Hexagon Transportation Consultants, Inc.

Memorandum

Date: April 8, 2022

To: Manjit Banwait, City of San Jose

From: Robert Del Rio, T.E., Huy Tran, T.E.

Subject: ICON ECHO Mixed-Use Development Local Transportation Analysis

Hexagon Transportation Consultants, Inc. has completed a Local Transportation Analysis (LTA) for the proposed ICON ECHO mixed-use development in Downtown San Jose. The project site includes four parcels (467-20-079, -081, -060, and -080) located on the west side of Fourth Street between Santa Clara Street and St. John Street and is currently occupied by a 8-pump gas station, a 6,860-s.f. church, and 13,500 s.f. of retail space. The proposed project consisting of 415 multi-family residential units, 525,000 s.f. of office space, and 8,500 s.f. of retail space will replace all of the existing uses on-site. Access to and from the project site would be provided via a driveway along Fourth Street. Two additional driveways serving on-site loading docks are proposed along Fourth Street. Figure 1 shows the project site location.

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

Scope of Study

The purpose of the LTA was to identify any potential operational issues that could occur as a result of the project and to recommend necessary improvements to ensure adequate access to the site is provided and review the project's effect on the surrounding transit, pedestrian, and bicycle facilities. Based on the proposed project size, site-generated traffic was estimated. Vehicular site access was evaluated based on the proposed driveway locations. Truck access, including trash pickup and loading activities, was evaluated. Parking and on-site vehicular circulation also were analyzed. Lastly, an operational analysis on vehicle turn pocket storage was evaluated.

Existing Conditions

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

Existing Roadway Network

Regional access to the project site is provided by the Interstate 280/680 freeway and State Route 87. Local site access is provided by Santa Clara Street, St. John Street, Third Street, and Fourth Street. The freeways and local roadways are described below.

Figure 1
Site Location and Study Intersections

Interstate 280 connects from US-101 in San Jose to I-80 in San Francisco. It is generally an eight-lane freeway in the vicinity of downtown San Jose. It also has auxiliary lanes between some interchanges. The section of I-280 just north of the Bascom Avenue overcrossing has six mixed-flow lanes and two high-occupancy-vehicle (HOV) lanes. Connections from I-280 to the project site are provided via partial interchanges at First Street (ramps to the east only), Fourth Street (ramps to the west only), Sixth Street (ramps from the west), and Seventh Street (ramps from the east). I-280/I-680 provides access to SR 87 and US-101.

State Route 87 is primarily a six-lane freeway (four mixed-flow lanes and two HOV lanes) that is aligned in a north-south orientation within the project vicinity. SR 87 begins at its interchange with SR 85 and extends northward, terminating at its junction with US 101. Connections from SR-87 to the project site are provided via partial interchanges at Santa Clara Street (ramp from the south only), Julian Street, and Park Avenue (ramps to and from the north only).

Santa Clara Street is designated as a Grand Boulevard per the Envision San Jose 2040 General Plan and is an east-west four-lane street that runs along the south project entrance. It extends as West Santa Clara Street from First Street westward to Stockton Avenue where it transitions into The Alameda. East of First Street, it extends eastward as East Santa Clara Street to US-101 where it transitions into Alum Rock Avenue. Santa Clara Street provides access to and from the project site via its intersections with Third Street and Fourth Street.

St. John Street is designated as a Main Street in the project vicinity per the Envision San Jose 2040 General Plan and is an east-west two-lane street that runs along the north project frontage. It extends from Autumn Street, near the SAP Center, east to 18th Street. St. John Street provides access to and from the project site via its intersection with Fourth Street.

Third Street is designated as a Main Street in the project vicinity per the Envision San Jose 2040 General Plan and is a north-south two-lane street providing northbound-only travel between Humboldt Street and its intersection with Julian Street. Third Street forms a couplet with southbound-only Fourth Street, located one block to the east. Third Street provides access to and from the project site via its intersection with St. John Street.

Fourth Street is designated as a Main Street in the project vicinity per the Envision San Jose 2040 General Plan and is a north-south two-lane street providing southbound-only travel between its intersection with St. James Street and its intersection with Reed Street. Fourth Street forms a couplet with northbound-only Third Street, located one block to the west. Fourth Street runs along the project's east frontage and provides access to and from the project site via one driveway.

Existing Bicycle Facilities

Class II bicycle facilities (striped bike lanes) are provided along the following roadways within the project vicinity:

- Almaden Avenue, south of I-280
- Almaden Boulevard, between Woz Way and Carlysle Street
- Autumn Street, along its entire length
- Eleventh Street, along its entire length
- Empire Street, along its entire length
- Fourth Street, north of Santa Clara Street; between San Salvador Street and Reed Street
- Park Avenue, west of Market Street
- San Salvador Street, between Market Street and Fourth Street
- Santa Clara Street, west of Almaden Boulevard

- Second Street, between Taylor Street and Julian Street; between William Street and Keyes Street
- Seventeenth Street, north of Santa Clara Street
- Seventh Street, between Tully Road and Empire Street
- St. John Street, between Second Street and Fourth Street
- Tenth Street, along its entire length
- Third Street, between Jackson Street and St. James Street; between Reed Street and Humboldt Street
- Thirteenth Street, north of St. John Street
- Vine Street, south of I-280
- Woz Way, between San Carlos Street and Almaden Avenue

Designated Class III bike routes with "sharrow" or shared-lane pavement markings and signage are provided along the following roadways in the project vicinity:

- Auzerais Avenue, along its entire length
- First Street, between San Salvador Street and St. John Street
- Hawthorne Way, between San Pedro Street and First Street
- San Carlos Street, between Woz Way and Fourth Street
- San Fernando Street, east of Tenth Street
- San Pedro Street, between Coleman Avenue and Hedding Street
- San Salvador Street, east of Tenth Street
- Second Street, between San Carlos Street and Julian Street
- Seventeenth Street, between Santa Clara Street and San Salvador Street
- Seventh Street, north of Empire Street
- St. John Street, between Montgomery Street and Second Street; between Fourth Street and Seventeenth Street
- Thirteenth Street, between San Fernando Street and St. John Street
- Viola Avenue, along its entire length
- William Street, between First Street and McLaughlin Avenue
- Woz Way, between Almaden Avenue and Market Street

Class IV bicycle facilities (protected bike lanes) are currently being installed throughout the Downtown area as part of the Better Bikeways project. Protected bike lanes have been implemented along the following roadways in the project vicinity:

- Autumn Street, between Santa Clara Street and St. John Street
- Fourth Street, between Santa Clara Street and San Salvador Street
- San Fernando Street, between Cahill Street and Tenth Street
- San Salvador Street, between Fourth Street and Tenth Street
- Second Street, between San Carlos Street and William Street
- Third Street, between St. James Street and Reed Street

Guadalupe River Park Trail

The Guadalupe River multi-use trail system runs through the City of San Jose along the Guadalupe River and is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The Guadalupe River Trail is a 11-mile Class I bikeway from Curtner Avenue to Willow Street, and between Virginia Street and Palm Street to Alviso. This trail system can be accessed along Santa Clara Street and St. John Street west of SR 87, located approximately 0.6 miles west of the project site.

Bike and Scooter Share Services

The Bay Wheels (formerly Ford Go Bike) bike share program allows users to rent and return bicycles at various locations. Bike share bikes can be rented and returned at designated docking stations throughout the Downtown area. Additionally, the service offers a dockless, e-bike option that can be located and activated using a mobile app and can be parked at any public bike rack. Payment for either of the bike options is provided through a mobile app or by use of a Clipper card. The nearest bike share stations are located along the east side of Fourth Street, adjacent to San Jose City's Hall and north of the intersection of Third Street and St. John Street, less than 500 feet from the project site. In addition, other micro-mobility companies provide scooter rental services throughout the Downtown area. These services offer electric scooters with GPS self-locking systems that allow for rental and drop-off anywhere. Scooters are located, activated, and paid for through each of these services' mobile apps. Overall, the existing bicycle facility network in the project vicinity provides bicyclists with good connectivity to other bicycle facilities in the Downtown area. The existing bicycle facilities are shown in Figure 2.

Existing Pedestrian Facilities

Pedestrian facilities in the study area consist mostly of sidewalks along all of the surrounding streets, including the project frontages along St. John Street and Fourth Street. Crosswalks and pedestrian signal heads are available on all four approaches at the intersections of Santa Clara Street and St. John Street with Third Street and Fourth Street. ADA ramps are missing at the following locations in the project vicinity:

- Third Street and Santa Clara Street: northwest, southwest, and southeast corners
- Fourth Street and St. John Street: northeast, northwest, and southwest corners
- Third and St. John Street: northeast and northwest corners

A pedestrian-only walkway (Fountain Alley) connects the northbound and southbound platforms of the Santa Clara LRT station between First Street and Second Street, south of Santa Clara Street.

Overall, the existing sidewalks and pedestrian facilities have good connectivity and provide pedestrians with safe routes to the surrounding pedestrian destinations in the area.

Existing Transit Services

Existing transit services in the study area are provided by the Santa Clara Valley Transportation Authority VTA, Caltrain, Altamont Commuter Express (ACE), and Amtrak. The project is located less than the 1,000-foot walking distance of the Downtown Transit Center located along Santa Clara Street between First and Second Streets. Additionally, the project is located approximately one mile from the Diridon Transit Center on Cahill Street. Connections between local and regional bus routes, light rail lines, and commuter rail lines are provided within the Diridon Transit Center. Figure 3 shows the existing transit facilities.

Bus Service

The downtown area is served by many VTA bus routes with high-frequency service. Rapid Bus services provide limited-stop service at frequent intervals (15 – 30 minutes) during the daytime. Additionally, Frequent Bus services provide local service with headways ranging from 15 to 25 minutes during peak commute hours. Express Bus services provide direct service to and from major employment centers during peak commute hours only.

The bus lines that operate within walking distance of the project site are listed in Table 1, including the route descriptions and commute hour headways. The nearest bus stops are located along Santa Clara Street near Fifth Street and Sixth Street.

Figure 2
Existing Bicycle Facilities

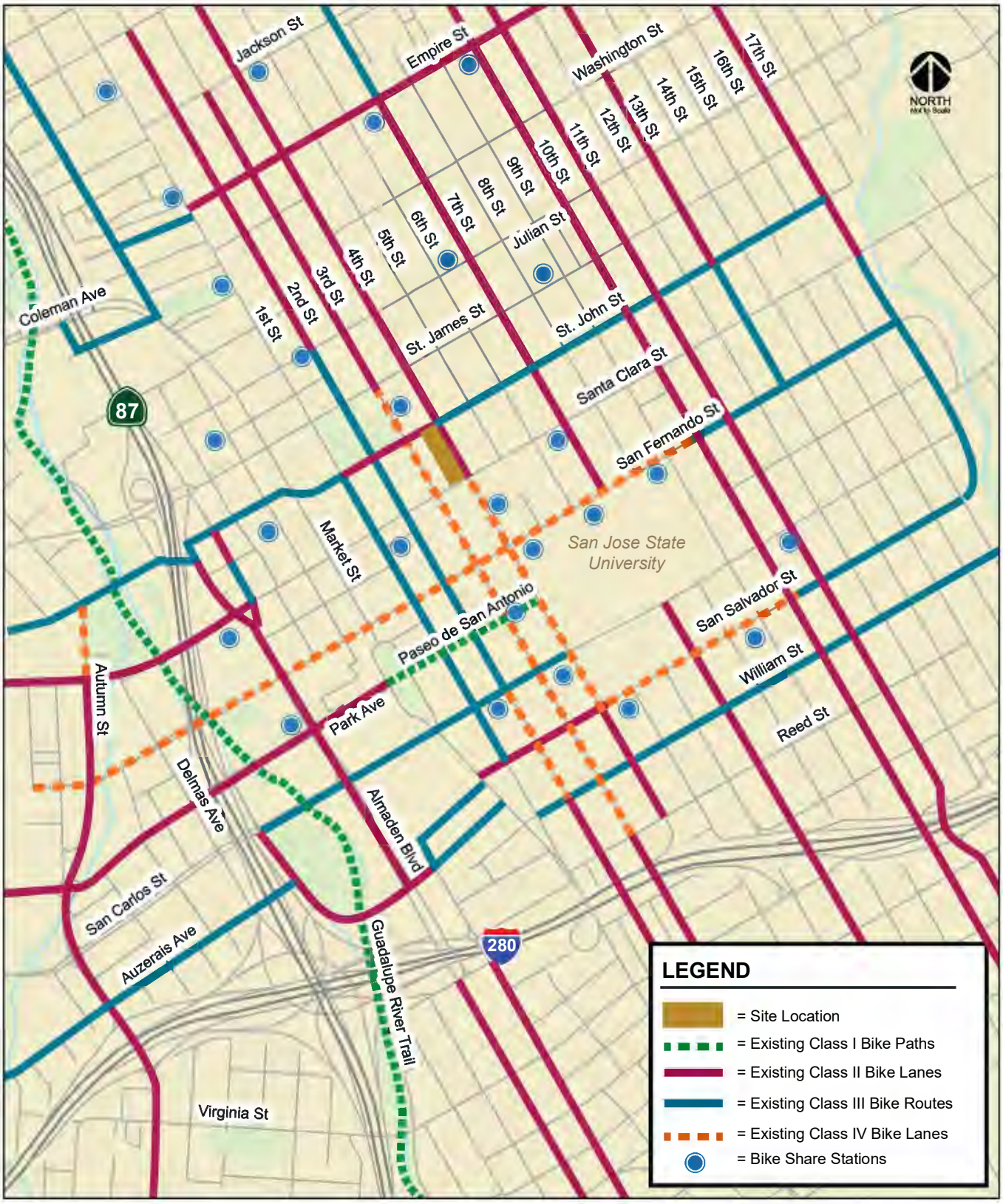


Figure 3
Existing Transit Facilities

Table 1
Existing Bus Services Near the Project Site

Bus Route	Route Description	Nearest Bus Stop	Headway [1]
Valley Transportation Authority			
Local Route 64A	McKee & White to Ohlone-Chynoweth Station	Santa Clara/Fifth	30 - 45 min
Local Route 64B	McKee & White to Almaden Expressway & Camden	Santa Clara/Fifth	30 - 45 min
Frequent Route 22	Palo Alto Transit Center to Eastridge Transit Center	Santa Clara/Sixth	15 min
Frequent Route 23	DeAnza College to Alum Rock Transit Center via Stevens Creek	Santa Clara/Sixth	10 - 20 min
Frequent Route 66	North Milpitas to Kaiser San Jose	Santa Clara/Sixth	15 min
Frequent Route 68	San Jose Diridon Station to Gilroy Transit Center	First/Santa Clara	15 - 20 min
Frequent Route 72	Downtown San Jose to Senter & Monterey via McLaughlin	Santa Clara/Fifth	20 min
Frequent Route 73	Downtown San Jose to Senter & Monterey via Senter	Santa Clara/Fifth	20 - 25 min
Express Route 168	Gilroy/Morgan Hill to San Jose Diridon Station	Santa Clara/First	45 - 60 min
Rapid Route 500	San Jose Diridon Station to Berryessa BART Station	Santa Clara/Sixth	15 - 20 min
Rapid Route 522	Palo Alto Transit Center to Eastridge Transit Center	Santa Clara/Sixth	15 min
Rapid Route 523	Berryessa BART to Lockheed Martin via De Anza College	Santa Clara/First	30 min
Santa Cruz Metropolitan Transit District			
Highway 17 Express - Amtrak Thruway	Downtown Santa Cruz / Scotts Valley to Downtown San Jose	Diridon Transit Station	60 - 90 min

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

VTA Light Rail Transit (LRT) Service

The Santa Clara Valley Transportation Authority (VTA) currently operates the 42.2-mile VTA light rail line system extending from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Milpitas, Mountain View, and Sunnyvale. The service operates from 5:00 AM to 1:00 AM with 20-minute headways during much of the day. The Green (Winchester-Old Ironsides) and Blue (Baypointe-Santa Teresa) LRT lines operate along San Carlos Street, San Fernando Street, and along First and Second Streets, north of San Carlos Street. The Santa Clara LRT station platforms on First and Second Streets are located within walking distance, less than 1,000 feet, of the project site. The Diridon Transit Center is accessible via the Green LRT line and serves as a transfer point to Caltrain, ACE, and Amtrak services.

Caltrain Service

Commuter rail service between San Francisco and Gilroy is provided by Caltrain. The project site is located approximately one mile from the San Jose Diridon Station. The Diridon Station provides 581 parking spaces, as well as 16 bike racks, 48 bike lockers, and 27 Bay Wheels bike share docks. Caltrain stops frequently at the Diridon station on weekdays between 4:44 AM and 10:48 PM in the northbound direction, and between 6:25 AM and 1:37 AM in the southbound direction. Caltrain provides extended service to Morgan Hill and Gilroy during commute hours.

Altamont Commuter Express Service (ACE)

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

Amtrak Service

Amtrak provides daily commuter passenger train service along the 170-mile Capitol Corridor between the Sacramento region and the Bay Area, with stops in San Jose, Santa Clara, Fremont, Hayward, Oakland, Emeryville, Berkeley, Richmond, Martinez, Suisun City, Davis, Sacramento, Roseville, Rocklin, and Auburn. The Capitol Corridor trains stop at the San Jose Diridon Station five times during weekdays between approximately 7:37 AM and 9:05 PM in the westbound direction. In the eastbound direction, Amtrak stops at the Diridon Station five times during the weekdays between 6:42 AM and 5:46 PM.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, the directions to and from which the project trips would travel are estimated. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described below.

Trip Generation

Proposed Project Trips

Through empirical research, data have been collected that indicate the amount of traffic that can be expected to be generated by common land uses. Project trip generation was estimated by applying to the size and uses of the development the appropriate trip generation rates. The average trip generation rates for Multifamily Housing (High-Rise) (Land Use 221), General Office Building (Land Use 710), and Shopping Center (Land Use 820) as published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition* (2017) were applied to the proposed number of residential units, office space, and retail space to estimate the project trips, respectively. Based on the trip generation rates, it is estimated that the project would generate a total of 7,282 daily vehicle trips, with 746 trips (560 inbound and 186 outbound) occurring during the AM peak hour and 785 trips (203 inbound and 582 outbound) occurring during the PM peak hour.

Trip Reductions

In accordance with San Jose's *Transportation Analysis Handbook* (April 2018, Section 4.8, "Intersection Operations Analysis"), the project is eligible for adjustments and reductions from the baseline (gross) trip generation described above.

Mixed-Use Reductions

A mixed-use development with complementary land uses such as residential/office/retail, will result in a reduction of external site trips. Thus, the number of vehicle trips generated for each use may be reduced based on VTA's recommended mixed-use reductions, since a portion of the vehicle trips would not require entering or exiting the site.

Location-Based Adjustment

The location-based adjustment reflects the project's vehicle mode share based on the place type in which the project is located per the San Jose Travel Demand Model. The project's place type was obtained from the *San Jose VMT Evaluation Tool.* Based on the Tool, the project site is located within a designated urban high-transit area. Therefore, the baseline project trips were adjusted to reflect an

urban high-transit mode share. Urban high-transit areas are characterized as areas with high density, excellent accessibility, high public transit access, low single-family homes, and older housing stock. Residential, office, and retail uses within urban high-transit areas have a vehicle mode share of 78, 69, and 83 percent, respectively. Thus, reductions of 22, 31, and 17 percent were applied to trips generated by the proposed residential, office, and retail uses, respectively.

VMT Reduction

A VMT adjustment was applied to the trip generation based on the VMT per capita estimate obtained from the *San Jose VMT Evaluation Tool.* It is assumed that for each percentage of VMT per capita reduced with the project was equivalent to a one percent reduction in peak-hour vehicle trips. Based on the San Jose VMT Evaluation Tool, the project is anticipated to generate 7.21 VMT per capita in an area that currently generates approximately 7.66 VMT per capita, a 5.87% decrease. Thus, a 5.87% reduction was applied to the baseline trips estimated to be generated by the proposed project. No reductions were applied to the retail and employment uses, as there was no reduction in VMT. The results of the *San Jose VMT Evaluation Tool* can be found in Appendix D.

Total Project Trips

After applying the ITE trip rates and appropriate trip reductions, the proposed mixed-use development is estimated to generate a total of 4,753 daily vehicle trips, with 507 trips (381 inbound and 126 outbound) occurring during the AM peak hour and 511 trips (125 inbound and 386 outbound) occurring during the PM peak hour.

Existing Site Trips

The project site is currently occupied by a 8-pump gas station, a 6,860-s.f. church, and 13,500 s.f. of retail space. After applying the ITE trip rates and appropriate trip reductions, the existing land uses on the project site are estimated to generate a total of 1,264 daily vehicle trips, with 53 trips (28 inbound and 25 outbound) occurring during the AM peak hour and 86 trips (42 inbound and 44 outbound) occurring during the PM peak hour.

Net Project Trips

After applying the ITE trip rates and appropriate trip reductions to the proposed project, and existing site trip credits, it is estimated that the project would generate an additional 3,489 daily vehicle trips, with 454 trips (353 inbound and 101 outbound) occurring during the AM peak hour and 425 trips (83 inbound and 342 outbound) occurring during the PM peak hour. The project trip generation estimates are presented in Table 2.

Project Trip Distribution and Trip Assignment

The trip distribution pattern for the project was based on previous traffic studies prepared for similar projects in downtown San Jose. The project trips were assigned to the roadway network based on the proposed project driveway locations, existing travel patterns in the area, freeway access, and the relative locations of complementary land uses. The project trip distribution patterns and trip assignments for the proposed development are shown in Figures 1 and 4, respectively.

Table 2
Project Trip Generation Estimates

Land Use	% of Vehicle Mode Share	% Reduction	Size	Daily Rate	Daily Trip	AM Peak Hour Pk-Hr Rate	AM Split In	AM Split Out	AM Trip In	AM Trip Out	AM Trip Total	PM Peak Hour Pk-Hr Rate	PM Split In	PM Split Out	PM Trip In	PM Trip Out	PM Trip Total
Proposed Land Uses																	
ITE LU # 222 - Multifamily Housing (High-Rise)[1]			415 Dwelling Units	4.45	1,847	0.31	24%	76%	31	98	129	0.36	61%	39%	91	58	149
- Residential & Office Mixed-Use Reduction[2]		3%			*-55*				*-1*	*-3*	*-4*				*-3*	*-2*	*-5*
- Residential & Retail Mixed-Use Reduction[3]		15%			*-48*				*0*	*-1*	*-1*				*-3*	*-2*	*-5*
- Location-Based Reduction[5]	*78%*	22%			*-384*				*-7*	*-21*	*-28*				*-19*	*-12*	*-31*
- VMT Reduction[6]		5.87%			*-80*				*-1*	*-4*	*-5*				*-4*	*-2*	*-6*
Residential Sub-Total					**1,280**				**22**	**69**	**91**				**62**	**40**	**102**
ITE LU # 710 - General Office Building[1]			525,000 Square Feet	9.74	5,114	1.16	86%	14%	524	85	609	1.15	16%	84%	97	507	604
- Residential & Office Mixed-Use Reduction[2]		3%			*-55*				*-3*	*-1*	*-4*				*-2*	*-3*	*-5*
- Office & Retail Mixed-Use Reduction[4]		3%			*-161*				*-2*	*-3*	*-5*				*-9*	*-8*	*-17*
- Location-Based Reduction[5]	*69%*	31%			*-1,518*				*-161*	*-25*	*-186*				*-27*	*-154*	*-181*
Office Sub-Total					**3,380**				**358**	**56**	**414**				**59**	**342**	**401**
ITE LU # 820 - Shopping Center[1]			8,500 Square Feet	37.75	321	0.94	62%	38%	5	3	8	3.81	48%	52%	15	17	32
- Residential & Retail Mixed-Use Reduction[3]		15%			*-48*				*-1*	*0*	*-1*				*-2*	*-3*	*-5*
- Office & Retail Mixed-Use Reduction[4]		3%			*-161*				*-3*	*-2*	*-5*				*-8*	*-9*	*-17*
- Location-Based Reduction[5]	*83%*	17%			*-19*				*0*	*0*	*0*				*-1*	*-1*	*-2*
Retail Sub-Total					**93**				**1**	**1**	**2**				**4**	**4**	**8**
Baseline Project Trips (Before Reductions)					7,282				560	186	746				203	582	785
Proposed Project Trips (After Reductions)					**4,753**				**381**	**126**	**507**				**125**	**386**	**511**
Existing Land Uses																	
ITE LU # 945 - Gas Station with Convenience Market[1]			8 Vehicle Fueling Positions	205.36	1,643	12.47	51%	49%	51	49	100	13.99	51%	49%	57	55	112
Passby Reduction[7]				*56%*	*-920*	*62%*			*-32*	*-30*	*-62*	*56%*			*-32*	*-31*	*-63*
ITE LU # 560 - Church[1]			6,860 Square Feet	6.95	48	0.33	60%	40%	1	1	2	0.49	45%	55%	1	2	3
ITE LU # 820 - Shopping Center[1]			13,500 Square Feet	37.75	510	0.94	62%	38%	8	5	13	3.81	48%	52%	24	27	51
Passby Reduction[7]					*-17*							*34%*			*-8*	*-9*	*-17*
Total Existing Trips					**1,264**				**28**	**25**	**53**				**42**	**44**	**86**
Net Project Trips (Proposed - Existing)					**3,489**				**353**	**101**	**454**				**83**	**342**	**425**

Notes:

[1] Source: *ITE Trip Generation Manual, 10th Edition 2017*, average trip generation rates.

[2] As prescribed by the Transportation Impact Analysis Guidelines from VTA (October 2014), the maximum trip reduction for a mixed-use development project with residential and office is equal to 3% off the smaller trip generator.

[3] As prescribed by the Transportation Impact Analysis Guidelines from VTA (October 2014), the maximum trip reduction for a mixed-use development project with residential and retail is equal to 15% off the smaller trip generator.

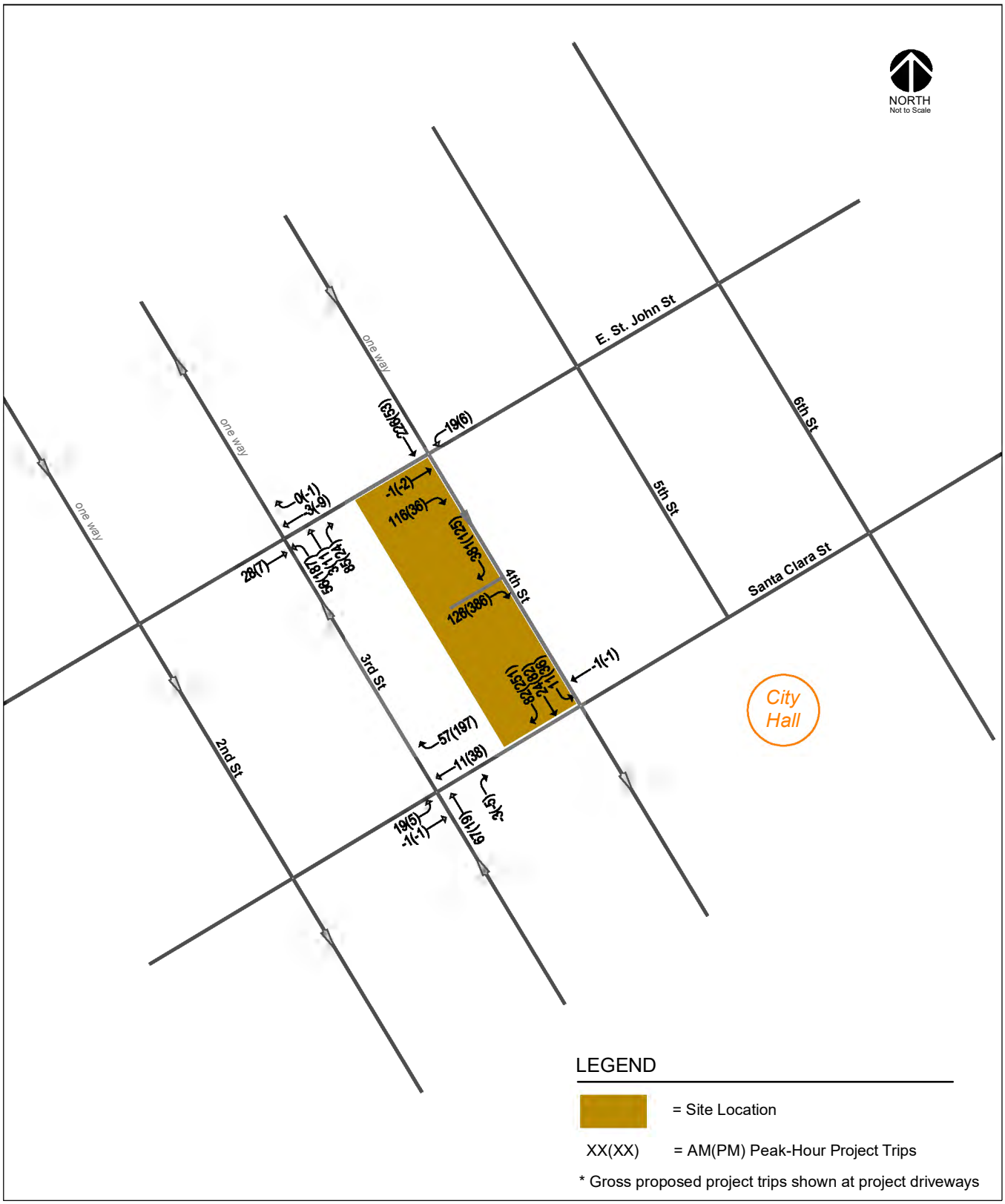
[4] As prescribed by the Transportation Impact Analysis Guidelines from VTA (October 2014), the maximum trip reduction for a mixed-use development project with employment and employee-serving retail uses is equal to 3% off the office component. However, a 3% reduction of office trips would exceed the total number of trips generated by the retail use during the AM peak hour. Therefore, a conservative 50% reduction off the retail trips was applied.

