Appendix H

Transportation Study

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Five Wounds Residential Mixed-Use Developments

Local Transportation Analysis

Prepared for:

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August 30, 2023

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Executive Summary

This report presents the results of the local transportation analysis (LTA) prepared for three proposed residential mixed-use developments located within the Five Wounds Urban Village area of San Jose, California. Since the three development sites are within close proximity to one another, the combined effects of all three projects were analyzed. Accordingly, for the purpose of this transportation study the "project" includes all three development sites. The three proposed residential mixed-use developments, which together include a total of 913 residential units and 14,712 square feet (s.f.) of retail space, are described below.

1298 Tripp Avenue. This site is bordered by Tripp Avenue on the north, existing residential development on the south, Wooster Avenue on the east, and N. 26th Street on the west. The portion of the site adjacent to Wooster Avenue is located within the Five Wounds Urban Village boundaries. The proposed residential mixed-use development involves demolishing the existing buildings on the site and constructing two new buildings with a total of 235 affordable residential units and 821 s.f. of ground floor retail space. Both buildings would have a combination of studios, 1-bedroom, and 2-bedroom units. Access to the site would be provided via a single driveway on Tripp Avenue.

1347 E. Julian Street. This vacant site is located on the north side of E. Julian Street near the future Little Portugal BART station and is within the Five Wounds Urban Village boundaries. The proposed residential mixed-use development involves constructing a new building with 45 affordable residential units and 2,454 s.f. of ground floor retail space. The residential building would have a combination of studios, 1-bedroom, and 2-bedroom units. Access to the site would be provided via one driveway on West Court.

1325 E. Julian Street. This vacant site is located within the Five Wounds Urban Village boundaries and is bordered by the Five Wounds walking trail on the west, single-family homes on the east, a small park on the north, and E. Julian Street on the south. The proposed residential mixed-use development involves constructing four buildings (Buildings A, B, C and D) with a total of 633 residential units (including 127 affordable units) and 11,437 s.f. of ground floor retail space. Access to the site would be provided via a single driveway on E. Julian Street.

This study was conducted for the purpose of identifying the potential transportation impacts and operational issues related to the proposed residential mixed-use developments. The transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's *Transportation Analysis Handbook,* adopted in April 2020. Based on the City of San Jose's Transportation Analysis Policy (Council Policy 5-1) and the *Transportation Analysis Handbook,* the study includes a non-CEQA local transportation analysis (LTA). The CEQA transportation analysis exemption criteria are also described.

The LTA analyzed AM and PM peak hour traffic conditions for six signalized intersections and two unsignalized intersections in the vicinity of the project sites. The LTA also includes an analysis of site access, on-site circulation, parking, vehicle queuing, and effects to transit services and bicycle and pedestrian facilities.

Vehicle Miles Traveled (VMT) Analysis

The City of San Jose's *Transportation Analysis Handbook, 2020* includes screening criteria for projects that are expected to result in a less-than-significant VMT impact based on the project description, characteristics and/or location. Projects that meet the screening criteria do not require a CEQA transportation analysis but are typically required to provide a Local Transportation Analysis (LTA) to identify potential operational issues that may arise due to the project. The residential and retail components of the project would meet the corresponding screening criteria set forth in the City's *Transportation Analysis Handbook.* Therefore, the project is exempt from preparing a detailed VMT analysis.

Project Trip Generation

The three proposed residential mixed-use developments include a total of 913 residential units and 14,712 s.f. of retail space. After applying the appropriate ITE trip rates, applicable trip adjustments and reductions, and any existing trip credits, the three proposed residential mixed-use development sites are estimated to generate a total of 3,435 new daily vehicle trips, with 275 new trips (94 inbound and 181 outbound) occurring during the AM peak hour and 259 new trips (153 inbound and 106 outbound) occurring during the PM peak hour.

Intersection Traffic Operations

Based on the City of San Jose intersection operations analysis criteria, none of the study intersections would be adversely affected by the project.

Other Transportation Issues

The proposed site plans show adequate site access and on-site circulation. The project would not have an adverse effect on the existing pedestrian, bicycle or transit facilities in the study area. Below are general recommendations for the project (all three sites), as well as site-specific recommendations resulting from the review of each individual site plan.

General Project Recommendations

- Each project applicant should coordinate with City of San Jose staff to determine the appropriate fair-share monetary contribution that would go towards constructing the geometric improvements that are planned along E. Julian Street per the E. Julian Street Planline. Note that the City's preferred design option is Planline Option 2 (standard intersection design).
- City of San Jose staff have indicated that the three projects would be required to make a fair-share monetary contribution toward the planned multimodal improvements along E. Julian Street that are identified as part of the East San Jose Multimodal Transportation Improvement Plan (MTIP).

1298 Tripp Avenue Site Plan Recommendations

- Establish no parking zones (at least 15 feet of red curb) immediately adjacent to the project driveway to ensure adequate sight distance.

- Provide additional maneuvering space at the western dead-end drive aisle.
- Construct an attached bulb-out on the southwest corner of Wooster Avenue and Tripp Avenue (northeast corner of the project site), similar to the proposed attached bulb-out on the northwest corner of the project site.
- Construct a detached bulb-out on the northwest corner of Wooster Avenue and Tripp Avenue to complete the enhanced pedestrian crosswalk improvements.
- Install high visibility crosswalks on the west leg of the Wooster Avenue/Tripp Avenue intersection and east leg of the N. 26th Street/Tripp Avenue intersection when the bulb-outs are constructed on the northeast and northwest corners of the project site.
- Provide on-site EV parking spaces and EV Ready spaces to the satisfaction of the City of San Jose Planning Department.

1347 E. Julian Street Site Plan Recommendations

- The project should keep the entry security gate open during the periods of the day when most inbound vehicle trips are likely to occur to avoid potential inbound vehicle queuing issues.
- Establish no parking zones (at least 15 feet of red curb) immediately adjacent to the project driveway to ensure adequate sight distance.
- Provide on-site EV parking spaces and EV Ready spaces to the satisfaction of the City of San Jose Planning Department.

1325 E. Julian Street Site Plan Recommendations

- Establish no parking zones (at least 15 feet of red curb) immediately adjacent to the project driveway to ensure adequate sight distance.
- Widen the two north-south oriented drive aisle segments that run along the west side of the parking garage so they measure at least 24 feet wide. To achieve this, 36 of the full-size parking spaces (9 feet wide by 18 feet long) should be converted into compact spaces measuring 8 feet wide by 16 feet long. The compact spaces should be labeled and utilized accordingly.
- Provide one 30-foot on-site freight loading zone adjacent to the building to serve residential move-in vehicles and commercial delivery vehicles. This would require use of the fire access road and truck turnaround (hammerhead) situated at the northern tip of the site.
- Coordinate with the VTA and City of San Jose PRNS to determine the requirements associated with the proposed Five Wounds Creek Trail access easement.
- Provide on-site EV parking spaces and EV Ready spaces to the satisfaction of the City of San Jose Planning Department.

1. Introduction

This report presents the results of the local transportation analysis (LTA) prepared for three proposed residential mixed-use developments located within the Five Wounds Urban Village area of San Jose, California. Since the three development sites are within close proximity to one another, the combined effects of all three projects were analyzed. Accordingly, for the purpose of this transportation study the "project" includes all three development sites. The three proposed residential mixed-use developments, which together include a total of 913 residential units and 14,712 square feet (s.f.) of retail space, are described below. The three site locations are shown on Figure 1 and the site plans are shown on Figures 2, 3 and 4.

1298 Tripp Avenue. This site is bordered by Tripp Avenue on the north, existing residential development on the south, Wooster Avenue on the east, and N. 26th Street on the west. The portion of the site adjacent to Wooster Avenue is located within the Five Wounds Urban Village boundaries. The proposed residential mixed-use development involves demolishing the existing residential buildings on the site and constructing two new buildings with a total of 235 affordable residential units and 821 s.f. of ground floor retail space. Both buildings would have a combination of studios, 1-bedroom, and 2-bedroom units. Access to the site would be provided via a single driveway on Tripp Avenue.

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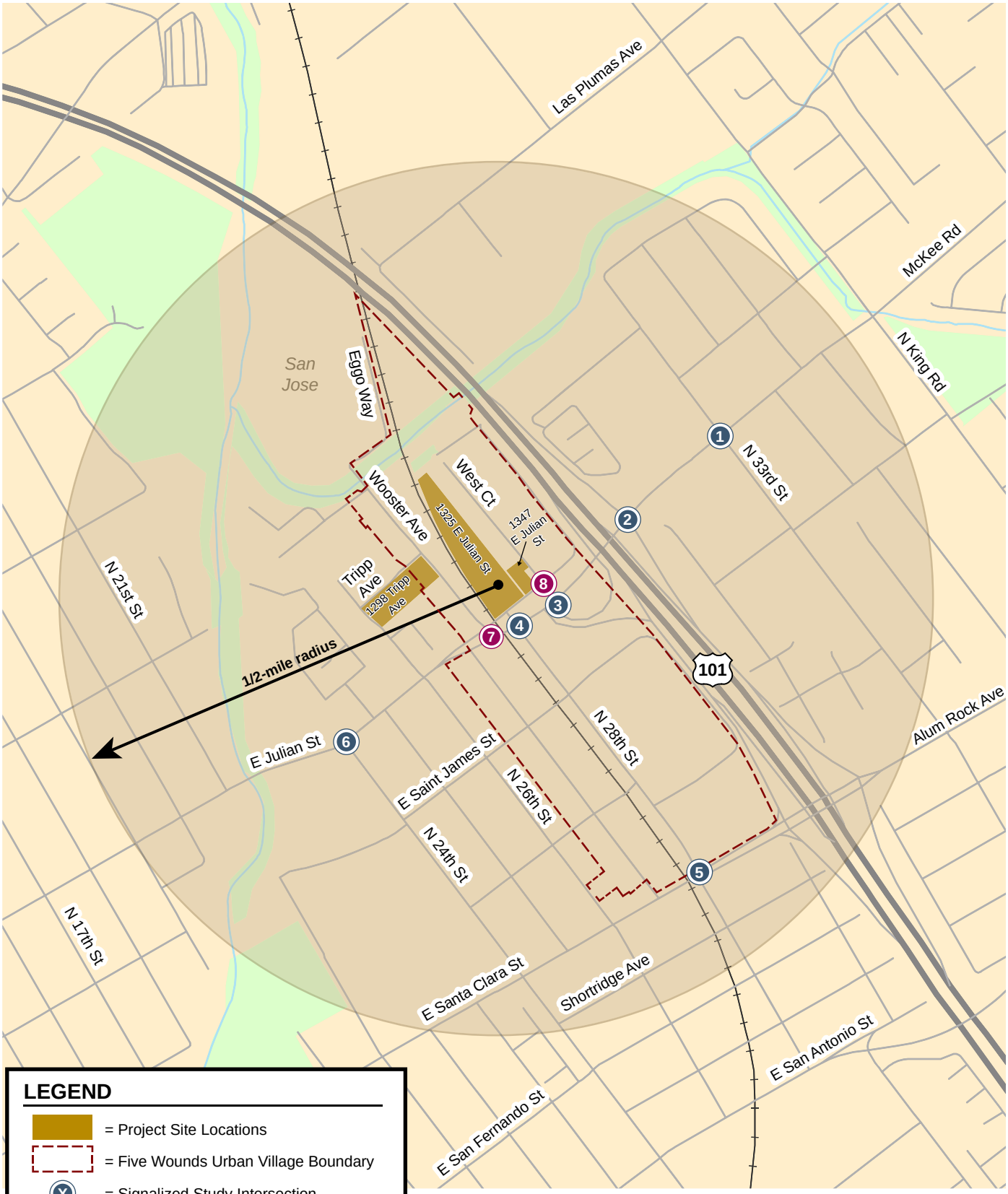


Figure 1
Site Locations and Study Intersections

Figure 2
1298 Tripp Avenue Site Plan

NORTH
Not to Scale

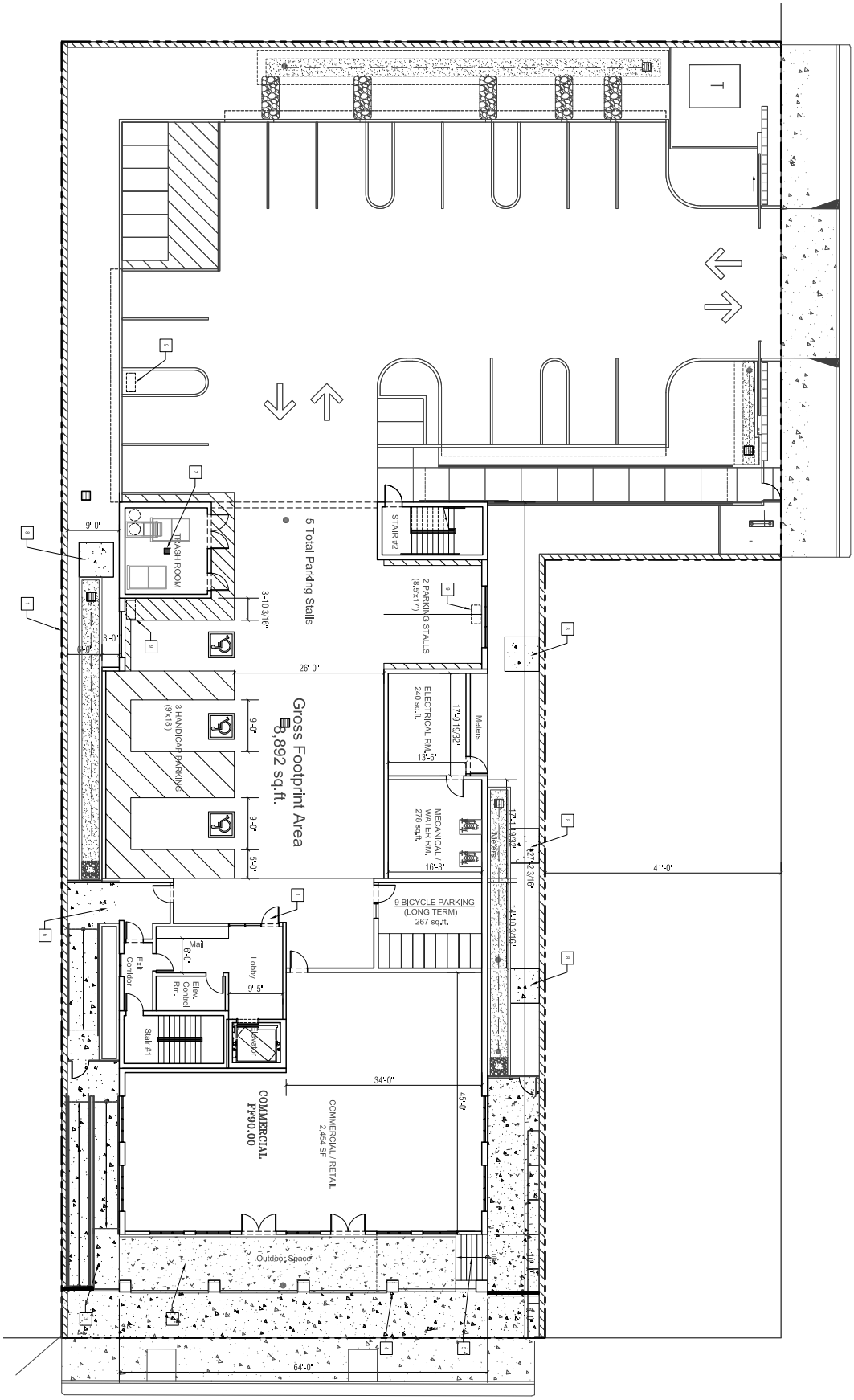


Figure 3
1347 E. Julian Street Site Plan

NORTH
Not to Scale

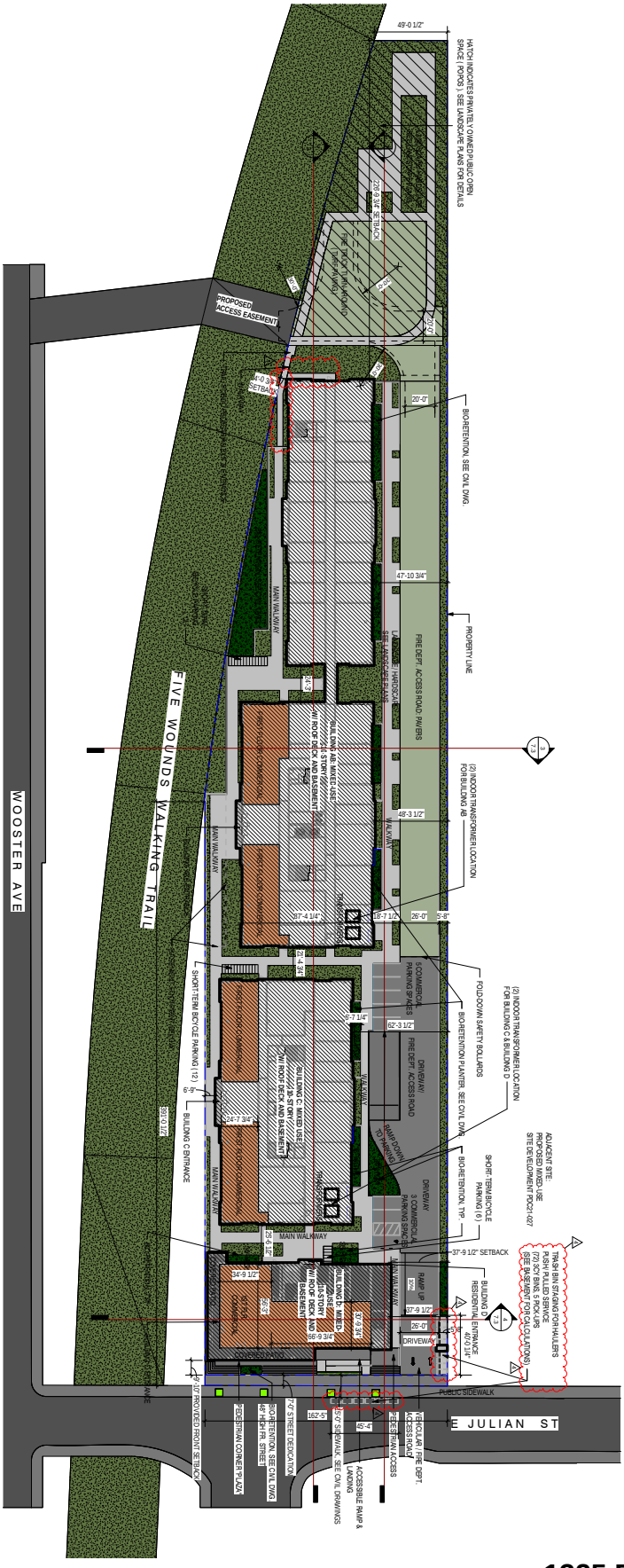


Figure 4
1325 E. Julian Street Site Plan

NORTH
Not to Scale

Since the project (three development sites) would generate more than 100 net new peak-hour vehicle trips, a Congestion Management Program (CMP) traffic analysis based on the 2014 Santa Clara Valley Transportation Authority (VTA) Guidelines was prepared, including a freeway capacity evaluation.

Transportation Policies

In adherence with State of California Senate Bill 743 (SB 743) and the City's goals as set forth in the Envision San Jose 2040 General Plan, the City of San Jose has adopted a new Transportation Analysis Policy, Council Policy 5-1. The Policy establishes the thresholds for transportation impacts under CEQA based on vehicle miles traveled (VMT) instead of intersection level of service (LOS). The intent of this change is to shift the focus of transportation analysis under CEQA from vehicle delay and roadway auto capacity to a reduction in vehicle emissions, and the creation of robust multimodal networks that support integrated land uses. Council Policy 5-1 requires all projects to analyze transportation impacts using the VMT metric.

The Transportation Analysis Policy 5-1 aligns with the Envision San Jose 2040 General Plan which seeks to focus new development growth within Planned Growth Areas, bringing together office, residential, and service land uses to internalize trips and reduce VMT. VMT-based policies support dense, mixed-use, infill projects as established in the General Plan's Planned Growth Areas.

The project sites are located within the Five Wounds BART Urban Village (i.e., planned growth area), according to the Envision San Jose 2040 General Plan. Urban Villages are walkable, bicycle-friendly, transit-oriented, mixed-use settings that provide high-density housing and promote job growth, thus supporting the General Plan's policies and goals. Projects that are located within an Urban Village boundary are eligible for a 20% parking reduction. The Five Wounds Urban Village Plan supports high density, mixed-use residential/commercial development.

The Envision San Jose 2040 General Plan contains policies to encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT, including the following:

- Accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and VMT (TR-1.1);
- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Increase substantially the proportion of commute travel using modes other than the single-occupant vehicle in order to meet the City's mode split targets for San Jose residents and workers (TR-1.3);
- Through the entitlement process for new development, projects shall be required to fund or construct needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling, walking and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- Actively coordinate with regional transportation, land use planning, and transit agencies to develop a transportation network with complementary land uses that encourage travel by bicycling, walking and transit, and ensure that regional greenhouse gas emissions standards are met (TR-1.8);
- Give priority to the funding of multimodal projects that provide the most benefit to all users. Evaluate new transportation projects to make the most efficient use of transportation resources and capacity (TR-1.9);
- Coordinate the planning and implementation of citywide bicycle and pedestrian facilities and supporting infrastructure. Give priority to bicycle and pedestrian safety and access

improvements at street crossings and near areas with higher pedestrian concentrations (school, transit, shopping, hospital, and mixed-use areas) (TR-2.1);

- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments. Eliminate or minimize physical obstacles and barriers that impede pedestrian and bicycle movement on City streets. Include consideration of grade-separated crossings at railroad tracks and freeways. Provide safe bicycle and pedestrian connections to all facilities regularly accessed by the public, including the Mineta San Jose International Airport (TR-2.2);
- Integrate the financing, design and construction of pedestrian and bicycle facilities with street projects. Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation (TR-2.5);
- Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements (TR-2.8);
- Coordinate and collaborate with local School Districts to provide enhanced, safer bicycle and pedestrian connections to school facilities throughout San Jose (TR-2.10);
- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership, and require that new development is designed to accommodate and provide direct access to transit facilities (TR-3.3);
- Support the development of amenities and land use and development types and intensities that increase daily ridership on the VTA, BART, Caltrain, ACE and Amtrak California systems and provide positive fiscal, economic, and environmental benefits to the community (TR-4.1);
- Promote transit-oriented development with reduced parking requirements and promote amenities around transit hubs and stations to facilitate the use of transit services (TR-8.1);
- Balance business viability and land resources by maintaining an adequate supply of parking to serve demand while avoiding excessive parking supply that encourages auto use (TR-8.2);
- Support using parking supply limitations and pricing as strategies to encourage the use of non-automobile modes (TR-8.3);
- Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use (TR-8.4);
- Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive transportation demand management (TDM) program, or developments located near major transit hubs or within Urban Villages and other Growth Areas (TR-8.6);
- Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets (CD-3.3);
- Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas (LU-9.1);

- Facilitate the development of housing close to jobs to provide residents with the opportunity to live and work in the same community (LU-10.5);
- Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location. Use the City's Parkland Dedication Ordinance and Park Impact Ordinance to have residential developers build trails when new residential development occurs adjacent to a designated trail location, consistent with other parkland priorities. Encourage developers or property owners to enter into formal agreements with the City to maintain trails adjacent to their properties (PR-8.5).
- Identify, access, and implement potential tools, policies, or programs to facilitate new supply of housing that is affordable to lower-income workers and residents in key Growth Areas, such as in Urban Villages, priority development areas, and in transit locations (H-1.17).
- Explore and facilitate opportunities to incorporate innovative design and program features into affordable housing developments, such as neighborhood hubs, community gardens, car-sharing, and bike facilities to increase access to health and transportation resources (H-1.19).
- Allow affordable residential development at densities beyond the maximum density allowed under an existing Land Use/Transportation Diagram designation, consistent with the minimum requirements of the State Density Bonus Law (Government Code Section 65915) and local ordinances (H-2.4).

