 3, 2021 and additional comments will be provided, including recommendations for the scope of the historical analysis for the SEIR. The comments from the DRC meeting and the HLC meeting will be provided in March following the HLC meeting to ensure a comprehensive package of historic preservation comments with respect to compatibility of the design within the historic district and scope of the historic analysis

The applicant should submit a separate analysis of the project design against Section 4.2.4 (Historic Adjacency) of the San Jose Downtown Design Guidelines and Standards (2019) and the Downtown San Jose Historic District Design Guidelines (2003) demonstrating how the project is consistent with these standards and guidelines. Staff will consider this information in making a determination of consistency.

If you have any questions regarding historic review, please contact Dana Peak at dana.peak@sanjoseca.gov.

9. Comments from Other Departments/Divisions and Agencies

Attached are memorandums from other departments/divisions and outside agencies as indicated below. Please carefully review the memos, as they contain essential information needed to successfully and efficiently move your project through the Planning entitlement process. As required, comments contained in the attached memos must be incorporated into the revised plan sets. Additional memos and comments that were not ready at the time of this letter may be forthcoming.

a. Airport Memo – See attached
b. Building Memo – See attached
c. Fire Memo – See attached
d. Housing Memo– See attached
e. Integrated Waste Management Memo – See attached
f. Public Works Memo – To be forwarded upon receipt
g. PRNS– See attached

The project plan has been routed to Santa Clara Valley Transportation Authority. Their comments will be forwarded upon receipt.

10. Community Outreach

This project will require at least one community meeting. The public noticing radius is 1,000 feet as this is a large project. City staff will prepare and mail out the notice for the community meeting.

The purpose of this meeting is for the applicant to present the project to any interested members of the public and receive feedback on the project. Planning Division staff will attend and facilitate the meeting; document any comments or issues raised by the public; and answer questions regarding the Planning review process.

Please coordinate with the City Council District office on the date, time of the meeting.

Meetings typically start at 6:30 p.m. and last from an hour to 90 minutes. The best days for meetings are Mondays and Thursdays, as these days avoid regularly-scheduled City Council and Planning Commission meetings. Meetings must be held no sooner than 45 days after the development application has been filed, and as soon as possible thereafter when the conceptual project design is stable.

Please contact the Council District office at district3@sanjoseca.gov or call (408) 535-4906 to coordinate the meeting, and please confirm the date with me so I can be sure I'm available.

Due to COVID-19, the community meeting will be held via Zoom.

11. On-Site Sign Posting

Per the City's Public Outreach Policy, a sign describing the proposed project is required to be placed on each project site street frontage so it is legible from the street. A separate email regarding how to post the sign will be sent to you. Once the sign is posted, I would appreciate it if you could please take pictures of the on-site sign and fill out the Declaration of Posting (page 3 of the first link) and send both of those to me.

On-Site Noticing/Posting Requirements:
http://www.sanjoseca.gov/DocumentCenter/Home/View/373
Public Outreach: http://www.sanjoseca.gov/DocumentCenter/Home/View/374

12. Next Steps

Please be advised that this summary does not constitute a final review. Additional comments may be provided upon review of any additional information and plan revisions submitted in response to this letter. *In order to facilitate the development review process, please include a detailed response letter with your resubmittal that addresses all items contained in this letter and attached memos.* Please submit electronic version of the response letter and the plan set through Project Dox.

Additional fees may be applicable for community meetings, additional public noticing, and for other processes/reviews as a result of revisions to the project description or plans, based on the adopted fee schedule. We will inform you should additional fees be required. The project will not be scheduled for hearing until all fees have been paid in full.

The decision to approve, deny, or conditionally approve this proposal will occur at a Director's Hearing if the SEIR concludes that the project would not have significant and unavoidable impacts that cannot be mitigated. If a significant and unavoidable impact is identified that cannot be mitigated, the Planning commission must make a recommendation to City Council on certifying the EIR. And the City Council will be the final decision body for the project. This extends the schedule.

Once the project plans are acceptable, all comments have been addressed, and the environmental review is complete, the project will be scheduled for public hearing. Director's hearings are held every Wednesday at 9:00 a.m. Planning Commission's hearings are held every 2nd/4th Wednesdays at 6:30 p.m. The City Council meeting schedule is listed on this website.

Should you have any questions, you may contact me at Angela.Wang@sanjoseca.gov or (408) 535-6870. You may also contact the Supervising Planner overseeing this project, Patrick Kelly, at Patrick.kelly@sanjoseca.gov.

We look forward to continuing to work with you and your team on your project in San Jose.

Sincerely,

Angela Wang
Project Manager

Attachments:

a. Airport Memo
b. Building Memo
c. Fire Memo
d. Housing Memo
e. IWM Memo
f. PRNS Memo

Appendix C –TDM Measure Effectiveness Calculations

TDM Reduction Summary Report: Fountain Alley

	VMT % Reduction by Land Use			
Parking				
Parking1A: Increased Off-Street Fees				
Parking1B: Increased On-Street Fees				
Parking1D: Unbundled Parking				
Parking1E: Pay-as-you-Go Parking Rates				
Parking 2: Parking Supply	up to 13%	7% to 13%		
Transit				
Transit 1: Subsidies	up to 7%	1% to 7%		
Transit 2A: Transit Frequency				
Transit 2B: Transit Coverage				
Transit 3A: Private Point-to-Point Shuttles				
Transit 3B: Last Mile Shuttle				
Commute Programs				
Commute 1A: Commuter Incentives				
Commute 2: Commute Marketing Program	2% to 16%	3% to 21%		
Commute 3: ERH	up to 1%	-		
Commute 4: TNC Partnerships				
Bike and Walk				
BikeWalk1: Secure Parking	-	up to 1%		
BikeWalk2: Showers & Lockers	-	up to 1%		
BikeWalk3: End of Trip Repair Stations	-	up to 1%		
BikeWalk 4: Pedestrian-Oriented Design	up to 2%	up to 2%		
BikeWalk 5: Bikeshare System & Subsidies				
Rideshare				
Rideshare 1: Carpool/Vanpool Incentives				
Rideshare 2: Ridematch Program				
Rideshare 3: Carshare				
Rideshare 4: Carshare Subsidy				
Total				
Total of all Measures	3% to 34%	10% to 38%		

Prepared by Fehr Peers
using TDM+ 2019

Report generated on 4/16/2021