[5] The project site is located within an urban high-transit area based on the City of San Jose VMT Evaluation Tool (February 29, 2019). The location-based vehicle mode shares are obtained from Table 6 of the City of San Jose Transportation Analysis Handbook (April 2018). The trip reductions are based on the percent of mode share for all of the other modes of travel besides vehicle.

[6] VMT per capita for residential use. Existing and project VMTs were estimated using the City of San Jose VMT Evaluation Tool. The existing VMT per capita is 7.66, and the project VMT per capita is 7.21. It is assumed that every percent reduction in VMT per-capita is equivalent to one percent reduction in peak-hour vehicle trips.

[7] AM and PM peak-hour passerby reduction rates obtained from the *ITE Trip Generation Handbook, Third Edition*. Since the gas stations have pass-by trips through out the day, the daily passby reduction was assumed to be the same as the PM peak hour.

Figure 4
Net Project Trip Assignment



Vehicular Site Access and Circulation

A review of the project site plans was performed to determine if adequate site access and on-site circulation are provided and to identify any access issues that should be improved. This review is based on the site plans dated April 7, 2022 prepared by WRNS Studio, and in accordance with generally accepted traffic engineering standards and City of San Jose requirements. The street-level site plan is shown in Figure 5. The parking garages for both the proposed residential and office uses would be accessed by a driveway along Fourth Street. The driveway will provide access to both the residential and office parking areas. There is no physical restriction proposed within the garage that would prohibit circulation between the residential and office portions of the parking levels. All inbound project traffic will access the site from north of the project via the Fourth Street/St. John Street intersection and all outbound traffic will exit onto southbound-only Fourth Street. Outbound traffic headed for areas north of the project must proceed south on Fourth Street and use Santa Clara Street to access northbound Third Street.

Project Driveway Design and Operations

A driveway with one inbound lane and one outbound lane along Fourth Street is proposed to serve the project site. The City of San Jose Downtown Streetscape Guidelines (as referenced in the City's Complete Street Standards and Guidelines) identify maximum driveway widths of 26 feet for two-lane driveways. This provides adequate width for vehicles and provides a reasonably short crossing distance for pedestrians. The site plan indicates that the project driveway will be approximately 27 feet wide and will meet the City's required width of 26 feet for commercial driveways.

The project trip assignment at the study intersections and proposed project driveway are shown in Figures 4 and 5, respectively. Based on the estimated project trips, it is projected that a maximum of 381 inbound trips would enter the project driveway during the AM peak, respectively, and 386 outbound trips would exit the project driveway during the PM peak hour.

The site plan shows entry gates located approximately 60 feet from the edge of sidewalk at the project driveway, which provides one inbound lane feeding into two separate entry gates. The proposed 60-foot distance between the sidewalk and gates will only provide spacing for the queues of two vehicles entering at the northern gate and one vehicle at the southern gate due to the spacing restriction with the outbound lane. Each entry gate at the project driveways must be able to process a minimum of 191 vehicles per hour per lane (approximately three vehicles per minute, on average) to avoid inbound queuing during the AM peak hour.

The flow rate at which vehicles enter the garage during the peak hours will depend primarily on the processing ability, or service rate, of the entry gates. The project applicant has indicated that the parking garage gate operations will utilize transponder-style devices. Based on previous parking design information, parking garage entry gates that utilize a transponder-style device are capable of servicing between 600 to 800 vehicles per hour or up to 13 vehicles per minute. Thus, the use of the planned transponder devices will provide sufficient service rates to serve the projected demand at each entry gate.

In addition, the two entry gates and two exit gates would feed into one receiving lane each. Therefore, it is recommended that the gates should stagger entering/exiting vehicles to avoid conflicts.

Additionally, appropriate visible and/or audible warning signs also should be provided at the project driveway to alert pedestrians and bicyclists along Fourth Street of vehicles exiting the garage. The site plan indicates that right-turn only signs will be implemented at the project driveway exit since Fourth Street is a one-way street.

Figure 5
On-Site Circulation for Ground and Basement Levels and Project Trips at the Site Driveway

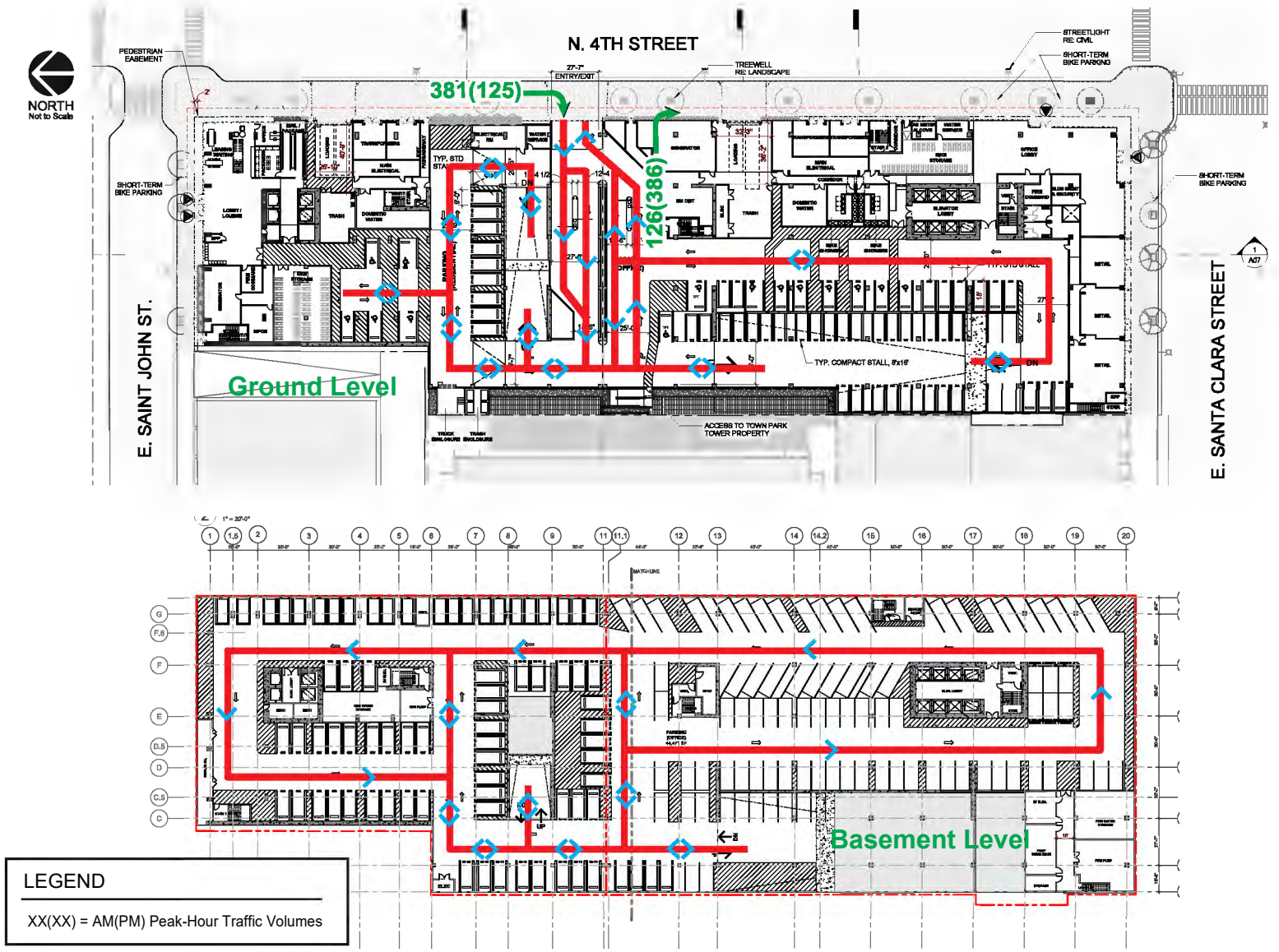


Figure 5 (Continued)
On-Site Circulation for Levels 2 and 3

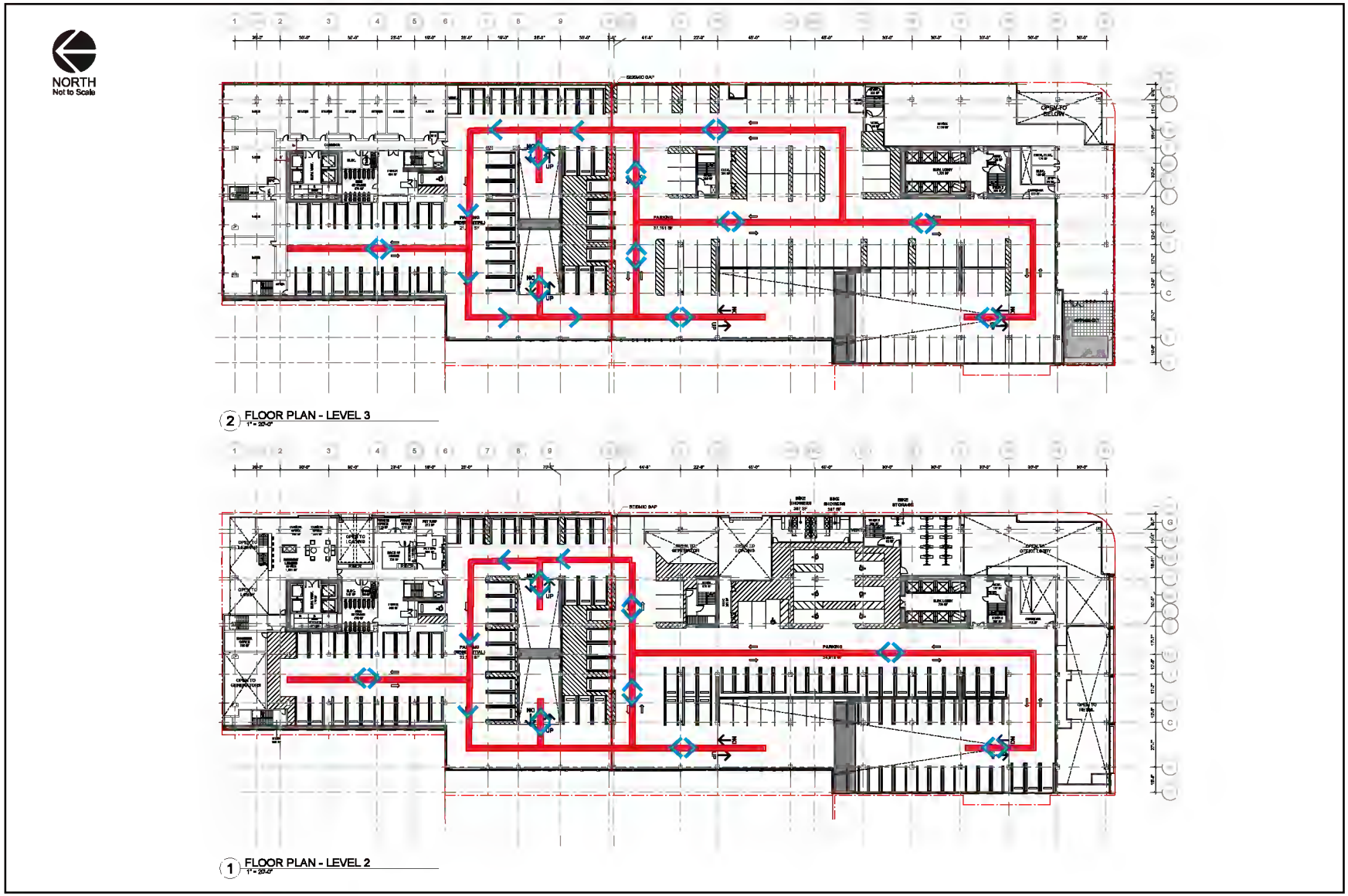
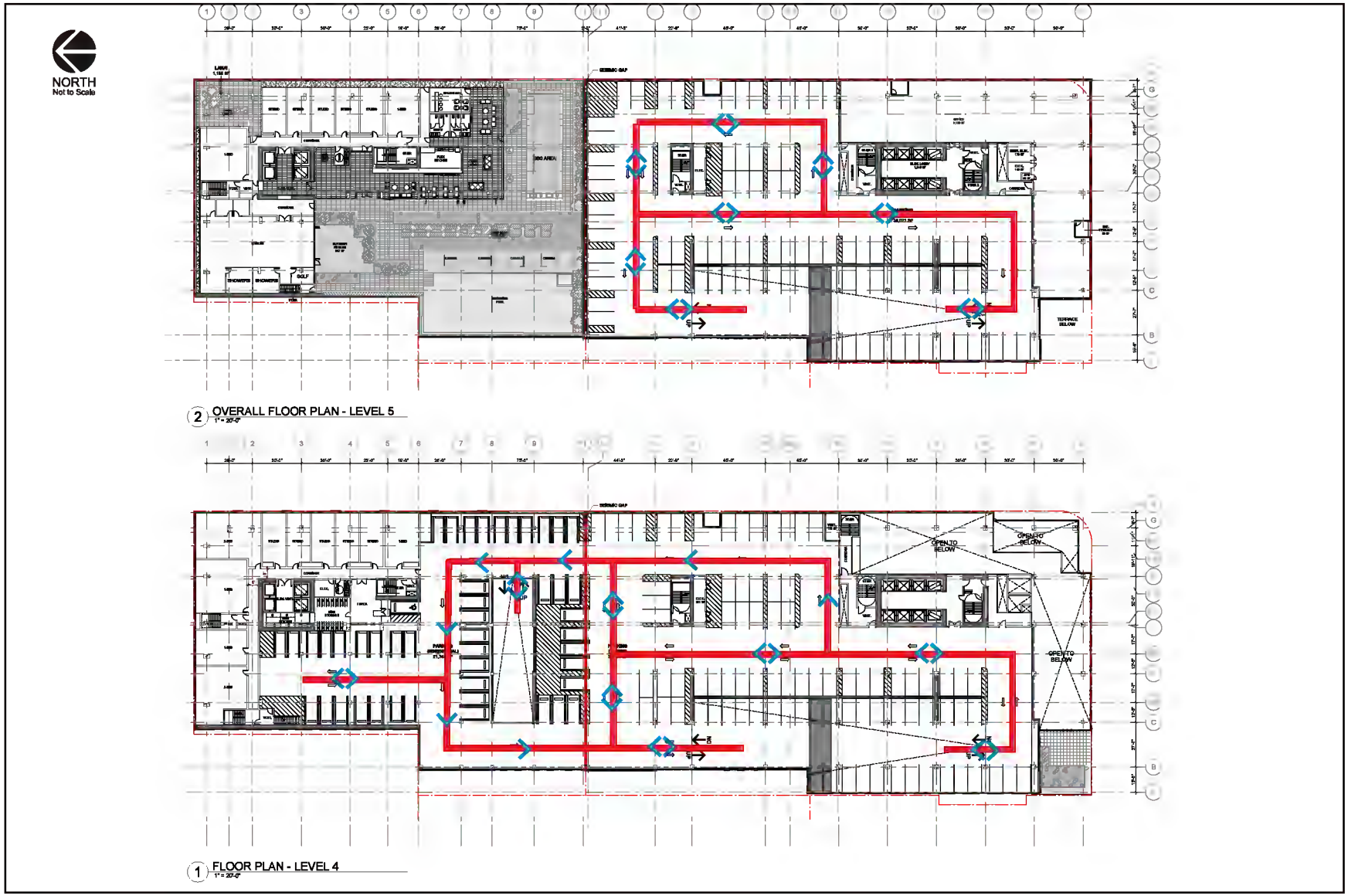


Figure 5 (Continued)
On-Site Circulation for Levels 4 and 5



In addition, a right-turn channelization lane is provided at the City's parking garage exit on the east side of Fourth Street. Therefore, vehicles exiting the project site and bound for eastbound Santa Clara Street could have some difficulties merging into the left turn lane at the Fourth Street/Santa Clara Street intersection due to the short 200-foot merge distance and if a right-turn channelization lane is implemented at the project driveway. An alternate route to the east would be to proceed straight on Fourth Street and turn left at San Fernando Street to go eastbound.

Recommendation: The gates should stagger entering/exiting vehicles to avoid conflicts.

Recommendation: Appropriate visible and/or audible warning signs also should be provided at the project driveway to alert pedestrians and bicyclists along Fourth Street of vehicles exiting the garage.

Sight Distance at the Driveway Serving the Project

The project driveway should be designed to be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on Fourth Street. Any landscaping and signage should be located in such a way as to ensure an unobstructed view for drivers exiting the site.

The project site plan proposes to reconstruct the sidewalk along its frontage on Fourth Street. New trees would be planted or supplement existing trees along the project frontage. The trees should be maintained so that they do not obstruct the vision of exiting drivers at the project driveway.

Recommendation: The proposed trees along the project frontage on Fourth Street should be maintained so that they do not obstruct the vision of drivers exiting the project driveway.

Adequate sight distance (sight distance triangles) should be provided at the project driveway along Fourth Street in accordance with the *American Association of State Highway Transportation Officials* (AASHTO) standards. Sight distance triangles should be measured approximately 10 feet back from the traveled way. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to exit a driveway and locate sufficient gaps in traffic. The minimum acceptable sight distance is often considered the AASHTO stopping sight distance. Sight distance requirements vary depending on the roadway speeds. Fourth Street has a posted speed limit of 30 miles per hour (mph). The AASHTO stopping sight distance for a facility with a posted speed limit of 30 mph is 200 feet. Thus, a driver exiting the proposed project driveway on Fourth Street must be able to see 200 feet to the north in order to stop and avoid a collision.

The available sight distance from the project driveway to the Fourth Street/St. John Street intersection would be approximately 220 feet, which is more than the required stopping sight distance of 200 feet. Thus, the sight distance from the proposed driveway location to the Fourth Street/St. John Street intersection should be adequate.

Vehicular On-Site Circulation

The site circulation plan is shown in Figure 5. All vehicles will enter the project site via the driveway along Fourth Street then proceed to the designated drive aisles to access the residential or office parking garages via one of four provided ramps. The residential parking garage ramps would be located just north of the project driveway, and the office parking garage ramps would be located along the western project's boundary. The drive aisles within the parking garages would be connected, thus, vehicles would be able to travel continuously to access all the parking spaces within the garages. The site plan shows a red dashed line at the project driveway to represent the seismic gap between the residential and office buildings, however, there would not be a gate or median along this line prohibiting access between sections of the parking garages.

Looped drive aisles will allow for continuous circulation of vehicles within the basement and the upper floor levels. Drive aisles with parking along both sides are measured to be approximately 24 feet wide. All parking spaces within the garage are shown to be 90-degree stalls with some angled parking stalls in the basement level. All two-way drive aisles within the garage with 90-degree parking along both sides of the drive aisle must meet the City's minimum width of 26 feet. Additionally, one-way drive aisles with angled parking stalls must meet the City's minimum widths of 14 to 16 feet depending on the parking stall's angle with the drive aisle.

Floors 1 to 4 would have a short dead-end drive aisle toward the northern section of the residential garage. Dead-end aisles are undesirable because drivers can enter the aisle, and upon discovering that there is no available parking, must back out or conduct three-point turns. However, the parking spaces along the dead-end drive aisles will be assigned to residents or office tenants and will therefore not result in the need for vehicles to maneuver out of the dead-end parking aisles.

Larger vehicles may have difficulty navigating the sharp inbound and outbound right turns at the base of the ramps at each parking level, resulting in vehicles encroaching upon the opposing lane to complete the turn. Thus, it is recommended that a physical device be installed at sharp turns within the parking garage in an effort to aid circulation and reduce vehicular conflict at the ramps. Such devices could include convex mirrors to assist drivers with blind turns while turning around corners and signage.

Recommendation: All two-way drive aisles within the garage with 90-degree parking along both sides of the drive aisle must meet the City's minimum width of 26 feet. Additionally, one-way drive aisles with angled parking stalls must meet the City's minimum widths of 14 to 16 feet depending on the parking stall's angle with the drive aisle.

Truck Site Access

Based on the City of San Jose off-street loading standards within the Downtown Area (sections 20.70.420 and 20.70.435), offices with 100,000 to 175,000 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 175,000 square feet. Additionally, multiple dwelling residential uses of two hundred units or greater and less than five hundred units shall provide at least two off-street loading spaces. Retail space with less than 10,000 s.f. is not required to provide a loading space.

The project is proposing up to 415 residential units and 525,000 square feet of office space. Therefore, the project would be required to provide a total of seven (two for the residential units and five for the office space) off-street loading spaces. Per section 20.70.450 of the Downtown Zoning Regulations, the Planning Director may authorize the reduction of two on-site loading spaces to one on-site loading space in connection with the issuance of a development permit if the Director finds that sufficient on-street loading space exists to accommodate circulation and manipulation of freight. All loading spaces should be designed to be no less than 10 feet wide, 30 feet long, and 15 feet high per the City code (20.90.420).

A total of four loading spaces are proposed to be provided on-site. The site plan indicates two loading spaces for the office space and two loading spaces for residential use would be accessed via two approximately 26-foot wide driveways along Fourth Street. Since the project proposes only four loading spaces, the project should coordinate with City staff to determine whether the proposed off-street loading spaces are sufficient. It should be noted that the loading docks are directly accessible via public right-of-way along Fourth Street. Therefore, trucks reversing into or exiting from loading docks may temporarily inhibit traffic operations along these roadways. The project should work with the City to determine if truck access should be limited to off-peak hours. The truck turning templates shown in

Figure 6 indicate that Fourth Street would have sufficient truck maneuvering area and the 26-foot loading space driveway widths along Fourth Street would be adequate for trucks to pull in and out of the loading spaces. Additionally, Section 20.90.420 of the City code requires loading spaces to provide a minimum of 15 feet of vertical clearance. The site plan indicates that while the interior of the loading docks will occupy the ground floor and first floor (a total height of 20 feet), the entryway is only shown to be approximately 10 feet high. Therefore, the proposed off-street loading spaces will not meet City standards for loading space height.

Recommendation: The project should coordinate with City staff to determine the number of off-street loading spaces the project should provide.

Recommendation: The project should work with the City to determine if truck access to loading docks should be limited to off-peak hours.

Recommendation: Entryways providing access to both loading docks should have a minimum vertical clearance of 15 feet to meet City standards for loading space height.

The site plan indicates trash enclosures for the residential and office uses would be located near the respective loading docks along Fourth Street. Garage trucks require 25 feet of vertical clearance, thus, garbage trucks will not be able to enter the parking garage or the loading docks. Therefore, waste bins will need to be wheeled out to Fourth Street for garbage truck pickup.

The minimum vertical clearance for fire trucks is at least 13 feet 6 inches. The site plan indicates that the ground level of the parking garage only has a 10-foot vertical clearance. Therefore, fire trucks will not be able to access the parking garage. However, emergency vehicle access would be provided along the project frontages on Fourth Street, St. John Street, and Santa Clara Street.

Pedestrian and Bicycle Access and Circulation

Existing pedestrian and bicycle facilities throughout downtown provide connections to surrounding downtown destinations. Crosswalks are available at all signalized intersections. Wide sidewalks will be provided along all project frontages on Fourth Street, St. John Street, and Santa Clara Street.

Pedestrian Circulation

The Downtown Streetscape Master Plan (DSMP) provides design guidelines for existing and future development for the purpose of enhancing the pedestrian experience in the Greater Downtown Area. Per the DSMP and shown in Figure 7, Third Street, Fourth Street, and St. John Street are designated Downtown Pedestrian Network Streets (DPNS), which are intended to support a high level of pedestrian activity as well as retail and transit connections. The DPNS streets provide a seamless network throughout the downtown that is safe and comfortable for pedestrians and connects all major downtown destinations. Design features of a DPNS create an attractive and safe pedestrian environment to promote walking as the primary travel mode. The DSMP policies state that vehicles crossing the sidewalk are often a safety hazard for pedestrians and measures should be taken within the design for any new project to minimize the number of curb cuts and driveways. As stated previously, the project driveways will be required to comply with the City's maximum requirement of 26 feet in width. To minimize the curb cut, it is recommended that the proposed driveways not exceed 26 feet in width.