CEQA Transportation Analysis Exemption

The City of San Jose's Transportation Analysis Policy (Policy 5-1) establishes procedures for determining project impacts on VMT based on project description, characteristics, and/or location. The City of San Jose defines VMT as the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT is calculated for residential, office, and industrial projects using the Origin-Destination VMT method, which measures the full distance of personal motorized vehicle-trips with one end within the project.

A project's VMT is compared to the appropriate thresholds of significance based on the project location and type of development. When assessing a residential project, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. When assessing an office or industrial project, the project's VMT is divided by the number of employees to determine VMT per worker. The thresholds of significance for development projects, as established in the Transportation Analysis Policy, are based on the existing citywide average VMT level for residential uses and the existing regional average VMT level for employment uses.

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for residential, office, and industrial projects with local traffic. The tool estimates a project's VMT and compares it to the appropriate thresholds of significance based on the project location (i.e., assessor's parcel number) and type of development.

Figure 5 shows the current VMT levels estimated by the City for residents based on the locations of residences. Developments in the green-colored areas are estimated to have VMT levels that are below the thresholds of significance, while the yellow-colored areas are estimated to have VMT levels at the City average. The orange- and pink-colored areas are estimated to have VMT levels that are above the thresholds of significance. Projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas". Projects in high-VMT areas are required to include a set of VMT reduction strategies that would reduce the project VMT to the extent possible. The project is subject to the VMT screening criteria as discussed below.

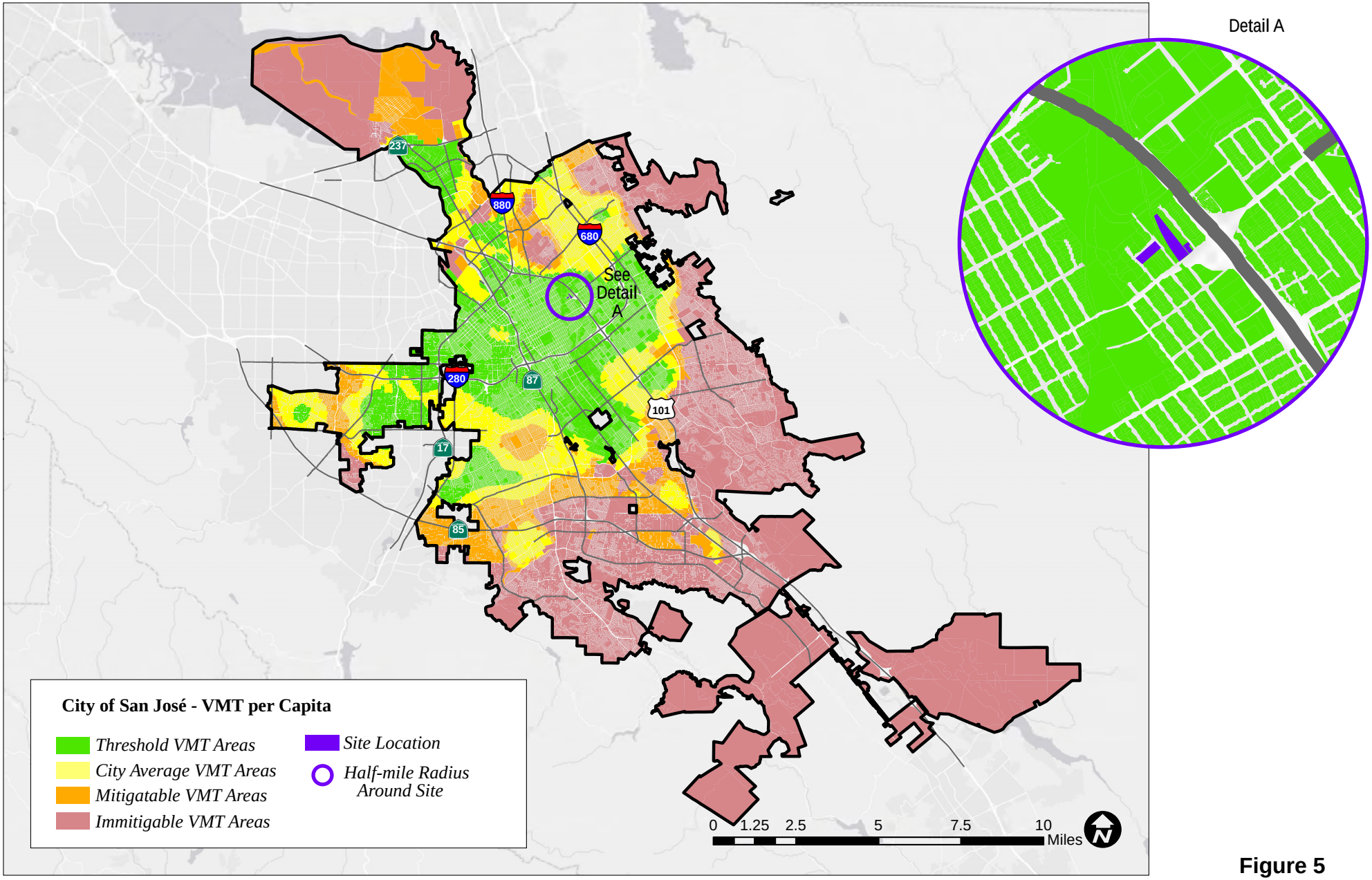


Figure 5
VMT Heat Map for Residents in San Jose

Screening Criteria for VMT Analysis Exemption

The City of San Jose's *Transportation Analysis Handbook, 2020* includes screening criteria for projects that are expected to result in a less-than-significant VMT impact based on the project description, characteristics and/or location. Projects that meet the screening criteria do not require a CEQA transportation analysis but are typically required to provide a Local Transportation Analysis (LTA) to identify potential operational issues that may arise due to the project.

The proposed mixed-use developments would meet the City's residential and retail screening criteria. For this reason, no CEQA Transportation Analysis (i.e., VMT analysis) is required. The City's screening criteria and an explanation of how all three project sites satisfy the criteria are included in Chapter 3.

Local Transportation Analysis Scope

The non-CEQA Local Transportation Analysis (LTA) supplements the VMT analysis by identifying potential adverse operational effects that may arise due to a new development, as well as evaluating the effects of a new development on site access, on-site circulation, vehicle queuing, and transit, bicycle, and pedestrian facilities in the proximate area of the project. As part of the LTA, a project is generally required to conduct an intersection operations analysis if the project is expected to add 10 or more vehicle trips per hour per lane to any signalized intersection that is located within a half-mile of the project site. Based on these criteria, as outlined in the City's *Transportation Analysis Handbook,* a list of study intersections is then developed for the LTA. Note, however, that signalized intersections that do not meet all the criteria may still be added to the list of study intersections at the City's discretion. Unsignalized intersections may also be added; though, unlike signalized intersections, unsignalized intersections typically are not typically evaluated for level of service.

The LTA analyzes AM and PM peak hour traffic conditions for the following eight (8) intersections:

1. N. 33rd Street and McKee Road
2. US 101 Northbound Ramps and McKee Road
3. US 101 Southbound Ramps and E. Julian Street
4. N. 28th Street and E. Julian Street
5. N. 28th Street and E. Santa Clara Street
6. N. 24th Street and E. Julian Street
7. Wooster Avenue and E. Julian Street (unsignalized)
8. West Court and E. Julian Street (unsignalized)

The list of study intersections was approved by City of San Jose staff. Traffic conditions at the study intersections were analyzed for both the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour typically occurs between 7:00 AM and 9:00 AM and the PM peak hour typically occurs between 4:00 PM and 6:00 PM. It is during these time periods that the most congested traffic conditions occur on a typical weekday. Traffic conditions were evaluated for the following scenarios:

- ***Existing Conditions.*** Existing AM and PM peak hour traffic volumes for the signalized study intersections were obtained from 2014, 2015, 2018 and 2019 counts. The historical count data were provided by the City of San Jose. Note that although new 2022 traffic counts were collected at all the study intersections, the current traffic volumes in the study area have not yet returned to pre-pandemic levels, so the new counts were not used for the signalized intersections. The new 2022 counts were used for the unsignalized intersections, however, since historical count data is not available for unsignalized intersections.
- ***Background Conditions*.** Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed or occupied

developments. The added traffic from approved but not yet completed or occupied developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining potential adverse operational effects of the project. The ATI sheets are contained in Appendix A.

- ***Background Plus Project Conditions.*** Project conditions reflect traffic volumes with completion of the project and approved developments. Project traffic volumes were estimated by adding to background traffic volumes the additional trips generated by the project.
- ***Cumulative Conditions.*** Cumulative traffic volumes were estimated by adding to existing volumes the ATI provided by City staff, project-generated trips, and trips generated by pending developments in the study area. For the purpose of this study, cumulative traffic volumes include traffic generated by the nearby pending residential mixed-use project located at 70 N. 27th Street. This traffic scenario is provided for informational purposes at the request of the City of San Jose.

Intersection Operations Analysis Methodology

This section presents the methods used to determine the traffic conditions at the study intersections and the potential adverse operational effects due to the project. It includes descriptions of the data requirements, the analysis methodologies, the applicable intersection level of service standards, and the criteria used to determine adverse effects on intersection operations.

Data Requirements

The data required for the study were obtained from new 2022 traffic counts, the City of San Jose (2014 through 2019 counts), and field observations. The following data were collected from these sources:

- existing traffic volumes
- intersection lane configurations
- signal timing and phasing
- a list of approved and pending projects

Analysis Methodologies and Level of Service Standards

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The analysis methods are described below.

City of San Jose Signalized Intersections

The City of San Jose level of service methodology for signalized intersections is the 2000 *Highway Capacity Manual* (HCM) method. This method is applied using the TRAFFIX software. The 2000 HCM operations method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. The City of San Jose level of service standard for the City's signalized intersections is LOS D or better. The correlation between average control delay and level of service is shown in Table 1.

Table 1
Signalized Intersection Level of Service Definitions Based on Average Control Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	up to 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 80.0

Source: Transportation Research Board, *2010 Highway Capacity Manual*, (Washington, D.C., 2010).

Unsignalized Intersections

Two of the study intersections are unsignalized. The City of San Jose has not established a level of service standard for unsignalized intersections. The need for signalization of unsignalized intersections is assessed based on the Peak Hour Volume Warrant (Warrant 3) described in the *Manual on Uniform Traffic Control Devices (MUTCD)*. This method makes no evaluation of intersection level of service, but simply provides an indication whether vehicular peak hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary. Additional analysis may include unsignalized intersection level of service analysis and/or operations analysis such as evaluating vehicle queuing and delay. Other types of traffic control devices, signage, or geometric changes may be preferable based on existing field conditions and intersection spacing.

Adverse Intersection Operations Effects

According to the City of San Jose's *Transportation Analysis Handbook, 2020*, an adverse effect on signalized intersection operations would occur if for either peak hour:

1. The level of service at the intersection degrades from an acceptable level (LOS D or better) under background conditions to an unacceptable level under background plus project conditions, or

2. The level of service at the intersection is an unacceptable level (LOS E or F) under background conditions and the addition of project trips cause both the critical-movement delay at the intersection to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

The exception to this threshold is when the addition of project traffic reduces the amount of average control delay for critical movements, i.e., the change in average control delay for critical movements is negative. In this case, the threshold is when the project increases the critical v/c value by 0.01 or more.

Adverse effects at signalized intersections can be addressed by one of the following approaches:

- Construct improvements to the subject intersection or other roadway segments of the citywide transportation system to increase overall capacity, or
- Reduce project-generated vehicle trips (e.g., implement a "trip cap") to eliminate the adverse operational effects and restore intersection operations to background conditions. The extent of trip reduction should be set at a level that is realistically attainable through proven methods of reducing trips.

Intersection Vehicle Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis at study intersections where the project would add a noteworthy number of trips to the left-turn movements. 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 hr per lane/signal cycles per hr)

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. This analysis thus provides a basis for estimating future turn pocket storage requirements at intersections.

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.

US 101/Oakland/Mabury Transportation Development Policy

The City of San Jose has identified operational problems along the Oakland Road corridor at the US 101 interchange, which are due primarily to the capacity constraints of the interchange. As a result, the City has identified two key capital improvement projects: 1) modification of the US 101/Oakland Road interchange, including improvements to the Oakland Road/Commercial Street intersection, and 2)

construction of a new US 101/Mabury Road interchange. To fund these interchange improvements, the City has developed the US 101/Oakland/Mabury Transportation Development Policy (TDP).

As part of the Policy, a fee to fund the planned interchange improvements has been adopted. Any project that would add traffic to the US 101/Oakland Road interchange is required to participate in the TDP program. The fee for the US 101/Oakland/Mabury TDP is based on the number of PM peak hour vehicular trips that a project would add to the interchange. The current TDP traffic impact fee is approximately $44,000 per each new PM peak hour vehicle trip that would be added to the interchange. This fee is subject to an annual escalation on January 1st per the Engineering News-Record Construction Cost Index for San Francisco.

Based on the proximity of all three sites to the US 101/Julian Street-McKee Road interchange (all three sites are within a quarter mile of the interchange) and the project trip distribution patterns discussed in Chapter 3, it is reasonable to assume that the project would not add vehicle trips to the intersections that make up the US 101/Oakland Road interchange (approximately a 2.5-mile drive from the site). Therefore, the project would not be required to pay the associated TDP impact fee.

Freeway Segment Analysis Methodology

According to CMP guidelines, an analysis of freeway segment levels of service is required if a project is estimated to add trips to a freeway segment equal to or greater than one percent of the capacity of that segment. Since the number of project trips added to the freeways in the area is estimated to be below the one percent threshold, a detailed analysis of freeway segment levels of service was not necessary. A simple freeway segment capacity evaluation to substantiate this determination is presented below in Table 2.

Table 2
Freeway Segment Capacity Evaluation

Freeway	Segment			Direction	Peak Hour	Mixed-Flow Lanes Capacity (vph) [1]	1% of Mixed-Flow Capacity	HOV Lane Capacity (vph) [1]	1% of HOV Capacity	Mixed-Flow Lanes Project Trips	HOV Lane Project Trips	1% or More of Capacity?
US 101	McKee Rd	to	Oakland Rd	NB	AM	6900	69	1800	18	27	4	NO
					PM	6900	69	1800	18	14	4	NO
US 101	Santa Clara St	to	McKee Rd	NB	AM	6900	69	1800	18	13	4	NO
					PM	6900	69	1800	18	21	4	NO
US 101	McKee Rd	to	Santa Clara St	SB	AM	6900	69	1800	18	27	4	NO
					PM	6900	69	1800	18	14	4	NO
US 101	Oakland Rd	to	McKee Rd	SB	AM	6900	69	1800	18	13	4	NO
					PM	6900	69	1800	18	21	4	NO

Notes:
[1] Capacity based on the ideal capacity cited in the *2000 Highway Capacity Manual*.

Report Organization

This report has a total of five chapters. Chapter 2 describes the existing roadway network, transit services, and bicycle and pedestrian facilities. Chapter 3 describes the CEQA transportation analysis exemption criteria. Chapter 4 describes the local transportation analysis (LTA) including the method by which project traffic is estimated, intersection operations analysis, any adverse intersection operations effects caused by the project, intersection vehicle queuing analysis, site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, and parking. Chapter 5 presents the conclusions of the local transportation analysis.

2. Existing Transportation Conditions

This chapter describes the existing conditions of the transportation system within the study area of the project. It describes transportation facilities in the vicinity of the project sites, including the roadway network, transit service, and pedestrian and bicycle facilities. The analysis of existing intersection operations is included as part of the Local Transportation Analysis (see Chapter 3).

VMT of Existing Residential Uses in the Area

Based on the City of San Jose's VMT Evaluation Tool, the existing VMT for residential uses in the project vicinity (Area VMT) were calculated as follows for each development site:

1298 Tripp Avenue = 7.44 daily VMT per capita
1347 E. Julian Street = 7.27 daily VMT per capita
1325 E. Julian Street = 7.49 daily VMT per capita

This calculates to an average daily area VMT of 7.40 per capita. The current citywide average daily VMT for residential uses is 11.91 per capita. Thus, the VMT for existing residential uses in the project vicinity is much lower than the citywide average VMT level. The VMT Evaluation Tool Summary Reports for the three residential mixed-use development sites are included in Appendix B.

Existing Roadway Network

Regional access to the project sites is provided via US 101. Local access to the project sites is provided via Julian Street, the E. Julian Street frontage road, McKee Road, Santa Clara Street, 24th Street, 26th Street, 28th Street, 33rd Street, Wooster Avenue, and Tripp Avenue. These facilities are described below.

US 101 is an eight-lane freeway (three mixed-flow lanes and one HOV lane in each direction) in the vicinity of the site. US 101 extends northward through San Francisco and southward through Gilroy. Access to and from the development sites is provided via the Julian Street/McKee Road interchange.

Julian Street is an east-west Local Connector Street that extends from US 101 westward through Downtown San Jose. Julian Street is two lanes west of N. 24th Street and four lanes between N. 24th Street and US 101. East of US 101, Julian Street becomes McKee Road. Julian Street has sidewalks on both sides of the street but has no bicycle facilities. Julian Street has a posted speed limit of 35 mph where it is four lanes and 25 mph where it is two lanes. The E. Julian Street frontage road, which provides access to and from the project sites, has sidewalks along the north side of the street only.

McKee Road is an east-west City Connector Street that extends eastward from US 101 to Alum Rock Avenue in the East Foothills of San Jose. McKee Road consists of four travel lanes with two lanes in

each direction of travel between US 101 and King Road. East of King Road, McKee Road widens to six lanes and has striped bike lanes. McKee Road has a posted speed limit of 35 mph and has sidewalks on both sides of the street.

Santa Clara Street is a four-lane east-west Grand Boulevard that extends from US 101 westward through Downtown San Jose. West of Montgomery/Autumn Street, Santa Clara Street becomes The Alameda and extends into the City of Santa Clara. East of US 101, Santa Clara Street becomes Alum Rock Avenue. Santa Clara Street has sidewalks on both sides of the street but has no bicycle facilities. Santa Clara Street has a posted speed limit of 25 mph.

24th Street is a two-lane north-south local street with a posted speed limit of 25 mph. It extends from E. Julian Street southward to William Street, where it becomes McLaughlin Avenue. McLaughlin Avenue is a four-lane north-south City Connector Street (south of I-280) that provides partial access to I-280 and terminates just south of Yerba Buena Road. In the study area, 24th Street has sidewalks on both sides of the street and is a designated bike route (has sharrows). 24th Street provides access to the project sites via its intersection with E. Julian Street.

26th Street is a two-lane undivided local street that runs north to south between San Antonio Street and Tripp Avenue. 26th Street has a posted speed limit of 25 mph and curb parking is allowed on both sides of the street. 26th Street has sidewalks on both sides of the street but has no bicycle facilities. N. 26th Street provides direct access to the Tripp Avenue project site.

28th Street is a two-lane undivided local street that runs north to south between San Antonio Street and Julian Street. 28th Street has a posted speed limit of 25 mph and curb parking is allowed on both sides of the street. 28th Street has sidewalk on the east side side of the street only and has no bicycle facilities. N. 28th Street provides access to the project sites along the E. Julian Street frontage road.

33rd Street is a north-south two-lane local street extending from Melody Lane to the north to San Antonio Street to the south. 33rd Street has a posted speed limit of 25 mph and curb parking is allowed on one side of the street. 33rd Street has sidewalks on both sides of the street and has sharrows. N. 33rd Street provides access to the project sites via McKee Road/E. Julian Street.

Wooster Avenue is a two-lane undivided local street that runs north to south between E. Julian Street and Silver Creek. Wooster Avenue has a posted speed limit of 25 mph and curb parking is allowed on both sides of the street. Wooster Avenue has no sidewalks on the east side of the street between E. Julian Street and Tripp Avenue and no bicycle facilities along its entirety. Wooster Avenue provides access to the project sites via Tripp Avenue and the E. Julian Street frontage road.

Tripp Avenue is a two-lane undivided local street that runs east to west between Wooster Avenue and N. 26th Street. Tripp Avenue has a speed limit of 25 mph and curb parking is allowed on both sides of the street. Tripp Avenue has sidewalks on both sides of the street but has no bicycle facilities. It provides direct access to the Tripp Avenue project site.

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 6.

Existing Pedestrian, Bicycle and Transit Facilities

San Jose desires to provide a safe, efficient, fiscally, economically, and environmentally sensitive transportation system that balances the needs of bicyclists, pedestrians, and public transit riders with those of automobiles and trucks. The existing bicycle, pedestrian and transit facilities in the study area are described below.

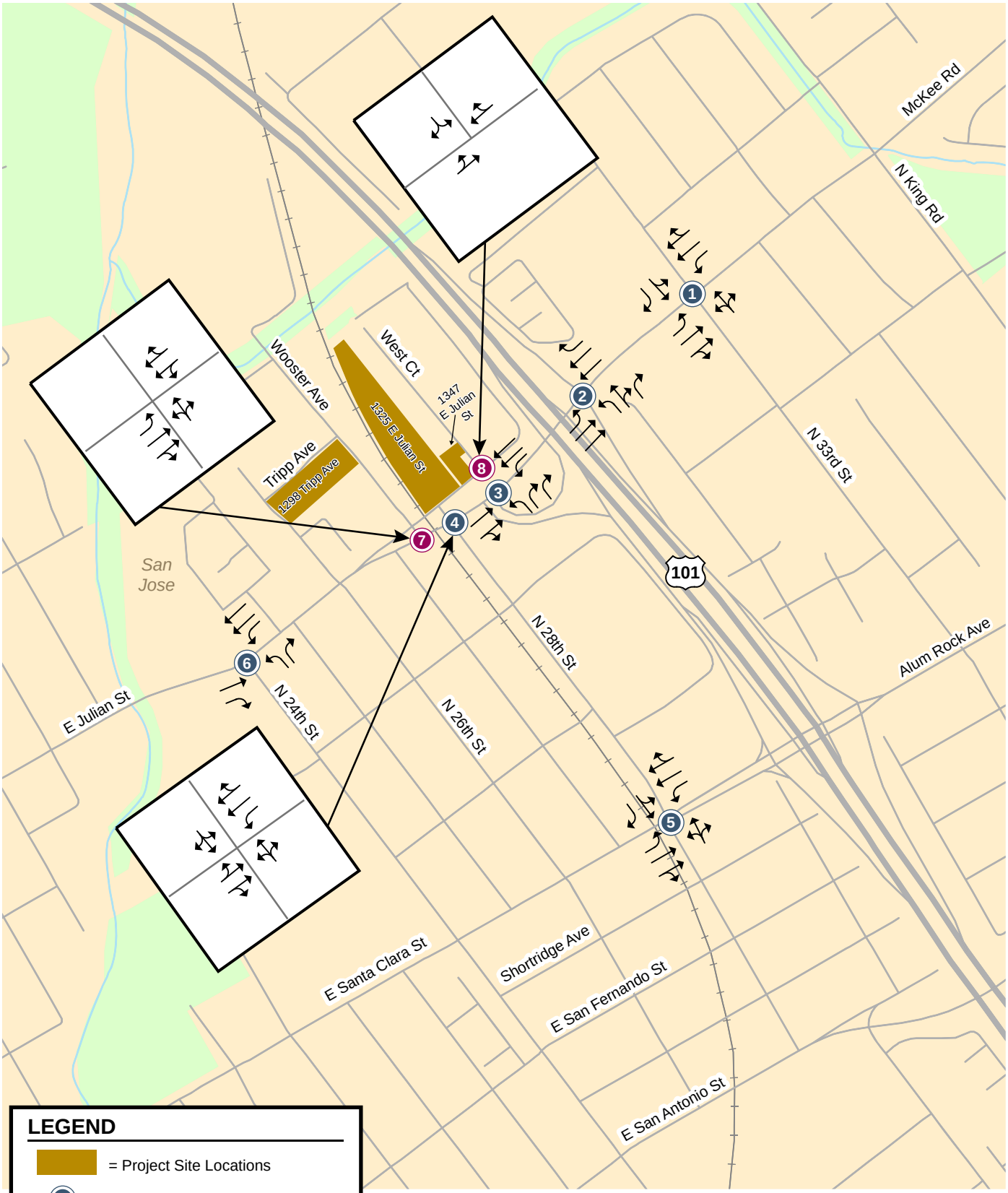


Figure 6
Existing Intersection Lane Configurations

Existing Pedestrian Facilities

Pedestrian facilities in the project area consist of sidewalks along the streets and crosswalks with pedestrian signal heads at intersections. The existing network of sidewalks and crosswalks provides adequate connectivity for pedestrians between the project sites and other surrounding land uses and transit stops. Sidewalks are found along all the roadways in the study area, although Wooster Avenue has no sidewalk on the east side of the street between E. Julian Street and Tripp Avenue. Also, the E. Julian Street frontage road has no sidewalk along the south side of the street. Crosswalks with pedestrian signal heads and push buttons are located at all the signalized intersections in the study area. Curb ramps with truncated domes are also provided at all the signalized intersections near the site, as well as some unsignalized intersections. Truncated domes are the standard ADA design requirement for detectable warnings which enable people with visual disabilities to determine the boundary between the sidewalk and the street.