Figure 6
Truck Turning Templates for Loading Spaces

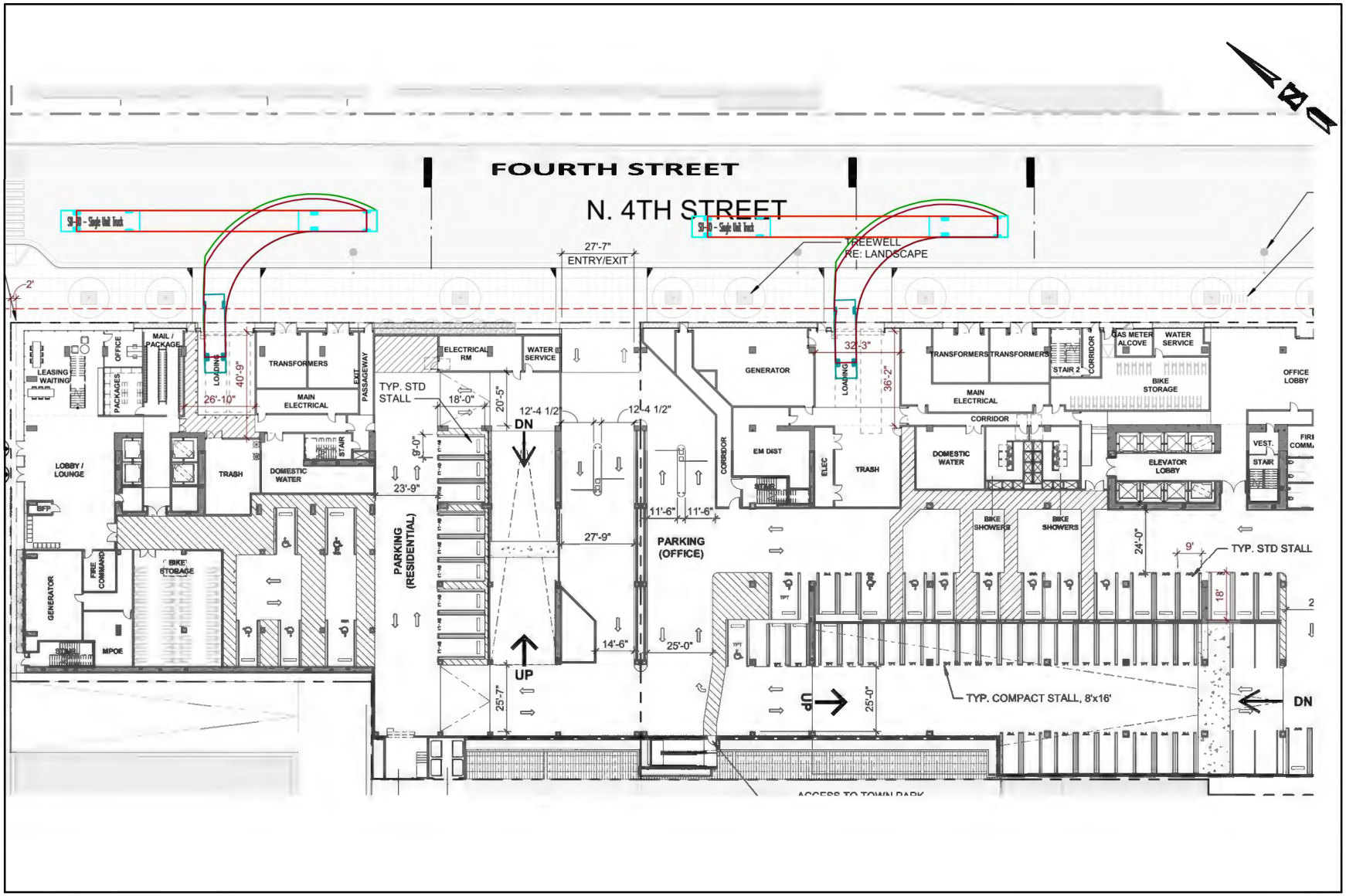


Figure 6 (Continued)
Truck Turning Templates for Loading Spaces

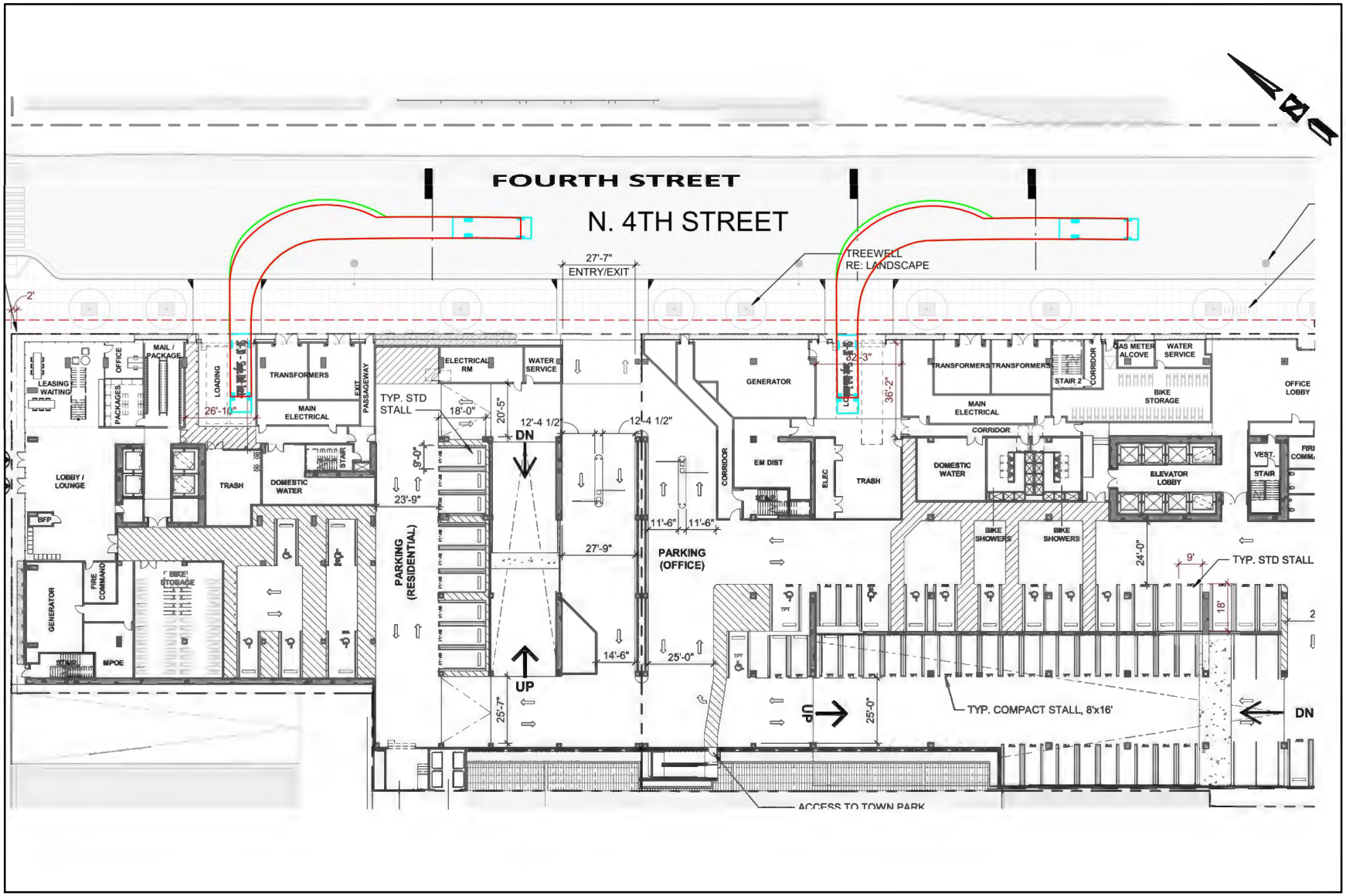
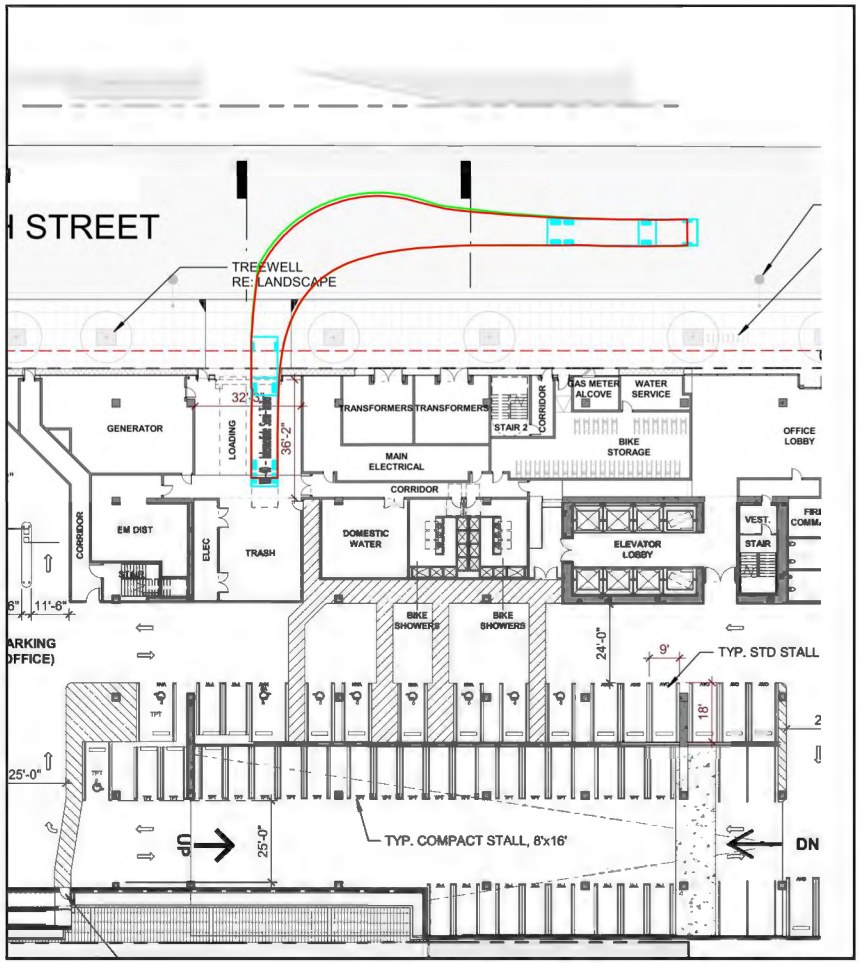


Figure 6 (Continued)
Truck Turning Templates for Loading Spaces



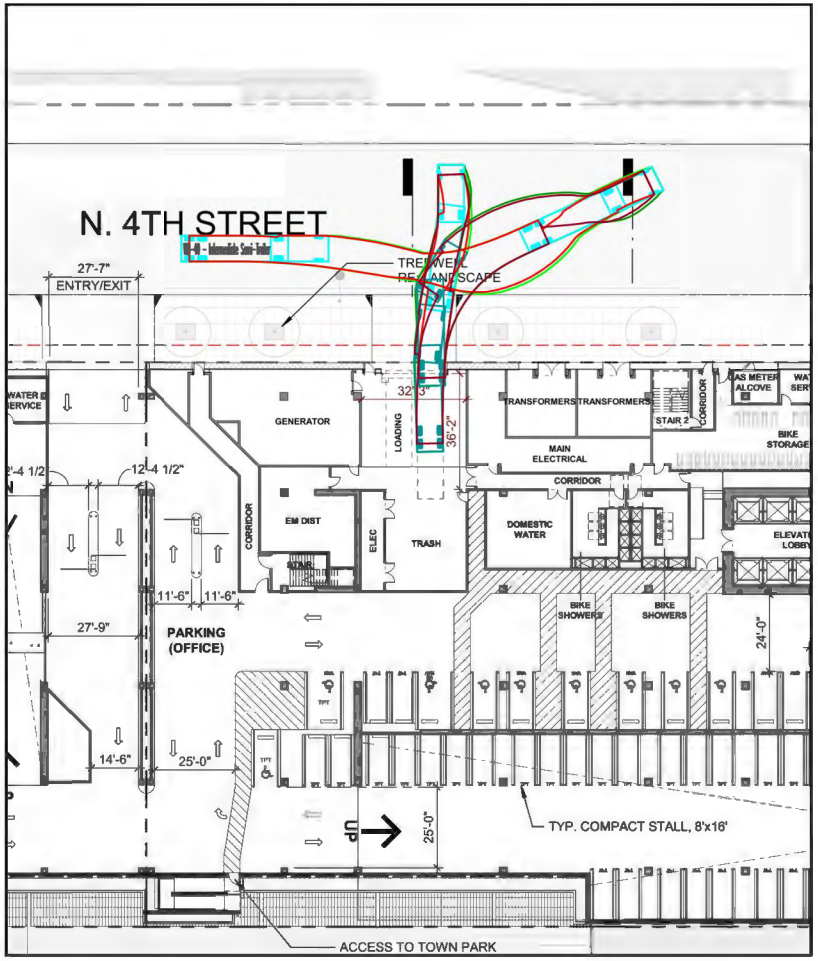
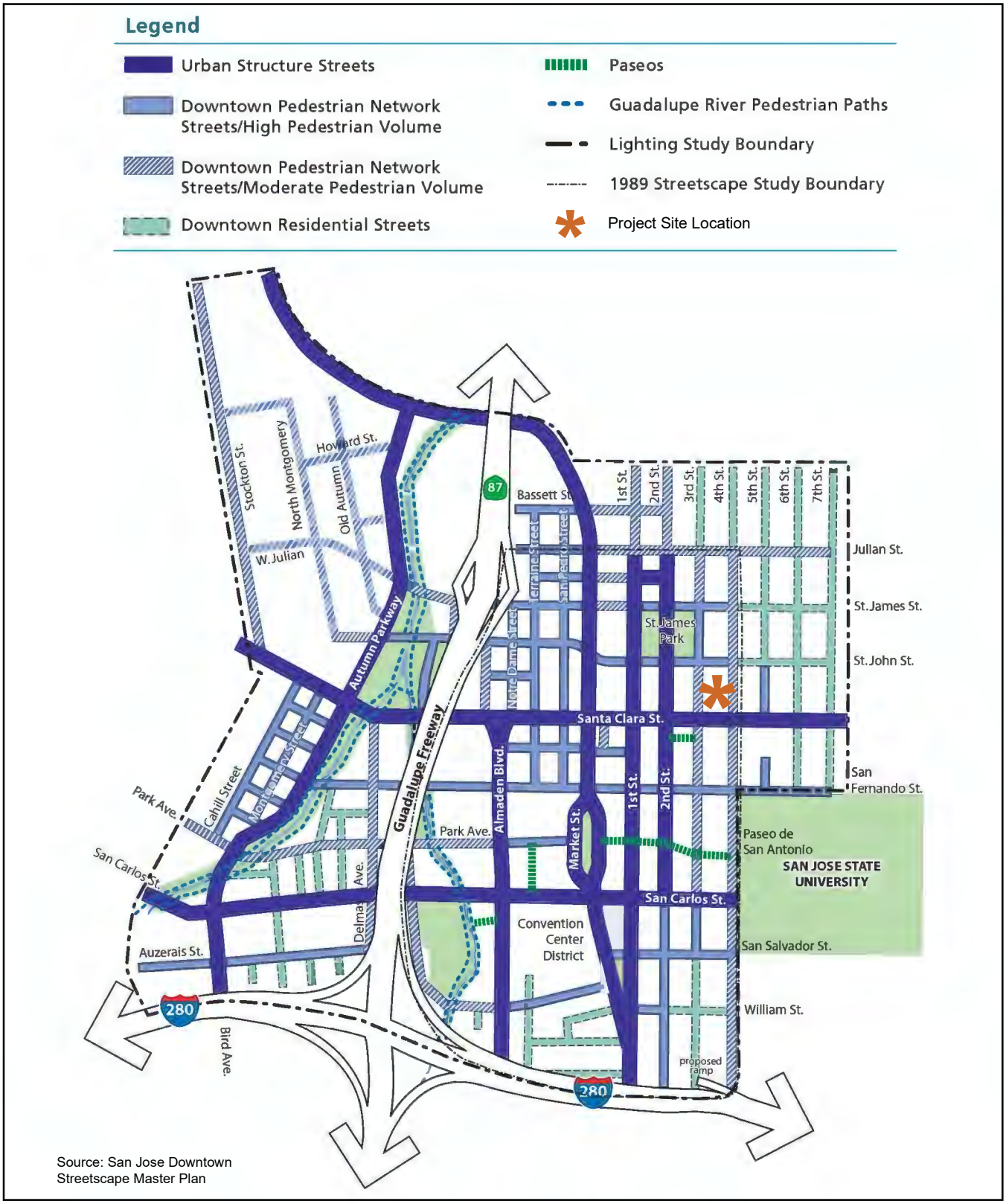


Figure 7
Downtown Pedestrian Street Network



Source: San Jose Downtown Streetscape Master Plan

Pedestrian facilities in the study area consist mostly of sidewalks along all of the surrounding streets, including the project frontages along Fourth Street, St. John Street, and Santa Clara Street. Existing sidewalks will be widened to approximately 12 feet along Fourth Street, approximately 10 feet along St. John Street, and 16 feet along Santa Clara Street. Crosswalks and pedestrian signal heads are available on all four approaches at the intersections of Santa Clara Street and St. John Street with Third Street and Fourth Street. ADA ramps are missing at the following locations in the project vicinity:

- Third Street and Santa Clara Street: northwest, southwest, and southeast corners
- Fourth Street and St. John Street: northeast, northwest, and southwest corners
- Third and St. John Street: northeast and northwest corners

The project will be required to construct bulbouts/signal modifications at the northwest and southwest corners of the Fourth Street/St. John Street intersection and the northwest corner of the Fourth Street/Santa Clara Street intersection. The project may also be required to construct bulbouts/signal modification at the southwest corner of the Fourth Street/Santa Clara Street intersection.

Horace Mann Elementary School is located along the west side of Seventh Street between Santa Clara Street and St. John Street. The existing bicycle facilities (protected bike lanes on Third Street, bike lanes on Fourth Street north of Santa Clara Street, on St. John Street between First Street and Fourth Street, and Seventh Street, north of San Fernando Street, and bike routes on St. John Street east of Fourth Street) and sidewalks on both sides of the streets for all roadways in the project vicinity will provide safe routes of travel and access for pedestrians and bicyclists between the school and project site.

Bicycle Circulation

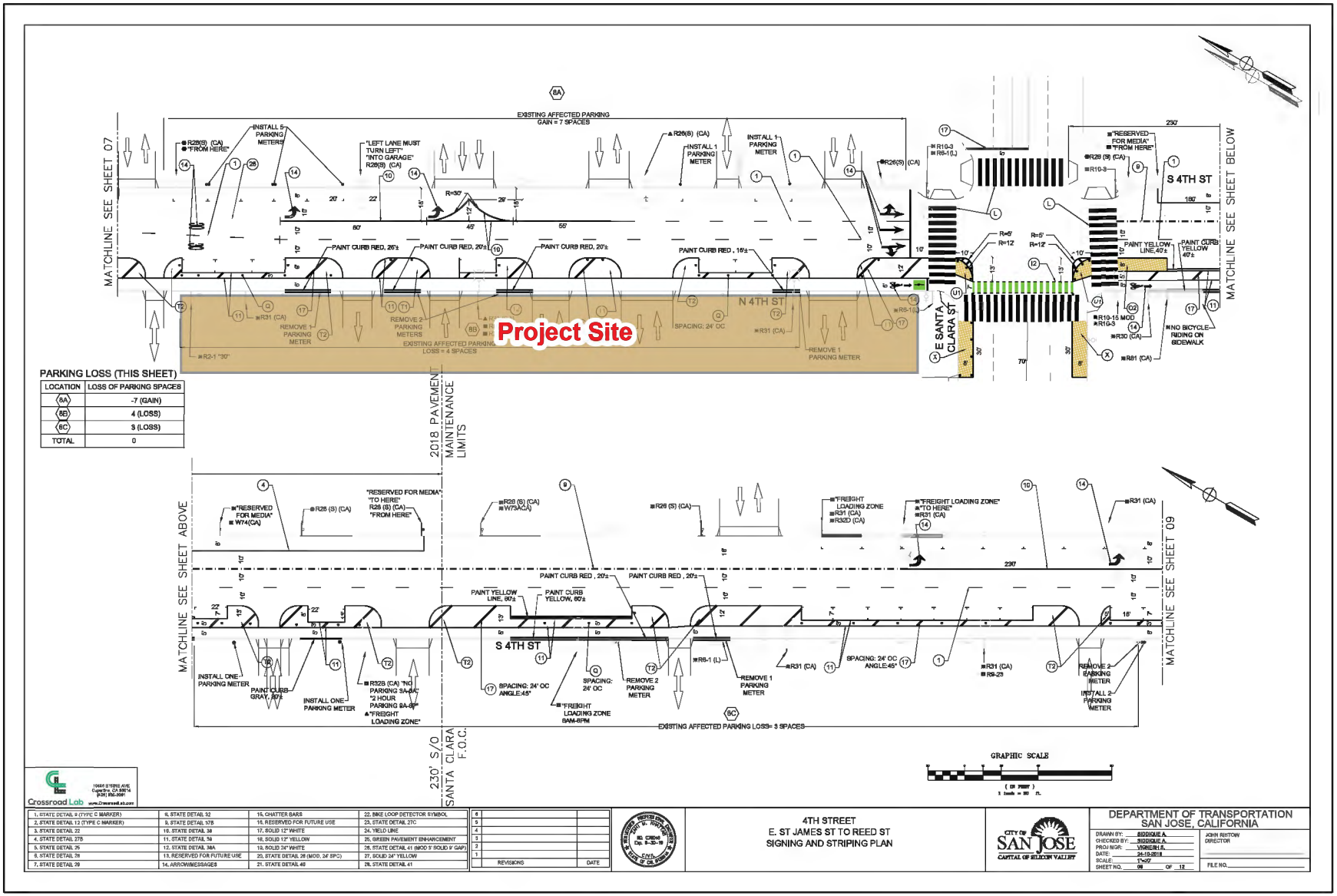
Class II bicycle facilities (striped bike lanes) are provided on Fourth Street north of Santa Clara Street (including the east project frontage), Third Street north of St. James Street, and St. John Street between First Street and Fourth Street. St. John Street, east of Fourth Street and west of First Street, is a designated Class III bikeway and provides “sharrow” or shared lane markings. Class IV protected bike lanes are provided on Third Street, south of St. James Street and Fourth Street, south of Santa Clara Street.

The Guadalupe River Park Trail, a Class I pedestrian and bicycle trail, is accessible along Santa Clara Street and St. John Street west of SR-87, approximately 0.6-mile west of the project site. Bay Wheels bike share stations are provided throughout the Downtown area. The nearest bike share stations are located along the east side of Fourth Street, adjacent to San Jose City’s Hall and north of the intersection of Third Street and St. John Street, less than 500 feet from the project site.

Multi-Modal Improvements

A class IV bikeway (protected bike lanes) exists along Fourth Street, South of Santa Clara Street (shown in Figure 2). As part of the Better Bikeways program, the City is proposing improvements along Fourth Street from St. John Street to Santa Clara Street, in an effort to enhance safety and increase accessibility of the protected bike lanes along Fourth Street. The existing buffered bike lane along the west side of Fourth Street is currently separated from travel lanes by striped pavement markings. The planned improvements, shown in Figure 8, will switch the position of the bike lane with on-street parking spaces and loading spaces along Fourth Street between St. James Street and San Fernando Street. The planned bikeway will use parked vehicles to create a barrier and increase the separation between the new cycle track and travel lanes. Additionally, vehicles will not need to cross bike lanes to enter and leave on-street parking spaces, thus reducing conflicts between vehicles and bicycle users. Green bike lane pavement markings and corner safety islands also will be installed adjacent to crosswalks at signalized intersections in the vicinity of the project site, including the Fourth Street/Santa Clara Street intersection.

Figure 8
Fourth Street Plan Line



The City will require the project to install Class IV raised protected bike lanes along its Fourth Street frontage per the Fourth Street plan line. Additionally, the project will be required to complete protected intersection signal modifications at the St. John Street and Santa Clara Street intersections with Fourth Street that include striped bike lanes adjacent to all crosswalks and installation of corner islands.

Overall, the planned improvements will improve the safety and accessibility of the bicycle and pedestrian networks along roadway corridors and intersections that surround the project site.

Transit Facilities

The project is in close proximity to major transit services that will provide the opportunity for multi-modal travel to and from the project site. The St. James LRT station is a transit transfer point between VTA bus and light rail services. Northbound and southbound platforms located on S. First Street and S. Second Street, respectively, are connected by pathways within St. James Park and are located within walking distance, less than 1000 feet, of the project site. A bus stop at the intersection of Santa Clara Street at Fifth Street provides access to major bus lines, including Express Route 522. In addition, the San Jose Diridon Station is located along the Old Ironside–Winchester LRT line and serves as a transfer point to Caltrain, ACE, and Amtrak services.

The pedestrian and bicycle facilities located along streets adjacent to the project site provide access to major transit stations and provide for a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies.

Transit Delay Analysis

An evaluation of the effects of project traffic on transit vehicle delay was completed. The analysis was completed for all transit routes that travel through the study intersections utilizing the peak hour intersection level of service analysis. The results of the transit delay analysis are presented in Table 3. The analysis shows that the traffic associated with the proposed project would result in increases of delay to transit vehicles of three seconds or less per vehicle. The City does not currently have established policies or significance criteria related to transit vehicle delay. However, the City is currently reviewing potential policies that could require development projects to contribute towards the implementation of transit improvements along the Santa Clara Street corridor. Thus, this data is presented for informational purposes only. Thus, this data is presented for informational purposes only.

Intersection Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis at intersections where the project would add a substantial number of trips to the left-turn movements. This analysis thus provides a basis for estimating future turn pocket storage requirements at intersections. The queuing analysis is presented for informational purposes only since the City of San Jose has not defined a policy related to queuing. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

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

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

Table 3
Transit Delay Summary

Route #	Study Area Street(s)	Direction	Transit Vehicle Delay[1] (sec/veh)					
			Background		Project		Difference	
			AM	PM	AM	PM	AM	PM
64A	Santa Clara Street, Julian Street	NB	32.7	42.2	32.9	40.7	0.2	-1.5
		SB	36.0	34.0	38.2	32.8	2.2	-1.2
64B	Santa Clara Street, Julian Street	NB	32.7	42.2	32.9	40.7	0.2	-1.5
		SB	36.0	34.0	38.2	32.8	2.2	-1.2
22	Santa Clara Street	EB	32.7	42.2	32.9	40.7	0.2	-1.5
		WB	36.0	34.0	38.2	32.8	2.2	-1.2
23	Santa Clara Street, San Carlos Stret	EB	32.7	42.2	32.9	40.7	0.2	-1.5
		WB	36.0	34.0	38.2	32.8	2.2	-1.2
66	Santa Clara Street, Tenth Street, Eleventh Street	NB	32.7	42.2	32.9	40.7	0.2	-1.5
		SB	36.0	34.0	38.2	32.8	2.2	-1.2
68	Santa Clara Street, First Street, Second Street	NB	0.0	0.0	0.0	0.0	0.0	0.0
		SB	0.0	0.0	0.0	0.0	0.0	0.0
72	Santa Clara Street, San Fernando Street	NB	36.0	34.0	38.2	32.8	2.2	-1.2
		SB	32.7	42.2	32.9	40.7	0.2	-1.5
73	Santa Clara Street, San Fernando Street	NB	36.0	34.0	38.2	32.8	2.2	-1.2
		SB	32.7	42.2	32.9	40.7	0.2	-1.5
168	Santa Clara Street, First Street, Second Street	NB	0.0	0.0	0.0	0.0	0.0	0.0
		SB	0.0	0.0	0.0	0.0	0.0	0.0
500	Santa Clara Street, Tenth Street, Eleventh Street	NB	32.7	42.2	32.9	40.7	0.2	-1.5
		SB	36.0	34.0	38.2	32.8	2.2	-1.2
522	Santa Clara Street	EB	32.7	42.2	32.9	40.7	0.2	-1.5
		WB	36.0	34.0	38.2	32.8	2.2	-1.2
523	Santa Clara Street	EB	32.7	42.2	32.9	40.7	0.2	-1.5
		WB	36.0	34.0	38.2	32.8	2.2	-1.2
Hwy 17	Santa Clara Street	NB	0.0	0.0	0.0	0.0	0.0	0.0
		SB	0.0	0.0	0.0	0.0	0.0	0.0

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles for a particular left-turn movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the left-turn movement.

For signalized intersections, the 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Thus, turn pocket storage designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time for a signalized movement. The results of the queuing analysis are summarized in Table 4.

Third Street and Santa Clara Street – Eastbound Left-Turn

The queuing analysis indicates that the maximum vehicle queues for the eastbound left-turn pocket at the Third Street and Santa Clara Street intersection currently and would continue to exceed the existing vehicle storage capacity under background and project conditions during both the AM and PM peak hours.

The eastbound left-turn pocket currently provides approximately 100 feet of vehicle storage, which can accommodate approximately four vehicles. The estimated 95th percentile vehicle queues for the eastbound left-turn movement are projected to be approximately seven and five vehicles during the AM and PM peak hours under background conditions, respectively. The addition of project traffic would

Table 4
Queuing Analysis

Measurement	Third Street and Santa Clara Street		Fourth Street and Santa Clara Street		Fourth Street and St. John Street	
	Eastbound Left		Southbound Thru/Left		Westbound	
	AM	PM	AM	PM	AM	PM
Existing Conditions						
Cycle Length (sec)	80	100	80	100	80	100
Lanes	1	1	1	1	1	1
Volume (vph)	145	77	141	353	229	146
Volume (vphpl)	145	77	141	353	229	146
95th %. Queue (veh/ln.)	6	5	6	15	9	8
95th %. Queue (ft./ln)[1]	150	125	150	375	225	200
Storage (ft./ ln.)	100	100	175	175	275	275
Adequate (Y/N)	**NO**	**NO**	YES	**NO**	YES	YES
Background Conditions						
Cycle Length (sec)	80	100	80	100	80	100
Lanes	1	1	1	1	1	1
Volume (vph)	162	87	156	446	244	158
Volume (vphpl)	162	87	156	446	244	158
Avg. Queue (veh/ln.)	3.6	2.4	3.5	12.4	5.4	4.4
Avg. Queue[1] (ft./ln)	90	60	87	310	136	110
95th %. Queue (veh/ln.)	7	5	7	18	9	8
95th %. Queue (ft./ln)[1]	175	125	175	450	225	200
Storage (ft./ ln.)	100	100	175	175	275	275
Adequate (Y/N)	**NO**	**NO**	YES	**NO**	YES	YES
Background Plus Project Conditions						
Cycle Length (sec)	80	100	80	100	80	100
Lanes	1	1	1	1	1	1
Volume (vph)	181	92	176	510	263	164
Volume (vphpl)	181	92	176	510	263	164
95th %. Queue (veh/ln.)	8	5	7	21	10	8
95th %. Queue (ft./ln)[1]	200	125	175	525	250	200
Storage (ft./ ln.)	100	100	175	175	275	275
Adequate (Y/N)	**NO**	**NO**	YES	**NO**	YES	YES

Notes:
[1] Assumes 25 feet per vehicle queued

lengthen the projected queues by at most one vehicle. However, the eastbound left-turn pocket at Third Street cannot be extended due to inadequate spacing with the back-to-back westbound left-turn pocket at Second Street.

Fourth Street and Santa Clara Street – Southbound Through and Left-Turn

The queuing analysis indicates that the maximum vehicle queues for the southbound shared through and left-turn lane at the Fourth Street and Santa Clara Street intersection currently and would continue to exceed the existing vehicle storage capacity under background and project conditions during both the PM peak hour.

The southbound shared through and left-turn lane currently provides approximately 175 feet of vehicle storage, which can accommodate approximately seven vehicles. The estimated 95th percentile vehicle queue for the southbound left-turn movement is projected to be approximately 18 vehicles (or 450 feet) during the PM peak hour under background conditions. The addition of project traffic would lengthen the projected queues by three vehicles.

The southbound shared through and left-turn pocket cannot be extended because it begins as a right-turn exit lane from the City's Fourth Street garage.

Parking

Projects in the downtown area are located in close proximity to offices, recreation, and retail services, allowing individuals to satisfy their daily needs for work or shop near their place of residence. The availability of bicycle lanes and sidewalks throughout downtown and the project's close proximity to major transit services will provide for and encourage the use of multi-modal travel options (bicycling and walking) and reduce the use of single-occupant automobile travel and demand for on-site parking described below.

Vehicle Parking

According to the City of San Jose Downtown Zoning Regulations (Table 20-140), the project is required to provide 2.5 off-street vehicle parking spaces per 1,000 s.f of floor area for office space and one off-street vehicle parking space per residential unit. The floor area is assumed to be 85% of the gross square footage of the office space. The project is not required to provide any off-street parking for the proposed retail uses. Based on the City's off-street parking requirements, the proposed project would be required to provide a total of 1,531 off-street parking spaces before any reductions (415 spaces for the proposed 415 residential units and 1,116 for the proposed 525,000 s.f. of office space).

Reduction in Required Off-Street Parking Spaces

Based on City Code 20.90.220.A.1, the project may receive up to a 50 percent reduction in the required off-street parking spaces with a development permit or a development exception if no development permit is required.

For an off-street parking reduction of up to 20 percent, the following provisions must be met:

1. The structure or use is located within two thousand 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

2. The structure or use provides bicycle parking spaces in conformance with the requirements of Table 20-90.

The project site is located within the Downtown Core and is within 1,000 feet walking distance of the Santa Clara LRT Station along First Street. Assuming that the project will meet the City Bicycle Parking requirements per Table 20-90, the project will conform to Code 20.90.220.A.1 Subsections A and B and may be granted up to a 20 percent reduction in off-street parking spaces.

With the allowed 20 percent reduction, the project is required to provide 893 off-street parking spaces for the office uses and 332 parking spaces for the residential uses for a total of 1,225 parking spaces.

The project proposes to provide a total of 992 off-street parking spaces with 69 allocated to the residential units, 630 allocated to the office space, 263 shared between the proposed residential and office uses, and 30 dedicated to the Town Park Towers residential development located along Third

Street between Santa Clara Street and St. John Street. With the 263 shared parking spaces, the number of available parking spaces for the proposed residential use will be 332 spaces and for the proposed office use will be 893 spaces. Therefore, the project will meet the City's parking requirements for both the proposed residential and office uses.

ADA Compliance

Per the 2016 California Building Code (CBC) Table 11B-208.2, projects providing over 1,000 parking spaces are required to provide 20 ADA accessible parking spaces, plus 1 for each 100 provided parking spaces. Based on this requirement, the proposed project is required to provide 22 ADA-accessible parking spaces. Of the required accessible parking spaces, four van-accessible spaces are required. The project proposes 22 accessible parking spaces with five van-only spaces. The proposed project would meet ADA parking requirements.

Bicycle Parking

Based on the project's downtown location, it is likely that employees and residents from the proposed project would be able to live in close proximity to the site or would be able to quickly access transit to reach their places of residence or employment. Therefore, the project is required to meet the City's Bicycle Parking requirements. The City of San Jose Downtown Zoning Regulations requires one bicycle parking space per four living units, one space per 4,000 s.f. of floor area for office space, and three spaces (two short-term and one long-term) for the retail space. The floor area is assumed to be 85% of the gross square footage of the office space. Based on these requirements, the project is required to provide 104 bicycle parking spaces for the 415 residential units, 112 bicycle parking spaces for the 525,000 s.f. of office space, and three bicycle parking spaces for the retail space for a total of 219 bicycle parking spaces. Of the required bicycle parking, City standards require that 80 and 40 percent be short-term bicycle spaces with 20 and 60 percent be secured long-term bicycle spaces for office and residential uses, respectively. Based on these requirements, the project would need to provide 137 short-term and 82 long-term bicycle parking spaces. The City's definition of short-term and long-term bicycle parking is described below.

City of San Jose Long-Term and Short-Term Bicycle Parking

Long-term bicycle parking facilities are secure bicycle storage facilities for tenants of a building that fully enclose and protect bicycles and may include:

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

Short-term bicycle parking facilities are accessible and usable by visitors, guests, or business patrons and may include:

- Permanently anchored bicycle racks,
- Covered, lockable enclosures with permanently anchored racks for bicycles,
- Lockable bicycle rooms with permanently anchored racks, and
- Lockable, permanently anchored bicycle lockers.

The site plan indicates that two bicycle storage rooms will be located at ground level. However, the bike storage rooms will provide only 236 bicycle parking spaces, which will exceed the City's minimum requirement. The bicycle storage room located within the residential building will be accessible via the St. John Street lobby. The bicycle storage room located within the office use will be accessible from the Fourth Street/Santa Clara Street lobby and internal walkways. The site plan shows that shower rooms

Appendix A
San Jose VMT Evaluation Tool Output Sheet

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: ECHO ICON Mixed-Use Development
Tool Version: 2/29/2019
Location: W/o 4th St between Santa Clara St & St. John St
Date: 5/27/2021
Parcel: 46720079 Parcel Type: Urban High Transit

Proposed Parking Spaces Vehicles: 1,218 Bicycles: 201

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	415 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	415 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	525 KSF		
Retail:	8.5 KSF		
Industrial:	0 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density
- Existing Density (DU/Residential Acres in half-mile buffer) 28
- With Project Density (DU/Residential Acres in half-mile buffer) 30

Increase Development Diversity
- Existing Activity Mix Index 0.91
- With Project Activity Mix Index 0.89

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

Increase Employment Density
- Existing Density (Jobs/Commercial Acres in half-mile buffer) 78
- With Project Density (Jobs/Commercial Acres in half-mile buffer) 84

Tier 2 - Multimodal Infrastructure

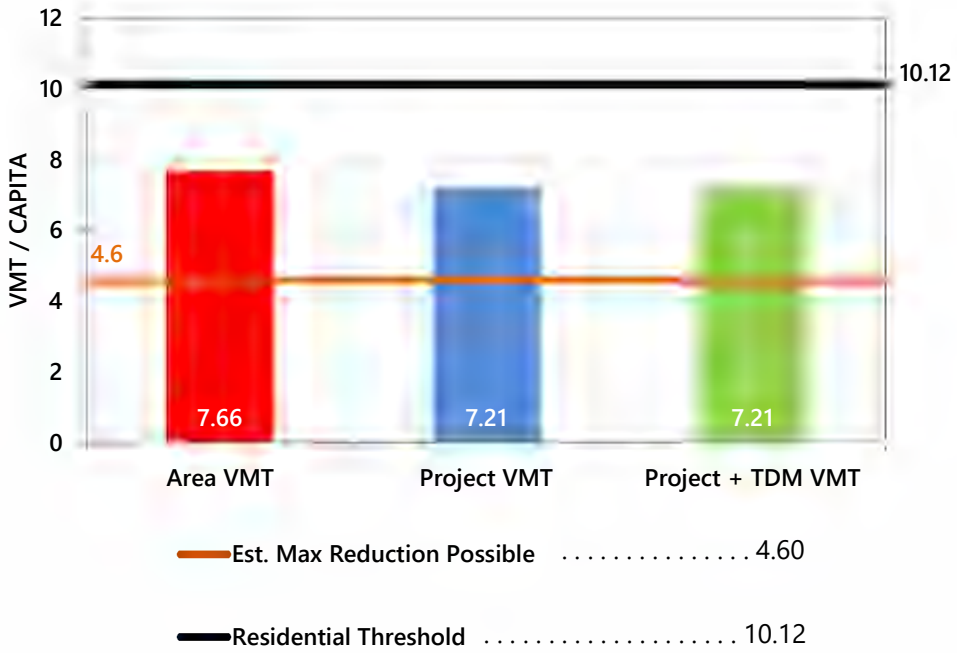
Tier 3 - Parking

Tier 4 - TDM Programs

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

RESIDENTIAL ONLY

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

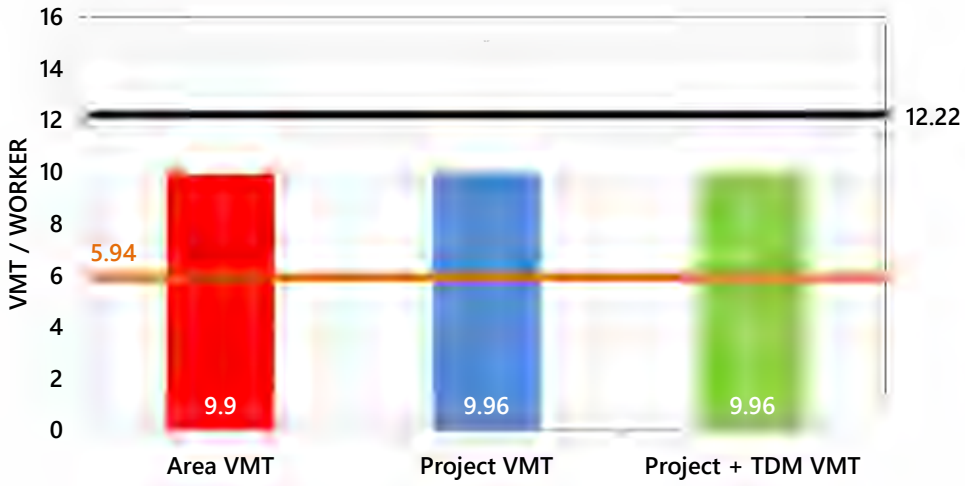


Est. Max Reduction Possible 4.60

Residential Threshold 10.12

EMPLOYMENT ONLY

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



Est. Max Reduction Possible 5.94

Office Threshold 12.22

Appendix B
Approved Trips Inventory

AM PROJECT TRIPS

02/07/2020

Intersection of : S 4th St / N 4th St & E Santa Clara St

Traffix Node Number : 3541

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	4	18	2	0	23	4	6	40	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	1	12	3	0	8	1	1	9	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**	**5**	**30**	**5**	**0**	**32**	**5**	**7**	**66**	**0**

	LEFT	THRU	RIGHT
NORTH	5	30	5
EAST	7	66	0
SOUTH	0	0	0
WEST	0	32	5

PM PROJECT TRIPS

02/07/2020

Intersection of : S 4th St / N 4th St & E Santa Clara St

Traffix Node Number : 3541

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	14	76	20	0	66	12	9	40	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	23	91	16	0	0	0	5	26	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**	**37**	**167**	**36**	**0**	**82**	**12**	**14**	**68**	**0**

	LEFT	THRU	RIGHT
NORTH	37	167	36
EAST	14	68	0
SOUTH	0	0	0
WEST	0	82	12

AM PROJECT TRIPS

02/07/2020

Intersection of : N 4th St & E St John St

Traffix Node Number : 3543

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	6	33	1	0	5	4	2	13	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	13	2	0	0	0	0	0	0
TOTAL:	**0**	**0**	**0**	**6**	**46**	**3**	**0**	**5**	**4**	**2**	**13**	**0**

	LEFT	THRU	RIGHT
NORTH	6	46	3
EAST	2	13	0
SOUTH	0	0	0
WEST	0	5	4

PM PROJECT TRIPS

02/07/2020

Intersection of : N 4th St & E St John St

Traffix Node Number : 3543

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	8	105	1	0	23	21	4	8	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	2	120	9	0	0	0	0	0	0
TOTAL:	**0**	**0**	**0**	**10**	**225**	**10**	**0**	**23**	**21**	**4**	**8**	**0**

	LEFT	THRU	RIGHT
NORTH	10	225	10
EAST	4	8	0
SOUTH	0	0	0
WEST	0	23	21

AM PROJECT TRIPS

02/07/2020

Intersection of : S 3rd St / N 3rd St & E Santa Clara St

Traffix Node Number : 3786

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	4	66	6	0	0	0	9	19	0	0	25	5
NSJ LEGACY NORTH SAN JOSE	6	88	8	0	0	0	8	18	0	0	13	2
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:	**10**	**154**	**14**	**0**	**0**	**0**	**17**	**38**	**0**	**0**	**55**	**7**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	55	7
SOUTH	10	154	14
WEST	17	38	0

PM PROJECT TRIPS

02/07/2020

Intersection of : S 3rd St / N 3rd St & E Santa Clara St

Traffix Node Number : 3786

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	13	38	24	0	0	0	10	90	0	0	57	11
NSJ LEGACY NORTH SAN JOSE	3	10	6	0	0	0	0	5	0	0	52	10
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:	**16**	**48**	**30**	**0**	**0**	**0**	**10**	**111**	**0**	**0**	**111**	**21**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	111	21
SOUTH	16	48	30
WEST	10	111	0

AM PROJECT TRIPS

02/07/2020

Intersection of : N 3rd St & E St John St

Traffix Node Number : 3814

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	9	0	0	0	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	9	112	4	0	0	0	0	0	0	0	0	0
TOTAL:	**9**	**121**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	9	121	4
WEST	0	0	0

PM PROJECT TRIPS

02/07/2020

Intersection of : N 3rd St & E St John St

Traffix Node Number : 3814

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	19	114	23	0	0	0	10	33	0	0	26	13
NSJ LEGACY NORTH SAN JOSE	3	19	4	0	0	0	0	0	0	0	0	0
TOTAL:	**22**	**133**	**27**	**0**	**0**	**0**	**10**	**33**	**0**	**0**	**26**	**13**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	26	13
SOUTH	22	133	27
WEST	10	33	0

Appendix C
Volume Summary

Intersection Number: 1
Traffix Node Number: 3786
Intersection Name: Third Street and Santa Clara Street
Peak Hour: AM
Count Date: 1/31/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	0	0	83	570	0	148	848	104	0	378	140	2271
Existing Conditions (with 1% compound growth if older than 2 years)	**0**	**0**	**0**	**86**	**588**	**0**	**153**	**874**	**108**	**0**	**390**	**145**	**2344**
ATI	0	0	0	7	55	0	14	154	10	0	38	17	295
Background Conditions	**0**	**0**	**0**	**93**	**643**	**0**	**167**	**1028**	**118**	**0**	**428**	**162**	**2639**
Proposed Project Trips	0	0	0	69	14	0	0	69	0	0	0	19	171
Existing Project Trips	0	0	0	-12	-3	0	-3	-2	0	0	-1	0	-21
Net Project Trips	0	0	0	57	11	0	-3	67	0	0	-1	19	150
Background Plus Project Conditions	**0**	**0**	**0**	**150**	**654**	**0**	**164**	**1095**	**118**	**0**	**427**	**181**	**2789**
Fourth/St. John Student Housing	0	0	0	0	6	0	0	1	0	0	0	0	7
Steinberg SJSC Towers	0	0	0	29	66	0	7	6	0	0	21	18	147
Cumulative Plus Project Conditions	**0**	**0**	**0**	**179**	**726**	**0**	**171**	**1102**	**118**	**0**	**448**	**199**	**2943**

Intersection Number: 2
Traffix Node Number: 3814
Intersection Name: Third Street and St. John Street
Peak Hour: AM
Count Date: 1/31/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	0	0	31	174	0	158	639	83	0	48	10	1143
Existing Conditions (with 1% compound growth if older than 2 years)	**0**	**0**	**0**	**32**	**180**	**0**	**163**	**659**	**86**	**0**	**50**	**11**	**1181**
ATI	0	0	0	0	0	0	4	121	9	0	0	0	134
Background Conditions	**0**	**0**	**0**	**32**	**180**	**0**	**167**	**780**	**95**	**0**	**50**	**11**	**1315**
Proposed Project Trips	0	0	0	0	0	0	88	4	66	0	30	0	188
Existing Project Trips	0	0	0	0	-3	0	-3	-1	-10	0	-2	0	-19
Net Project Trips	0	0	0	0	-3	0	85	3	56	0	28	0	169
Background Plus Project Conditions	**0**	**0**	**0**	**32**	**177**	**0**	**252**	**783**	**151**	**0**	**78**	**11**	**1484**
Fourth/St. John Student Housing	0	0	0	0	41	0	0	1	0	0	0	0	42
Steinberg SJSC Towers	0	0	0	15	11	0	24	17	12	0	13	0	92
Cumulative Plus Project Conditions	**0**	**0**	**0**	**47**	**229**	**0**	**276**	**801**	**163**	**0**	**91**	**11**	**1618**

Intersection Number: 3
Traffix Node Number: 3541
Intersection Name: Fourth Street and Santa Clara Street
Peak Hour: AM
Count Date: 5/25/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	77	284	40	0	522	122	0	0	0	115	358	0	1518
Existing Conditions (with 1% compound growth if older than 2 years)	**81**	**296**	**42**	**0**	**544**	**127**	**0**	**0**	**0**	**120**	**373**	**0**	**1583**
ATI	5	30	5	0	66	7	0	0	0	5	32	0	150
Background Conditions	**86**	**326**	**47**	**0**	**610**	**134**	**0**	**0**	**0**	**125**	**405**	**0**	**1733**
Proposed Project Trips	83	30	13	0	0	0	0	0	0	0	0	0	126
Existing Project Trips	-1	-6	-1	0	-1	0	0	0	0	0	0	0	-9
Net Project Trips	82	24	12	0	-1	0	0	0	0	0	0	0	117
Background Plus Project Conditions	**168**	**350**	**59**	**0**	**609**	**134**	**0**	**0**	**0**	**125**	**405**	**0**	**1850**
Fourth/St. John Student Housing	6	0	8	0	0	0	0	0	0	0	0	0	14
Steinberg SJSC Towers	63	17	35	0	32	15	0	0	0	0	28	0	190
Cumulative Plus Project Conditions	**237**	**367**	**102**	**0**	**641**	**149**	**0**	**0**	**0**	**125**	**433**	**0**	**2054**

Intersection Number: 4
Traffix Node Number: 3543
Intersection Name: Fourth Street and St. John Street
Peak Hour: AM
Count Date: 1/31/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	48	371	11	0	163	59	0	0	0	131	55	0	838
Existing Conditions (with 1% compound growth if older than 2 years)	**50**	**383**	**12**	**0**	**168**	**61**	**0**	**0**	**0**	**135**	**57**	**0**	**866**
ATI	3	46	6	0	13	2	0	0	0	4	5	0	79
Background Conditions	**53**	**429**	**18**	**0**	**181**	**63**	**0**	**0**	**0**	**139**	**62**	**0**	**945**
Proposed Project Trips	0	244	0	0	0	19	0	0	0	118	0	0	381
Existing Project Trips	0	-18	0	0	0	0	0	0	0	-2	-1	0	-21
Net Project Trips	0	226	0	0	0	19	0	0	0	116	-1	0	360
Background Plus Project Conditions	**53**	**655**	**18**	**0**	**181**	**82**	**0**	**0**	**0**	**255**	**61**	**0**	**1305**
Fourth/St. John Student Housing	41	14	0	0	0	0	0	0	0	0	0	0	55
Steinberg SJSC Towers	0	9	9	0	25	21	0	0	0	31	7	0	102
Cumulative Plus Project Conditions	**94**	**678**	**27**	**0**	**206**	**103**	**0**	**0**	**0**	**286**	**68**	**0**	**1462**

Intersection Number: 5
Traffix Node Number: 9005
Intersection Name: Fourth Street and Project Driveway
Peak Hour: AM
Count Date: 1/31/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	561	0	0	0	0	0	0	0	0	0	0	561
Existing Conditions (with 1% compound growth if older than 2 years)	**0**	**578**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**578**
ATI	0	52	0	0	0	0	0	0	0	0	0	0	52
Background Conditions	**0**	**630**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**630**
Proposed Project Trips	381	0	0	0	0	0	0	0	0	126	0	0	507
Existing Project Trips	0	-20	0	0	0	0	0	0	0	0	0	0	-20
Net Project Trips	381	-20	0	0	0	0	0	0	0	126	0	0	487
Background Plus Project Conditions	**381**	**610**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**126**	**0**	**0**	**1117**
Fourth/St. John Student Housing	0	14	0	0	0	0	0	0	0	0	0	0	14
Steinberg SJSC Towers	0	115	0	0	0	0	0	0	0	0	0	0	115
Cumulative Plus Project Conditions	**381**	**739**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**126**	**0**	**0**	**1246**

Intersection Number: 6
Traffix Node Number: 9012
Intersection Name: Project Driveway and St. John Street
Peak Hour: AM
Count Date: 1/31/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	0	0	0	211	0	0	0	0	0	206	0	417
Existing Conditions (with 1% compound growth if older than 2 years)	**0**	**0**	**0**	**0**	**218**	**0**	**0**	**0**	**0**	**0**	**213**	**0**	**431**
ATI	0	0	0	0	16	0	0	0	0	0	9	0	25
Background Conditions	**0**	**0**	**0**	**0**	**234**	**0**	**0**	**0**	**0**	**0**	**222**	**0**	**456**
Proposed Project Trips	0	0	0	0	0	0	0	0	0	0	118	0	118
Existing Project Trips	0	0	0	0	-3	0	0	0	0	0	-5	0	-8
Net Project Trips	0	0	0	0	-3	0	0	0	0	0	113	0	110
Background Plus Project Conditions	**0**	**0**	**0**	**0**	**231**	**0**	**0**	**0**	**0**	**0**	**335**	**0**	**566**
Fourth/St. John Student Housing	0	0	0	0	41	0	0	0	0	0	0	0	41
Steinberg SJSC Towers	0	0	0	0	26	0	0	0	0	0	38	0	64
Cumulative Plus Project Conditions	**0**	**0**	**0**	**0**	**298**	**0**	**0**	**0**	**0**	**0**	**373**	**0**	**671**

Intersection Number: 1
Traffix Node Number: 3786
Intersection Name: Third Street and Santa Clara Street
Peak Hour: PM
Count Date: 1/31/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	0	0	67	519	0	122	367	96	0	728	74	1973
Existing Conditions (with 1% compound growth if older than 2 years)	**0**	**0**	**0**	**70**	**535**	**0**	**126**	**379**	**99**	**0**	**751**	**77**	**2037**
ATI	0	0	0	21	111	0	30	48	16	0	111	10	347
Background Conditions	**0**	**0**	**0**	**91**	**646**	**0**	**156**	**427**	**115**	**0**	**862**	**87**	**2384**
Proposed Project Trips	0	0	0	212	42	0	0	23	0	0	0	6	283
Existing Project Trips	0	0	0	-16	-5	0	-5	-3	0	0	-1	-1	-31
Net Project Trips	0	0	0	196	37	0	-5	20	0	0	-1	5	252
Background Plus Project Conditions	**0**	**0**	**0**	**287**	**683**	**0**	**151**	**447**	**115**	**0**	**861**	**92**	**2636**
Fourth/St. John Student Housing	0	0	0	0	4	0	0	3	0	0	0	0	7
Steinberg SJSC Towers	0	0	0	15	43	0	13	11	0	0	39	34	155
Cumulative Plus Project Conditions	**0**	**0**	**0**	**302**	**730**	**0**	**164**	**461**	**115**	**0**	**900**	**126**	**2798**

Intersection Number: 2
Traffix Node Number: 3814
Intersection Name: Third Street and St. John Street
Peak Hour: PM
Count Date: 1/31/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	0	0	34	126	0	158	395	89	0	180	23	1005
Existing Conditions (with 1% compound growth if older than 2 years)	**0**	**0**	**0**	**36**	**130**	**0**	**163**	**407**	**92**	**0**	**186**	**24**	**1038**
ATI	0	0	0	13	26	0	27	133	22	0	33	10	264
Background Conditions	**0**	**0**	**0**	**49**	**156**	**0**	**190**	**540**	**114**	**0**	**219**	**34**	**1302**
Proposed Project Trips	0	0	0	0	0	0	29	12	201	0	10	0	252
Existing Project Trips	0	0	0	-1	-9	0	-5	-1	-14	0	-3	0	-33
Net Project Trips	0	0	0	-1	-9	0	24	11	187	0	7	0	219
Background Plus Project Conditions	**0**	**0**	**0**	**48**	**147**	**0**	**214**	**551**	**301**	**0**	**226**	**34**	**1521**
Fourth/St. John Student Housing	0	0	0	0	32	0	0	3	0	0	0	0	35
Steinberg SJSC Towers	0	0	0	9	9	0	46	9	6	0	25	0	104
Cumulative Plus Project Conditions	**0**	**0**	**0**	**57**	**188**	**0**	**260**	**563**	**307**	**0**	**251**	**34**	**1660**

Intersection Number: 3
Traffix Node Number: 3541
Intersection Name: Fourth Street and Santa Clara Street
Peak Hour: PM
Count Date: 5/25/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	97	730	96	0	414	163	0	0	0	212	613	0	2325
Existing Conditions (with 1% compound growth if older than 2 years)	**101**	**760**	**100**	**0**	**431**	**170**	**0**	**0**	**0**	**221**	**638**	**0**	**2421**
ATI	36	167	37	0	68	14	0	0	0	12	82	0	416
Background Conditions	**137**	**927**	**137**	**0**	**499**	**184**	**0**	**0**	**0**	**233**	**720**	**0**	**2837**
Proposed Project Trips	255	93	39	0	0	0	0	0	0	0	0	0	387
Existing Project Trips	-3	-11	-2	0	-1	0	0	0	0	0	0	0	-17
Net Project Trips	252	82	37	0	-1	0	0	0	0	0	0	0	370
Background Plus Project Conditions	**389**	**1009**	**174**	**0**	**498**	**184**	**0**	**0**	**0**	**233**	**720**	**0**	**3207**
Fourth/St. John Student Housing	4	0	6	0	0	0	0	0	0	0	0	0	10
Steinberg SJSC Towers	32	9	18	0	26	11	0	0	0	0	52	0	148
Cumulative Plus Project Conditions	**425**	**1018**	**198**	**0**	**524**	**195**	**0**	**0**	**0**	**233**	**772**	**0**	**3365**