Existing Bicycle Facilities

In the project area, Class II striped bike lanes are present on 21st Street north of Julian Street and south of Santa Clara Street, San Antonio Street east of 28th Street, McKee Road east of King Road, and King Road south of McKee Road. 24th Street, 33rd Street, and San Antonio Street west of 28th Street are all designated bike routes and contain sharrows (see Figure 7).

Existing Transit Services

Existing bus service in the project vicinity is provided by the Santa Clara Valley Transportation Authority (VTA). The project area is served by frequent bus routes 22, 23, 64A, 64B, and Rapid 522. Bus routes 64A and 64B stop within walking distance of the project sites on E. Julian Street (see Figure 8). The two existing bus stops within walking distance of the project site include benches but no shelters.

Local Route 22 provides service between the Palo Alto Transit Center and the Eastridge Transit Center. Route 22 operates along Santa Clara Street in the project study area, with 15-minute headways during the weekday peak commute hours. Bus stops are located on Santa Clara Street at 26th Street, 27th Street, and 28th Street.

Local Route 23 provides service between De Anza College and the Alum Rock Transit Center. Route 23 operates along Santa Clara Street in the project study area, with 15-minute headways during the weekday peak commute hours. Bus stops are located on Santa Clara Street at 26th Street, 27th Street, and 28th Street.

Local Route 64A provides service between the Ohlone-Chynoweth LRT Station and the McKee Road/White Road intersection. Route 64A operates along Julian Street/McKee Road in the project study area, with 30-minute headways during the weekday commute hours. Bus stops are located within walking distance (less than ¼-mile) of the project sites at the Julian Street/26th Street intersection.

Local Route 64B provides service between the Almaden Expressway/Camden Avenue intersection and the McKee Road/White Road intersection. Route 64B operates along Julian Street/McKee Road in the project study area, with 30-minute headways during the weekday commute hours. Bus stops are located within walking distance (less than ¼-mile) of the project sites at the Julian Street/26th Street intersection.

Rapid Route 522 provides Bus Rapid Transit (BRT) service between the Palo Alto Transit Center and the Eastridge Transit Center. East of US 101, Route 522 runs within the median transit lanes along Alum Rock Avenue, with 15-minute headways during the weekday peak commute hours. The closest bus stops are located at the 24th Street/Santa Clara Street intersection, approximately ½-mile from the project sites.

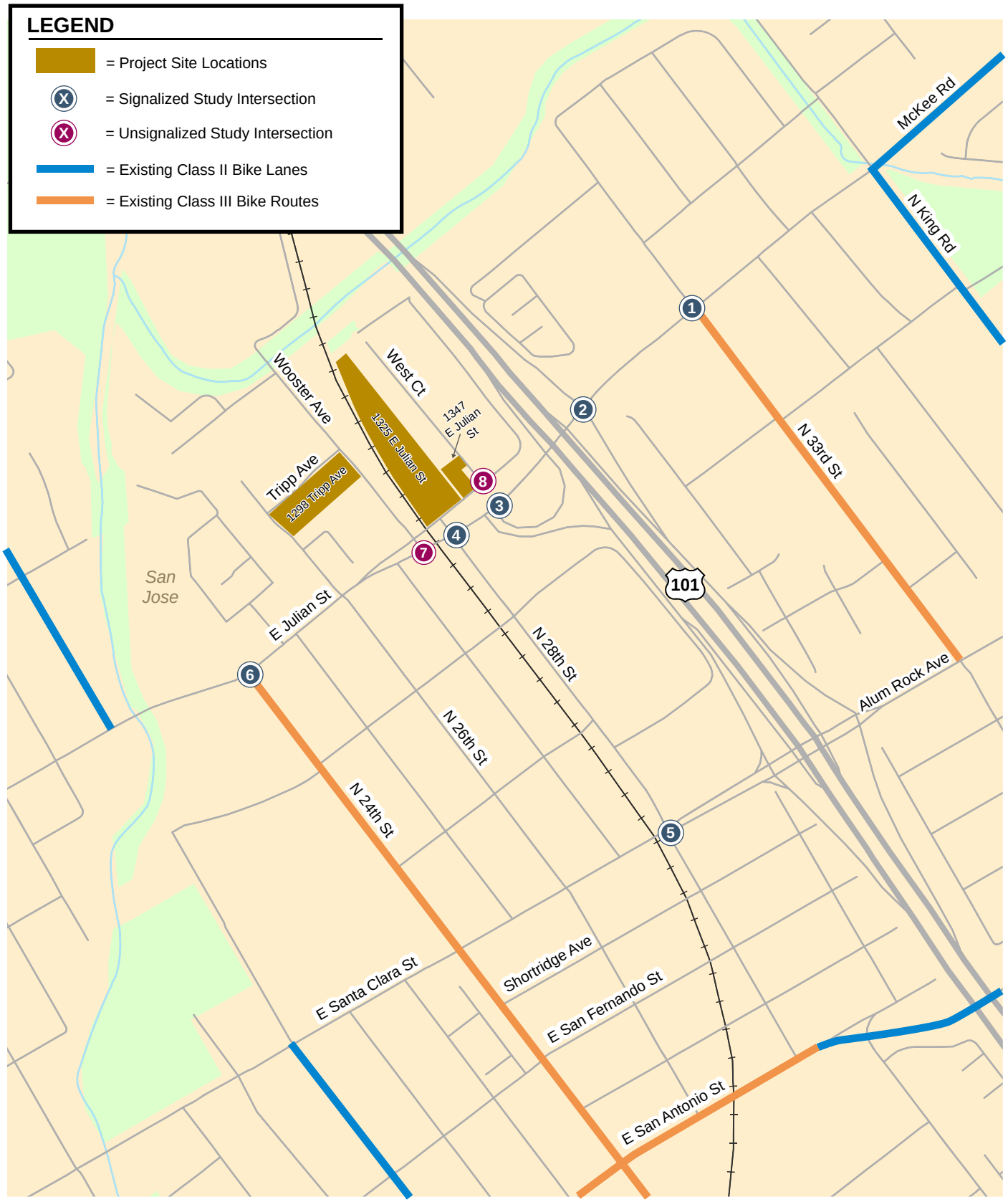


Figure 7
Existing Bicycle Facilities

NORTH
Not to Scale

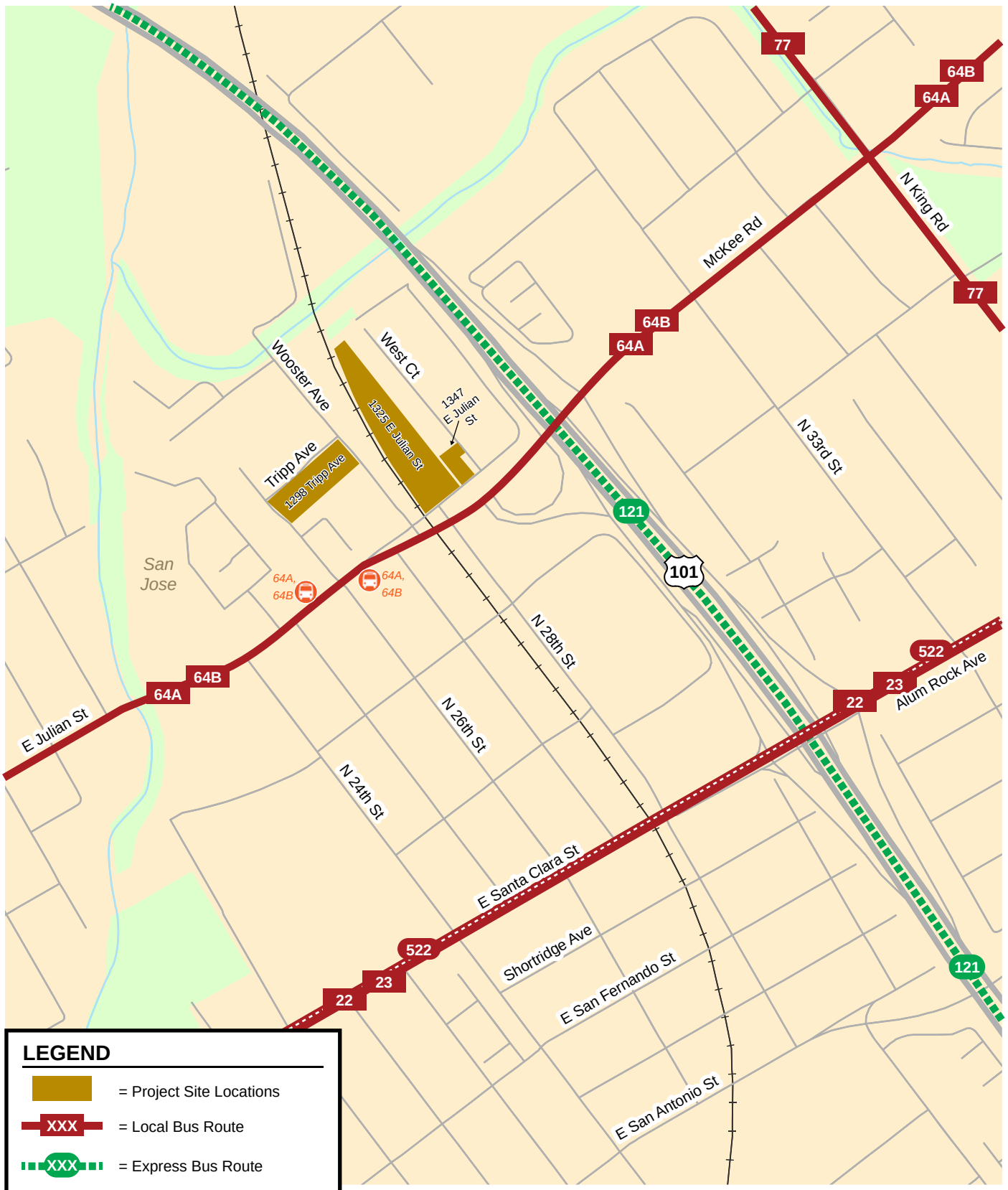


Figure 8
Existing Transit Services

Observed Existing Traffic Conditions

Traffic conditions were observed in the field to identify any existing operational deficiencies occurring within an approximately ½-mile radius of the project site. Overall, the study intersections operated adequately during both the AM and PM peak commute periods.

Note that the metering lights are not currently operating at the US 101 NB Ramps/McKee Road and US 101 SB Ramps/Julian Street intersections. For this reason, the effects of the metered freeway on-ramps could not be observed in the field.

The following minor operational issues were observed during the AM and PM peak hour field observation periods.

E. Julian Street at 28th Street and the US 101 Southbound Ramps

During the AM and PM peak hours, traffic in the eastbound through lanes on E. Julian Street occasionally backs up when the traffic signals are red for the eastbound movements at N. 28th Street and the US 101 ramps. However, adequate green time is given to allow the eastbound vehicle queue to clear the N. 28th Street/E. Julian Street and US 101 Southbound Ramps/E. Julian Street intersections.

33rd Street and McKee Road

During the AM peak hour, the eastbound left-turn movement vehicle queue occasionally exceeds the left-turn pocket storage capacity. When this occurs, it takes more than one signal cycle for the overflow vehicles to clear the intersection.

3. CEQA Transportation Analysis Exemption

This chapter describes the CEQA transportation analysis exemption criteria set forth in the City of San Jose's *Transportation Analysis Handbook, 2020* for projects that are expected to result in a less-than-significant VMT impact based on the project description, characteristics and/or location. Projects that meet the screening criteria do not require a CEQA-level transportation analysis. The City's screening criteria for residential and local-serving retail projects and an explanation of how the project would satisfy the criteria are described in this chapter. Also included is a cumulative transportation impact analysis used to determine the project's consistency with the City of San Jose's General Plan.

Screening Criteria for Restricted Affordable Residential Projects

1. **Affordability**: 100% restricted affordable units; and
2. **Planned Growth Areas**: Located within a Planned Growth Area as defined in the Envision San Jose 2040 General Plan; and
3. **High-Quality Transit**: Located within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor; and
4. **Transit-Supporting Project Density**:
   - Minimum of 35 units per acre for residential projects or components;
   - If located in a Planned Growth Area that has a maximum density below 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; and
5. **Transportation Demand Management (TDM)**: If located in an area in which the per capita VMT is higher than the CEQA significance threshold, a robust TDM plan must be included; and
6. **Parking**:
   - No more than the minimum number of parking spaces required;
   - If located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or "unbundled", the number of parking spaces can be up to the zoned minimum; and
7. **Active Transportation**: Not negatively impact transit, bike, or pedestrian infrastructure.

The 100% affordable housing developments at 1298 Tripp Avenue and 1347 E. Julian Street, as well as the affordable housing component of the 1325 E. Julian Street development, would meet each criterion as follows:

- Would consist of 100% restricted affordable units = Criterion 1 met;
- Are located in the Five Wounds Urban Village (Planned Growth Area) = Criterion 2 met;

- Are located within ½ mile of high-quality transit (future 28th Street/Little Portugal BART station) = Criterion 3 met;
- Would have residential densities of more than 35 DU/AC (1298 Tripp Av = 141 DU/AC and 1347 E. Julian St = 87 DU/AC) = Criterion 4 met;
- Are located in an area in which the per capita VMT is much lower than the CEQA significance threshold = Criterion 5 met;
- Would provide the minimum amount of parking required (after considering the State Density Bonus and the TDM Plans that will be implemented for each site) = Criterion 6 met; and
- Would not negatively impact transit, bike or pedestrian infrastructure = Criterion 7 met.

Screening Criteria for Transit Supportive Residential Projects

1. **Planned Growth Areas**: Located within a Planned Growth Area as defined in the Envision San Jose 2040 General Plan; and
2. **High-Quality Transit**: Located within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor; and
3. **Low VMT Areas**: Located in an area in which the per-capita VMT is less than or equal to the CEQA significance threshold for the land use; and
4. **Transit-Supporting Project Density**:
   - Minimum of 35 units per acre for residential projects or components;
   - If located in a Planned Growth Area with a maximum density below 0.75 FAR or 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; and
5. **Parking**:
   - No more than the minimum number of parking spaces required;
   - If located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or "unbundled", the number of parking spaces can be up to the zoned minimum; and
6. **Active Transportation**: Not negatively impact transit, bike or pedestrian infrastructure.

The multifamily residential component of the 1325 E. Julian Street development would meet each criterion as follows:

- Is located within the Five Wounds Urban Village (Planned Growth Area) = Criterion 1 met;
- Is located within ½-mile of high-quality transit (future 28th Street/Little Portugal BART station) = Criterion 2 met;
- Is located in an area in which the per-capita VMT is much lower than the CEQA significance threshold = Criterion 3 met;
- Would have a residential density of 227 DU/AC (more than 35 DU/AC) = Criterion 4 met;
- Would provide the minimum amount of parking required (after considering the State Density Bonus and TDM Plan that will be implemented) = Criterion 5 met; and
- Would not negatively impact transit, bike or pedestrian infrastructure = Criterion 6 met.

Screening Criterion for Local-Serving Retail Projects

1. 100,000 square feet of total gross floor area or less without drive-through operations.

The combined amount of retail space proposed for all three mixed-use development sites totals 14,712 s.f., which is well below the 100,000 s.f. retail threshold. Also, none of the developments are proposing a drive-through facility. Therefore, the screening criteria for local-serving retail would be met.

Since the project would meet the residential and retail screening criteria, no CEQA Transportation Analysis (i.e., VMT analysis) is required. The VMT Evaluation Tool Summary Reports for the three residential mixed-use development sites are included in Appendix B for informational purposes. Projects must also demonstrate consistency with the City's General Plan, as described below.

Cumulative Analysis (Compliance with the General Plan)

Projects must demonstrate consistency with the *Envision San Jose 2040 General Plan* to address potential cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan goals and policies. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required as part of the City's *Transportation Analysis Handbook*.

According to the *Envision San Jose 2040 General Plan*, all three sites are designated as *Urban Village*. Specifically, all three sites are located within the boundaries of the Five Wounds Urban Village. Considered a Regional Transit Urban Village, the Five Wounds Urban Village supports high density, mixed-use residential/commercial development. Within the Five Wounds Urban Village, the *Urban Village* designation is a commercial designation that also allows residential uses (up to a density of 250 DU/AC) in a mixed-use format. Development within this Urban Village may include residential mixed-use projects with residential above retail. Residential projects that do not include a commercial component are not consistent with the *Urban Village* designation within the Five Wounds Urban Village. It should be noted that only a portion of the 1298 Tripp Avenue project site is located within the Five Wounds Urban Village. However, the portion of the site outside the Urban Village, which is designated *Mixed-Use Neighborhood*, is still considered a low daily VMT per capita area.

The residential development densities for the three sites would fall within the range of 87 DU/AC to 227 DU/AC. This would meet the minimum development density of 35 DU/AC as defined in the City's screening criteria for VMT analysis and would be less than the maximum allowable density of 250 DU/AC as defined in the Five Wounds Urban Village Plan. All three sites would include a high-density transit-oriented residential development over ground floor retail space and would therefore be consistent with the Five Wounds Urban Village Plan. Based on Assembly Bill 3194, the project will not be required to rezone (even if the existing zoning is inconsistent with the General Plan) because the developments are consistent with the policies and objectives contained in the General Plan. Each site is described below.

1298 Tripp Avenue

Part of the 1298 Tripp Avenue project site is located within the boundaries of the Five Wounds Urban Village and part is located outside the Urban Village. The portion outside the Urban Village is designated *Mixed-Use Neighborhood* according to the 2040 General Plan. This designation supports mixed-use development integrated within the neighborhood area and a broad range of housing types. This land use designation allows for medium density residential uses up to 30 DU/AC and a max FAR of 2.0.

Six parcels would be aggregated into one to facilitate the proposed residential mixed-use development. According to the Five Wounds Urban Village Plan, the aggregation of parcels is strongly encouraged to facilitate new development, particularly higher density mixed-use developments.

The project proposes 235 affordable units on a 1.67-acre site, which results in a development density of 141 DU/AC. Per the Density Bonus Law, if a 100% affordable project is located within a half mile of a major transit stop, the local government may not impose any maximum density limits. Thus, the proposed development density is consistent with the State Density Bonus Law. Note that if the project

receives this waiver from maximum controls on density, it is not eligible for any additional waivers which would otherwise be available.

The subject project is approximately 1,100 feet (0.2 mile) from the future Five Wounds BART Station and approximately 2,250 feet (0.43 mile) from a bus rapid transit stop on the corner of E. Santa Clara Street and S. 24th Street. The project is therefore consistent with the density requirement per the State Density Bonus Law.

The overall FAR is 3.2 for the project, which exceeds the maximum allowable FAR of 2.0. For this reason, the project would need to include an incentive request for the additional FAR as part of the Density Bonus application.

1347 E. Julian Street

The Five Wounds Urban Village Plan encourages high-density (up to 250 DU/AC), transit-oriented, mixed-use (residential/commercial) projects. The residential mixed-use project proposes 45 affordable housing units on a 0.52-acre site, which results in a development density of 87 DU/AC. The project site is approximately 800 feet (0.15 mile) from the future Five Wounds BART Station and approximately 2,250 feet (0.43 mile) from a bus rapid transit stop on the corner of E. Santa Clara Street and S. 24th Street. The 1347 E. Julian Street project is therefore consistent with the Five Wounds Urban Village Plan.

1325 E. Julian Street

The project proposes 633 units (including 20% affordable) on a 2.79-acre site, which results in a development density of 227 DU/AC. This density is less than the maximum allowable density of 250 DU/AC as defined in the Five Wounds Urban Village Plan. The subject project is approximately 800 feet (0.15 mile) from the future Five Wounds BART Station and about 2,250 feet (0.43 mile) from a bus rapid transit stop on the corner of E. Santa Clara Street and S. 24th Street. The high-density residential mixed-use project at 1325 E. Julian Street is consistent with the Five Wounds Urban Village Plan.

General Plan Consistency

Since all three development sites would be consistent with the Five Wounds Urban Village Plan, they would conform to the General Plan and would not require a General Plan Amendment (GPA) to proceed. All three transit-oriented residential mixed-use development sites would be considered part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

4. Local Transportation Analysis

This chapter describes the local transportation analysis (LTA) including the method by which project traffic is estimated, intersection operations analysis, any adverse effects to intersection level of service caused by the project, intersection vehicle queuing analysis, site access and on-site circulation review, effects on bicycle, pedestrian and transit facilities, and parking.

Intersection Operations Analysis

The intersection operations analysis is intended to quantify the operations of the study intersections and to identify potential negative effects due to the addition of project traffic. Information required for the intersection operations analysis related to project trip generation, trip distribution, and trip assignment are presented in this section. The study intersections are located in the City of San Jose and are evaluated based on the City of San Jose's intersection analysis methodology and standards in determining potential adverse operational effects due to the project, as described in Chapter 1. It is assumed in this analysis that the future transportation network with the project would be the same as the existing transportation network.

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.

Project Trip Generation

Trips generated by any new development are typically estimated based on counts of existing developments of the same land use type. A compilation of typical trip generation rates can be found in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual.* Project trip generation was estimated by applying to the sizes and uses of the three proposed developments the appropriate trip generation rates obtained from the ITE *Trip Generation Manual, 11th Edition* (2021). The trip generation estimates for the three proposed residential mixed-use developments, including applicable trip adjustments and reductions, are described below.

Trip Adjustments and Reductions

In accordance with San Jose's *Transportation Analysis Handbook* (April 2020, Section 4.8, "Intersection Operations Analysis"), all three proposed residential mixed-use developments are eligible for adjustments and reductions from the baseline trip generation. The trip adjustments and reductions that are applicable to all three development sites are described below.

Internal Mixed-Use Trip Reduction

In accordance with VTA's *Transportation Impact Analysis Guidelines* (October 2014, Section 8.2.1, "Standard Trip Reductions"), a 15% residential/retail mixed-use trip reduction can be applied to account for the internalization of trips between the two complementary land uses. The 15% reduction is first applied to the smaller trip generator (retail use). The same number of trips are then subtracted from the larger trip generator (residential use) to account for both internal trip ends.