Intersection Number: 4
Traffix Node Number: 3543
Intersection Name: Fourth Street and St. John Street
Peak Hour: PM
Count Date: 1/31/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	45	666	27	0	96	45	0	0	0	166	192	0	1237
Existing Conditions (with 1% compound growth if older than 2 years)	**47**	**687**	**28**	**0**	**99**	**47**	**0**	**0**	**0**	**172**	**198**	**0**	**1278**
ATI	10	225	10	0	8	4	0	0	0	21	23	0	301
Background Conditions	**57**	**912**	**38**	**0**	**107**	**51**	**0**	**0**	**0**	**193**	**221**	**0**	**1579**
Proposed Project Trips	0	80	0	0	0	6	0	0	0	39	0	0	125
Existing Project Trips	0	-27	0	0	0	0	0	0	0	-2	-2	0	-31
Net Project Trips	0	53	0	0	0	6	0	0	0	37	-2	0	94
Background Plus Project Conditions	**57**	**965**	**38**	**0**	**107**	**57**	**0**	**0**	**0**	**230**	**219**	**0**	**1673**
Fourth/St. John Student Housing	32	11	0	0	0	0	0	0	0	0	0	0	43
Steinberg SJSC Towers	0	17	16	0	18	40	0	0	0	57	13	0	161
Cumulative Plus Project Conditions	**89**	**993**	**54**	**0**	**125**	**97**	**0**	**0**	**0**	**287**	**232**	**0**	**1877**

Intersection Number: 5
Traffix Node Number: 9005
Intersection Name: Fourth Street and Project Driveway
Peak Hour: PM
Count Date: 1/31/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	923	0	0	0	0	0	0	0	0	0	0	923
Existing Conditions (with 1% compound growth if older than 2 years)	**0**	**951**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**951**
ATI	0	250	0	0	0	0	0	0	0	0	0	0	250
Background Conditions	**0**	**1201**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1201**
Proposed Project Trips	125	0	0	0	0	0	0	0	0	386	0	0	511
Existing Project Trips	0	-30	0	0	0	0	0	0	0	0	0	0	-30
Net Project Trips	125	-30	0	0	0	0	0	0	0	386	0	0	481
Background Plus Project Conditions	**125**	**1171**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**386**	**0**	**0**	**1682**
Fourth/St. John Student Housing	0	11	0	0	0	0	0	0	0	0	0	0	11
Steinberg SJSC Towers	0	114	0	0	0	0	0	0	0	0	0	0	114
Cumulative Plus Project Conditions	**125**	**1296**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**386**	**0**	**0**	**1807**

Intersection Number: 6
Traffix Node Number: 9012
Intersection Name: Project Driveway and St. John Street
Peak Hour: PM
Count Date: 1/31/18

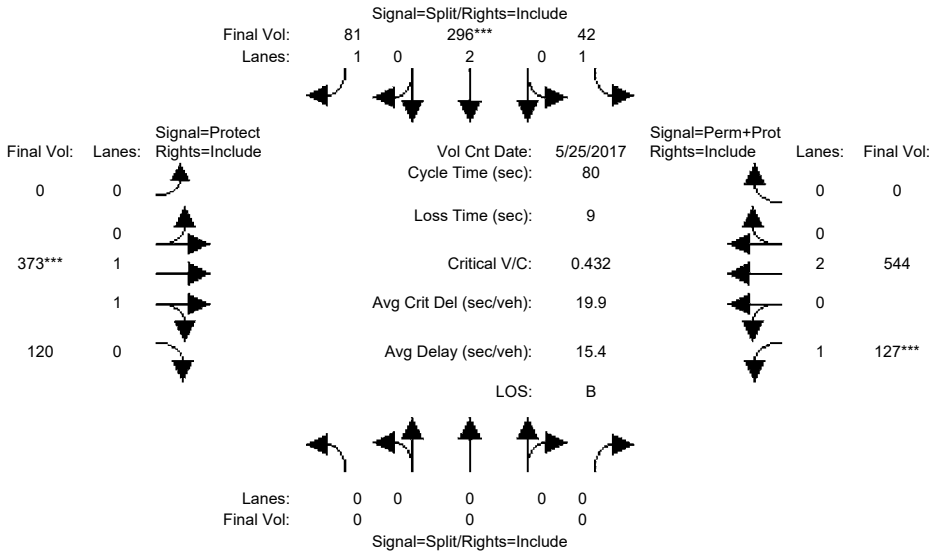
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	0	0	0	160	0	0	0	0	0	358	0	518
Existing Conditions (with 1% compound growth if older than 2 years)	**0**	**0**	**0**	**0**	**165**	**0**	**0**	**0**	**0**	**0**	**369**	**0**	**534**
ATI	0	0	0	0	39	0	0	0	0	0	60	0	99
Background Conditions	**0**	**0**	**0**	**0**	**204**	**0**	**0**	**0**	**0**	**0**	**429**	**0**	**633**
Proposed Project Trips	0	0	0	0	0	0	0	0	0	0	39	0	39
Existing Project Trips	0	0	0	0	-10	0	0	0	0	0	-8	0	-18
Net Project Trips	0	0	0	0	-10	0	0	0	0	0	31	0	21
Background Plus Project Conditions	**0**	**0**	**0**	**0**	**194**	**0**	**0**	**0**	**0**	**0**	**460**	**0**	**654**
Fourth/St. John Student Housing	0	0	0	0	32	0	0	0	0	0	0	0	32
Steinberg SJSC Towers	0	0	0	0	18	0	0	0	0	0	71	0	89
Cumulative Plus Project Conditions	**0**	**0**	**0**	**0**	**244**	**0**	**0**	**0**	**0**	**0**	**531**	**0**	**775**

Appendix D
Intersection Level of Service Calculations

Echo Mixed-Use Development LTA
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3541: FOURTH/SANTA CLARA



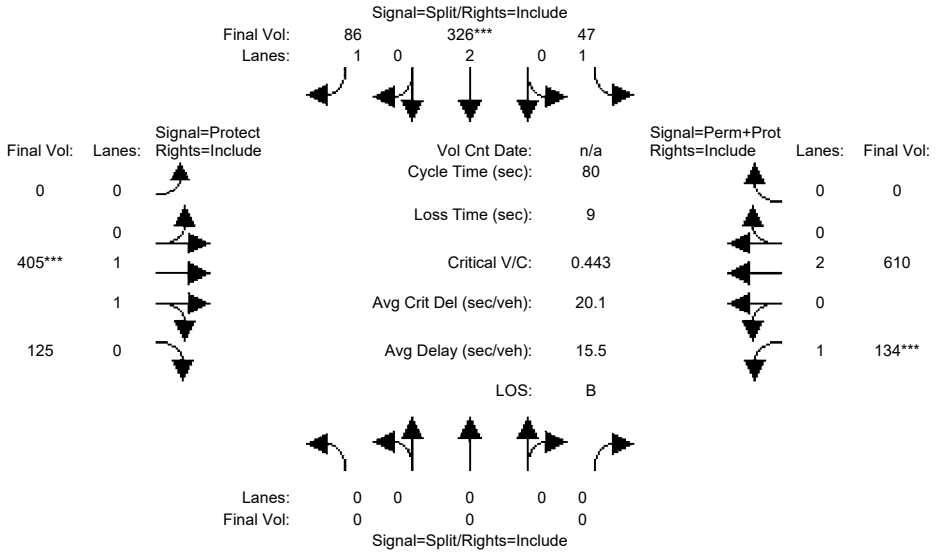
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 May 2017 << 7:45-8:45												
Base Vol:	0	0	0	42	296	81	0	373	120	127	544	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	42	296	81	0	373	120	127	544	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	42	296	81	0	373	120	127	544	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	42	296	81	0	373	120	127	544	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	42	296	81	0	373	120	127	544	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	42	296	81	0	373	120	127	544	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	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	2.00	1.00	0.00	1.50	0.50	1.00	2.00	0.00
Final Sat.:	0	0	0	1750	3800	1750	0	2799	900	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.08	0.05	0.00	0.13	0.13	0.00	0.14	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	19.5	19.5	19.5	0.0	33.3	33.3	21.2	51.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.10	0.32	0.19	0.00	0.32	0.32	0.27	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	23.5	25.0	24.2	0.0	15.8	15.8	23.7	6.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.5	25.0	24.2	0.0	15.8	15.8	23.7	6.0	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	C	A	A
HCM2kAvgQ:	0	0	0	1	3	2	0	4	4	3	3	0

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

Echo Mixed-Use Development LTA
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3541: FOURTH/SANTA CLARA



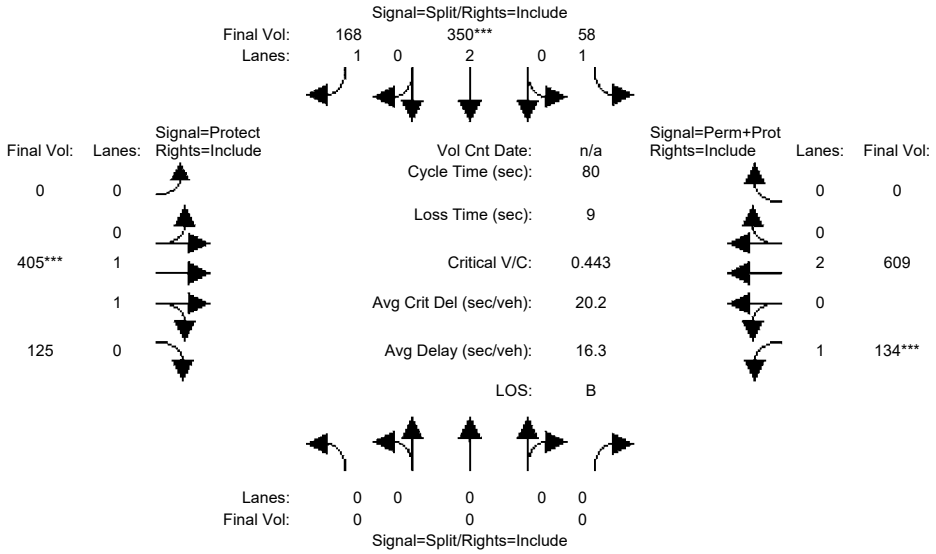
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	42	296	81	0	373	120	127	544	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	42	296	81	0	373	120	127	544	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	5	30	5	0	32	5	7	66	0
Initial Fut:	0	0	0	47	326	86	0	405	125	134	610	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	47	326	86	0	405	125	134	610	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	47	326	86	0	405	125	134	610	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	47	326	86	0	405	125	134	610	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	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	2.00	1.00	0.00	1.52	0.48	1.00	2.00	0.00
Final Sat.:	0	0	0	1750	3800	1750	0	2827	872	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.09	0.05	0.00	0.14	0.14	0.00	0.16	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	19.9	19.9	19.9	0.0	33.3	33.3	20.8	51.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.11	0.34	0.20	0.00	0.34	0.34	0.29	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	23.3	24.9	23.9	0.0	16.1	16.1	24.1	6.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.3	24.9	23.9	0.0	16.1	16.1	24.1	6.3	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	C	A	A
HCM2kAvgQ:	0	0	0	1	3	2	0	4	4	3	3	0

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

Echo Mixed-Use Development LTA
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3541: FOURTH/SANTA CLARA



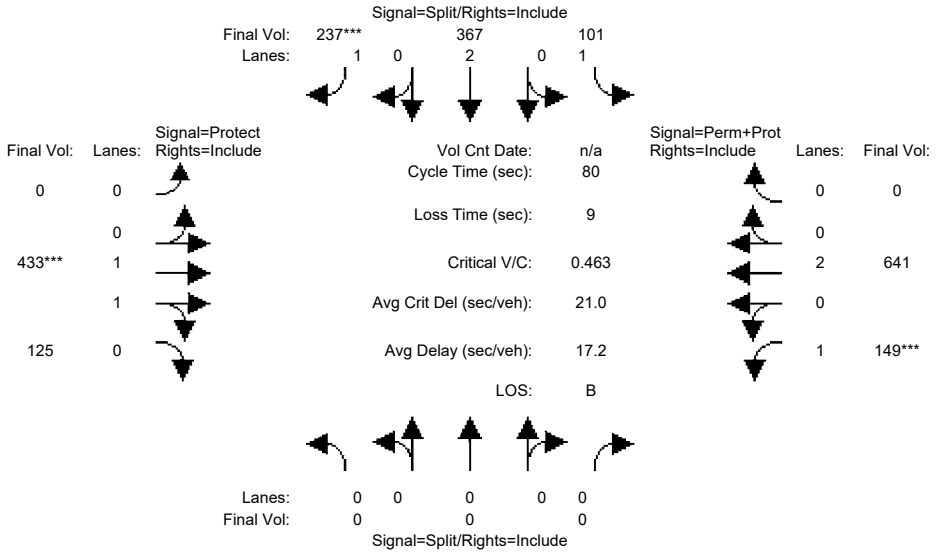
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	42	296	81	0	373	120	127	544	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	42	296	81	0	373	120	127	544	0
Added Vol:	0	0	0	11	24	82	0	0	0	0	-1	0
ATI:	0	0	0	5	30	5	0	32	5	7	66	0
Initial Fut:	0	0	0	58	350	168	0	405	125	134	609	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	350	168	0	405	125	134	609	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	58	350	168	0	405	125	134	609	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	350	168	0	405	125	134	609	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	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	2.00	1.00	0.00	1.52	0.48	1.00	2.00	0.00
Final Sat.:	0	0	0	1750	3800	1750	0	2827	872	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.09	0.10	0.00	0.14	0.14	0.00	0.16	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	21.6	21.6	21.6	0.0	32.2	32.2	20.2	49.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.12	0.34	0.36	0.00	0.36	0.36	0.30	0.26	0.00
Delay/Veh:	0.0	0.0	0.0	22.2	23.7	24.1	0.0	16.8	16.8	24.6	7.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.2	23.7	24.1	0.0	16.8	16.8	24.6	7.0	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	C	A	A
HCM2kAvgQ:	0	0	0	1	4	4	0	5	5	3	3	0

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

Echo Mixed-Use Development LTA
San Jose
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Project (AM)

Intersection #3541: FOURTH/SANTA CLARA



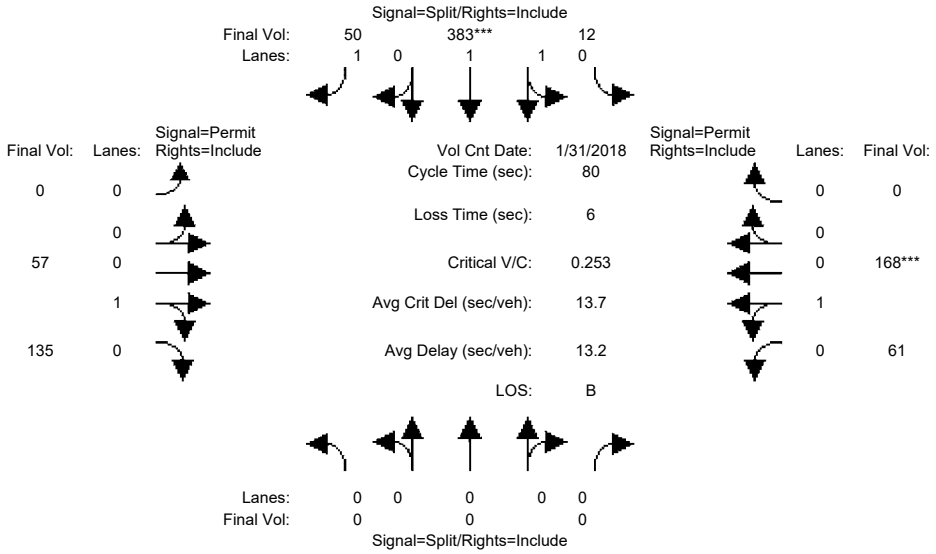
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	47	326	86	0	405	125	134	610	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	47	326	86	0	405	125	134	610	0
Added Vol:	0	0	0	11	24	82	0	0	0	0	-1	0
ATI:	0	0	0	43	17	69	0	28	0	15	32	0
Initial Fut:	0	0	0	101	367	237	0	433	125	149	641	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	101	367	237	0	433	125	149	641	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	101	367	237	0	433	125	149	641	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	101	367	237	0	433	125	149	641	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	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	2.00	1.00	0.00	1.54	0.46	1.00	2.00	0.00
Final Sat.:	0	0	0	1750	3800	1750	0	2871	829	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.10	0.14	0.00	0.15	0.15	0.00	0.17	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	25.9	25.9	25.9	0.0	28.8	28.8	19.3	45.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.18	0.30	0.42	0.00	0.42	0.42	0.35	0.30	0.00
Delay/Veh:	0.0	0.0	0.0	19.6	20.4	21.7	0.0	19.5	19.5	25.7	9.2	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	19.6	20.4	21.7	0.0	19.5	19.5	25.7	9.2	0.0
LOS by Move:	A	A	A	B	C	C	A	B	B	C	A	A
HCM2kAvgQ:	0	0	0	2	3	5	0	5	5	4	4	0

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

Echo Mixed-Use Development LTA
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3543: FOURTH/ST. JOHN



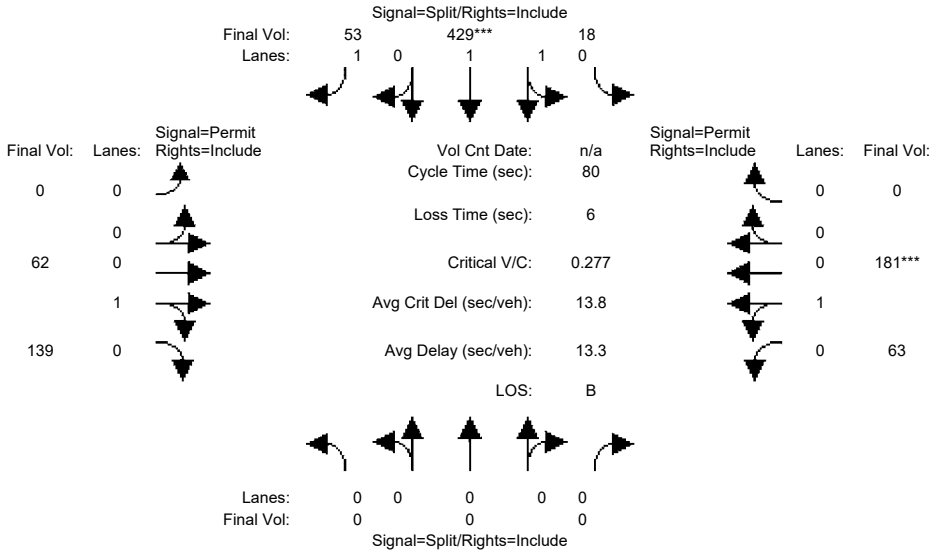
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 31 Jan 2018 << 7:35-8:35AM												
Base Vol:	0	0	0	12	383	50	0	57	135	61	168	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	12	383	50	0	57	135	61	168	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	12	383	50	0	57	135	61	168	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	12	383	50	0	57	135	61	168	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	12	383	50	0	57	135	61	168	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	12	383	50	0	57	135	61	168	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	0.97	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.06	1.94	1.00	0.00	0.30	0.70	0.27	0.73	0.00
Final Sat.:	0	0	0	112	3588	1750	0	534	1266	479	1321	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.03	0.00	0.11	0.11	0.13	0.13	0.00
Crit Moves:					****						****	
Green Time:	0.0	0.0	0.0	33.8	33.8	33.8	0.0	40.2	40.2	40.2	40.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.25	0.25	0.07	0.00	0.21	0.21	0.25	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	15.0	15.0	13.8	0.0	11.2	11.2	11.5	11.5	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	15.0	15.0	13.8	0.0	11.2	11.2	11.5	11.5	0.0
LOS by Move:	A	A	A	B	B	B	A	B	B	B	B	A
HCM2kAvgQ:	0	0	0	3	3	1	0	3	3	3	3	0

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

Echo Mixed-Use Development LTA
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3543: FOURTH/ST. JOHN



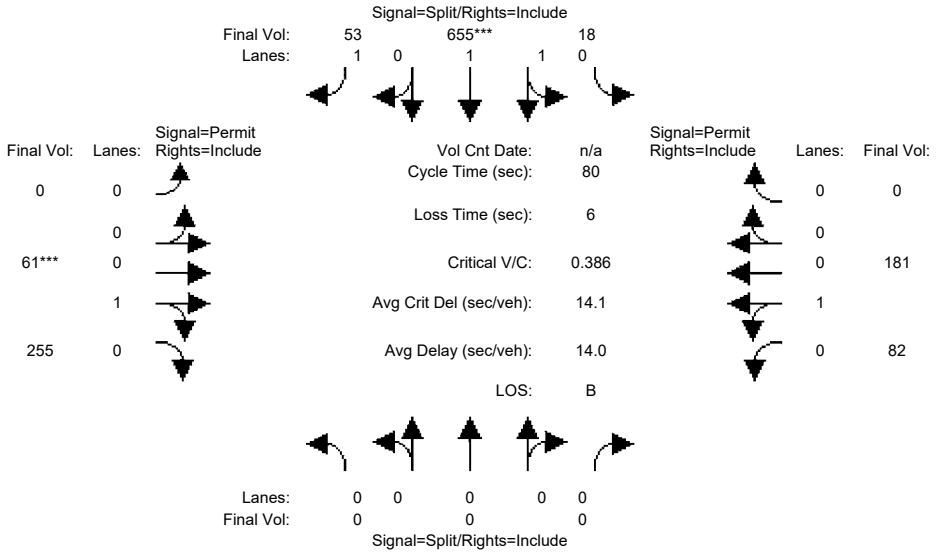
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	12	383	50	0	57	135	61	168	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	12	383	50	0	57	135	61	168	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	6	46	3	0	5	4	2	13	0
Initial Fut:	0	0	0	18	429	53	0	62	139	63	181	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	18	429	53	0	62	139	63	181	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	18	429	53	0	62	139	63	181	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	18	429	53	0	62	139	63	181	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	0.97	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.08	1.92	1.00	0.00	0.31	0.69	0.26	0.74	0.00
Final Sat.:	0	0	0	149	3551	1750	0	555	1245	465	1335	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.03	0.00	0.11	0.11	0.14	0.14	0.00
Crit Moves:					****						****	
Green Time:	0.0	0.0	0.0	34.9	34.9	34.9	0.0	39.1	39.1	39.1	39.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.28	0.28	0.07	0.00	0.23	0.23	0.28	0.28	0.00
Delay/Veh:	0.0	0.0	0.0	14.6	14.6	13.2	0.0	11.9	11.9	12.3	12.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.6	14.6	13.2	0.0	11.9	11.9	12.3	12.3	0.0
LOS by Move:	A	A	A	B	B	B	A	B	B	B	B	A
HCM2kAvgQ:	0	0	0	4	4	1	0	3	3	4	4	0

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

Echo Mixed-Use Development LTA
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3543: FOURTH/ST. JOHN



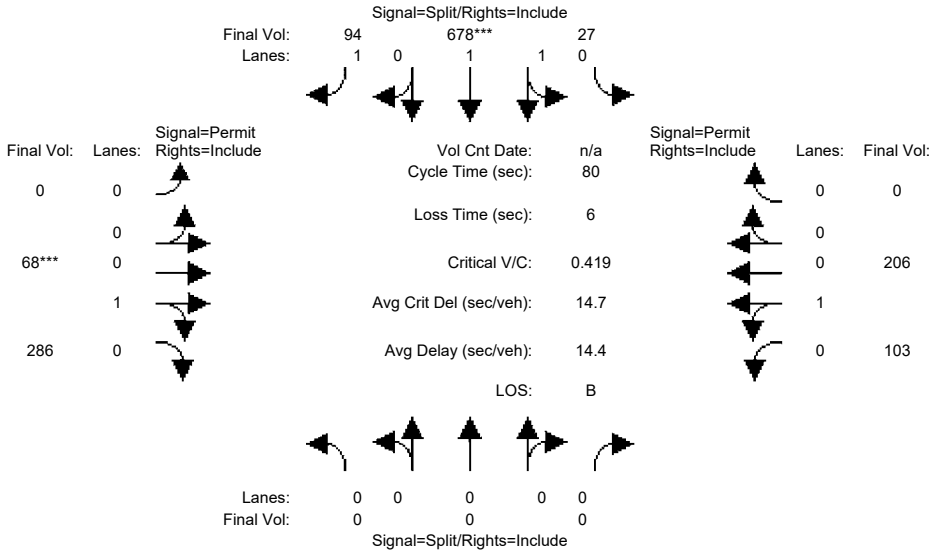
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	12	383	50	0	57	135	61	168	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	12	383	50	0	57	135	61	168	0
Added Vol:	0	0	0	0	226	0	0	-1	116	19	0	0
ATI:	0	0	0	6	46	3	0	5	4	2	13	0
Initial Fut:	0	0	0	18	655	53	0	61	255	82	181	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	18	655	53	0	61	255	82	181	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	18	655	53	0	61	255	82	181	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	18	655	53	0	61	255	82	181	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	0.97	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.05	1.95	1.00	0.00	0.19	0.81	0.31	0.69	0.00
Final Sat.:	0	0	0	99	3601	1750	0	347	1453	561	1239	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.18	0.03	0.00	0.18	0.18	0.15	0.15	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	37.7	37.7	37.7	0.0	36.3	36.3	36.3	36.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.39	0.39	0.06	0.00	0.39	0.39	0.32	0.32	0.00
Delay/Veh:	0.0	0.0	0.0	13.8	13.8	11.6	0.0	14.8	14.8	14.2	14.2	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	13.8	13.8	11.6	0.0	14.8	14.8	14.2	14.2	0.0
LOS by Move:	A	A	A	B	B	B	A	B	B	B	B	A
HCM2kAvgQ:	0	0	0	6	6	1	0	5	5	4	4	0

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

Echo Mixed-Use Development LTA
San Jose
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Project (AM)

Intersection #3543: FOURTH/ST. JOHN



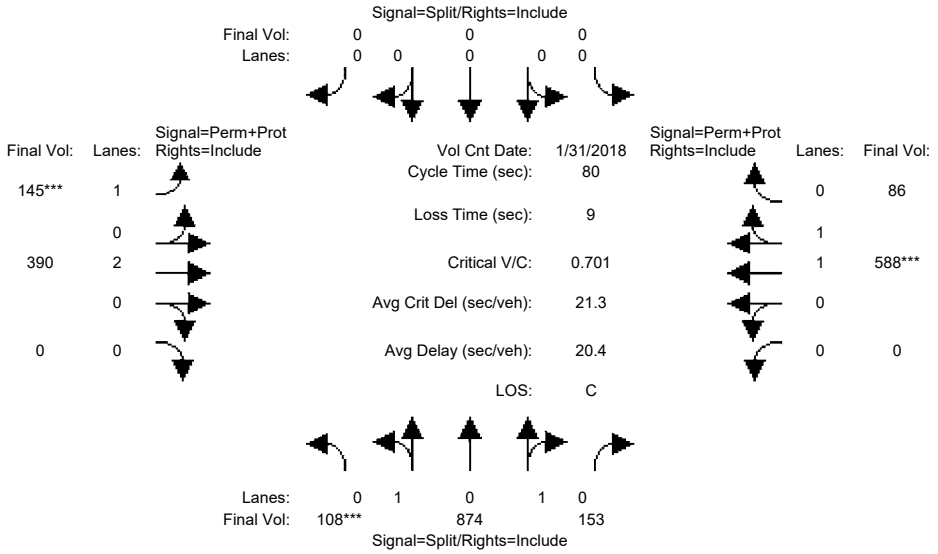
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	18	429	53	0	62	139	63	181	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	18	429	53	0	62	139	63	181	0
Added Vol:	0	0	0	0	226	0	0	-1	116	19	0	0
ATI:	0	0	0	9	23	41	0	7	31	21	25	0
Initial Fut:	0	0	0	27	678	94	0	68	286	103	206	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	27	678	94	0	68	286	103	206	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	27	678	94	0	68	286	103	206	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	27	678	94	0	68	286	103	206	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	0.97	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.08	1.92	1.00	0.00	0.19	0.81	0.33	0.67	0.00
Final Sat.:	0	0	0	142	3558	1750	0	346	1454	600	1200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.19	0.05	0.00	0.20	0.20	0.17	0.17	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	36.4	36.4	36.4	0.0	37.6	37.6	37.6	37.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.42	0.42	0.12	0.00	0.42	0.42	0.37	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	14.8	14.8	12.6	0.0	14.3	14.3	13.8	13.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.8	14.8	12.6	0.0	14.3	14.3	13.8	13.8	0.0
LOS by Move:	A	A	A	B	B	B	A	B	B	B	B	A
HCM2kAvgQ:	0	0	0	6	6	1	0	6	6	5	5	0