Location-Based Trip Adjustment

Based on the 2020 San Jose guidelines, the three project sites qualify for a location-based adjustment. The location-based adjustment reflects the vehicle mode share based on the "place type" in which the project sites are located as per the San Jose Travel Demand Model. The place type was obtained from the San Jose VMT Evaluation Tool and is based on existing conditions (i.e., the current place type does not consider the future 28th Street/Little Portugal BART station). Based on the tool, all three project sites are located within the place type "Urban Low Transit" (see Appendix B). Therefore, the baseline project trips were adjusted to reflect the corresponding mode share. Residential and retail developments within Urban Low Transit areas have a vehicle mode share of 87% (according to Table 6 of the City's *Transportation Analysis Handbook*). Thus, a 13% reduction was applied to the project trip generation estimates based on the location-based vehicle mode share outputs produced from the San Jose Travel Demand Model. The 13% trip reduction is based on the percent of mode share for other modes of travel besides motor vehicles.

Retail Pass-By Trip Reduction

A pass-by trip reduction can be applied to the net peak hour trip generation estimates for the retail uses proposed for each site. Pass-by trips are retail trips that would already be on the adjacent roadways (and so are already counted in the background traffic) but would turn into the sites while passing by. A PM peak hour pass-by trip reduction of 34% was applied to the retail development based on the ITE *Trip Generation Handbook* (Third Edition) for a Shopping Center land use. No AM peak hour pass-by trip reduction is provided in the handbook, since many retail uses are not open during the weekday morning hours. A daily pass-by trip reduction of 17% was calculated based on the average of the AM (0%) and PM (34%) pass-by trip reduction percentages.

1298 Tripp Avenue

Trips that would be generated by the residential component of this mixed-use project were estimated using the ITE average trip rates for "Affordable Housing" (ITE Land Use 223) located in a General Urban/Suburban setting. These rates were used because the residential component of the project would be 100% affordable. Trips that would be generated by the retail component of the project were estimated using the ITE average trip rates for "Strip Retail Plaza <40,000 s.f." (ITE Land Use 822) located in a General Urban/Suburban setting.

Project-Specific Residential Trip Reduction

According to the *Transportation Analysis Handbook*, the VMT reduction resulting from the project characteristics should be included as part of the trip generation estimates. The VMT Evaluation Tool calculated an 11.5% external trip reduction. This trip reduction reflects the affordable housing characteristics of the project, the increase in residential density for the site, and the mixed-use nature of the project. It is assumed that every percent reduction in VMT per capita is equivalent to one percent reduction in peak-hour vehicle trips.

Existing Trip Credits

Trips that are generated by existing occupied uses can be subtracted from the gross project trip generation estimates. Accordingly, trip credits were applied to account for the residential buildings that

would be removed as part of the 1298 Tripp Avenue project. The trip credits are based on vehicular trip generation counts of the existing occupied buildings conducted on May 10, 2022.

Net Project Trips

After applying the appropriate ITE trip rates, applicable trip adjustments and reductions, and existing trip credits described above, the proposed residential mixed-use development located at 1298 Tripp Avenue is estimated to generate 582 new daily vehicle trips, with 63 new trips (17 inbound and 46 outbound) occurring during the AM peak hour and 52 new trips (27 inbound and 25 outbound) occurring during the PM peak hour (see Table 3).

Table 3
Project Trip Generation Estimates for 1298 Tripp Avenue

Land Use	Size	Daily Rate	Daily Trips	AM Peak Hour Pk-Hr Rate	AM In	AM Out	AM Total	PM Peak Hour Pk-Hr Rate	PM In	PM Out	PM Total
Proposed Uses											
Affordable Housing [1]	235 DU	4.81	1,130	0.50	34	84	118	0.46	64	44	108
Residential & Retail Internal Capture [3]			*(7)*		*0*	*0*	*0*		*0*	*(1)*	*(1)*
Location-Based Vehicle Mode Share (13%) [4]			*(146)*		*(4)*	*(11)*	*(15)*		*(8)*	*(6)*	*(14)*
Project-Specific Trip Reduction (11.5%) [5]			*(112)*		*(4)*	*(8)*	*(12)*		*(7)*	*(4)*	*(11)*
Net Residential Trips:			**865**		**26**	**65**	**91**		**49**	**33**	**82**
Retail [2]	821 SF	54.45	45	2.36	1	1	2	6.59	3	2	5
Residential & Retail Internal Capture (15%) [3]			*(7)*		*0*	*0*	*0*		*(1)*	*0*	*(1)*
Location-Based Vehicle Mode Share (13%) [4]			*(5)*		*0*	*0*	*0*		*0*	*0*	*0*
Retail Pass-By External Trip Reduction [6]			*(6)*		*0*	*0*	*0*		*(1)*	*(1)*	*(2)*
Net Retail Trips:			**27**		**1**	**1**	**2**		**1**	**1**	**2**
Total Project Trips:			**892**		**27**	**66**	**93**		**50**	**34**	**84**
Existing Uses (To Be Removed)											
Apartments [7]			(310)		(10)	(20)	(30)		(23)	(9)	(32)
Total Net Project Trips:			**582**		**17**	**46**	**63**		**27**	**25**	**52**

Notes:
[1] Trip generation for the residential component of the project based on average rates contained in the *ITE Trip Generation Manual, 11th Edition*, for Affordable Housing (Land Use 223) located in a General Urban/Suburban setting. Rates are expressed in trips per dwelling unit (DU).
[2] Trip generation for the retail component of the project based on average rates contained in the *ITE Trip Generation Manual, 11th Edition*, for Strip Retail Plaza <40 ksf (Land Use 822) located in a General Urban/Suburban setting. Rates are expressed in trips per 1,000 square feet (SF).
[3] A 15% residential/retail internal mixed-use trip reduction was applied to the project per the 2014 Santa Clara VTA TIA Guidelines. The 15% reduction was first applied to the smaller generator (retail). The same number of trips were subtracted from the larger generator (residential) to account for both trip ends.
[4] A 13% reduction was applied to the residential and retail components of the project based on the location-based vehicle mode share percentage outputs (Table 6 of the TA Handbook) produced from the San Jose Travel Demand Model for the place type: Urban Low Transit.
[5] A 11.5% trip reduction was applied to the project based on the City's VMT Evaluation Tool. This trip reduction reflects the affordable housing project and the increase in residential density on the site. It is assumed that every percent reduction in VMT per capita is equivalent to one percent reduction in peak-hour vehicle trips.
[6] The PM peak hour pass-by trip reduction percentage (34% for Shopping Center) was based on the ITE Trip Generation Handbook (Third Edition). There is no AM peak hour pass-by trip reduction. The daily pass-by trip reduction (17%) was calculated based on the average of the AM and PM pass-by reduction percentages.
[7] Existing AM and PM peak hour trip generation based on counts conducted on May 10, 2022. Existing daily trips were estimated.

1347 E. Julian Street

Trips that would be generated by the residential component of this mixed-use project were estimated using the ITE average trip rates for "Affordable Housing" (ITE Land Use 223) located in a General Urban/Suburban setting. These rates were used because the residential component of the project would be 100% affordable. Trips that would be generated by the retail component of the project were

estimated using the ITE average trip rates for "Strip Retail Plaza <40,000 s.f." (ITE Land Use 822) located in a General Urban/Suburban setting.

Project-Specific Residential Trip Reduction

According to the *Transportation Analysis Handbook*, the VMT reduction resulting from the project characteristics should be included as part of the trip generation estimates. The VMT Evaluation Tool calculated an 11% external trip reduction. This trip reduction reflects the affordable housing characteristics of the project, the increase in residential density for the site, and the mixed-use nature of the project. It is assumed that every percent reduction in VMT per capita is equivalent to one percent reduction in peak-hour vehicle trips.

Net Project Trips

After applying the appropriate ITE trip rates and applicable trip adjustments and reductions described above, the proposed residential mixed-use development located at 1347 E. Julian Street is estimated to generate 233 new daily vehicle trips, with 22 new trips (8 inbound and 14 outbound) occurring during the AM peak hour and 23 new trips (13 inbound and 10 outbound) occurring during the PM peak hour (see Table 4).

Table 4
Project Trip Generation Estimates for 1347 E. Julian Street

				AM Peak Hour				PM Peak Hour			
Land Use	Size	Daily Rate	Daily Trips	Pk-Hr Rate	In	Out	Total	Pk-Hr Rate	In	Out	Total
Affordable Housing [1]	45 DU	4.81	216	0.50	7	16	23	0.46	12	9	21
Residential & Retail Internal Capture [3]			*(20)*		*0*	*(1)*	*(1)*		*(1)*	*(1)*	*(2)*
Location-Based Vehicle Mode Share (13%) [4]			*(26)*		*(1)*	*(2)*	*(3)*		*(1)*	*(1)*	*(2)*
Project-Specific Trip Reduction (11%) [5]			*(19)*		*(1)*	*(1)*	*(2)*		*(1)*	*(1)*	*(2)*
Net Residential Trips:			**151**		**5**	**12**	**17**		**9**	**6**	**15**
Retail [2]	2,454 SF	54.45	134	2.36	4	2	6	6.59	8	8	16
Residential & Retail Internal Capture (15%) [3]			*(20)*		*(1)*	*0*	*(1)*		*(1)*	*(1)*	*(2)*
Location-Based Vehicle Mode Share (13%) [4]			*(15)*		*0*	*0*	*0*		*(1)*	*(1)*	*(2)*
Retail Pass-By External Trip Reduction [6]			*(17)*		*0*	*0*	*0*		*(2)*	*(2)*	*(4)*
Net Retail Trips:			**82**		**3**	**2**	**5**		**4**	**4**	**8**
Total Net Project Trips:			**233**		**8**	**14**	**22**		**13**	**10**	**23**

Notes:
[1] Trip generation for the residential component of the project based on average rates contained in the *ITE Trip Generation Manual, 11th Edition*, for Affordable Housing (Land Use 223) located in a General Urban/Suburban setting. Rates are expressed in trips per dwelling unit (DU).
[2] Trip generation for the retail component of the project based on average rates contained in the *ITE Trip Generation Manual, 11th Edition*, for Strip Retail Plaza <40 ksf (Land Use 822) located in a General Urban/Suburban setting. Rates are expressed in trips per 1,000 square feet (SF).
[3] A 15% residential/retail internal mixed-use trip reduction was applied to the project per the 2014 Santa Clara VTA TIA Guidelines. The 15% reduction was first applied to the smaller generator (retail). The same number of trips were subtracted from the larger generator (residential) to account for both trip ends.
[4] A 13% reduction was applied to the residential and retail components of the project based on the location-based vehicle mode share percentage outputs (Table 6 of the TA Handbook) produced from the San Jose Travel Demand Model for the place type: Urban Low Transit.
[5] A 11% trip reduction was applied to the project based on the City's VMT Evaluation Tool. This trip reduction reflects the affordable housing project and the increase in residential density on the site. It is assumed that every percent reduction in VMT per capita is equivalent to one percent reduction in peak-hour vehicle trips.
[6] The PM peak hour pass-by trip reduction percentage (34% for Shopping Center) was based on the ITE Trip Generation Handbook (Third Edition). There is no AM peak hour pass-by trip reduction. The daily pass-by trip reduction (17%) was calculated based on the average of the AM and PM pass-by reduction percentages.

1325 E. Julian Street

Trips that would be generated by the residential component of this mixed-use project were estimated using the ITE average trip rates for "Multifamily Housing Mid-Rise Close to Rail Transit" (ITE Land Use 221) and "Affordable Housing" (ITE Land Use 223) located in a General Urban/Suburban setting. The

multifamily housing rates were applied because the residential building would have a height of between 4 and 10 floors and would be situated within a ½-mile walk of the future 28th Street/Little Portugal BART Station. The affordable housing rates were also used because 20% of the residential units would be affordable units. Trips that would be generated by the retail component of the project were estimated using the ITE average trip rates for "Strip Retail Plaza <40,000 s.f." (ITE Land Use 822) located in a General Urban/Suburban setting.

Project-Specific Residential Trip Reduction

According to the *Transportation Analysis Handbook*, the VMT reduction resulting from the project characteristics should be included as part of the trip generation estimates. The VMT Evaluation Tool calculated a 12% external trip reduction. This trip reduction reflects the affordable housing component of the project, the increase in residential density for the site, and the mixed-use nature of the project. It is assumed that every percent reduction in VMT per capita is equivalent to one percent reduction in peak-hour vehicle trips.

Net Project Trips

After applying the appropriate ITE trip rates and applicable trip adjustments and reductions described above, the proposed residential mixed-use development located at 1325 E. Julian Street is estimated to generate 2,620 new daily vehicle trips, with 190 new trips (69 inbound and 121 outbound) occurring during the AM peak hour and 184 new trips (113 inbound and 71 outbound) occurring during the PM peak hour (see Table 5).

Table 5
Project Trip Generation Estimates for 1325 E. Julian Street

Land Use	Size	Daily Rate	Daily Trips	AM Peak Hour				PM Peak Hour			
				Pk-Hr Rate	In	Out	Total	Pk-Hr Rate	In	Out	Total
Multifamily Housing (Mid-Rise) [1]	506 DU	4.75	2,404	0.32	58	104	162	0.29	96	51	147
Affordable Housing [1]	127 DU	4.81	611	0.50	19	45	64	0.46	34	24	58
Residential & Retail Internal Capture [3]			*(93)*		*(2)*	*(2)*	*(4)*		*(6)*	*(6)*	*(12)*
Location-Based Vehicle Mode Share (13%) [4]			*(380)*		*(10)*	*(19)*	*(29)*		*(16)*	*(9)*	*(25)*
Project-Specific Trip Reduction (12%) [5]			*(305)*		*(8)*	*(15)*	*(23)*		*(13)*	*(7)*	*(20)*
Net Residential Trips:			**2,237**		**57**	**113**	**170**		**95**	**53**	**148**
Retail [2]	11,437 SF	54.45	623	2.36	16	11	27	6.59	38	37	75
Residential & Retail Internal Capture (15%) [3]			*(93)*		*(2)*	*(2)*	*(4)*		*(6)*	*(6)*	*(12)*
Location-Based Vehicle Mode Share (13%) [4]			*(69)*		*(2)*	*(1)*	*(3)*		*(4)*	*(4)*	*(8)*
Retail Pass-By External Trip Reduction [6]			*(78)*		*0*	*0*	*0*		*(10)*	*(9)*	*(19)*
Net Retail Trips:			**383**		**12**	**8**	**20**		**18**	**18**	**36**
Total Net Project Trips:			**2,620**		**69**	**121**	**190**		**113**	**71**	**184**

Notes:
[1] Trip generation for the residential component of the project based on avg. rates contained in *ITE Trip Generation Manual, 11th Edition*, for Multifamily Housing Mid-Rise Close to Rail Transit (Land Use 221) and Affordable Housing (Land Use 223) located in General Urban/Suburban setting. Rates expressed in trips per dwelling
[2] Trip generation for the retail component of the project based on average rates contained in the *ITE Trip Generation Manual, 11th Edition*, for Strip Retail Plaza <40 ksf (Land Use 822) located in a General Urban/Suburban setting. Rates are expressed in trips per 1,000 square feet (SF).
[3] A 15% residential/retail internal mixed-use trip reduction was applied to the project per the 2014 Santa Clara VTA TIA Guidelines. The 15% reduction was first applied to the smaller generator (retail). The same number of trips were subtracted from the larger generator (residential) to account for both trip ends.
[4] A 13% reduction was applied to the residential and retail components of the project based on the location-based vehicle mode share percentage outputs (Table 6 of the TA Handbook) produced from the San Jose Travel Demand Model for the place type: Urban Low Transit.
[5] A 12% trip reduction was applied to the project based on the City's VMT Evaluation Tool. This trip reduction reflects the affordable housing project and the increase in residential density on the site. It is assumed that every percent reduction in VMT per capita is equivalent to one percent reduction in peak-hour vehicle trips.
[6] The PM peak hour pass-by trip reduction percentage (34% for Shopping Center) was based on the ITE Trip Generation Handbook (Third Edition). There is no AM peak hour pass-by trip reduction. The daily pass-by trip reduction (17%) was calculated based on the average of the AM and PM pass-by trip reduction percentages.

Total Project Trip Generation (Three Sites)

Together, the three proposed residential mixed-use developments include a total of 913 residential units and 14,712 s.f. of retail space. After applying the appropriate ITE trip rates and applicable trip adjustments and reductions described above, the three proposed residential mixed-use development sites are estimated to generate a total of 3,435 new daily vehicle trips, with 275 new trips (94 inbound and 181 outbound) occurring during the AM peak hour and 259 new trips (153 inbound and 106 outbound) occurring during the PM peak hour.

Project Trip Distribution Patterns

The residential and retail trip distribution patterns for the project sites were estimated based on existing travel patterns on the surrounding roadway network that reflect typical weekday AM and PM commute patterns, the locations of complementary land uses, and freeway access points. Figure 9 shows the residential and retail trip distribution patterns for the project sites.

Project Trip Assignment

The peak hour vehicle trips generated by the project (all three development sites) were assigned to the roadway network in accordance with the trip distribution patterns. Figure 10 shows the trip assignment for the residential components of the mixed-use developments. Figure 11 shows the trip assignment for the retail components of the mixed-use developments. Figure 12 shows the total project trip assignment (residential trips + retail trips).

As described in Chapter 1, Traffix software was used to track the project trip assignment. Based on the trip distribution patterns, the project trips for some of the intersection turning movements are very small. Due to the rounding process that occurs with Traffix software, fractional trips are either rounded up or down for individual turning movements. As a result, Figures 10 through 12 may show a small imbalance of one vehicle trip between some of the adjacent study intersections.

Traffic Volumes Under All Scenarios

Existing Traffic Volumes

Existing AM and PM peak hour traffic volumes for the signalized study intersections were obtained from 2014, 2015, 2018 and 2019 counts. The historical count data were provided by the City of San Jose. Note that although new 2022 traffic counts were collected at all the study intersections, the current traffic volumes in the study area have not yet returned to pre-pandemic levels, so the new counts were not used for the signalized intersections. The new 2022 counts were used for the unsignalized intersections, however, since historical count data is not available for unsignalized intersections. The existing peak hour intersection volumes are shown graphically on Figure 13.

Background Traffic Volumes

Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed or occupied developments. The added traffic from approved but not yet completed or occupied developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining potential adverse operational effects of the project. The background peak-hour intersection volumes are shown on Figure 14.

The ATI sheets are contained in Appendix A.

Background Plus Project Traffic Volumes

Project peak hour trips were added to background peak hour traffic volumes to obtain project peak hour traffic volumes (see Figure 15).

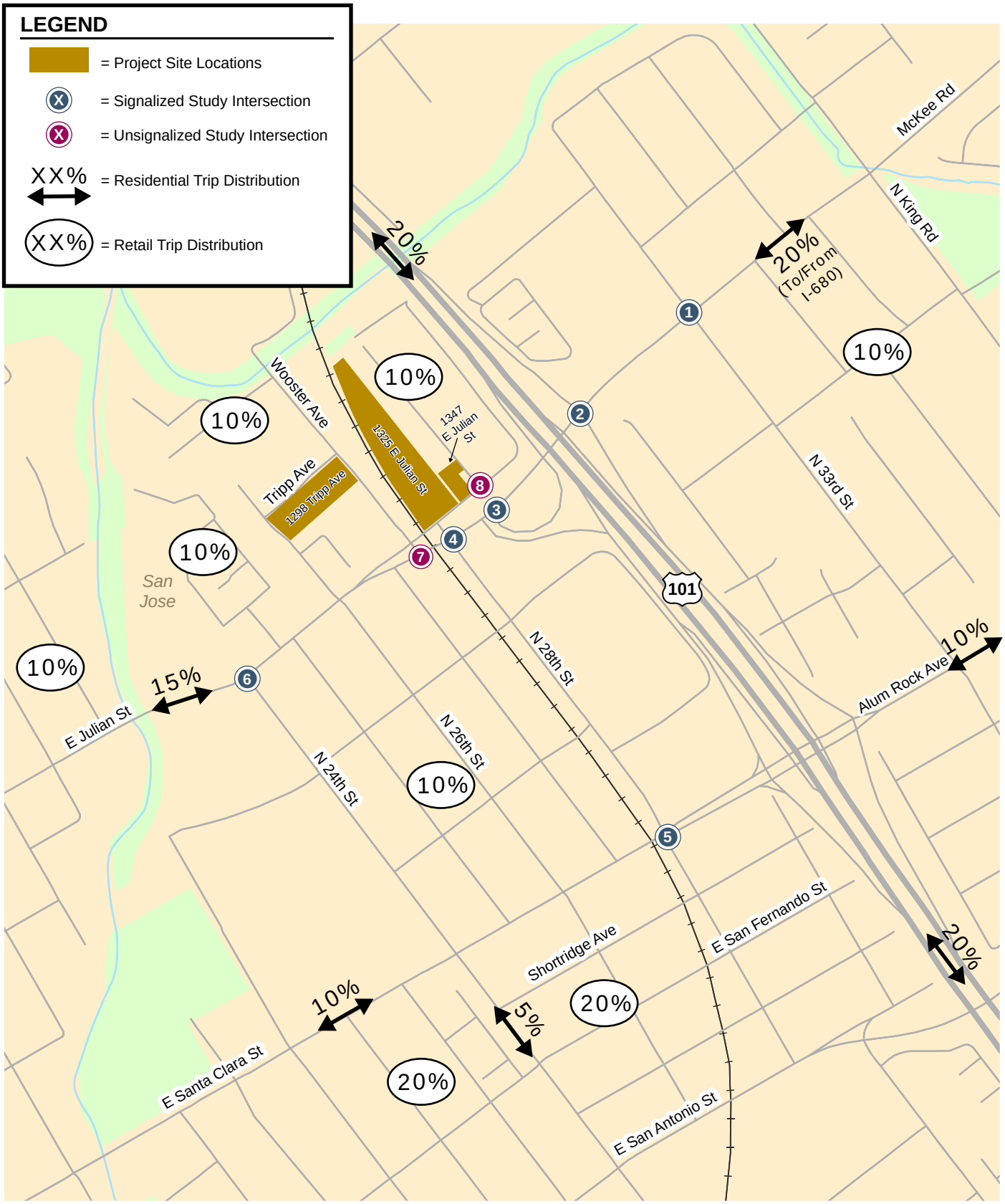
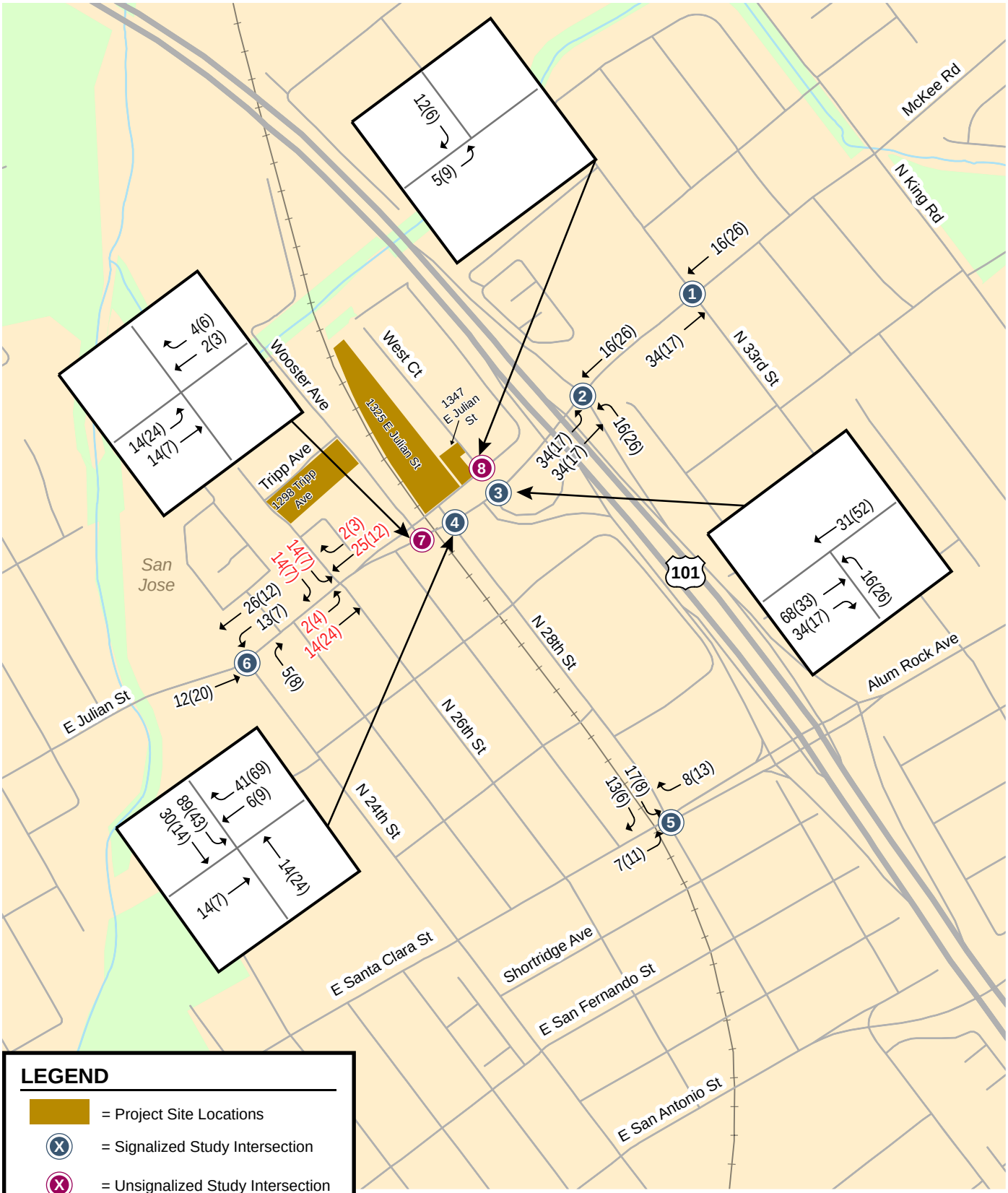