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

Echo Mixed-Use Development LTA
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3786: SANTA CLARA/THIRD



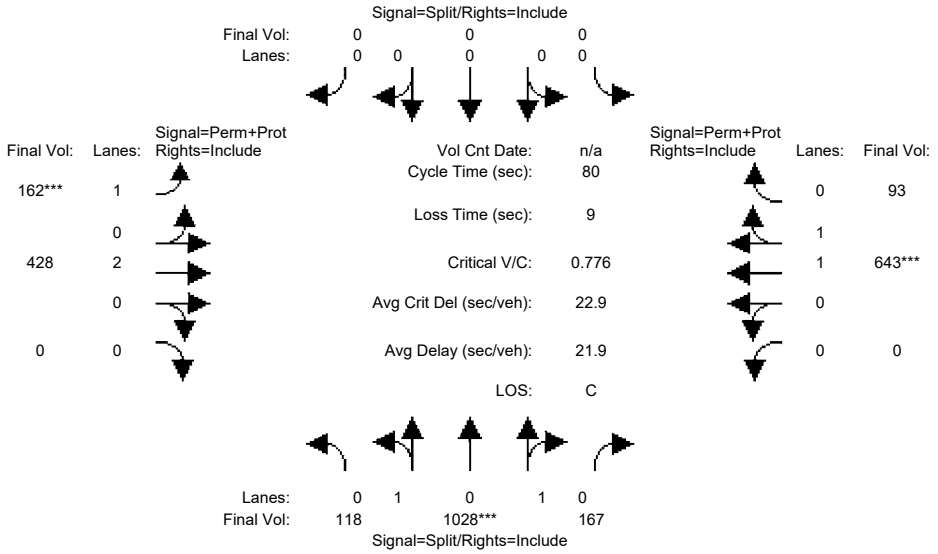
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 31 Jan 2018 << 7:55-8:55AM												
Base Vol:	108	874	153	0	0	0	145	390	0	0	588	86
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:	108	874	153	0	0	0	145	390	0	0	588	86
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:	108	874	153	0	0	0	145	390	0	0	588	86
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:	108	874	153	0	0	0	145	390	0	0	588	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	874	153	0	0	0	145	390	0	0	588	86
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:	108	874	153	0	0	0	145	390	0	0	588	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.19	1.54	0.27	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.74	0.26
Final Sat.:	343	2772	485	0	0	0	1750	3800	0	0	3228	472
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.18	0.18
Crit Moves:	****						****				****	
Green Time:	38.6	38.6	38.6	0.0	0.0	0.0	13.1	32.4	0.0	0.0	22.3	22.3
Volume/Cap:	0.65	0.65	0.65	0.00	0.00	0.00	0.50	0.25	0.00	0.00	0.65	0.65
Delay/Veh:	16.6	16.6	16.6	0.0	0.0	0.0	31.9	15.9	0.0	0.0	27.0	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.6	16.6	16.6	0.0	0.0	0.0	31.9	15.9	0.0	0.0	27.0	27.0
LOS by Move:	B	B	B	A	A	A	C	B	A	A	C	C
HCM2kAvgQ:	12	12	12	0	0	0	4	3	0	0	8	8

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

Echo Mixed-Use Development LTA
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3786: SANTA CLARA/THIRD



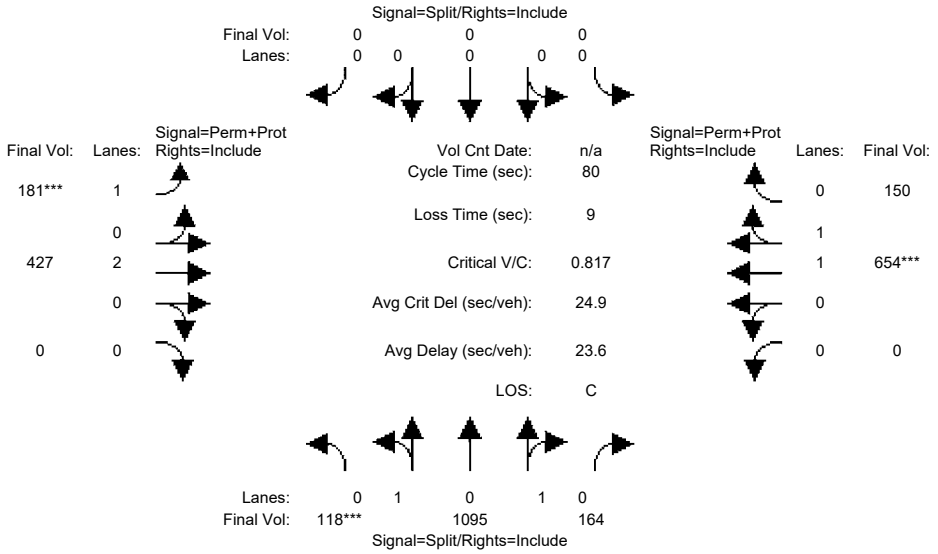
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	108	874	153	0	0	0	145	390	0	0	588	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	874	153	0	0	0	145	390	0	0	588	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	10	154	14	0	0	0	17	38	0	0	55	7
Initial Fut:	118	1028	167	0	0	0	162	428	0	0	643	93
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:	118	1028	167	0	0	0	162	428	0	0	643	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	1028	167	0	0	0	162	428	0	0	643	93
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:	118	1028	167	0	0	0	162	428	0	0	643	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.18	1.57	0.25	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.74	0.26
Final Sat.:	324	2819	458	0	0	0	1750	3800	0	0	3232	467
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.20	0.20
Crit Moves:		****					****				****	
Green Time:	39.5	39.5	39.5	0.0	0.0	0.0	13.0	31.5	0.0	0.0	21.5	21.5
Volume/Cap:	0.74	0.74	0.74	0.00	0.00	0.00	0.57	0.29	0.00	0.00	0.74	0.74
Delay/Veh:	17.9	17.9	17.9	0.0	0.0	0.0	33.6	16.6	0.0	0.0	29.7	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.9	17.9	17.9	0.0	0.0	0.0	33.6	16.6	0.0	0.0	29.7	29.7
LOS by Move:	B	B	B	A	A	A	C	B	A	A	C	C
HCM2kAvgQ:	15	15	15	0	0	0	5	4	0	0	9	9

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

Echo Mixed-Use Development LTA
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3786: SANTA CLARA/THIRD



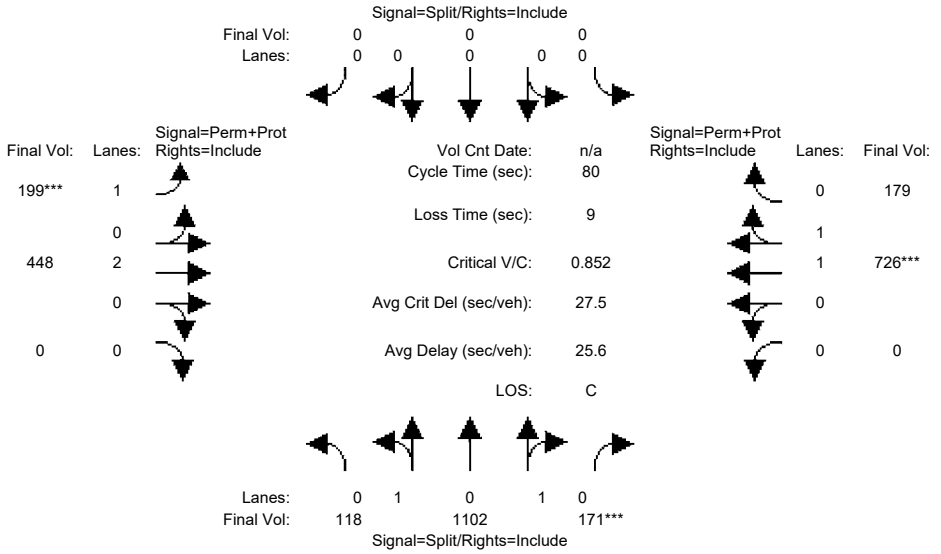
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	108	874	153	0	0	0	145	390	0	0	588	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	874	153	0	0	0	145	390	0	0	588	86
Added Vol:	0	67	-3	0	0	0	19	-1	0	0	11	57
ATI:	10	154	14	0	0	0	17	38	0	0	55	7
Initial Fut:	118	1095	164	0	0	0	181	427	0	0	654	150
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:	118	1095	164	0	0	0	181	427	0	0	654	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	1095	164	0	0	0	181	427	0	0	654	150
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:	118	1095	164	0	0	0	181	427	0	0	654	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.17	1.59	0.24	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.62	0.38
Final Sat.:	308	2863	429	0	0	0	1750	3800	0	0	3009	690
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.22	0.22
Crit Moves:	****						****				****	
Green Time:	38.6	38.6	38.6	0.0	0.0	0.0	13.4	32.4	0.0	0.0	21.9	21.9
Volume/Cap:	0.79	0.79	0.79	0.00	0.00	0.00	0.62	0.28	0.00	0.00	0.79	0.79
Delay/Veh:	19.9	19.9	19.9	0.0	0.0	0.0	34.8	16.1	0.0	0.0	31.2	31.2
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:	19.9	19.9	19.9	0.0	0.0	0.0	34.8	16.1	0.0	0.0	31.2	31.2
LOS by Move:	B	B	B	A	A	A	C	B	A	A	C	C
HCM2kAvgQ:	17	17	17	0	0	0	6	4	0	0	10	10

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

Echo Mixed-Use Development LTA
San Jose
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Project (AM)

Intersection #3786: SANTA CLARA/THIRD



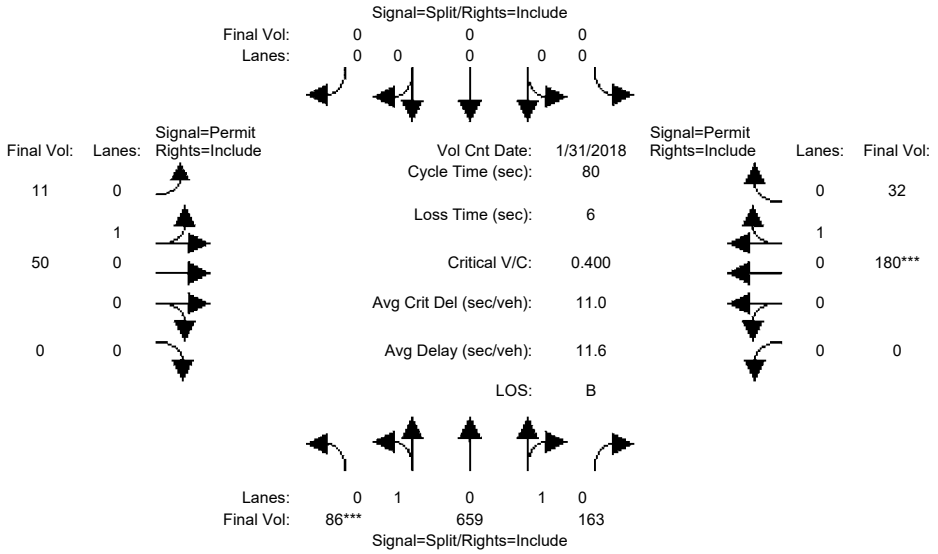
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	118	1028	167	0	0	0	162	428	0	0	643	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	1028	167	0	0	0	162	428	0	0	643	93
Added Vol:	0	67	-3	0	0	0	19	-1	0	0	11	57
ATI:	0	7	7	0	0	0	18	21	0	0	72	29
Initial Fut:	118	1102	171	0	0	0	199	448	0	0	726	179
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:	118	1102	171	0	0	0	199	448	0	0	726	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	1102	171	0	0	0	199	448	0	0	726	179
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:	118	1102	171	0	0	0	199	448	0	0	726	179
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.17	1.58	0.25	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.59	0.41
Final Sat.:	305	2852	443	0	0	0	1750	3800	0	0	2968	732
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.00	0.00	0.00	0.00	0.12	0.00	0.00	0.24	0.24
Crit Moves:			****				****				****	
Green Time:	36.8	36.8	36.8	0.0	0.0	0.0	13.8	34.2	0.0	0.0	23.3	23.3
Volume/Cap:	0.84	0.84	0.84	0.00	0.00	0.00	0.66	0.28	0.00	0.00	0.84	0.84
Delay/Veh:	23.0	23.0	23.0	0.0	0.0	0.0	36.1	15.0	0.0	0.0	32.6	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.0	23.0	23.0	0.0	0.0	0.0	36.1	15.0	0.0	0.0	32.6	32.6
LOS by Move:	C	C	C	A	A	A	D	B	A	A	C	C
HCM2kAvgQ:	19	19	19	0	0	0	6	4	0	0	12	12

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

Echo Mixed-Use Development LTA
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3814: ST. JOHN/THIRD



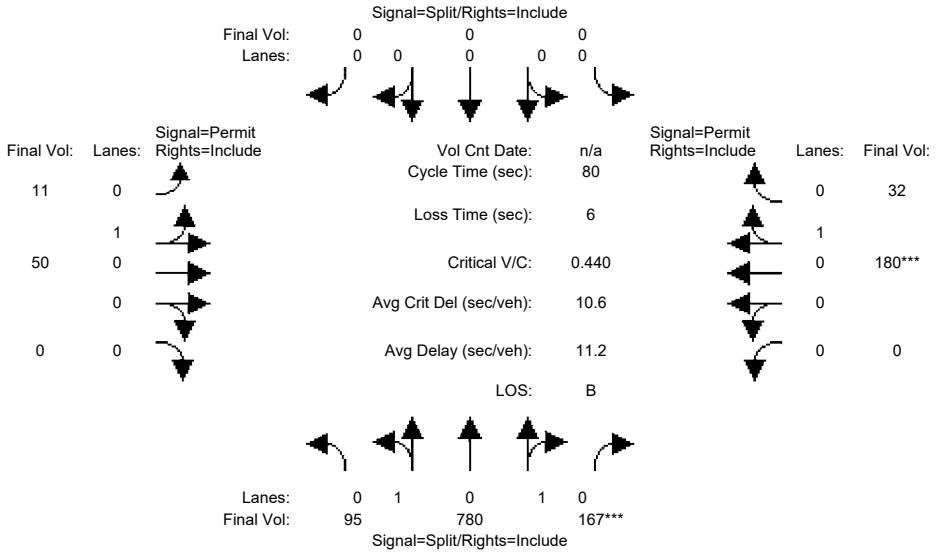
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 31 Jan 2018 << 7:40-8:40AM												
Base Vol:	86	659	163	0	0	0	11	50	0	0	180	32
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:	86	659	163	0	0	0	11	50	0	0	180	32
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:	86	659	163	0	0	0	11	50	0	0	180	32
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:	86	659	163	0	0	0	11	50	0	0	180	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	659	163	0	0	0	11	50	0	0	180	32
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:	86	659	163	0	0	0	11	50	0	0	180	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.19	1.45	0.36	0.00	0.00	0.00	0.18	0.82	0.00	0.00	0.85	0.15
Final Sat.:	341	2613	646	0	0	0	325	1475	0	0	1528	272
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.00	0.00	0.00	0.03	0.03	0.00	0.00	0.12	0.12
Crit Moves:	****										****	
Green Time:	50.4	50.4	50.4	0.0	0.0	0.0	23.6	23.6	0.0	0.0	23.6	23.6
Volume/Cap:	0.40	0.40	0.40	0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.40	0.40
Delay/Veh:	7.8	7.8	7.8	0.0	0.0	0.0	21.1	21.1	0.0	0.0	24.8	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.8	7.8	7.8	0.0	0.0	0.0	21.1	21.1	0.0	0.0	24.8	24.8
LOS by Move:	A	A	A	A	A	A	C	C	A	A	C	C
HCM2kAvgQ:	6	6	6	0	0	0	1	1	0	0	4	4

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

Echo Mixed-Use Development LTA
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3814: ST. JOHN/THIRD



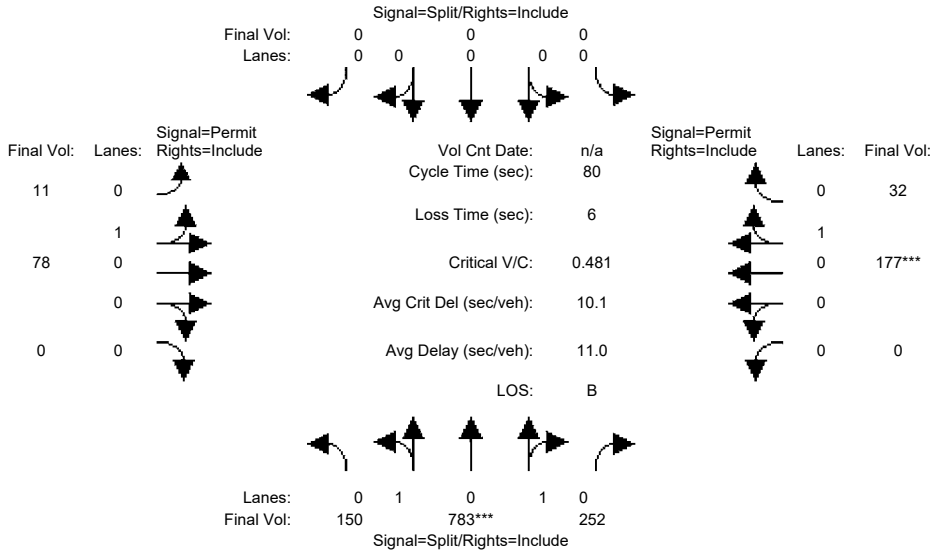
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	86	659	163	0	0	0	11	50	0	0	180	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	659	163	0	0	0	11	50	0	0	180	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	9	121	4	0	0	0	0	0	0	0	0	0
Initial Fut:	95	780	167	0	0	0	11	50	0	0	180	32
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:	95	780	167	0	0	0	11	50	0	0	180	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	780	167	0	0	0	11	50	0	0	180	32
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:	95	780	167	0	0	0	11	50	0	0	180	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.18	1.50	0.32	0.00	0.00	0.00	0.18	0.82	0.00	0.00	0.85	0.15
Final Sat.:	328	2695	577	0	0	0	325	1475	0	0	1528	272
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.00	0.00	0.00	0.03	0.03	0.00	0.00	0.12	0.12
Crit Moves:			****								****	
Green Time:	52.6	52.6	52.6	0.0	0.0	0.0	21.4	21.4	0.0	0.0	21.4	21.4
Volume/Cap:	0.44	0.44	0.44	0.00	0.00	0.00	0.13	0.13	0.00	0.00	0.44	0.44
Delay/Veh:	7.2	7.2	7.2	0.0	0.0	0.0	22.8	22.8	0.0	0.0	27.2	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.2	7.2	7.2	0.0	0.0	0.0	22.8	22.8	0.0	0.0	27.2	27.2
LOS by Move:	A	A	A	A	A	A	C	C	A	A	C	C
HCM2kAvgQ:	6	6	6	0	0	0	1	1	0	0	5	5

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

Echo Mixed-Use Development LTA
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3814: ST. JOHN/THIRD



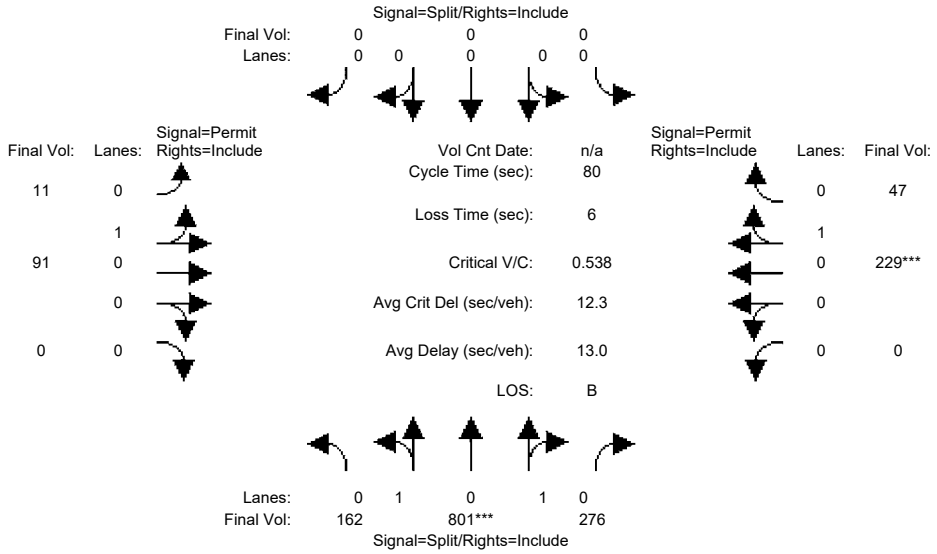
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	86	659	163	0	0	0	11	50	0	0	180	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	659	163	0	0	0	11	50	0	0	180	32
Added Vol:	55	3	85	0	0	0	0	28	0	0	-3	0
ATI:	9	121	4	0	0	0	0	0	0	0	0	0
Initial Fut:	150	783	252	0	0	0	11	78	0	0	177	32
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:	150	783	252	0	0	0	11	78	0	0	177	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	783	252	0	0	0	11	78	0	0	177	32
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:	150	783	252	0	0	0	11	78	0	0	177	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.25	1.32	0.43	0.00	0.00	0.00	0.12	0.88	0.00	0.00	0.85	0.15
Final Sat.:	456	2379	766	0	0	0	222	1578	0	0	1524	276
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.00	0.00	0.00	0.05	0.05	0.00	0.00	0.12	0.12
Crit Moves:		****									****	
Green Time:	54.7	54.7	54.7	0.0	0.0	0.0	19.3	19.3	0.0	0.0	19.3	19.3
Volume/Cap:	0.48	0.48	0.48	0.00	0.00	0.00	0.20	0.20	0.00	0.00	0.48	0.48
Delay/Veh:	6.6	6.6	6.6	0.0	0.0	0.0	25.3	25.3	0.0	0.0	29.8	29.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.6	6.6	6.6	0.0	0.0	0.0	25.3	25.3	0.0	0.0	29.8	29.8
LOS by Move:	A	A	A	A	A	A	C	C	A	A	C	C
HCM2kAvgQ:	7	7	7	0	0	0	2	2	0	0	5	5

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

Echo Mixed-Use Development LTA
San Jose
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Project (AM)

Intersection #3814: ST. JOHN/THIRD



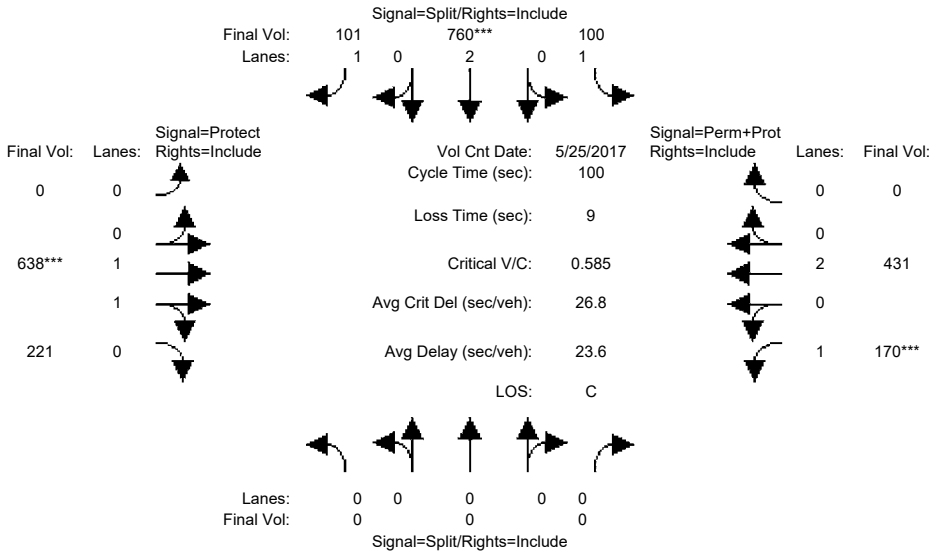
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	95	780	167	0	0	0	11	50	0	0	180	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	780	167	0	0	0	11	50	0	0	180	32
Added Vol:	55	3	85	0	0	0	0	28	0	0	-3	0
ATI:	12	18	24	0	0	0	0	13	0	0	52	15
Initial Fut:	162	801	276	0	0	0	11	91	0	0	229	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:	162	801	276	0	0	0	11	91	0	0	229	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	801	276	0	0	0	11	91	0	0	229	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:	162	801	276	0	0	0	11	91	0	0	229	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.26	1.29	0.45	0.00	0.00	0.00	0.11	0.89	0.00	0.00	0.83	0.17
Final Sat.:	471	2327	802	0	0	0	194	1606	0	0	1493	307
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.00	0.00	0.00	0.06	0.06	0.00	0.00	0.15	0.15
Crit Moves:		****									****	
Green Time:	51.2	51.2	51.2	0.0	0.0	0.0	22.8	22.8	0.0	0.0	22.8	22.8
Volume/Cap:	0.54	0.54	0.54	0.00	0.00	0.00	0.20	0.20	0.00	0.00	0.54	0.54
Delay/Veh:	8.8	8.8	8.8	0.0	0.0	0.0	22.5	22.5	0.0	0.0	28.2	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	8.8	8.8	0.0	0.0	0.0	22.5	22.5	0.0	0.0	28.2	28.2
LOS by Move:	A	A	A	A	A	A	C	C	A	A	C	C
HCM2kAvgQ:	9	9	9	0	0	0	2	2	0	0	6	6

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

Echo Mixed-Use Development LTA
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3541: FOURTH/SANTA CLARA



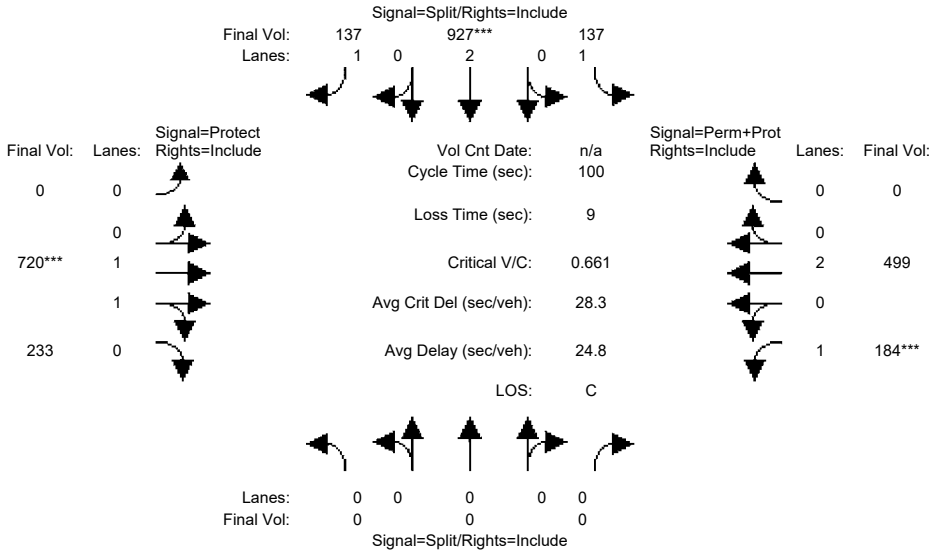
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 May 2017 << 4:30-5:30												
Base Vol:	0	0	0	100	760	101	0	638	221	170	431	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	100	760	101	0	638	221	170	431	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	100	760	101	0	638	221	170	431	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	100	760	101	0	638	221	170	431	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	100	760	101	0	638	221	170	431	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	100	760	101	0	638	221	170	431	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	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	2.00	1.00	0.00	1.47	0.53	1.00	2.00	0.00
Final Sat.:	0	0	0	1750	3800	1750	0	2747	952	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.20	0.06	0.00	0.23	0.23	0.00	0.11	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	34.4	34.4	34.4	0.0	39.9	39.9	19.7	56.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.17	0.58	0.17	0.00	0.58	0.58	0.49	0.20	0.00
Delay/Veh:	0.0	0.0	0.0	23.0	27.6	23.0	0.0	24.1	24.1	36.8	10.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.0	27.6	23.0	0.0	24.1	24.1	36.8	10.7	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	2	10	2	0	10	10	5	3	0