Figure 9
Residential and Retail Project Trip Distribution Patterns

NORTH
Not to Scale



LEGEND

- = Project Site Locations
- X = Signalized Study Intersection
- X = Unsignalized Study Intersection
- XX(XX) = AM(PM) Peak-Hour Trips

Figure 10
Residential Project Trip Assignment

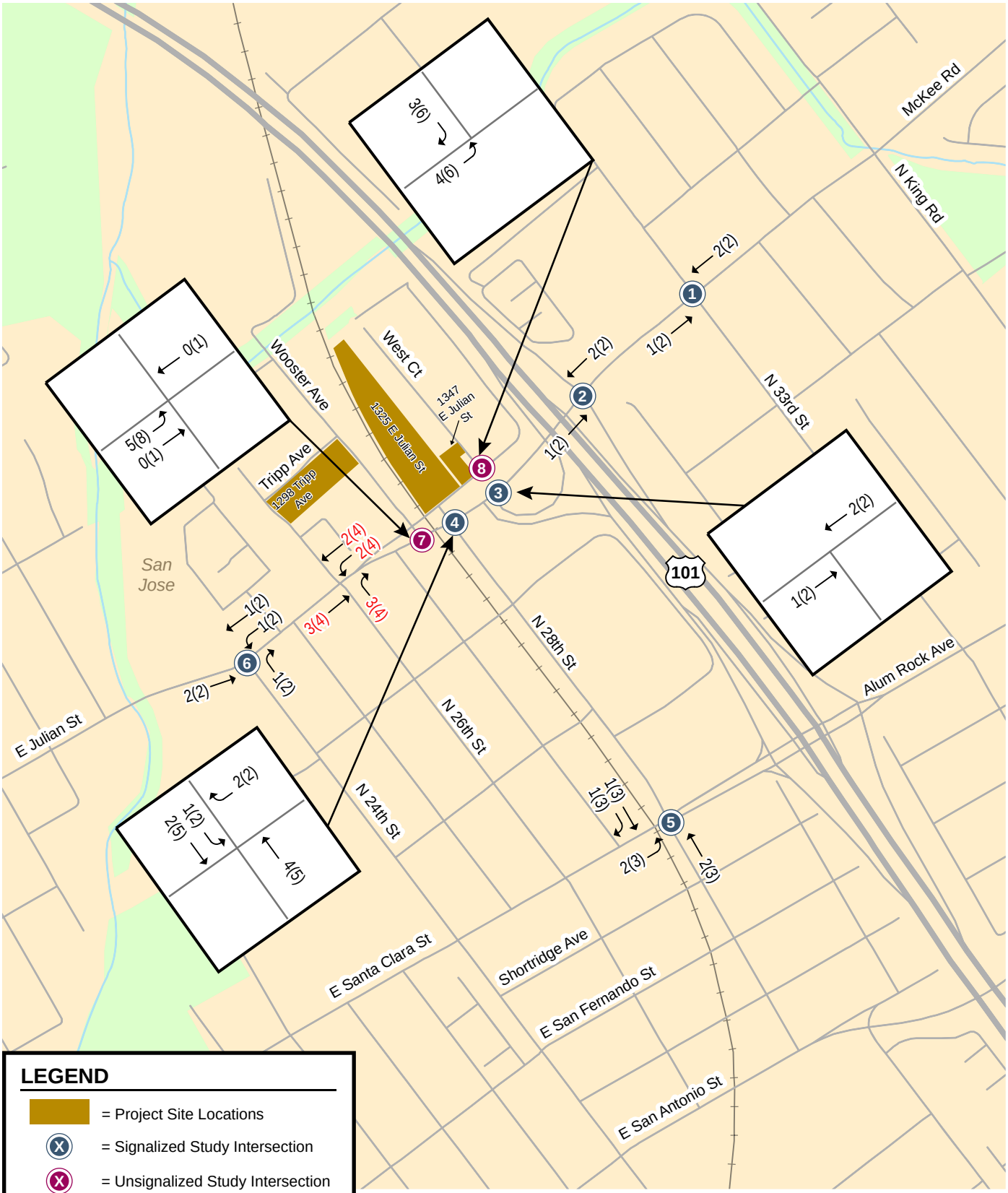


Figure 11
Retail Project Trip Assignment

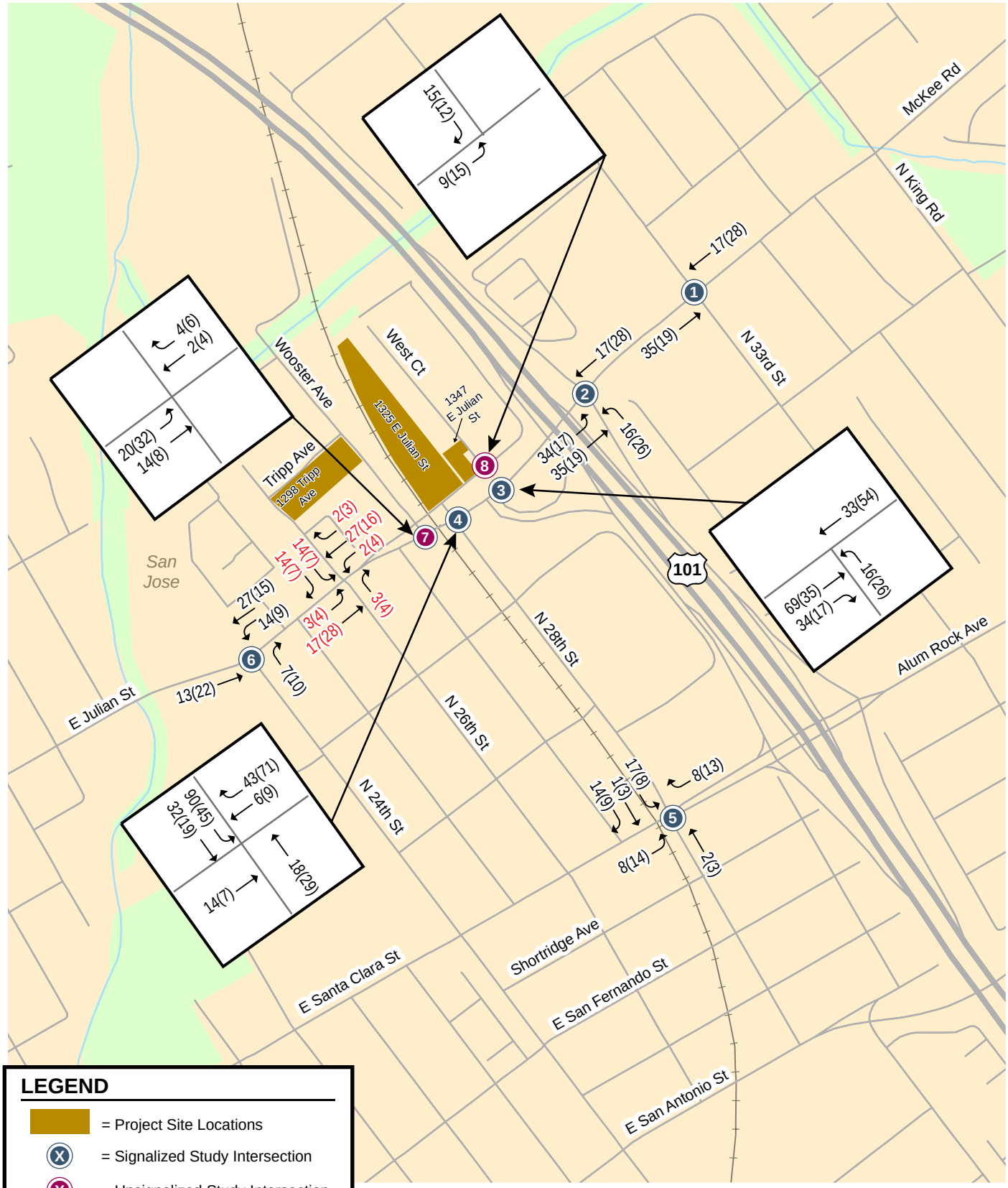


Figure 12
Total Project Trip Assignment

NORTH
Not to Scale

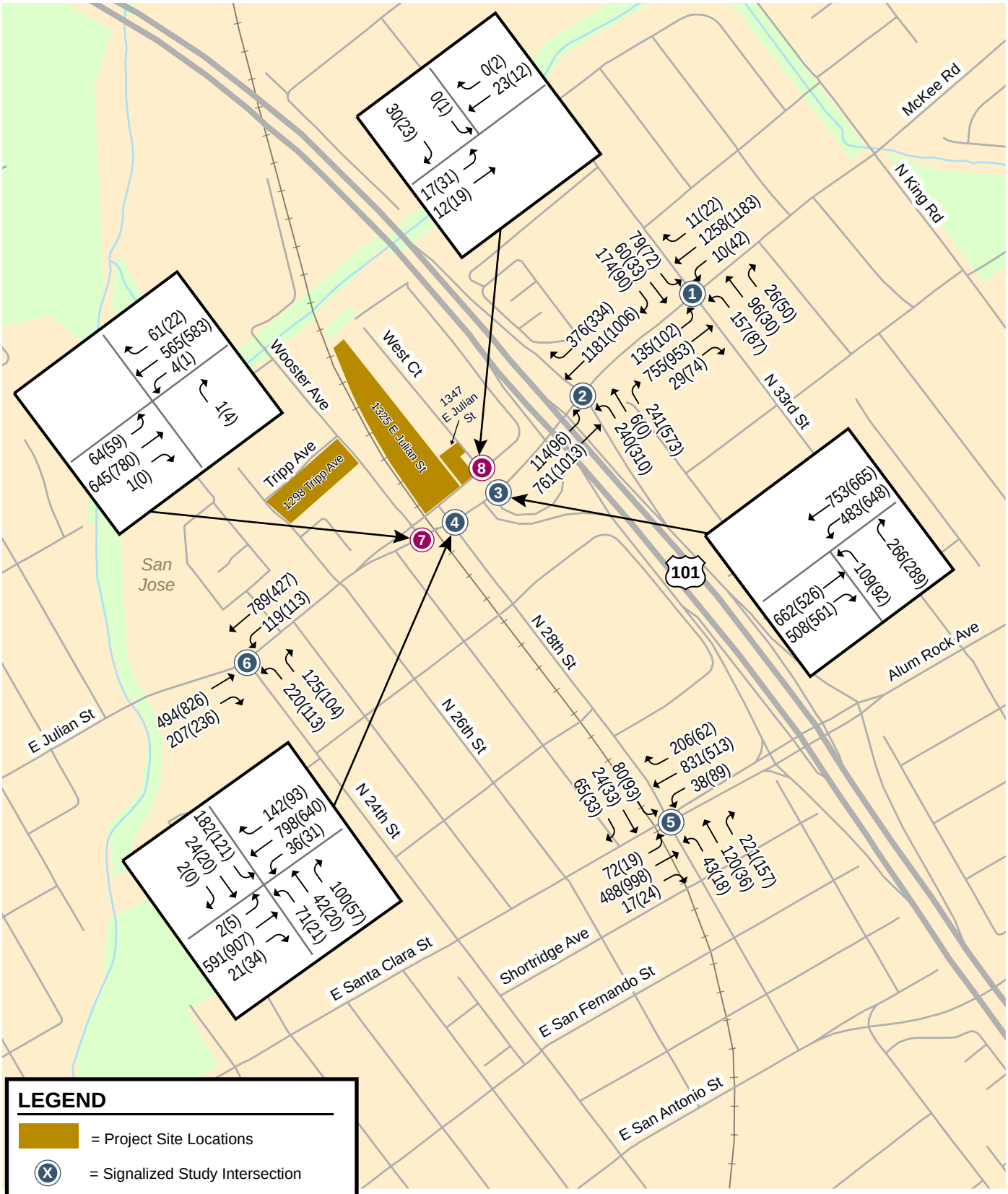
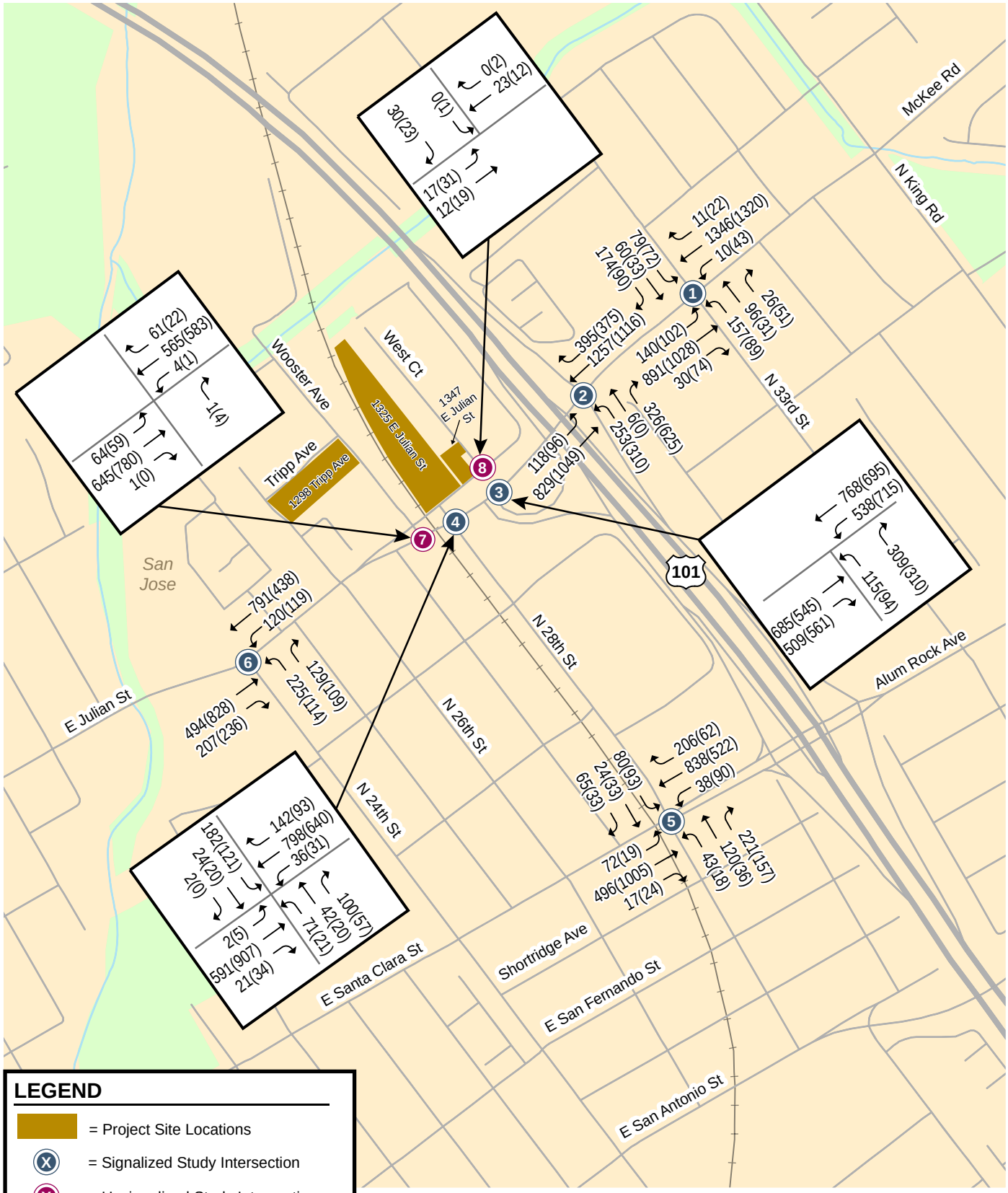


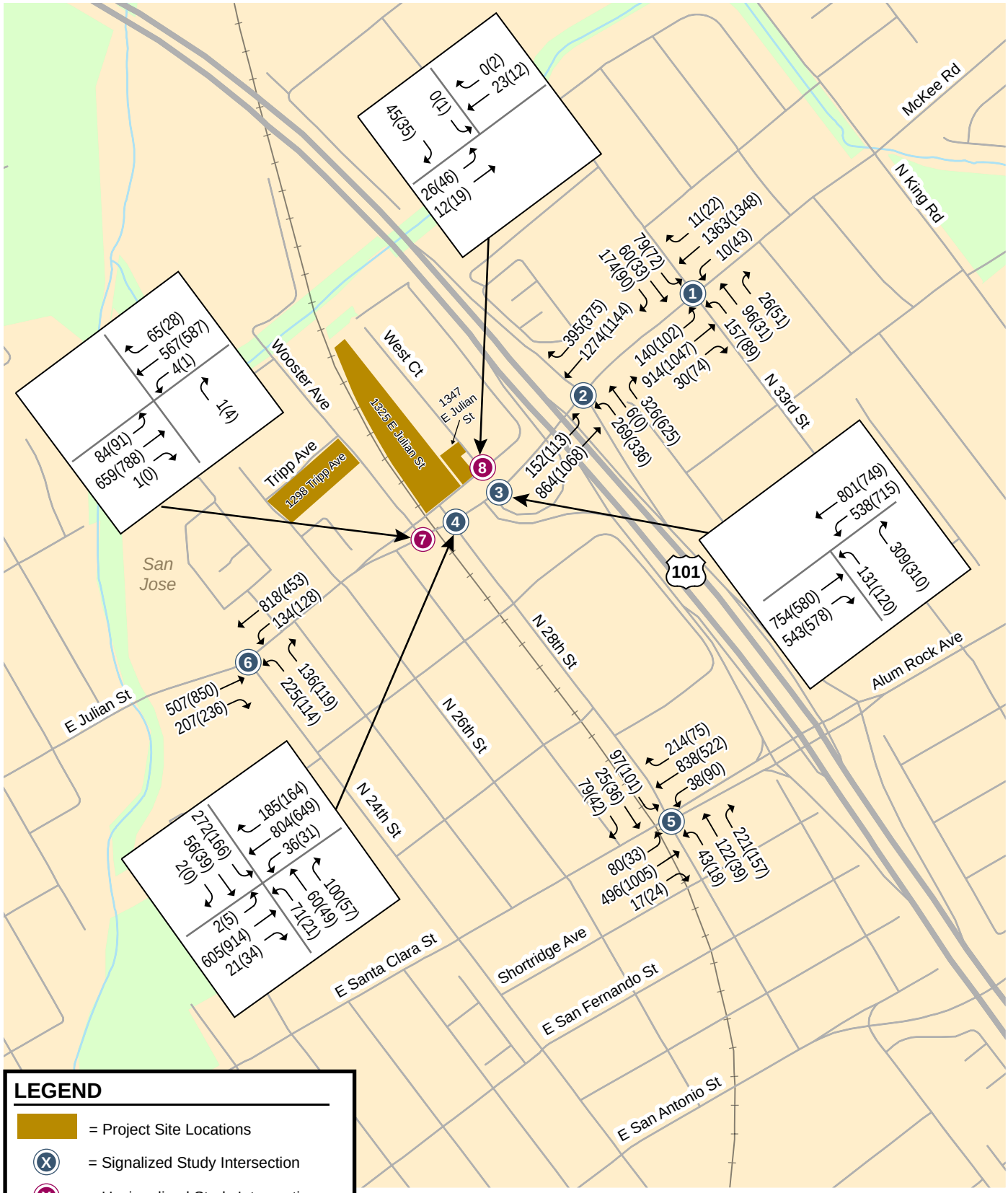
Figure 13
Existing Traffic Volumes



LEGEND

- = Project Site Locations
- X = Signalized Study Intersection
- X = Unsignalized Study Intersection
- XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 14
Background Traffic Volumes



LEGEND

- = Project Site Locations
- X = Signalized Study Intersection
- X = Unsignalized Study Intersection
- XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 15
Background Plus Project Traffic Volumes

Cumulative Traffic Volumes

Cumulative traffic volumes were estimated by adding to existing volumes the ATI provided by City staff, project-generated trips, and trips generated by pending developments in the study area. For the purpose of this study, cumulative traffic volumes include traffic generated by the nearby pending 200-unit residential project located at 70 N. 27th Street. This traffic scenario is provided for informational purposes at the request of the City of San Jose. The cumulative peak-hour intersection volumes are shown on Figure 16. Traffic volumes for all traffic scenarios are tabulated in Appendix C.

Signalized Intersection Traffic Operations

Signalized intersection levels of service were evaluated against the standards of the City of San Jose. The results of the analysis show that all the signalized study intersections are currently operating at acceptable levels of service (LOS D or better) during the AM and PM peak hours of traffic and would continue to operate acceptably under background, background plus project, and cumulative conditions (see Table 6). The detailed intersection level of service calculation sheets are included in Appendix D.