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

Echo Mixed-Use Development LTA
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3541: FOURTH/SANTA CLARA



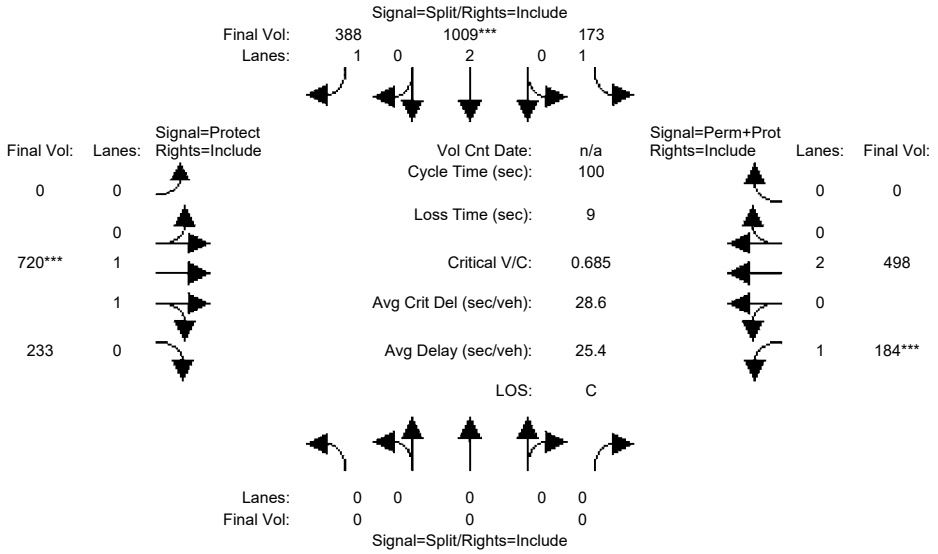
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	100	760	101	0	638	221	170	431	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	100	760	101	0	638	221	170	431	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	37	167	36	0	82	12	14	68	0
Initial Fut:	0	0	0	137	927	137	0	720	233	184	499	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	137	927	137	0	720	233	184	499	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	137	927	137	0	720	233	184	499	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	137	927	137	0	720	233	184	499	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	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	2.00	1.00	0.00	1.50	0.50	1.00	2.00	0.00
Final Sat.:	0	0	0	1750	3800	1750	0	2795	904	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.24	0.08	0.00	0.26	0.26	0.00	0.13	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	36.6	36.6	36.6	0.0	38.6	38.6	18.8	54.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.21	0.67	0.21	0.00	0.67	0.67	0.56	0.24	0.00
Delay/Veh:	0.0	0.0	0.0	22.0	27.8	22.0	0.0	26.6	26.6	39.1	12.0	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	22.0	27.8	22.0	0.0	26.6	26.6	39.1	12.0	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	3	13	3	0	12	12	6	4	0

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

Echo Mixed-Use Development LTA
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3541: FOURTH/SANTA CLARA



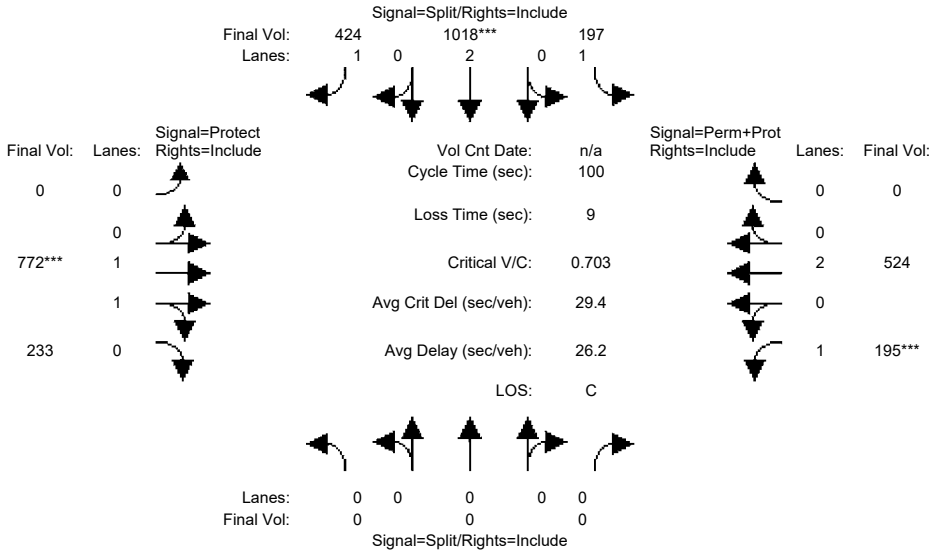
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	100	760	101	0	638	221	170	431	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	100	760	101	0	638	221	170	431	0
Added Vol:	0	0	0	36	82	251	0	0	0	0	-1	0
ATI:	0	0	0	37	167	36	0	82	12	14	68	0
Initial Fut:	0	0	0	173	1009	388	0	720	233	184	498	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	173	1009	388	0	720	233	184	498	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	173	1009	388	0	720	233	184	498	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	173	1009	388	0	720	233	184	498	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	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	2.00	1.00	0.00	1.50	0.50	1.00	2.00	0.00
Final Sat.:	0	0	0	1750	3800	1750	0	2795	904	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.27	0.22	0.00	0.26	0.26	0.00	0.13	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	38.5	38.5	38.5	0.0	37.3	37.3	18.2	52.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.26	0.69	0.58	0.00	0.69	0.69	0.58	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	21.2	27.2	25.6	0.0	28.0	28.0	40.0	13.0	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	21.2	27.2	25.6	0.0	28.0	28.0	40.0	13.0	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	4	14	11	0	13	13	6	4	0

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

Echo Mixed-Use Development LTA
San Jose
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Project (PM)

Intersection #3541: FOURTH/SANTA CLARA



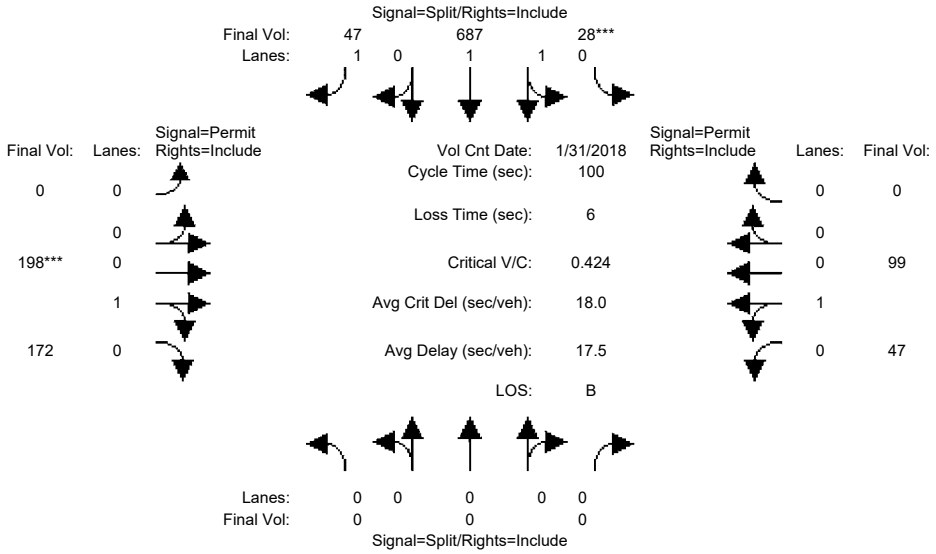
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	137	927	137	0	720	233	184	499	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	137	927	137	0	720	233	184	499	0
Added Vol:	0	0	0	36	82	251	0	0	0	0	-1	0
ATI:	0	0	0	24	9	36	0	52	0	11	26	0
Initial Fut:	0	0	0	197	1018	424	0	772	233	195	524	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	197	1018	424	0	772	233	195	524	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	197	1018	424	0	772	233	195	524	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	197	1018	424	0	772	233	195	524	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	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	2.00	1.00	0.00	1.52	0.48	1.00	2.00	0.00
Final Sat.:	0	0	0	1750	3800	1750	0	2842	858	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.27	0.24	0.00	0.27	0.27	0.00	0.14	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	37.4	37.4	37.4	0.0	38.0	38.0	18.6	53.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.30	0.72	0.65	0.00	0.72	0.72	0.60	0.26	0.00
Delay/Veh:	0.0	0.0	0.0	22.3	28.5	28.1	0.0	28.2	28.2	40.4	12.6	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	22.3	28.5	28.1	0.0	28.2	28.2	40.4	12.6	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	5	14	12	0	14	14	7	4	0

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

Echo Mixed-Use Development LTA
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3543: FOURTH/ST. JOHN



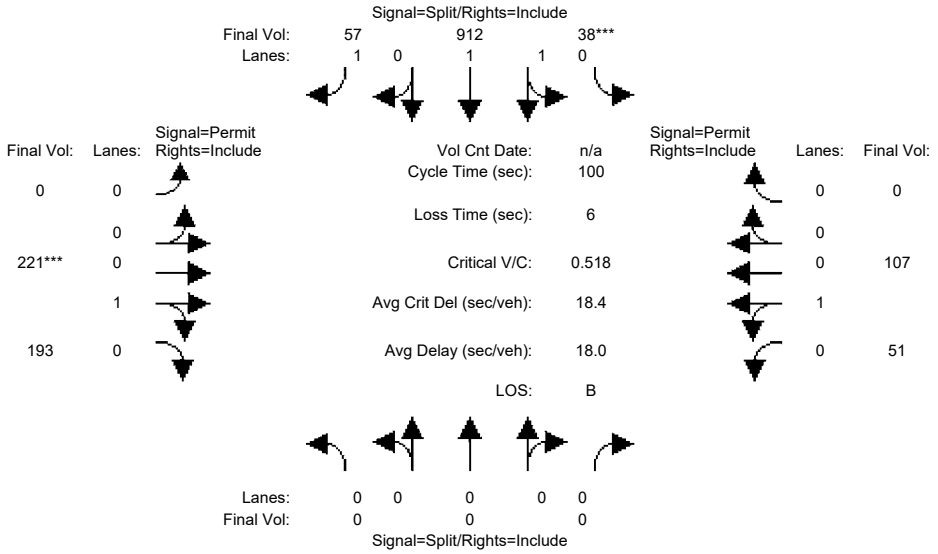
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 31 Jan 2018 << 4:55-5:55PM												
Base Vol:	0	0	0	28	687	47	0	198	172	47	99	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	28	687	47	0	198	172	47	99	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	28	687	47	0	198	172	47	99	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	687	47	0	198	172	47	99	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	28	687	47	0	198	172	47	99	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	687	47	0	198	172	47	99	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	0.97	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.08	1.92	1.00	0.00	0.54	0.46	0.32	0.68	0.00
Final Sat.:	0	0	0	145	3555	1750	0	963	837	579	1221	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.19	0.03	0.00	0.21	0.21	0.08	0.08	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	45.5	45.5	45.5	0.0	48.5	48.5	48.5	48.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.42	0.42	0.06	0.00	0.42	0.42	0.17	0.17	0.00
Delay/Veh:	0.0	0.0	0.0	18.5	18.5	15.3	0.0	17.1	17.1	14.6	14.6	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	18.5	18.5	15.3	0.0	17.1	17.1	14.6	14.6	0.0
LOS by Move:	A	A	A	B	B	B	A	B	B	B	B	A
HCM2kAvgQ:	0	0	0	8	8	1	0	8	8	3	3	0

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

Echo Mixed-Use Development LTA
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3543: FOURTH/ST. JOHN



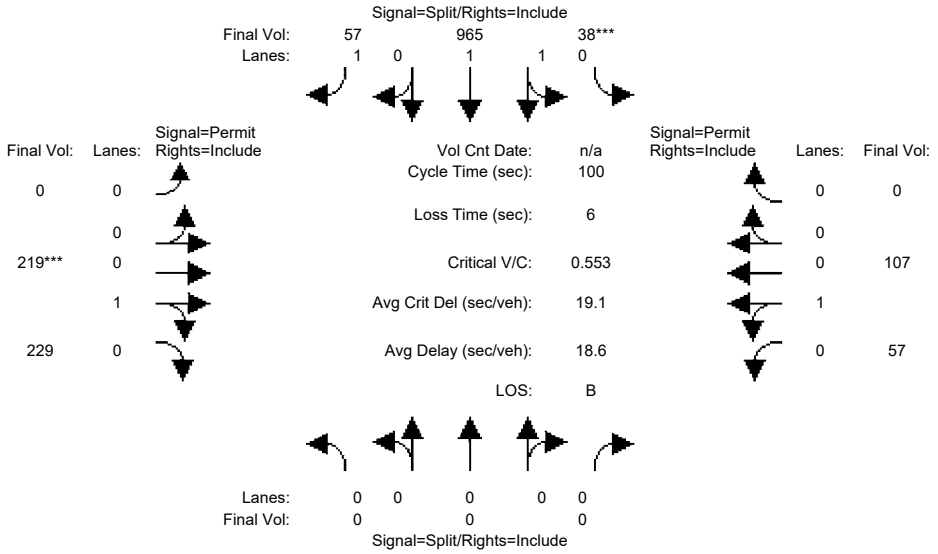
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	28	687	47	0	198	172	47	99	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	28	687	47	0	198	172	47	99	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	10	225	10	0	23	21	4	8	0
Initial Fut:	0	0	0	38	912	57	0	221	193	51	107	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	38	912	57	0	221	193	51	107	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	38	912	57	0	221	193	51	107	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	38	912	57	0	221	193	51	107	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	0.97	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.08	1.92	1.00	0.00	0.53	0.47	0.32	0.68	0.00
Final Sat.:	0	0	0	148	3552	1750	0	961	839	581	1219	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.26	0.03	0.00	0.23	0.23	0.09	0.09	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	49.6	49.6	49.6	0.0	44.4	44.4	44.4	44.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.52	0.52	0.07	0.00	0.52	0.52	0.20	0.20	0.00
Delay/Veh:	0.0	0.0	0.0	17.4	17.4	13.2	0.0	20.7	20.7	17.1	17.1	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	17.4	17.4	13.2	0.0	20.7	20.7	17.1	17.1	0.0
LOS by Move:	A	A	A	B	B	B	A	C	C	B	B	A
HCM2kAvgQ:	0	0	0	10	10	1	0	9	9	3	3	0

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

Echo Mixed-Use Development LTA
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3543: FOURTH/ST. JOHN



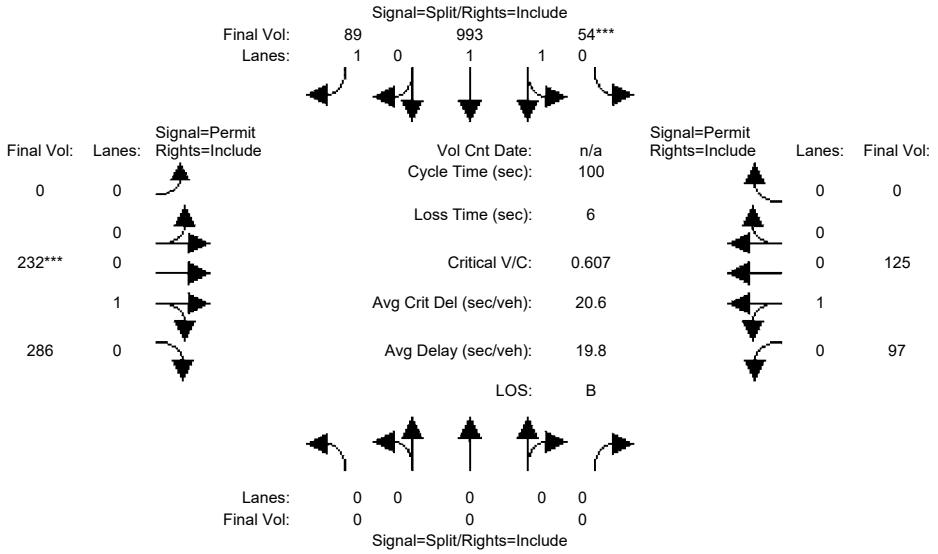
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	28	687	47	0	198	172	47	99	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	28	687	47	0	198	172	47	99	0
Added Vol:	0	0	0	0	53	0	0	-2	36	6	0	0
ATI:	0	0	0	10	225	10	0	23	21	4	8	0
Initial Fut:	0	0	0	38	965	57	0	219	229	57	107	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	38	965	57	0	219	229	57	107	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	38	965	57	0	219	229	57	107	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	38	965	57	0	219	229	57	107	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	0.97	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.08	1.92	1.00	0.00	0.49	0.51	0.35	0.65	0.00
Final Sat.:	0	0	0	140	3560	1750	0	880	920	626	1174	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.27	0.03	0.00	0.25	0.25	0.09	0.09	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	49.0	49.0	49.0	0.0	45.0	45.0	45.0	45.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.55	0.55	0.07	0.00	0.55	0.55	0.20	0.20	0.00
Delay/Veh:	0.0	0.0	0.0	18.2	18.2	13.5	0.0	21.0	21.0	16.8	16.8	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	18.2	18.2	13.5	0.0	21.0	21.0	16.8	16.8	0.0
LOS by Move:	A	A	A	B	B	B	A	C	C	B	B	A
HCM2kAvgQ:	0	0	0	11	11	1	0	10	10	3	3	0

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

Echo Mixed-Use Development LTA
San Jose
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Project (PM)

Intersection #3543: FOURTH/ST. JOHN



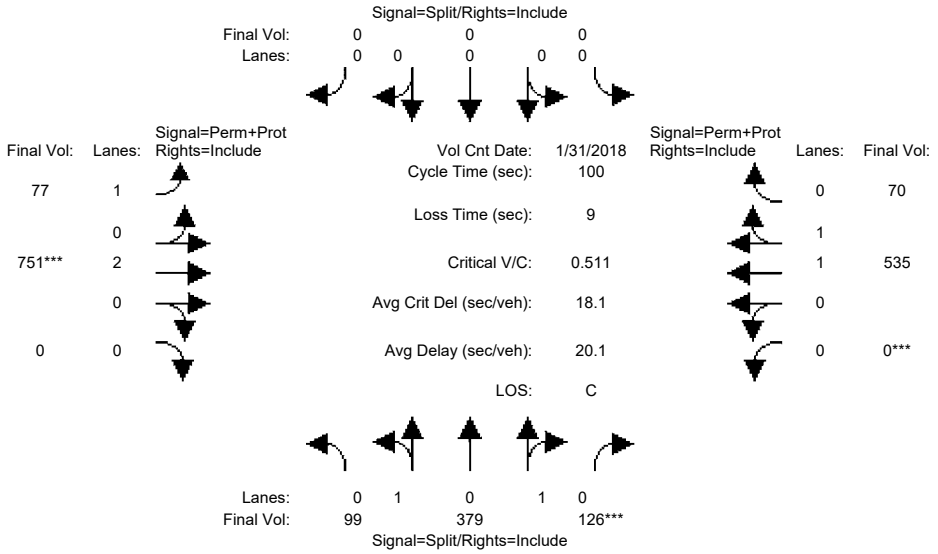
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	38	912	57	0	221	193	51	107	0
Growth Adj:	1.00	1.00	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	38	912	57	0	221	193	51	107	0
Added Vol:	0	0	0	0	53	0	0	-2	36	6	0	0
ATI:	0	0	0	16	28	32	0	13	57	40	18	0
Initial Fut:	0	0	0	54	993	89	0	232	286	97	125	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	54	993	89	0	232	286	97	125	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	54	993	89	0	232	286	97	125	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	54	993	89	0	232	286	97	125	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.11	1.89	1.00	0.00	0.45	0.55	0.44	0.56	0.00
Final Sat.:	0	0	0	191	3509	1750	0	806	994	786	1014	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.28	0.05	0.00	0.29	0.29	0.12	0.12	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	46.6	46.6	46.6	0.0	47.4	47.4	47.4	47.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.61	0.61	0.11	0.00	0.61	0.61	0.26	0.26	0.00
Delay/Veh:	0.0	0.0	0.0	20.5	20.5	15.1	0.0	20.7	20.7	15.9	15.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.5	20.5	15.1	0.0	20.7	20.7	15.9	15.9	0.0
LOS by Move:	A	A	A	C	C	B	A	C	C	B	B	A
HCM2kAvgQ:	0	0	0	13	13	2	0	12	12	4	4	0

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

Echo Mixed-Use Development LTA
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3786: SANTA CLARA/THIRD



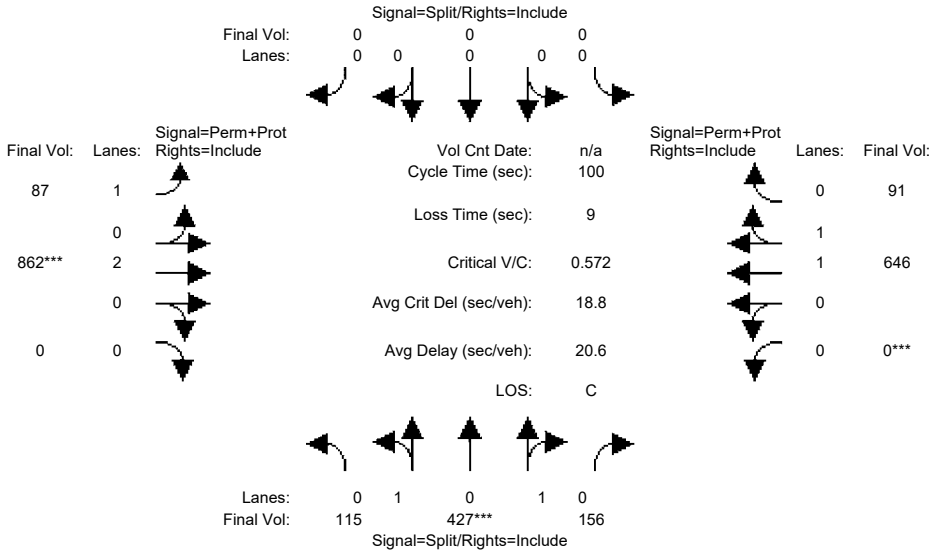
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 31 Jan 2018 << 4:55-5:55PM												
Base Vol:	99	379	126	0	0	0	77	751	0	0	535	70
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:	99	379	126	0	0	0	77	751	0	0	535	70
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:	99	379	126	0	0	0	77	751	0	0	535	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	379	126	0	0	0	77	751	0	0	535	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	379	126	0	0	0	77	751	0	0	535	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	379	126	0	0	0	77	751	0	0	535	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.33	1.25	0.42	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.76	0.24
Final Sat.:	590	2259	751	0	0	0	1750	3800	0	0	3272	428
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.00	0.00	0.00	0.00	0.20	0.00	0.00	0.16	0.16
Crit Moves:			****					****		****		
Green Time:	40.7	40.7	40.7	0.0	0.0	0.0	13.7	50.3	0.0	0.0	39.7	39.7
Volume/Cap:	0.41	0.41	0.41	0.00	0.00	0.00	0.32	0.39	0.00	0.00	0.41	0.41
Delay/Veh:	21.3	21.3	21.3	0.0	0.0	0.0	39.8	15.5	0.0	0.0	22.0	22.0
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:	21.3	21.3	21.3	0.0	0.0	0.0	39.8	15.5	0.0	0.0	22.0	22.0
LOS by Move:	C	C	C	A	A	A	D	B	A	A	C	C
HCM2kAvgQ:	7	7	7	0	0	0	3	7	0	0	7	7

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

Echo Mixed-Use Development LTA
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3786: SANTA CLARA/THIRD



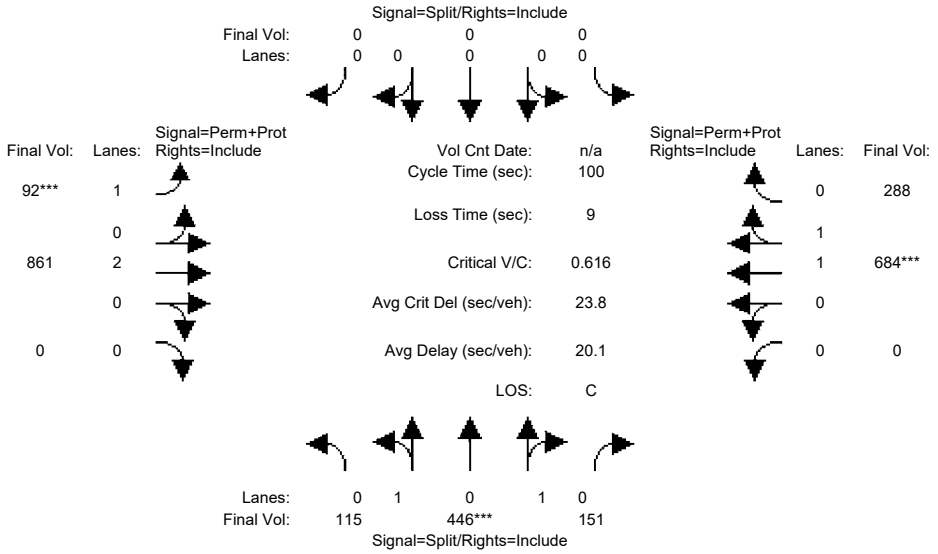
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	99	379	126	0	0	0	77	751	0	0	535	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	379	126	0	0	0	77	751	0	0	535	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	16	48	30	0	0	0	10	111	0	0	111	21
Initial Fut:	115	427	156	0	0	0	87	862	0	0	646	91
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:	115	427	156	0	0	0	87	862	0	0	646	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	427	156	0	0	0	87	862	0	0	646	91
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:	115	427	156	0	0	0	87	862	0	0	646	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.33	1.22	0.45	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.75	0.25
Final Sat.:	593	2202	805	0	0	0	1750	3800	0	0	3243	457
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.20	0.20
Crit Moves:		****						****		****		
Green Time:	39.8	39.8	39.8	0.0	0.0	0.0	13.2	51.2	0.0	0.0	40.9	40.9
Volume/Cap:	0.49	0.49	0.49	0.00	0.00	0.00	0.38	0.44	0.00	0.00	0.49	0.49
Delay/Veh:	22.7	22.7	22.7	0.0	0.0	0.0	40.7	15.6	0.0	0.0	22.0	22.0
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:	22.7	22.7	22.7	0.0	0.0	0.0	40.7	15.6	0.0	0.0	22.0	22.0
LOS by Move:	C	C	C	A	A	A	D	B	A	A	C	C
HCM2kAvgQ:	9	9	9	0	0	0	3	8	0	0	8	8

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

Echo Mixed-Use Development LTA
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3786: SANTA CLARA/THIRD