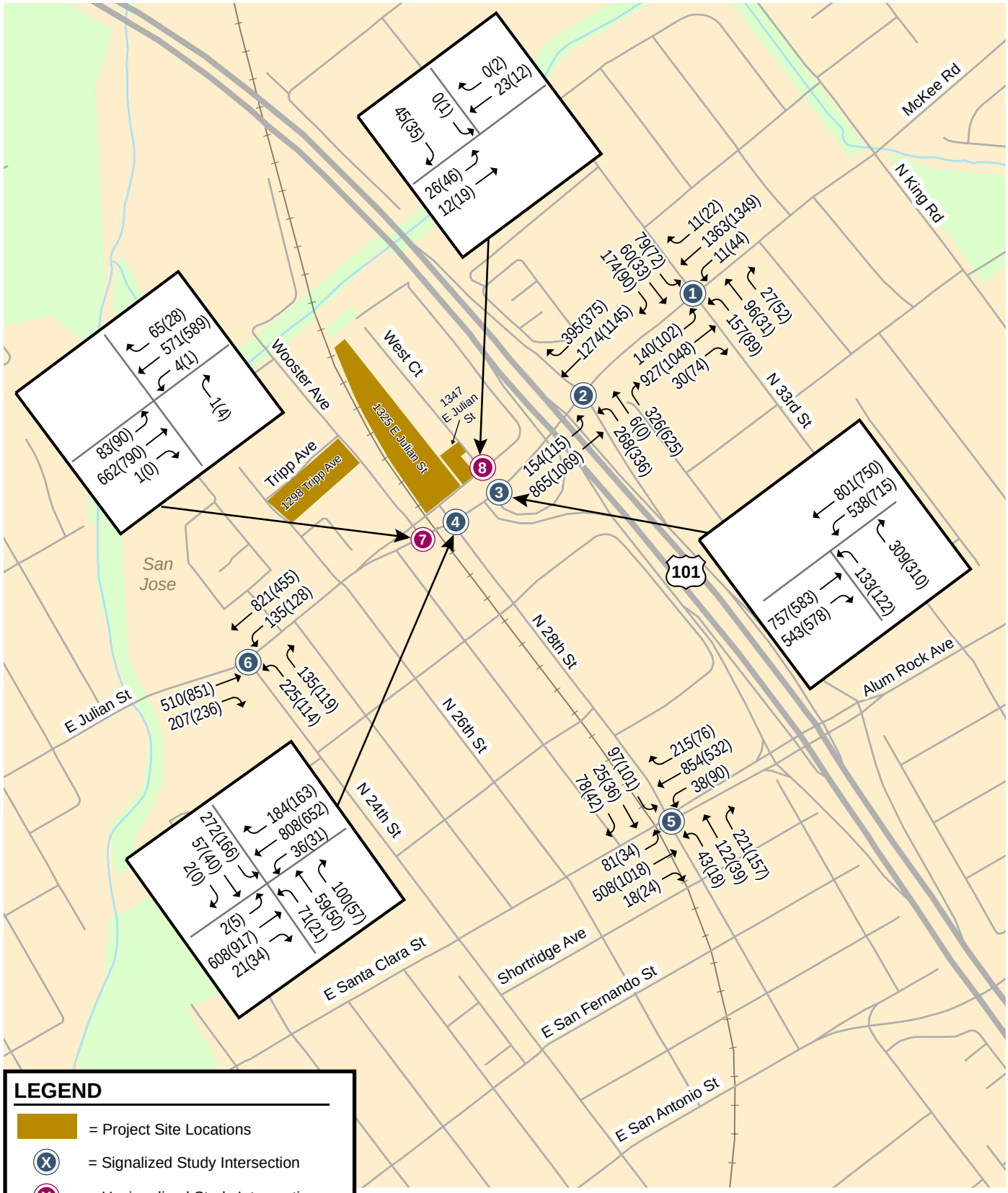
Table 6
Intersection Level of Service Summary

				Existing		Background		Background + Project				Cumulative	
#	Signalized Intersection	Peak Hour	Count Date	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. In Crit. Delay (sec)	Incr. In Crit. V/C	Avg. Delay (sec)	LOS
1	N. 33rd St & McKee Rd	AM	1/11/2018	35.6	D	35.1	D	34.9	C	0.0	0.005	35.0	C
		PM	1/11/2018	27.3	C	26.5	C	26.3	C	-0.2	0.008	26.4	C
2	US 101 NB Ramps & McKee Rd	AM	10/9/2014	22.1	C	22.9	C	24.6	C	2.9	0.035	24.6	C
		PM	10/9/2014	26.9	C	26.8	C	27.9	C	2.1	0.034	28.0	C
3	US 101 SB Ramps & E. Julian St	AM	9/20/2018	25.7	C	27.2	C	28.7	C	1.7	0.040	28.8	C
		PM	9/20/2018	29.6	C	31.4	C	33.1	C	2.4	0.016	33.3	C
4	N. 28th St & E. Julian St	AM	4/9/2015	26.5	C	26.5	C	30.5	C	5.7	0.089	37.0	D
		PM	4/9/2015	14.8	B	14.8	B	18.6	B	4.4	0.040	34.1	C
5	N. 28th St & E. Santa Clara St	AM	09/19/19	21.1	C	21.1	C	21.2	C	0.3	0.009	18.6	B
		PM	09/19/19	17.3	B	17.3	B	17.4	B	0.1	0.002	16.5	B
6	N. 24th St & E. Julian St	AM	05/09/19	12.1	B	12.2	B	12.4	B	0.5	0.017	12.4	B
		PM	05/09/19	11.3	B	11.5	B	12.0	B	0.7	0.019	12.0	B

Unsignalized Intersection Traffic Operations

Wooster Avenue and E. Julian Street

Traffic conditions at the unsignalized study intersection of Wooster Avenue and E. Julian Street were evaluated to determine whether the project would create any operational issues. Wooster Avenue is currently one-way in the northbound direction between E. Julian Street and the E. Julian Street frontage road (i.e., this short roadway segment only serves vehicles entering the neighborhood), though this will likely change in the future as discussed below. The project would add 20 AM peak hour trips and 32 PM peak hour trips to the eastbound left-turn movement at this study intersection. Under existing and background conditions, the left-turn movement would operate with delays of 9.0 seconds per vehicle and 8.9 seconds per vehicle, respectively, during the AM and PM peak hours. The project would have little effect on the vehicle delays for the eastbound left-turn movement at this intersection. Under background plus project conditions, the left-turn movement would operate with a delay of 9.1 seconds per vehicle during both the AM and PM peak hours. The low vehicle delays, due to the relatively low opposing traffic volumes on E. Julian Street, are equivalent to LOS A operations.



LEGEND

- = Project Site Locations
- = Signalized Study Intersection
- = Unsignalized Study Intersection
- XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 16
Cumulative Traffic Volumes

West Court and the E. Julian Street Frontage Road

Traffic conditions at the unsignalized study intersection of West Court and the E. Julian Street frontage road were evaluated to determine whether the project would create any operational issues. This intersection currently has very low traffic volumes and residents do not currently experience delays turning to or from West Court. The project (specifically 1325 E. Julian Street) would add 24 AM peak hour trips and 27 PM peak hour trips to the intersection, which is less than 1 vehicle trip every two minutes during the AM and PM peak hours. Thus, the project would have very little effect on traffic operations at this intersection.

E. Julian Street Planline

The City of San Jose is planning to make significant geometric changes to the segment of E. Julian Street between the US 101 southbound ramps and N. 26th Street. According to planlines created by the City of San Jose Department of Transportation, the planned changes include reconfiguring three intersections along E. Julian Street including N. 28th Street, Wooster Avenue, and N. 27th Street. Two potential design options are being considered and are described below.

Planline Option 1 – Roundabout

Option 1 would involve constructing a five-legged roundabout on E. Julian Street that includes N. 28th Street, Wooster Avenue, and the E. Julian Street frontage road (see Figure 17). The roundabout design would include significant improvements to bicycle and pedestrian connectivity, including an east-west oriented raised Class IV bikeway and a north-south oriented two-way cycle track, both of which would traverse the roundabout and connect to the planned Five Wounds Creek multi-use trail. Crosswalks would also be included on all legs of the roundabout.

Planline Option 2 – Standard Intersection

Option 2 would consist of squaring up the geometry of the N. 28th Street/E. Julian Street intersection, implementing signal modifications, and removing a portion of the E. Julian Street frontage road and associated median island (see Figure 18). The intersection modifications would significantly improve bicycle and pedestrian connectivity along this segment of E. Julian Street. This design option includes crosswalks on all four legs of the N. 28th Street/E. Julian Street intersection and striped bike lanes along E. Julian Street. This Planline option is the City's preferred design option.

Effects of the Geometric Changes on Site Access

1298 Tripp Avenue Site

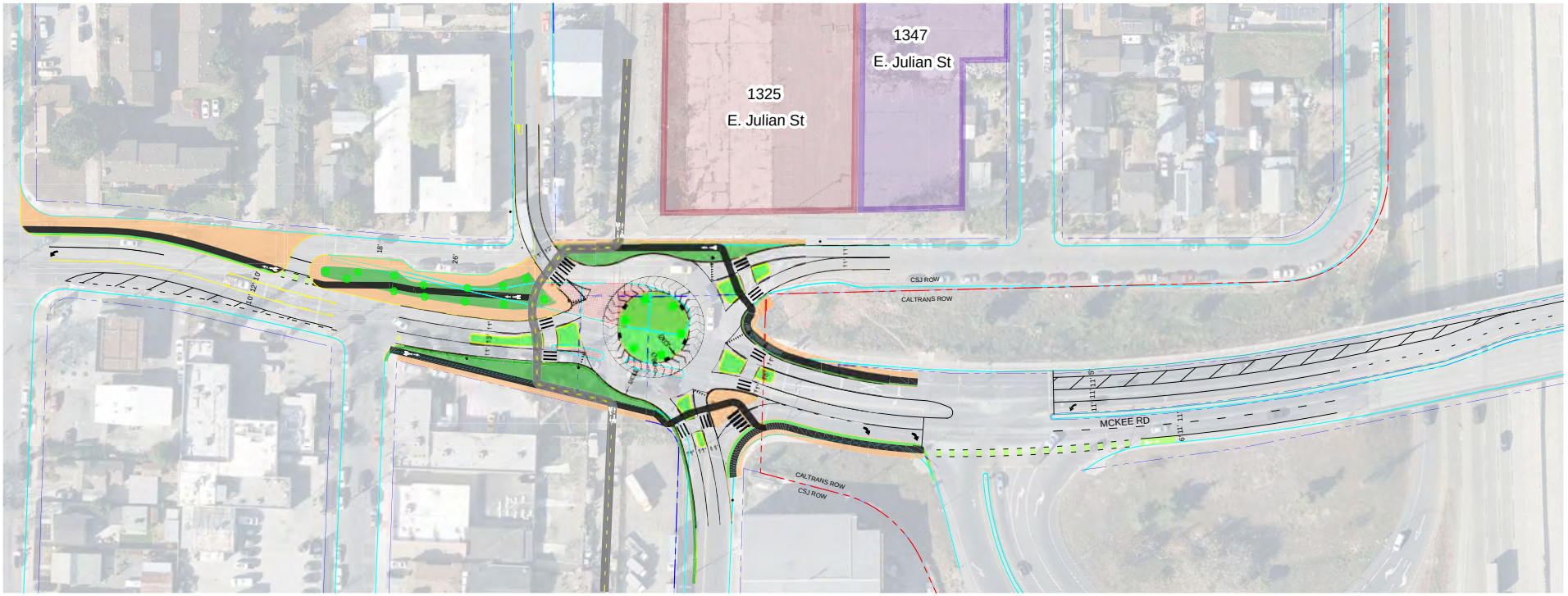
Both intersection design options would improve vehicle access to and from the 1298 Tripp Avenue site by providing an outbound (southbound) connection from Wooster Avenue to E. Julian Street, which does not currently exist, and maintaining the eastbound left-turn (inbound) movement at Wooster Av.

1347 and 1325 E. Julian Street Sites

Since both of these project sites would be accessed via the E. Julian Street frontage road, neither roadway improvement option would negatively impact the vehicle travel patterns to and from these sites. In fact, both options would improve access to these project sites from eastbound E. Julian Street due to the improvements at the N. 28th Street/E. Julian Street intersection. Both design options would serve these two project sites equally well.

Project Contribution Toward the Planned Improvements

City of San Jose staff have indicated that all three project sites – 1298 Tripp Avenue, 1347 E. Julian Street, and 1325 E. Julian Street – would be required to make a fair-share contribution toward the planned improvements along E. Julian Street.



LEGEND:

PROPOSED FACE OF CURB	LANDSCAPE ISLAND/MEDIAN	RAISED BIKE WAY
EXISTING FACE OF CURB	SIDEWALK	TWO WAY CYCLE TRACK/TRAIL
PROPOSED RIGHT OF WAY	DEMO EXISTING ISLAND	
EXISTING RIGHT OF WAY	BIKEWAY PCC SEPARATOR	

0 1 30 60 90
SCALE FEET

JULIAN ST / MCKEE RD
(26TH ST - US-101 OFF-RAMP)
ROUNDABOUT CONCEPT

	REVISIONS	DATE
6		
5		
4		
3		
2		
1		

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

DEPARTMENT OF TRANSPORTATION
SAN JOSE, CALIFORNIA

DESIGNED BY:	C. DANG	JOHN RISTOW	
CHECKED BY:	J. HU	DIRECTOR	
PROJ MGR:	Z. KHATTAB		
DATE:	OCT 2021		
SCALE:	1" = 30'	FILE NO.	
SHEET NO.	1 OF 1		

Figure 17
E. Julian Street/McKee Road Roundabout Concept

NORTH
Not to Scale

LEGEND:

- PROPOSED FACE OF CURB
- EXISTING FACE OF CURB
- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- PROPOSED SIGNAL
- LANDSCAPE ISLAND/MEDIAN
- SIDEWALK
- SIDEWALK MIXING ZONE
- SIGNAL MODIFICATION
- RAISED BIKEWAY
- TRAIL
- DEMO EXISTING ISLAND
- BIKEWAY PCC SEPARATOR
- PROPOSED CURB RAMP
- PROPOSED RETAINING WALL

SCALE 0 1 30 60 90 FEET

JULIAN ST / MCKEE RD
(26TH ST - US-101 OFF-RAMP)
CONCEPTUAL PLAN

	REVISIONS	DATE
6		
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3		
2		
1		

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

DEPARTMENT OF TRANSPORTATION
SAN JOSE, CALIFORNIA

DESIGNED BY:	C. DANG
CHECKED BY:	J. HU
PROJ MGR:	Z. KHATTAB
DATE:	AUG 2022
SCALE:	1" = 30'
SHEET NO.	1 OF 1

JOHN RISTOW
DIRECTOR

FILE NO.

Figure 18
E. Julian Street/McKee Road Standard Intersection Concept

NORTH
Not to Scale

Recommendation: Each project applicant should coordinate with City of San Jose staff to determine the appropriate fair-share monetary contribution that would go towards constructing the planned geometric improvements along E. Julian Street. Note that the City's preferred option is Planline Option 2 (standard intersection design).

Intersection Queuing Analysis

The intersection queuing analysis (see Tables 7 and 8) is based on vehicle queuing for left-turn movements at intersections near the development sites where the project would add a noteworthy number of trips (more than 10 trips per lane). Based on the project trip generation and trip distribution patterns, selected left-turn movements at the following intersections were evaluated:

- US 101 Northbound Ramps & McKee Road – northbound left-turn and eastbound left-turn
- US 101 Southbound Ramps & E. Julian Street – northbound left-turn
- N. 28th Street & E. Julian Street – southbound left-turn
- N. 28th Street & E. Santa Clara Street – southbound left-turn and eastbound left-turn
- Wooster Avenue & E. Julian Street – eastbound left-turn (TWLTL)

Table 7
Intersection Queuing Analysis Summary – AM Peak Hour

	US 101 NB Ramps & McKee Rd		US 101 SB Ramps & E Julian St	N 28th St & E Julian St	Wooster Av & E Julian St	N 28th St & E Santa Clara St	
Peak Hour:	NBL AM	EBL AM	NBL AM	SBL-T-R [3] AM	EBL (TWLTL) [4] AM	SBL-T [5] AM	EBL AM
Existing							
Cycle/Delay (sec) [1]	140	140	140	140	9.0	86	86
Volume (vphpl)	240	114	109	208	64	104	72
95th %. Queue (veh/ln.)	15	8	8	13	1	5	4
95th %. Queue (ft./ln) [2]	375	200	200	325	25	125	100
Storage (ft./ ln.)	350	175	550	50	100	175	150
Adequate (Y/N)	**N**	**N**	Y	**N**	Y	Y	Y
Background							
Cycle/Delay (sec) [1]	140	140	140	140	9.0	86	86
Volume (vphpl)	253	118	115	208	64	104	72
95th %. Queue (veh/ln.)	15	8	8	13	1	5	4
95th %. Queue (ft./ln) [2]	375	200	200	325	25	125	100
Storage (ft./ ln.)	350	175	550	50	100	175	150
Adequate (Y/N)	**N**	**N**	Y	**N**	Y	Y	Y
Background Plus Project							
Cycle/Delay (sec) [1]	140	140	140	140	9.1	86	86
Volume (vphpl)	269	152	131	330	84	122	80
95th %. Queue (veh/ln.)	16	10	9	19	1	6	4
95th %. Queue (ft./ln) [2]	400	250	225	475	25	150	100
Storage (ft./ ln.)	350	175	550	50	100	175	150
Adequate (Y/N)	**N**	**N**	Y	**N**	Y	Y	Y

Notes:
[1] Vehicle queue calculations based on signal cycle length for signalized intersections and average approach delay for unsignalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued.
[3] The SB intersection approach is a shared lane approach. The vehicle queues reported reflect the total SB L-T-R volume. The segment of 28th St north of Julian St is only 50 ft in length. However, the Julian St frontage road provides enough additional queuing space to accommodate the overflow of vehicles.
[4] The EB left-turn lane is a shared two-way left-turn lane (TWLTL).
[5] The SB intersection approach consists of a shared through/left-turn lane and a separate right-turn lane. Thus, the vehicle queues reported reflect the combined through/left-turn volume.

Table 8
Intersection Queuing Analysis Summary – PM Peak Hour

	US 101 NB Ramps & McKee Rd		US 101 SB Ramps & E Julian St	N 28th St & E Julian St	Wooster Av & E Julian St	N 28th St & E Santa Clara St	
Peak Hour:	NBL PM	EBL PM	NBL PM	SBL-T-R [3] PM	EBL (TWLTL) [4] PM	SBL-T [5] PM	EBL PM
Existing							
Cycle/Delay (sec) [1]	146	146	146	146	8.9	86	86
Volume (vphpl)	310	96	92	141	59	126	19
95th %. Queue (veh/ln.)	19	7	7	10	1	6	2
95th %. Queue (ft./ln) [2]	475	175	175	250	25	150	50
Storage (ft./ ln.)	350	175	550	50	100	175	150
Adequate (Y/N)	**N**	Y	Y	**N**	Y	Y	Y
Background							
Cycle/Delay (sec) [1]	146	146	146	146	8.9	86	86
Volume (vphpl)	310	96	94	141	59	126	19
95th %. Queue (veh/ln.)	19	7	7	10	1	6	2
95th %. Queue (ft./ln) [2]	475	175	175	250	25	150	50
Storage (ft./ ln.)	350	175	550	50	100	175	150
Adequate (Y/N)	**N**	Y	Y	**N**	Y	Y	Y
Background Plus Project							
Cycle/Delay (sec) [1]	146	146	146	146	9.1	86	86
Volume (vphpl)	336	113	120	205	91	137	33
95th %. Queue (veh/ln.)	20	8	9	13	1	6	2
95th %. Queue (ft./ln) [2]	500	200	225	325	25	150	50
Storage (ft./ ln.)	350	175	550	50	100	175	150
Adequate (Y/N)	**N**	**N**	Y	**N**	Y	Y	Y

Notes:
[1] Vehicle queue calculations based on signal cycle length for signalized intersections and average approach delay for unsignalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued.
[3] The SB intersection approach is a shared lane approach. The vehicle queues reported reflect the total SB L-T-R volume. The segment of 28th St north of Julian St is only 50 ft in length. However, the Julian St frontage road provides enough additional queuing space to accommodate the overflow of vehicles.
[4] The EB left-turn lane is a shared two-way left-turn lane (TWLTL).
[5] The SB intersection approach consists of a shared through/left-turn lane and a separate right-turn lane. Thus, the vehicle queues reported reflect the combined through/left-turn volume.

US 101 Northbound Ramps & McKee Road

The queuing analysis indicates that the maximum vehicle queues for the northbound and eastbound left-turn movements at the US 101 NB Ramps/McKee Road intersection currently exceed the existing vehicle storage capacity and would continue to do so under background and background plus project conditions. The project would increase the northbound left-turn queue by one vehicle length and the eastbound left-turn queue by two vehicle lengths (compared to background conditions). The US 101 northbound off-ramp provides additional queuing space to accommodate the overflow of vehicles turning left from the ramp onto westbound E. Julian Street. Extending the eastbound left-turn pocket to provide additional vehicle storage is not feasible due to the presence of back-to-back left-turn pockets.

N. 28th Street & E. Julian Street

The queuing analysis indicates that the maximum vehicle queues for the southbound approach (shared left/through/right lane) at the N. 28th Street/E. Julian Street intersection currently exceed the existing vehicle storage capacity and would continue to do so under background and background plus project.

The southbound approach of the intersection provides only about 50 feet of vehicle storage, which is the space between E. Julian Street and the E. Julian Street frontage road. However, the E. Julian Street frontage road and nearby Wooster Avenue provide additional queuing space (overflow) for these southbound vehicles (i.e., vehicles exiting the neighborhood). The queuing calculations presented in Tables 7 and 8 are based on counts conducted in April of 2015 and show maximum southbound vehicle queues of 13 vehicles and 10 vehicles during the AM and PM peak hours, respectively. Based on field observations conducted in October of 2022, however, the maximum southbound vehicle queue observed occurred during the AM peak hour and was 9 vehicles in length. As shown on Figure 19, 2 vehicles were queued on N. 28th Street, 5 vehicles were queued on the frontage road (3 eastbound and 2 westbound), and 2 vehicles were queued on Wooster Avenue. This maximum vehicle queue occurred only once when the eastbound vehicle queue on E. Julian Street extended between the US 101 southbound ramps and N. 28th Street (queue of 6 vehicles shown in yellow on Figure 19) and was shorter the remainder of the AM observation period. All 9 queued vehicles cleared the intersection in one signal cycle. Either E. Julian Street improvement design (previously shown on Figures 17 and 18) would eliminate this queuing issue.

Signal Coordination Along E. Julian Street

Based on the previously discussed geometric changes that are planned along E. Julian Street (Planline Option 2), signal timing adjustments would need to be implemented along E. Julian Street to coordinate the new traffic signals. Any vehicle delays and queuing issues along the E. Julian Street corridor, including the side streets, could be addressed by synchronizing the new traffic signals at Wooster Avenue/E. Julian Street and N. 28th Street/E. Julian Street. For example, the signal timing at these two intersections could be coordinated to allow the southbound left-turn vehicle movement at the Wooster Avenue/E. Julian Street intersection (vehicles leaving the neighborhood) to proceed eastward through the N. 28th Street/E. Julian Street intersection instead of having to stop immediately at the intersection.

Planned Pedestrian and Bicycle Connections to BART

According to the East San Jose Multimodal Transportation Improvement Plan (MTIP), future pedestrian and bicycle improvements are planned to enhance pedestrian and bicycle connections to the 28th Street/Little Portugal BART station. E. Julian Street has been identified as one of the three "Connection to BART" projects in the area. Planned multimodal improvements along the segment of E. Julian Street between N. 19th Street and the north end of the BART station include the following:

- Class II bikeway between 19th Street and 21st Street with a bike box at 19th Street;
- Class IV bikeway between 21st Street and the US 101 overcrossing;
- High visibility pedestrian crossings;
- ADA compliant elements including curb ramps, push buttons, pedestrian countdown timers, and Accessible Pedestrian Signals (APS) at signalized intersections;
- Bulb-outs on street approached where feasible;
- Leading pedestrian crossing intervals at all intersections with bus stops and include benches, shelters, lighting improvements, and real-time schedule information at all bus stops; and
- Enhanced pedestrian and bicycle crossings and wayfinding elements.

Potential improvements at the N. 27th Street/E. St. John Street intersection include enhanced pedestrian crosswalks on the north and west legs and bulb-outs at the northwest and southwest corners of the intersection.

Recommendation: City of San Jose staff have indicated that the three projects would be required to make a fair-share monetary contribution toward the planned multimodal improvements along E. Julian Street that are identified as part of the East San Jose Multimodal Transportation Improvement Plan (MTIP).

Figure 19
Maximum Observed AM Peak Hour Vehicle Queue at the N. 28th Street/E. Julian Street Intersection

Coordination between the BART Phase II project team and the VTA will be required prior to construction of the 28th Street/Little Portugal BART station and the proposed alignment of the future Five Wounds Class I trail shown in the Five Wounds Urban Village Plan.