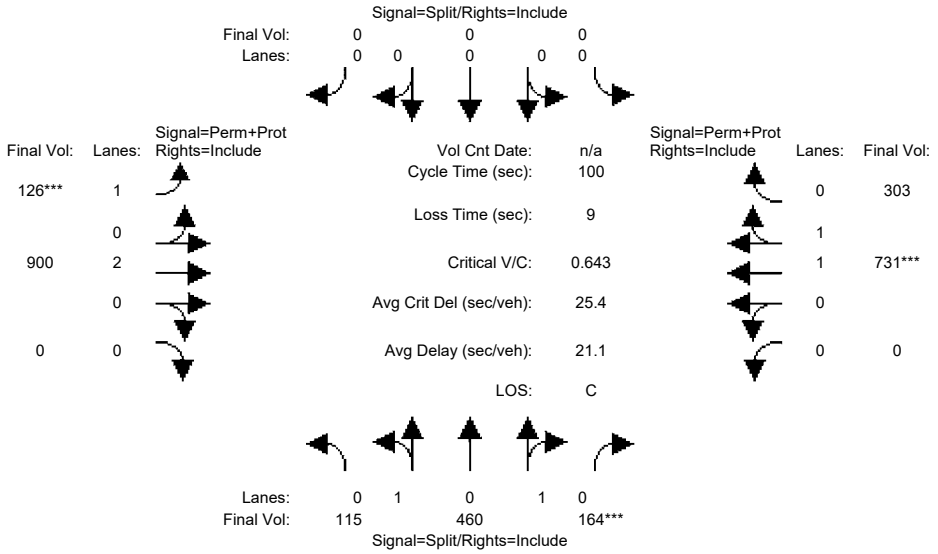
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	99	379	126	0	0	0	77	751	0	0	535	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	379	126	0	0	0	77	751	0	0	535	70
Added Vol:	0	19	-5	0	0	0	5	-1	0	0	38	197
ATI:	16	48	30	0	0	0	10	111	0	0	111	21
Initial Fut:	115	446	151	0	0	0	92	861	0	0	684	288
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:	115	446	151	0	0	0	92	861	0	0	684	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	446	151	0	0	0	92	861	0	0	684	288
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:	115	446	151	0	0	0	92	861	0	0	684	288
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.32	1.26	0.42	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.39	0.61
Final Sat.:	581	2255	763	0	0	0	1750	3800	0	0	2603	1096
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.26	0.26
Crit Moves:		****					****				****	
Green Time:	35.1	35.1	35.1	0.0	0.0	0.0	12.3	55.9	0.0	0.0	46.6	46.6
Volume/Cap:	0.56	0.56	0.56	0.00	0.00	0.00	0.43	0.41	0.00	0.00	0.56	0.56
Delay/Veh:	26.9	26.9	26.9	0.0	0.0	0.0	41.9	12.7	0.0	0.0	19.8	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.9	26.9	26.9	0.0	0.0	0.0	41.9	12.7	0.0	0.0	19.8	19.8
LOS by Move:	C	C	C	A	A	A	D	B	A	A	B	B
HCM2kAvgQ:	10	10	10	0	0	0	3	7	0	0	11	11

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

Echo Mixed-Use Development LTA
San Jose
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Project (PM)

Intersection #3786: SANTA CLARA/THIRD



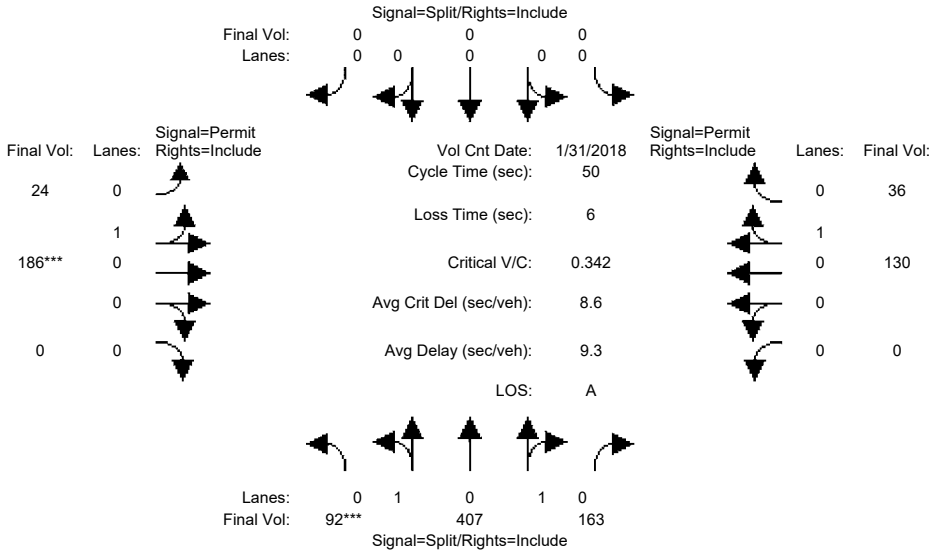
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	115	427	156	0	0	0	87	862	0	0	646	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	427	156	0	0	0	87	862	0	0	646	91
Added Vol:	0	19	-5	0	0	0	5	-1	0	0	38	197
ATI:	0	14	13	0	0	0	34	39	0	0	47	15
Initial Fut:	115	460	164	0	0	0	126	900	0	0	731	303
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:	115	460	164	0	0	0	126	900	0	0	731	303
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	460	164	0	0	0	126	900	0	0	731	303
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:	115	460	164	0	0	0	126	900	0	0	731	303
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.31	1.25	0.44	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.40	0.60
Final Sat.:	560	2241	799	0	0	0	1750	3800	0	0	2615	1084
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.28	0.28
Crit Moves:			****				****				****	
Green Time:	33.5	33.5	33.5	0.0	0.0	0.0	14.8	57.5	0.0	0.0	45.7	45.7
Volume/Cap:	0.61	0.61	0.61	0.00	0.00	0.00	0.49	0.41	0.00	0.00	0.61	0.61
Delay/Veh:	28.7	28.7	28.7	0.0	0.0	0.0	40.6	12.0	0.0	0.0	21.1	21.1
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:	28.7	28.7	28.7	0.0	0.0	0.0	40.6	12.0	0.0	0.0	21.1	21.1
LOS by Move:	C	C	C	A	A	A	D	B	A	A	C	C
HCM2kAvgQ:	11	11	11	0	0	0	4	8	0	0	12	12

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

Echo Mixed-Use Development LTA
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3814: ST. JOHN/THIRD



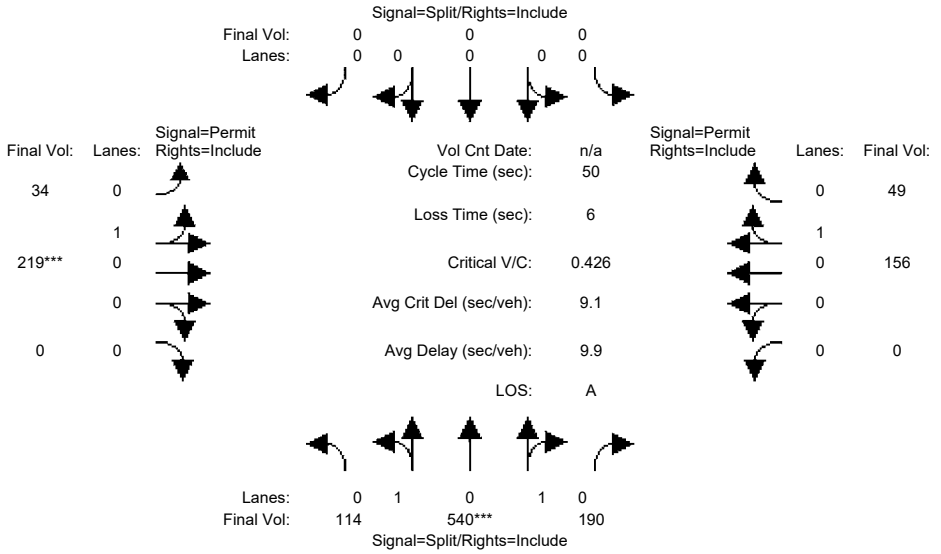
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 31 Jan 2018 << 4:55-5:55PM												
Base Vol:	92	407	163	0	0	0	24	186	0	0	130	36
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:	92	407	163	0	0	0	24	186	0	0	130	36
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:	92	407	163	0	0	0	24	186	0	0	130	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	407	163	0	0	0	24	186	0	0	130	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	407	163	0	0	0	24	186	0	0	130	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	407	163	0	0	0	24	186	0	0	130	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.28	1.23	0.49	0.00	0.00	0.00	0.11	0.89	0.00	0.00	0.78	0.22
Final Sat.:	500	2213	886	0	0	0	206	1594	0	0	1410	390
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.09	0.09
Crit Moves:	****							****				
Green Time:	26.9	26.9	26.9	0.0	0.0	0.0	17.1	17.1	0.0	0.0	17.1	17.1
Volume/Cap:	0.34	0.34	0.34	0.00	0.00	0.00	0.34	0.34	0.00	0.00	0.27	0.27
Delay/Veh:	7.0	7.0	7.0	0.0	0.0	0.0	13.8	13.8	0.0	0.0	13.0	13.0
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:	7.0	7.0	7.0	0.0	0.0	0.0	13.8	13.8	0.0	0.0	13.0	13.0
LOS by Move:	A	A	A	A	A	A	B	B	A	A	B	B
HCM2kAvgQ:	3	3	3	0	0	0	3	3	0	0	2	2

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

Echo Mixed-Use Development LTA
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3814: ST. JOHN/THIRD



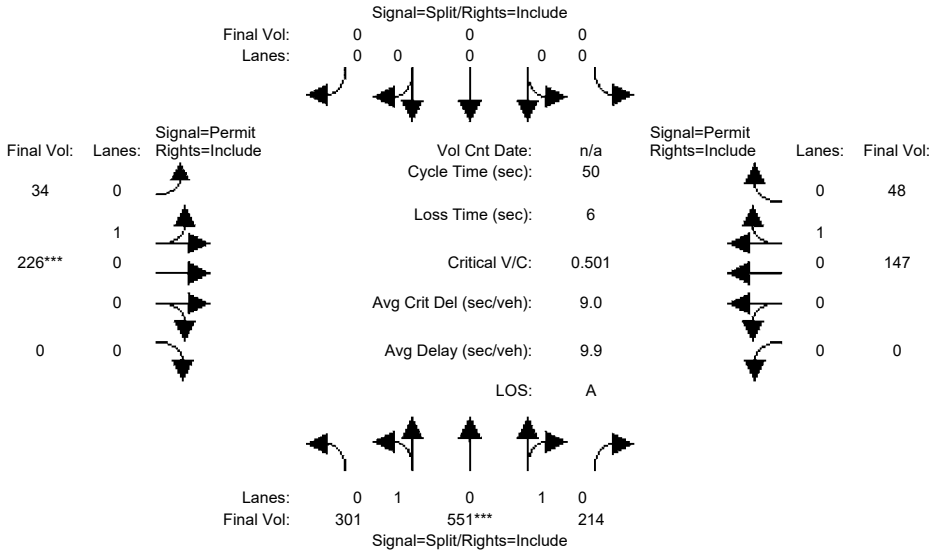
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	92	407	163	0	0	0	24	186	0	0	130	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	407	163	0	0	0	24	186	0	0	130	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	22	133	27	0	0	0	10	33	0	0	26	13
Initial Fut:	114	540	190	0	0	0	34	219	0	0	156	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	540	190	0	0	0	34	219	0	0	156	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	540	190	0	0	0	34	219	0	0	156	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	540	190	0	0	0	34	219	0	0	156	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.27	1.28	0.45	0.00	0.00	0.00	0.13	0.87	0.00	0.00	0.76	0.24
Final Sat.:	486	2303	810	0	0	0	242	1558	0	0	1370	430
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.00	0.00	0.00	0.14	0.14	0.00	0.00	0.11	0.11
Crit Moves:		****						****				
Green Time:	27.5	27.5	27.5	0.0	0.0	0.0	16.5	16.5	0.0	0.0	16.5	16.5
Volume/Cap:	0.43	0.43	0.43	0.00	0.00	0.00	0.43	0.43	0.00	0.00	0.35	0.35
Delay/Veh:	7.3	7.3	7.3	0.0	0.0	0.0	15.3	15.3	0.0	0.0	14.3	14.3
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:	7.3	7.3	7.3	0.0	0.0	0.0	15.3	15.3	0.0	0.0	14.3	14.3
LOS by Move:	A	A	A	A	A	A	B	B	A	A	B	B
HCM2kAvgQ:	4	4	4	0	0	0	4	4	0	0	3	3

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

Echo Mixed-Use Development LTA
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3814: ST. JOHN/THIRD



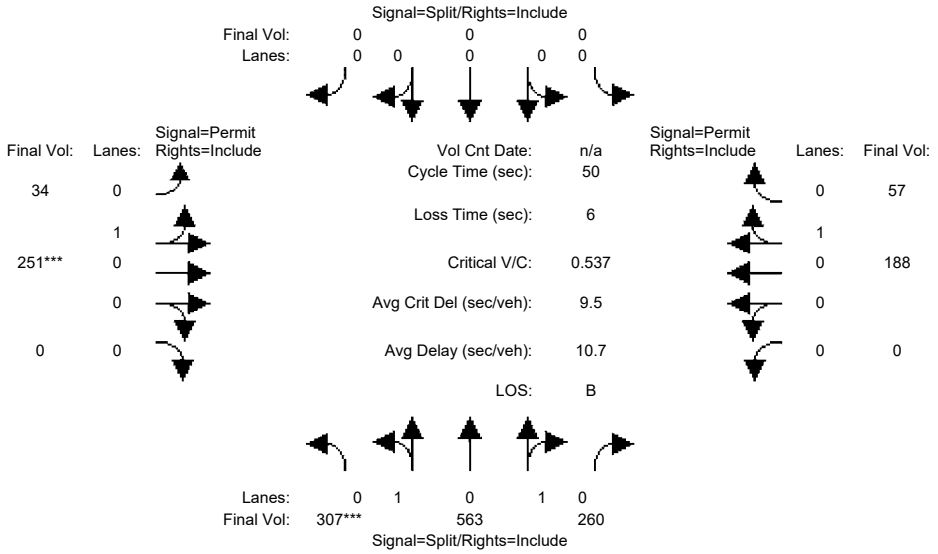
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	92	407	163	0	0	0	24	186	0	0	130	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	407	163	0	0	0	24	186	0	0	130	36
Added Vol:	187	11	24	0	0	0	0	7	0	0	-9	-1
ATI:	22	133	27	0	0	0	10	33	0	0	26	13
Initial Fut:	301	551	214	0	0	0	34	226	0	0	147	48
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:	301	551	214	0	0	0	34	226	0	0	147	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	551	214	0	0	0	34	226	0	0	147	48
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:	301	551	214	0	0	0	34	226	0	0	147	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.56	1.04	0.40	0.00	0.00	0.00	0.13	0.87	0.00	0.00	0.75	0.25
Final Sat.:	1017	1861	723	0	0	0	235	1565	0	0	1357	443
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.00	0.00	0.00	0.14	0.14	0.00	0.00	0.11	0.11
Crit Moves:		****						****				
Green Time:	29.6	29.6	29.6	0.0	0.0	0.0	14.4	14.4	0.0	0.0	14.4	14.4
Volume/Cap:	0.50	0.50	0.50	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.38	0.38
Delay/Veh:	6.8	6.8	6.8	0.0	0.0	0.0	18.2	18.2	0.0	0.0	16.3	16.3
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:	6.8	6.8	6.8	0.0	0.0	0.0	18.2	18.2	0.0	0.0	16.3	16.3
LOS by Move:	A	A	A	A	A	A	B	B	A	A	B	B
HCM2kAvgQ:	5	5	5	0	0	0	4	4	0	0	3	3

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

Echo Mixed-Use Development LTA
San Jose
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Project (PM)

Intersection #3814: ST. JOHN/THIRD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	114	540	190	0	0	0	34	219	0	0	156	49
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:	114	540	190	0	0	0	34	219	0	0	156	49
Added Vol:	187	11	24	0	0	0	0	7	0	0	-9	-1
ATI:	6	12	46	0	0	0	0	25	0	0	41	9
Initial Fut:	307	563	260	0	0	0	34	251	0	0	188	57
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:	307	563	260	0	0	0	34	251	0	0	188	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	307	563	260	0	0	0	34	251	0	0	188	57
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:	307	563	260	0	0	0	34	251	0	0	188	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.54	1.00	0.46	0.00	0.00	0.00	0.12	0.88	0.00	0.00	0.77	0.23
Final Sat.:	978	1794	828	0	0	0	215	1585	0	0	1381	419
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.00	0.00	0.00	0.16	0.16	0.00	0.00	0.14	0.14
Crit Moves:	****							****				
Green Time:	29.2	29.2	29.2	0.0	0.0	0.0	14.8	14.8	0.0	0.0	14.8	14.8
Volume/Cap:	0.54	0.54	0.54	0.00	0.00	0.00	0.54	0.54	0.00	0.00	0.46	0.46
Delay/Veh:	7.3	7.3	7.3	0.0	0.0	0.0	18.6	18.6	0.0	0.0	17.2	17.2
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:	7.3	7.3	7.3	0.0	0.0	0.0	18.6	18.6	0.0	0.0	17.2	17.2
LOS by Move:	A	A	A	A	A	A	B	B	A	A	B	B
HCM2kAvgQ:	6	6	6	0	0	0	5	5	0	0	3	3

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

Appendix E
Queue Length Calculations

Third/Santa Clara
EBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 3.2
Percentile = 95% 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0399	0.0399	0
0.1285	0.1683	1
0.2070	0.3753	2
0.2223	0.5976	3
0.1791	0.7766	4
0.1154	0.8920	5
0.0620	0.9540	6
0.0285	0.9825	7
0.0115	0.9940	8
0.0041	0.9981	9
0.0013	0.9995	10
0.0004	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Third/Santa Clara
EBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 3.6
Percentile = 95% 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0273	0.0273	0
0.0984	0.1257	1
0.1771	0.3027	2
0.2125	0.5152	3
0.1912	0.7064	4
0.1377	0.8441	5
0.0826	0.9267	6
0.0425	0.9692	7
0.0191	0.9883	8
0.0076	0.9960	9
0.0028	0.9987	10
0.0009	0.9996	11
0.0003	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Third/Santa Clara
EBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 4.0
Percentile = 95% 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0179	0.0179	0
0.0721	0.0900	1
0.1449	0.2349	2
0.1943	0.4291	3
0.1954	0.6245	4
0.1572	0.7816	5
0.1054	0.8870	6
0.0605	0.9475	7
0.0304	0.9780	8
0.0136	0.9916	9
0.0055	0.9970	10
0.0020	0.9990	11
0.0007	0.9997	12
0.0002	0.9999	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Third/Santa Clara
EBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 2.1
Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1178	0.1178	0
0.2519	0.3697	1
0.2694	0.6391	2
0.1921	0.8312	3
0.1027	0.9339	4
0.0439	0.9779	5
0.0157	0.9935	6
0.0048	0.9983	7
0.0013	0.9996	8
0.0003	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Third/Santa Clara
EBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 2.4
Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0892	0.0892	0
0.2156	0.3048	1
0.2605	0.5654	2
0.2099	0.7752	3
0.1268	0.9020	4
0.0613	0.9633	5
0.0247	0.9880	6
0.0085	0.9965	7
0.0026	0.9991	8
0.0007	0.9998	9
0.0002	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Third/Santa Clara
EBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 2.6
Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0776	0.0776	0
0.1984	0.2761	1
0.2536	0.5296	2
0.2160	0.7456	3
0.1380	0.8836	4
0.0705	0.9542	5
0.0300	0.9842	6
0.0110	0.9952	7
0.0035	0.9987	8
0.0010	0.9997	9
0.0003	0.9999	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Fourth/Santa Clara
SBT/L
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 3.1
Percentile = 95% 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0436	0.0436	0
0.1365	0.1801	1
0.2139	0.3940	2
0.2234	0.6174	3
0.1750	0.7924	4
0.1097	0.9020	5
0.0573	0.9593	6
0.0256	0.9850	7
0.0100	0.9950	8
0.0035	0.9985	9
0.0011	0.9996	10
0.0003	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Fourth/Santa Clara
SBT/L
AM
Background Conditions
Avg. Queue Per Lane in Veh= 3.5
Percentile = 95% 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0312	0.0312	0
0.1082	0.1395	1
0.1876	0.3271	2
0.2168	0.5438	3
0.1879	0.7317	4
0.1303	0.8620	5
0.0753	0.9373	6
0.0373	0.9745	7
0.0162	0.9907	8
0.0062	0.9969	9
0.0022	0.9991	10
0.0007	0.9997	11
0.0002	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
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0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Fourth/Santa Clara
SBT/L
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 3.9
Percentile = 95% 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0200	0.0200	0
0.0783	0.0983	1
0.1531	0.2514	2
0.1996	0.4510	3
0.1952	0.6462	4
0.1527	0.7989	5
0.0995	0.8984	6
0.0556	0.9540	7
0.0272	0.9812	8
0.0118	0.9930	9
0.0046	0.9976	10
0.0016	0.9992	11
0.0005	0.9998	12
0.0002	0.9999	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Fourth/Santa Clara
SBT/L
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 9.8
Percentile = 95% 15

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0005	0.0006	1
0.0027	0.0032	2
0.0087	0.0119	3
0.0212	0.0332	4
0.0417	0.0748	5
0.0681	0.1429	6
0.0954	0.2382	7
0.1169	0.3551	8
0.1273	0.4825	9
0.1249	0.6074	10
0.1113	0.7187	11
0.0910	0.8096	12
0.0686	0.8782	13
0.0481	0.9263	14
0.0314	0.9577	15
0.0193	0.9769	16
0.0111	0.9880	17
0.0060	0.9941	18
0.0031	0.9972	19
0.0015	0.9987	20
0.0007	0.9995	21
0.0003	0.9998	22
0.0001	0.9999	23
0.0001	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Fourth/Santa Clara
SBT/L
PM
Background Conditions
Avg. Queue Per Lane in Veh= 12.4
Percentile = 95% 18

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0003	0.0004	2
0.0013	0.0017	3
0.0041	0.0058	4
0.0101	0.0159	5
0.0209	0.0368	6
0.0370	0.0738	7
0.0573	0.1312	8
0.0789	0.2101	9
0.0978	0.3078	10
0.1101	0.4179	11
0.1137	0.5316	12
0.1083	0.6399	13
0.0959	0.7358	14
0.0792	0.8149	15
0.0613	0.8762	16
0.0447	0.9209	17
0.0307	0.9517	18
0.0200	0.9717	19
0.0124	0.9841	20
0.0073	0.9914	21
0.0041	0.9956	22
0.0022	0.9978	23
0.0011	0.9989	24
0.0006	0.9995	25
0.0003	0.9998	26
0.0001	0.9999	27
0.0001	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Fourth/Santa Clara
SBT/L
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 14.2
Percentile = 95% 21

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0001	0.0001	2
0.0003	0.0004	3
0.0012	0.0016	4
0.0033	0.0049	5
0.0079	0.0128	6
0.0160	0.0288	7
0.0283	0.0572	8
0.0446	0.1017	9
0.0632	0.1649	10
0.0813	0.2462	11
0.0960	0.3423	12
0.1046	0.4469	13
0.1059	0.5528	14
0.1000	0.6528	15
0.0885	0.7413	16
0.0738	0.8151	17
0.0581	0.8732	18
0.0433	0.9165	19
0.0307	0.9472	20
0.0207	0.9678	21
0.0133	0.9812	22
0.0082	0.9894	23
0.0048	0.9942	24
0.0027	0.9970	25
0.0015	0.9985	26
0.0008	0.9992	27
0.0004	0.9996	28
0.0002	0.9998	29
0.0001	0.9999	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Fourth/St. James
WB
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 5.1
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0062	0.0062	0
0.0314	0.0375	1
0.0798	0.1174	2
0.1354	0.2528	3
0.1723	0.4250	4
0.1753	0.6004	5
0.1487	0.7491	6
0.1081	0.8572	7
0.0688	0.9259	8
0.0389	0.9648	9
0.0198	0.9846	10
0.0092	0.9938	11
0.0039	0.9977	12
0.0015	0.9992	13
0.0006	0.9997	14
0.0002	0.9999	15
0.0001	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Fourth/St. James
WB
AM
Background Conditions
Avg. Queue Per Lane in Veh= 5.4
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0044	0.0044	0
0.0240	0.0284	1
0.0649	0.0933	2
0.1174	0.2107	3
0.1591	0.3698	4
0.1725	0.5423	5
0.1559	0.6982	6
0.1208	0.8190	7
0.0819	0.9008	8
0.0493	0.9502	9
0.0267	0.9769	10
0.0132	0.9901	11
0.0060	0.9960	12
0.0025	0.9985	13
0.0010	0.9995	14
0.0003	0.9998	15
0.0001	0.9999	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Fourth/St. James
WB
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 5.8
Percentile = 95% 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0029	0.0029	0
0.0169	0.0198	1
0.0495	0.0693	2
0.0964	0.1656	3
0.1408	0.3064	4
0.1646	0.4710	5
0.1603	0.6313	6
0.1338	0.7651	7
0.0978	0.8629	8
0.0635	0.9264	9
0.0371	0.9635	10
0.0197	0.9832	11
0.0096	0.9928	12
0.0043	0.9971	13
0.0018	0.9989	14
0.0007	0.9996	15
0.0003	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Fourth/St. James
WB
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 4.1
Percentile = 95% 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0173	0.0173	0
0.0703	0.0876	1
0.1425	0.2301	2
0.1926	0.4227	3
0.1953	0.6180	4
0.1584	0.7764	5
0.1071	0.8835	6
0.0620	0.9455	7
0.0314	0.9769	8
0.0142	0.9911	9
0.0057	0.9969	10
0.0021	0.9990	11
0.0007	0.9997	12
0.0002	0.9999	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Fourth/St. James
WB
PM
Background Conditions
Avg. Queue Per Lane in Veh= 4.4
Percentile = 95% 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0124	0.0124	0
0.0545	0.0669	1
0.1196	0.1865	2
0.1749	0.3614	3
0.1919	0.5533	4
0.1685	0.7218	5
0.1232	0.8450	6
0.0773	0.9223	7
0.0424	0.9647	8
0.0207	0.9853	9
0.0091	0.9944	10
0.0036	0.9980	11
0.0013	0.9994	12
0.0004	0.9998	13
0.0001	0.9999	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Fourth/St. James
WB
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 4.6
Percentile = 95% 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0105	0.0105	0
0.0479	0.0584	1
0.1090	0.1674	2
0.1656	0.3330	3
0.1886	0.5216	4
0.1718	0.6934	5
0.1305	0.8239	6
0.0849	0.9088	7
0.0483	0.9571	8
0.0245	0.9816	9
0.0111	0.9927	10
0.0046	0.9973	11
0.0018	0.9991	12
0.0006	0.9997	13
0.0002	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

and lockers will be provided as part of the bicycle parking facility within the office garage located next to the bike storage room.

Conclusions

The project, as proposed, will consist of 415 multi-family residential units, 525,000 s.f. of office space, and 8,500 s.f. of retail space replacing all existing uses on-site. The project site is currently occupied by an 8-pump gas station, a 6,860-s.f. church, and 13,500 s.f. of retail space. Access to and from the project site would be provided via one driveway along Fourth Street. Two additional driveways serving on-site loading docks are proposed along Fourth Street.

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

The City will require the project to install protected bike lanes along its Fourth Street frontage per the Fourth Street plan line. Additionally, the project will be required to complete protected intersection signal modifications at the Fourth Street and Santa Clara Street intersection that include striped bike lanes adjacent to all crosswalks and installation of corner islands.

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

Recommendations

- The gates should stagger entering/exiting vehicles to avoid conflicts.
- Appropriate visible and/or audible warning signs also should be provided at the project driveway to alert pedestrians and bicyclists along Fourth Street of vehicles exiting the garage.
- The proposed trees along the project frontage on Fourth Street should be maintained so that they do not obstruct the vision of drivers exiting the project driveway.
- All two-way drive aisles within the garage with 90-degree parking along both sides of the drive aisle must meet the City's minimum width of 26 feet. Additionally, one-way drive aisles with angled parking stalls must meet the City's minimum widths of 14 to 16 feet depending on the parking stall's angle with the drive aisle.
- The project should coordinate with City staff to determine the number of off-street loading spaces the project should provide.
- The project should work with the City to determine if truck access to loading docks should be limited to off-peak hours.
- Entryways providing access to both loading docks should have a minimum vertical clearance of 15 feet to meet City standards for loading space height.