Site Access and On-Site Circulation

The site plans prepared for the three residential mixed-use developments were evaluated to determine the adequacy of the driveways serving each site with regard to the following: traffic volume, geometric design, sight distance and operations (e.g., queuing and delay). On-site vehicular circulation and parking layout were reviewed for each plan in accordance with generally accepted traffic engineering standards and transportation planning principles. Three site plans (see Figures 2, 3 and 4), prepared by Anderson Architects, Inc., were evaluated: 1298 Tripp Avenue site plan (March 10, 2023), 1347 E. Julian Street site plan (July 21, 2022), and 1325 E. Julian Street site plan (February 17, 2023).

1298 Tripp Avenue Site Plan Review

Vehicular Site Access

As proposed, the project would remove four existing residential driveways on Tripp Avenue and construct one new 26-foot-wide full access driveway that would serve a basement parking level containing 87 parking spaces. As proposed, the 26-foot-wide driveway would meet the City of San Jose's standard driveway width for residential land uses.

Driveway Operations

The project-generated trips that are estimated to occur at the driveway are 27 inbound trips and 66 outbound trips during the AM peak hour, and 50 inbound trips and 34 outbound trips during the PM peak hour (see Figure 20). Due to the relatively low number of AM and PM peak hour project-generated trips and the low traffic volumes on Tripp Avenue adjacent to the site, operational issues related to vehicle queueing and/or delays would not occur at the project driveway.

The City typically requires developments to provide adequate on-site stacking space for at least two inbound vehicles (about 50 feet) between the face of curb and any entry gates or on-site drive aisles or parking spaces. This prevents vehicles from queuing onto the street and blocking traffic. The site plan shows there would be approximately 80 feet between the face of curb on Tripp Avenue and the security gate within the parking garage.

Sight Distance

Although Tripp Avenue has a gentle horizontal curve near the project driveway, there are no existing landscaping or other visual obstructions along the project frontage that would obscure sight distance at the project driveway. The landscape plan does not indicate any new landscaping would be added that would negatively affect the sight distance at the driveway. Although street trees are present, the existing trees that will remain have high canopies and would not hinder sight distance.

Street parking is currently allowed along the project frontage on Tripp Avenue and would continue to be permitted. Therefore, no parking zones (at least 15 feet of red curb) should be established immediately adjacent to the project driveway to ensure adequate sight distance.

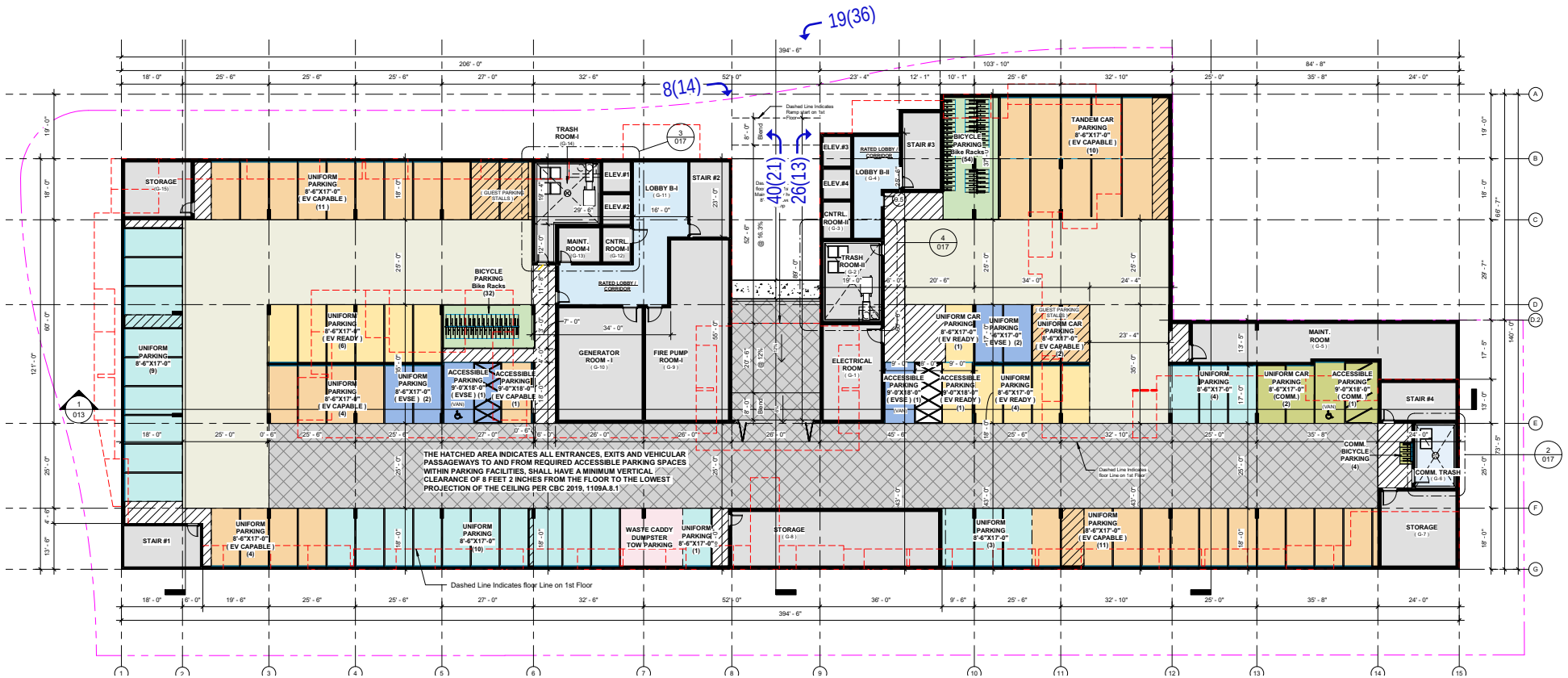

Figure 20
Trips at the 1298 Tripp Avenue Project Driveway

NORTH
Not to Scale

Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to locate sufficient gaps in traffic. Sight distance generally should be provided in accordance with Caltrans standards. The minimum acceptable sight distance is often considered the Caltrans stopping sight distance. Sight distance requirements vary depending on the roadway speeds. For Tripp Avenue, which has a speed limit of 25 mph, the Caltrans stopping sight distance is 200 feet (based on a design speed of 30 mph). This means that a driver must be able to see 200 feet down Tripp Avenue to locate a sufficient gap to turn out of the project driveway. This also gives drivers traveling along Tripp Avenue adequate time to react to vehicles exiting the project driveway. Assuming the recommended red curb would be added, the project driveway would meet the Caltrans stopping sight distance requirement.

Recommendation: Establish no parking zones (at least 15 feet of red curb) immediately adjacent to the project driveway to ensure adequate sight distance.

On-Site Vehicular Circulation and Parking Layout

On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and City of San Jose design guidelines. Access to the parking garage would be provided via one full access driveway on Tripp Avenue. The on-site drive aisle was evaluated for vehicle access by the method of turning-movement templates. Analysis using the appropriate Passenger Car turning templates shows that standard passenger vehicles (turning template "Pm") and larger passenger vehicles (Passenger Car turning template "P") could adequately access the on-site parking spaces and circulate through the parking garage efficiently. However, the parking garage would contain three dead-end drive aisles: one on the west end of the garage and two on the east end of the garage. Additional maneuvering space would be provided at the eastern dead-end drive aisles near the bicycle parking areas. However, additional maneuvering space would not be provided at the western dead-end drive aisle where two guest parking spaces and a bike room would be provided.

The City's standard minimum width for two-way drive aisles is 24 feet wide where 90-degree parking is provided. This allows sufficient room for vehicles to back out of the parking spaces. According to the site plan, the two-way drive aisles measure 25 feet wide, which would meet the City's minimum standard. Note that although passenger vehicles could adequately circulate through the parking garage, some maneuvering space should be provided at the western dead-end drive aisle near the visitor parking spaces and bike room.

Recommendation: Provide additional maneuvering space at the western dead-end drive aisle.

Garage Ramp Slope

Typical engineering design standards require garage ramps without parking to have no greater than a 20% grade with transition grades of half the maximum grade (10% or less), and garage ramps with parking to have grades of no greater than 5%. The site plan shows the ramp grade would vary between 12% and 16.3%, with 6% transition grades at the top and bottom of the ramp. Since parking would not be provided along the ramp, the garage ramp would meet the recommended design standards.

Parking Stall Dimensions

The City's off-street parking design standards for uniform parking stalls are 8.5 feet wide by 17 feet long. All the non-accessible parking stalls located within the parking garage would meet the uniform parking stall design standards. The accessible ADA stalls all measure 9 feet wide by 18 feet long and include access aisles of at least 5 feet for van accessibility. This meets the ADA parking stall design requirements.

Truck Access and Circulation

The 1298 Tripp Avenue project site plan was reviewed for truck access including delivery and moving trucks, garbage trucks and emergency vehicles.

Residential Move-In and General Loading Operations

The current site plan does not show any freight loading areas for residential move-in/move-out or commercial/delivery vehicles. It is assumed that residential loading activities would occur along Tripp Avenue adjacent to the residential lobbies and elevators. Since the proposed retail space would be situated along the project frontage on Wooster Avenue, commercial loading activities would occur along Wooster Avenue. If on-site or on-street loading spaces are not provided, moving trucks and delivery vehicles could be forced to double park. This would momentarily block some street parking and could block the eastbound direction of traffic along Tripp Avenue and the southbound direction of traffic on Wooster Avenue.

Note that per Section 20.90.410 of the Zoning Code, residential loading spaces are not required because the project is a multifamily residential development located outside the downtown area of San Jose. Retail loading spaces are also not required because the mixed-use project includes less than 10,000 s.f. of retail space.

Garbage Collection

Similar to other properties within the neighborhood, garbage collection activities for the project would occur within the public right-of-way on Tripp Avenue. The site plan shows three separate trash rooms: two residential trash room (one on either side of the project driveway on Tripp Avenue) and one commercial trash room along Wooster Avenue. Trash bins would be wheeled out to Tripp Avenue on garbage collection days and returned to the trash rooms after garbage pick-up.

Emergency Vehicle Access

The City of San Jose Fire Department requires that all portions of the buildings be within 150 feet of a fire department access road, requires a minimum of 6 feet clearance from the property line along all sides of the building, and requires a minimum of 13 feet 6 inches of vertical clearance to enter a parking structure. According to the site plan provided, the project appears to provide adequate fire access around the perimeter of the building; however, only about 8 feet of vertical clearance would be provided. Note that fire department vehicles are not expected to enter the parking garage.

Pedestrian and Bicycle Site Plan Features

The 1298 Tripp Avenue site plan indicates that the sidewalk and curb along the project frontages on Tripp Avenue, Wooster Avenue and N. 26th Street would be reconstructed. The site plan shows 5-foot-wide detached sidewalks with landscaping (park strip) on Tripp Avenue and N. 26th Street (consistent with the neighborhood) and a 15-foot wide attached sidewalk with tree wells on Wooster Avenue. A 5-foot-wide sidewalk would also be constructed along the back of the site (south facing side of the building). Landscaping, planter boxes, and bioretention features would be added between the building and the sidewalks. The sidewalk on Tripp Avenue would provide direct access to the residential lobbies and elevators, and the sidewalk on Wooster Avenue would provide direct access to the retail space.

The site plan shows an attached bulb-out would be added to the southeast corner of N. 26th Street and Tripp Avenue (northwest corner of the project site). The City of San Jose is requesting that the project also include bulb-outs on the southwest and northwest corners of Wooster Avenue and Tripp Avenue. Bulb-outs enhance pedestrian safety at intersections by shortening the pedestrian crossing distance, making pedestrians more visible to drivers, and slowing down right-turn vehicle movements. These two recommended public improvements are described below.

Recommendation: Construct an attached bulb-out on the southwest corner of Wooster Avenue and Tripp Avenue (northeast corner of the project site), similar to the proposed attached bulb-out on the northwest corner of the project site.

Recommendation: Construct a detached bulb-out on the northwest corner of Wooster Avenue and Tripp Avenue to complete the enhanced pedestrian crosswalk improvements.

A high visibility crosswalk with rectangular rapid flashing beacons (RRFB) is located on the north leg of the Wooster Avenue/Tripp Avenue intersection. A standard crosswalk is located on the west leg of the intersection and could be enhance as part of the bulb-out design. The east leg of the N. 26th Street/Tripp Avenue intersection also has a standard crosswalk that could be enhanced as part of the bulb-out design on the northwest corner of the project site.

Recommendation: Install high visibility crosswalks on the west leg of the Wooster Avenue/Tripp Avenue intersection and east leg of the N. 26th Street/Tripp Avenue intersection when the bulb-outs are constructed on the northeast and northwest corners of the project site.

Short-term bicycle parking (bike racks) is shown on the site plan near both residential lobbies on Tripp Avenue and adjacent to the proposed retail uses on Wooster Avenue.

Parking Supply

The project's off-street parking requirements for automobiles, motorcycles and bicycles are based on the City of San Jose parking standards (*Municipal Code Chapter 20.90, Tables 20-190 and 20-210*) that were in place prior to adoption of the new zoning ordinance (which occurred in April of 2023).

Residential Vehicle Parking

The City of San Jose's off-street parking requirements as described in the City's Zoning Code (Chapter 20.90, Table 20-210) for multiple dwellings with all open parking are as follows: 1.25 parking spaces for studio and one-bedroom units, 1.7 parking spaces for two-bedroom units, and 2.0 parking spaces for three-bedroom units. Based on the City's off-street parking requirements and prior to applying any relevant parking reductions, the 235-unit project, which would consist of 134 studios, 77 one-bedroom units, and 24 two-bedroom units would require a total of 305 parking spaces.

Residential Parking Reductions

Since the 1298 Tripp Avenue project site is located within 2,000 feet of a future 28th Street/Little Portugal BART station, the project qualifies for a 20 percent reduction in the City's parking requirement. After applying a 20 percent parking reduction, the project would be required to provide a total of 244 residential parking spaces (305 x 0.8 = 244 spaces). This equates to an average parking ratio of 1.04 spaces per unit.

However, the project is requesting to use the State Density Bonus Law ratio of 0.5 spaces per unit (due to the affordability of the project), plus Section 20.90.220 of the City's Zoning Code, to further reduce the parking ratio to 0.25 spaces per unit. A Transportation Demand Management (TDM) Plan (per Section 20.90.220.A.1.c and 20.90.220.A.1.d of the Zoning Code) would allow for up to an additional 50 percent reduction in parking, resulting in a parking ratio of 0.25 spaces per unit. Applying this parking ratio to all the units equates to a residential parking requirement of 59 spaces. Note that the project will need to include an additional incentive request for the proposed parking reduction as part of the Density Bonus application.

Proposed Residential Parking Supply

The project is proposing to provide 84 residential parking spaces (including 4 ADA accessible spaces) within a single basement parking level. Thus, after applying the allowable parking reductions described above, the proposed residential parking supply would exceed the minimum parking requirement by 25 spaces. The proposed TDM Plan is contained in Appendix E.

Electric Vehicle Parking Requirements

Per the San Jose Municipal Code (Section 24.10.200), new multifamily dwellings must provide 100 percent electric vehicle (EV) Capable parking spaces, including at least 10 percent EVSE Spaces (EVSE = Electric Vehicle Supply Equipment) and 20 percent EV Ready Spaces. The proposed parking must be designed to meet these EV parking standards.

Recommendation: Provide on-site EV parking spaces and EV Ready spaces to the satisfaction of the City of San Jose Planning Department.

Retail Vehicle Parking

The City of San Jose vehicle parking requirement for retail/commercial uses located within Urban Villages was applied to the project and is 1 space per 400 s.f. (per Section 20.90.220.C.1 of the City's Zoning Code). Based on the City's retail parking requirement, the project would require 2 parking spaces to serve the 821 s.f. of ground-floor retail space that would front Wooster Avenue.

The proposed site plan shows 3 parking spaces would be provided for retail customers, consisting of two uniform spaces and 1 ADA accessible stall. Thus, the project would satisfy the City's retail parking requirement.

Motorcycle Parking

For affordable housing projects subject to the State Density Bonus Law, no additional motorcycle parking spaces are required. Per the California Vehicle Code, motorcycles are considered vehicles, and additional vehicle spaces beyond the vehicle parking ratio cannot be required.

Bicycle Parking

The City requires one bicycle parking space for every four residential units and one bicycle parking space for every 3,000 s.f. of retail space (minimum of 3 spaces) per Chapter 20.90, Tables 20-190 and 20-210 of the City's Zoning Code. Thus, the project is required to provide a total of 62 bicycle parking spaces: 59 bicycle spaces to serve the residential use and 3 bicycle spaces to serve the retail use.

According to the site plan, the project is proposing to provide a total of 90 residential bicycle parking spaces (86 long-term spaces within the garage plus 4 short-term spaces/bike racks on Tripp Avenue), which would exceed the City's residential bicycle parking requirement. The site plan also shows 5 retail bicycle parking spaces consisting of 4 spaces within the garage and a bike rack on Wooster Avenue near the entrance to the retail space.

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Vehicular Site Access

One full access driveway on West Court would provide access to a 16-space uncovered parking lot. As proposed, the 26-foot-wide driveway would meet the City of San Jose's standard driveway width for residential land uses. Access to 5 additional covered spaces (2 uniform spaces and 3 ADA accessible spaces) would be provided at the southwest corner of the surface lot. Security gates would be provided at the main parking lot entrance on West Court and at the internal entrance to the small parking garage.

Driveway Operations

The project-generated trips that are estimated to occur at the driveway are 8 inbound trips and 14 outbound trips during the AM peak hour, and 13 inbound trips and 10 outbound trips during the PM peak hour (see Figure 21). Due to the low number of AM and PM peak hour project-generated trips and the low existing traffic volumes on West Court, operational issues related to vehicle queueing and/or delays would not occur at the project driveway.

The City typically requires developments to provide adequate on-site stacking space for at least two inbound vehicles (about 50 feet) between the face of curb and any entry gates or on-site drive aisles or parking spaces. This prevents vehicles from queuing onto the street and blocking traffic. The site plan shows there would be a security gate at the project entrance approximately 15 feet from the curb and the first on-site parking space would be situated about 30 feet from the curb. Thus, the City's 50-foot standard would not be met. Since the project would have access to and from a residential court with very low traffic volumes, inbound vehicle storage is not as critical as it would be if access were to be provided along a busier roadway. However, the project should still make a reasonable effort to avoid inbound queuing issues. For this reason, the gate should remain open during the periods of the day when most inbound vehicle trips are likely to occur to avoid potential queuing issues.

Recommendation: The project should keep the entry security gate open during the periods of the day when most inbound vehicle trips are likely to occur to avoid potential inbound vehicle queuing issues.

Sight Distance

There is no existing landscaping or other visual obstructions along the project frontage that would obscure sight distance at the project driveway. The landscape plan does not indicate any new landscaping would be added that would negatively affect the sight distance at the driveway. Although the site plan shows one street tree would be added along West Court, the tree would have a high canopy and would not hinder sight distance.

Street parking is currently allowed along the project frontage on West Court. Thus, the project would result in the loss of some street parking. No parking zones (at least 15 feet of red curb) should be established immediately adjacent to the project driveway to ensure adequate sight distance.

Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to locate sufficient gaps in traffic. Sight distance generally should be provided in accordance with Caltrans standards. The minimum acceptable sight distance is often considered the Caltrans stopping sight distance. Sight distance requirements vary depending on the roadway speeds. For West Court, which has a speed limit of 25 mph, the Caltrans stopping sight distance is 200 feet (based on a design speed of 30 mph). This means that a driver must be able to see 200 feet down West Court to locate a sufficient gap to turn out of a driveway. This also gives drivers traveling along West Court adequate time to react to a vehicle exiting a driveway. Assuming the recommended red curb would be added, the project driveway would meet the Caltrans stopping sight distance requirement.

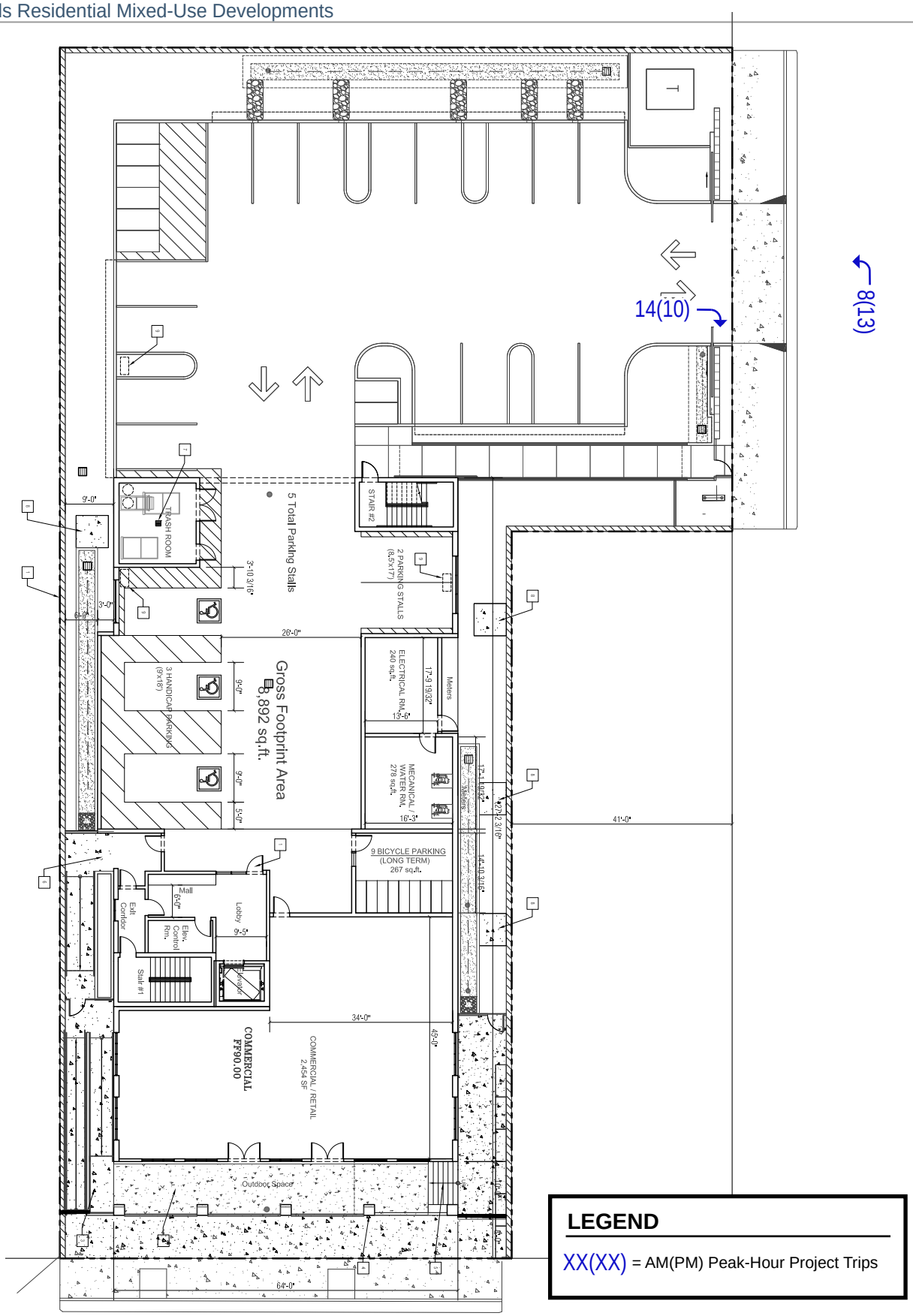


Figure 21
Trips at the 1347 E. Julian Street Project Driveway

NORTH
Not to Scale

Recommendation: Establish no parking zones (at least 15 feet of red curb) immediately adjacent to the project driveway to ensure adequate sight distance.

On-Site Vehicular Circulation and Parking Layout

On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and City of San Jose design guidelines. Access to the site would be provided via one full access driveway on West Court. The on-site drive aisle would provide access to 16 surface parking stalls and a small 5-space parking garage on the ground level of the residential building.

The City's standard minimum width for two-way drive aisles is 24 feet wide where 90-degree parking is provided. This allows sufficient room for vehicles to back out of the parking spaces. According to the site plan, the two-way drive aisles measure 26 feet wide and would meet the City's minimum standard.

Parking Stall Dimensions

The City's off-street parking design standards for uniform parking stalls are 8.5 feet wide by 17 feet long. All the standard on-site parking stalls would meet the uniform parking stall design standards. The accessible ADA stalls all measure 9 feet wide by 18 feet long and include access aisles of at least 5 feet for van accessibility. This meets the ADA parking stall design requirements.

Truck Access and Circulation

The 1347 E. Julian Street project site plan was reviewed for truck access including delivery and moving trucks, garbage trucks and emergency vehicles.

Residential Move-In and General Loading Operations

The current site plan does not show any freight loading areas for residential move-in/move-out or commercial/delivery vehicles on either West Court or the E. Julian Street frontage road. Based on the locations of the commercial space and residential lobby, including the residential elevator and mail room, it is assumed that residential and commercial freight loading activities would occur along the E. Julian Street frontage road. Since no on-site or on-street loading spaces would be provided, residential moving vans and commercial vehicles would be forced to double park, which would momentarily block some street parking and the westbound direction of traffic along the E. Julian Street frontage road.

Note that per Section 20.90.410 of the Zoning Code, residential loading spaces are not required because the project is a multifamily residential development located outside the downtown area of San Jose. Retail loading spaces are also not required because the mixed-use project includes less than 10,000 s.f. of retail space.

Garbage Collection

Similar to the other properties within the residential neighborhood, garbage collection activities for the project would occur within the public right-of-way on West Court. The site plan shows an on-site trash room located just inside the small parking garage. Also shown is the planned path for the trash bins between the trash room and the staging area on West Court. The trash bins would be wheeled out to West Court on garbage collection days and returned to the trash room after garbage pick-up.

Emergency Vehicle Access

The City of San Jose Fire Department requires that all portions of the buildings be within 150 feet of a fire department access road, requires a minimum of 6 feet clearance from the property line along all sides of the building, and requires a minimum of 13 feet 6 inches of vertical clearance to enter a parking structure. According to the site plan, the project would meet all three fire access requirements.

Pedestrian and Bicycle Site Plan Features

The 1347 E. Julian Street site plan indicates that the sidewalks and curbs along the project frontages on West Court and the E. Julian Street frontage road would be reconstructed. The site plan shows 10-foot-wide attached sidewalks with tree wells on West Court and the E. Julian Street frontage road. Landscaping, stormwater flow-through planters, and bioretention features would be added between the building and the sidewalks.

The site plan shows pedestrian paths connecting the residential building to the sidewalks on West Court and the E. Julian Street frontage road. The sidewalk on the E. Julian Street frontage road would provide a direct connection to the retail uses that would face the street.

Short-term bicycle parking (bike racks) is shown on the site plan near the retail entrances, and long-term bicycle parking (secure bike room) is shown on the ground level of the building with access provided via the parking garage.

Parking

The City of San Jose recently amended Title 20 of the Municipal Code to remove citywide minimum off-street vehicle parking requirements for developments, with the exception of single-family properties and areas where the City has defined contractual agreements regarding parking supply. The changes are intended to encourage the use of alternative modes of transportation, thereby reducing VMT and greenhouse gas emissions. All projects requiring a development permit that are not exempt per Section 20.90.900.B of the San Jose Municipal Code are required to adhere to the new parking ordinance, which includes new mandatory TDM requirements per City Council Policy 5-1.

The removal of vehicle parking requirements and addition of TDM requirements are intended to improve consistency with Climate Smart San Jose and the Envision San Jose 2040 General Plan transportation and land use goals. Note that the absence of minimum vehicle parking requirements does not prohibit developing parking after a project is built. Developers still have the flexibility to determine the appropriate number of vehicle parking spaces based on a project's specific needs and market conditions, rather than based on a minimum number of spaces determined by the City.

Though minimum vehicle parking requirements have been removed, Chapter 20.90 of the Municipal Code continues to maintain existing minimum bicycle parking requirements. Also included are new minimum parking requirements for "two-wheeled motorized vehicles", as opposed to "motorcycles", since not all licensed two-wheeled vehicles are technically motorcycles. The update requires most developments to provide two-wheeled motorized vehicle parking equal to 2.5% of the total vehicle parking provided. This requirement is generally lower than the parking ratios in the previous ordinance.

Proposed Vehicle Parking Supply

The project is proposing to provide 21 parking spaces, including 16 uniform stalls in a surface parking lot and 5 stalls (3 ADA accessible stalls and 2 uniform stalls) within the small adjacent parking garage.

TDM Requirement

To be consistent with the goals of the Envision 2040 General Plan and the Climate Smart San Jose Plan, the project is required to provide TDM measures to meet its "TDM Points Target" as detailed in the new Parking and TDM Ordinance. Hexagon prepared a TDM points evaluation using the City of San Jose's TDM Points Checklist as required by the City to satisfy the new ordinance.

The proposed 45-unit Multiple Dwelling project is classified as a Home-End Use Level 1 (small-size residential) project. Home-End Use Level 1 projects are defined as single-family detached, single-family attached, or multifamily residential projects of 16 to 299 dwelling units in size. Based on this definition,

the project is required to prepare a TDM Plan that achieves a minimum of 25 TDM points. The TDM Points Checklist was used to calculate the TDM points associated with each TDM measure included in the TDM Plan.

The proposed TDM Plan and TDM Points Checklist for the 1347 E. Julian Street residential project are contained in Appendix E.

Two-Wheeled Motorized Vehicle Parking

For affordable housing projects subject to the State Density Bonus Law, no additional motorcycle (i.e., two-wheeled motorized vehicle) parking spaces are required. Per the California Vehicle Code, motorcycles are considered vehicles, and additional vehicle spaces beyond the vehicle parking ratio cannot be required. Although motorcycle parking is not required for the project, the site plan shows 8 motorcycle spaces (i.e., two-wheeled motorized vehicle spaces) would be provided within the surface parking lot.

Bicycle Parking

The City requires one bicycle parking space for every four residential units and one bicycle parking space for every 3,000 s.f. of retail space (with a minimum of 3 spaces provided) per Table 20-190 in Chapter 20.90 of the City's Zoning Ordinance. Thus, the project is required to provide a total of 15 bicycle parking spaces: 12 bicycle spaces to serve the residential use and 3 bicycle spaces to serve the retail use.

According to the site plan, the project is proposing to provide a total of 15 bicycle parking spaces, which would meet the City's bicycle parking requirement. The site plan shows 9 bicycle parking spaces in a secure bike room and 6 short-term spaces (bike racks) near the E. Julian Street frontage road at the southeast corner of the building.

1325 E. Julian Street Site Plan Review

Vehicular Site Access

One full access driveway on the E. Julian Street frontage road would provide access to a two-way drive aisle that would run along the eastern boundary of the site and provide access to the basement parking level. The drive aisle would extend the full length of the residential mixed-use buildings and ultimately wrap around the north end of Building A, providing emergency vehicle access to all areas of the site. As proposed, the 26-foot-wide driveway would meet the City of San Jose's standard driveway width for residential land uses.

Driveway Operations

The project-generated trips that are estimated to occur at the driveway are 69 inbound trips and 121 outbound trips during the AM peak hour, and 113 inbound trips and 71 outbound trips during the PM peak hour (see Figure 22). Due to the low AM and PM peak hour traffic volumes on the E. Julian Street frontage road, operational issues related to vehicle queueing and/or delays would not be expected to occur at the project driveway.

The City typically requires developments to provide adequate on-site stacking space for at least two inbound vehicles (about 50 feet) between the face of curb and any entry gates or on-site drive aisles or parking spaces. This prevents vehicles from queuing onto the street and blocking traffic. According to the site plan, a security gate would not be provided at the project driveway on the E. Julian Street frontage road so adequate inbound vehicle stacking space would be provided.

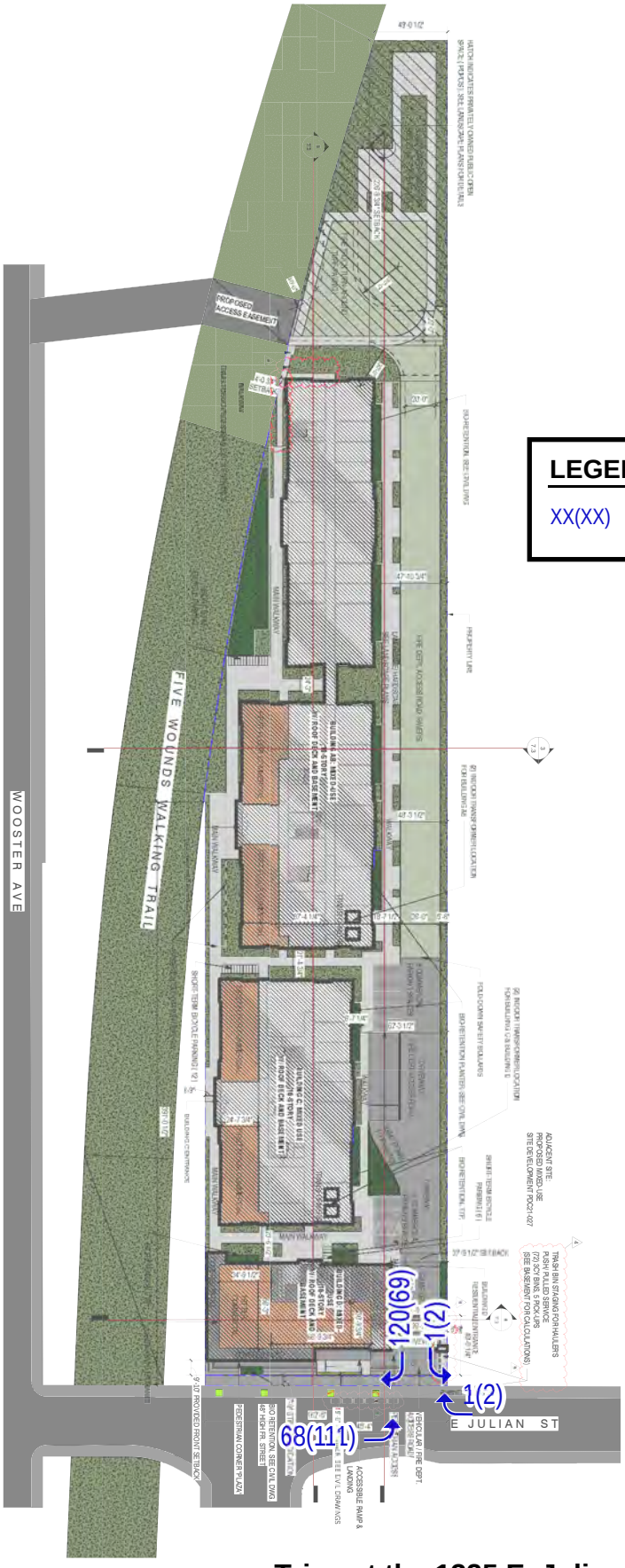


Figure 22
Trips at the 1325 E. Julian Street Project Driveway

Sight Distance

There is no existing landscaping or other visual obstructions along the project frontage that would obscure sight distance at the project driveway. The landscape plan does not indicate any new landscaping would be added to locations that would negatively affect the sight distance at the driveway. Although the site plan shows four street trees would be added along the E. Julian Street frontage road, the street trees would have a high canopy and would not hinder sight distance.

Street parking is currently not allowed along the project frontage on the E. Julian Street frontage road. Therefore, the project would not result in the loss of any street parking. No parking zones (at least 15 feet of red curb) should be established along the reconstructed curb immediately adjacent to the project driveway to ensure adequate sight distance.

Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to locate sufficient gaps in traffic. Sight distance generally should be provided in accordance with Caltrans standards. The minimum acceptable sight distance is often considered the Caltrans stopping sight distance.

Sight distance requirements vary depending on the roadway speeds. For the E. Julian Street frontage road, which has a speed limit of 25 mph, the Caltrans stopping sight distance is 200 feet (based on a design speed of 30 mph). This means that a driver must be able to see 200 feet down the frontage road to locate a sufficient gap to turn out of a driveway. This also gives drivers traveling along the frontage road adequate time to react to a vehicle exiting a driveway. Assuming the recommended red curb would be added, the project driveway would meet the Caltrans stopping sight distance requirement along the frontage road.

Recommendation: Establish no parking zones (at least 15 feet of red curb) immediately adjacent to the project driveway to ensure adequate sight distance.

Note that the project driveway is situated only about 80 feet from the N. 28th Street/E. Julian Street intersection, resulting in limited visibility between drivers exiting the project driveway and drivers turning onto the E. Julian Street frontage road from this intersection. However, as previously described, the City has plans to make significant changes to the configuration of this intersection (see Figures 17 and 18), which would improve the visibility and overall operation of the intersection.

On-Site Vehicular Circulation and Parking Layout

On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and City of San Jose design guidelines. Access to the site would be provided via one full-access 26-foot-wide driveway on the E. Julian Street frontage road. The on-site drive aisle would provide access to 8 commercial 90-degree parking stalls and a two-way ramp serving a single underground parking level. The driveway would continue north of the ramp and commercial parking stalls and would serve as emergency vehicle access (EVA).

The City's standard minimum width for two-way drive aisles is 24 feet wide where 90-degree parking is provided. This allows sufficient room for vehicles to back out of the parking spaces. According to the site plan, the main two-way drive aisle measures 26 feet wide and would meet the City's standard.

Garage Ramp Slope

Typical engineering design standards require garage ramps without parking to have no greater than a 20% grade with transition grades of half the maximum grade (10% or less), and garage ramps with parking to have grades of no greater than 5%. The site plan shows a 16% ramp grade with 8% transition grades at the top and bottom of the ramp. Since parking would not be provided along the ramp, the garage ramp would meet the recommended design standards.

Parking Stall Dimensions

All the on-site parking stalls would measure 9 feet wide by 18 feet long and would meet the City's parking design standards for full-size spaces. The accessible ADA stalls also measure 9 feet wide by 18 feet long and include access aisles of at least 5 feet for van accessibility. This meets the ADA parking stall design requirements.

Garage Drive Aisle Dimensions

The two-way drive aisle widths within the basement parking level (see Figure 23) vary between approximately 22.5 feet and 26 feet. As previously described, the City's standard minimum width for two-way drive aisles is 24 feet wide where 90-degree parking is provided to allow ample back-up space. Generally, two-way drive aisle widths of less than 24 feet can be problematic as some drivers may find it difficult to back out of 90-degree spaces located along these narrower drive aisles. The site plan shows that two north-south oriented drive aisle segments that run along the west side of the parking garage would measure 22 feet 4 inches wide and 22 feet 9 inches wide. These two drive aisles should be widened so they measure at least 24 feet wide. To achieve this, 36 of the full-size parking spaces (9 feet wide by 18 feet long) along these narrower drive aisles should be converted into compact spaces measuring 8 feet wide by 16 feet long. This would provide adequate room for compact cars to back out of these spaces. In addition, since compact spaces are narrower by one foot, the project could potentially add up to 4 parking spaces for a total of 40 compact spaces. The compact spaces would need to be labeled accordingly and only assigned to residents with small vehicles.

Recommendation: Widen the two north-south oriented drive aisle segments that run along the west side of the parking garage so they measure at least 24 feet wide. To achieve this, 36 of the full-size parking spaces (9 feet wide by 18 feet long) should be converted into compact spaces measuring 8 feet wide by 16 feet long. The compact spaces should be labeled and utilized accordingly.

Truck Access and Circulation

The 1325 E. Julian Street project site plan was reviewed for truck access including delivery and moving trucks, garbage trucks and emergency vehicles.

Residential Move-In and General Loading Operations

The current site plan does not show any freight loading areas for residential move-in/move-out or commercial delivery vehicles on-site or along the project frontage. Based on the site plan configuration, it is assumed that residential moving vans and commercial delivery vehicles would park within the public right-of-way along the E. Julian Street frontage road.

Note that per Section 20.90.410 of the Zoning Code, residential loading spaces are not required because the project is a multifamily residential development located outside the downtown area of San Jose. However, since the project would include more than 10,000 s.f. of retail space (but less than 30,000 s.f.), at least one commercial loading space is required. The City prefers that loading activities occur on-site, whenever possible, and not within the public right-of-way. The site plan shows the long project driveway would also serve as a fire department access road. Thus, it can be assumed that residential move-in vehicles and delivery trucks could also be accommodated on-site. Based on the City's preference for on-site loading and the site's proximity to the N. 28th Street/E. Julian Street intersection, the project should provide an on-site freight loading zone to serve commercial vehicles.

Recommendation: Provide one 30-foot on-site freight loading zone adjacent to the building to serve residential move-in vehicles and commercial delivery vehicles. This would require use of the fire access road and truck turnaround (hammerhead) situated at the northern tip of the site.

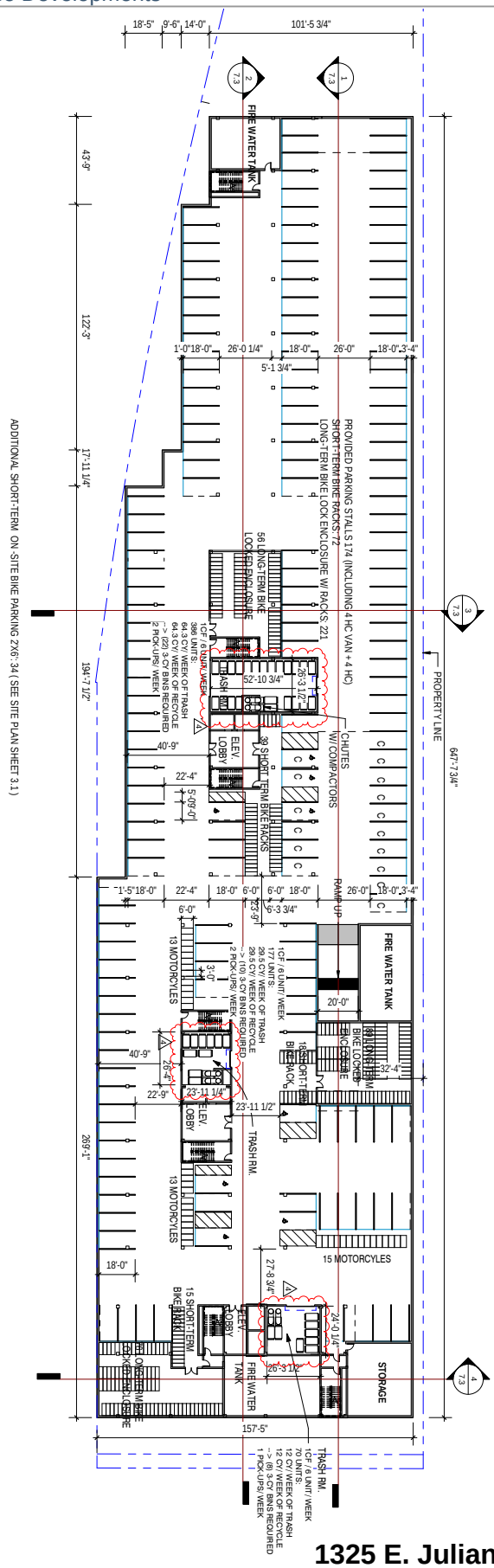


Figure 23
1325 E. Julian Street Basement Level Plan

Garbage Collection

Similar to the other properties within the residential neighborhood, garbage collection activities for the project would occur within the public right-of-way on the E. Julian Street frontage road. The site plan shows an on-site trash room located inside the parking garage with access near the garage ramp. The trash bins would be wheeled out to the E. Julian Street frontage road on garbage collection days and returned to the trash room after garbage pick-up.

Emergency Vehicle Access

The City of San Jose Fire Department requires that all portions of the buildings be within 150 feet of a fire department access road, requires a minimum of 6 feet clearance from the property line along all sides of the building, and requires a minimum of 13 feet 6 inches of vertical clearance. According to the site plan, the project would meet all three fire access requirements. Note that the arch at the project entrance would provide a vertical clearance of approximately 28 feet at its apex.

Access Easement

The site plan shows access via an EVA driveway from Wooster Avenue that crosses the former UPRR tracks. This land is currently owned and managed by the VTA and will ultimately become part of the future Five Wounds Creek Trail. Therefore, coordination with the VTA and City of San Jose Department of Parks, Recreation and Neighborhood Services (PRNS) will be required. An access easement with all necessary documentation will also be required. In addition to VTA and City approval, some public improvements (e.g., pavement markings, trail crossing signage, bollards, lighting, etc.) may be necessary to provide a safe trail crossing.

Recommendation: Coordinate with the VTA and City of San Jose PRNS to determine the requirements associated with the proposed Five Wounds Creek Trail access easement.

Pedestrian and Bicycle Site Plan Features

The 1325 E. Julian Street site plan indicates that the sidewalk and curb along the project frontage would be reconstructed. The site plan shows a 15-foot-wide attached sidewalk with tree wells on the E. Julian Street frontage road. Landscaping and stormwater treatment features would be added between the building and the sidewalk. The site plan shows pedestrian paths connecting the residential building to the sidewalk. The sidewalk on the E. Julian Street frontage road would provide a direct connection to the retail uses that would face the street.

Long-term bicycle parking (secure bike rooms) and short-term bicycle parking (bike racks) are located within the underground parking garage. Additional bike racks would be provided near the entrances to the ground-floor retail space included in Buildings B, C and D.

Parking Supply

The project's off-street parking requirements for automobiles, motorcycles and bicycles are based on the City of San Jose parking standards (*Municipal Code Chapter 20.90, Tables 20-190 and 20-210*) that were in place prior to adoption of the new zoning ordinance (which occurred in April of 2023).

Residential Vehicle Parking

The City of San Jose's off-street parking requirements as described in the City's Zoning Code (Chapter 20.90, Table 20-210) for multiple dwellings with all open parking are as follows: 1.25 parking spaces for studio and one-bedroom units, 1.7 parking spaces for two-bedroom units, and 2.0 parking spaces for three-bedroom units. Based on the City's off-street parking requirements and prior to applying any relevant parking reductions, the 633-unit project, which would consist of 420 studios, 176 one-bedroom units, and 37 two-bedroom units would require a total of 808 parking spaces.

Residential Parking Reductions

Since the 1325 E. Julian Street project site is located within 2,000 feet of a future 28th Street/Little Portugal BART station, the project qualifies for a 20 percent reduction in the City's parking requirement. After applying a 20 percent parking reduction, the project would be required to provide a total of 647 residential parking spaces (808 x 0.8 = 646.4 = 647 spaces rounded up). This equates to an average parking ratio of 1.02 spaces per unit.

However, the project is requesting to use the State Density Bonus Law ratio of 0.5 spaces per unit (due to the affordability of the project), plus Section 20.90.220 of the City's Zoning Code, to further reduce the parking ratio to 0.25 spaces per unit. A TDM Plan (per Section 20.90.220.A.1.c and 20.90.220.A.1.d of the Zoning Code) would allow for up to an additional 50 percent reduction in parking, resulting in a parking ratio of 0.25 spaces per unit. Applying this parking ratio to all 633 units equates to a residential parking requirement of 158 spaces. Note that the project will need to include an additional incentive request for the proposed parking reduction as part of the Density Bonus application.

Proposed Residential Parking Supply

The project is proposing to provide 158 residential parking spaces, including 153 full-size spaces and 5 ADA accessible space within the underground parking garage. Thus, after applying the allowable parking reductions described above, the proposed residential parking supply would meet the minimum parking requirement. The proposed TDM Plan is contained in Appendix E.

Electric Vehicle Parking Requirements

Per the San Jose Municipal Code (Section 24.10.200), new multifamily dwellings must provide 100 percent electric vehicle (EV) Capable parking spaces, including at least 10 percent EVSE Spaces (EVSE = Electric Vehicle Supply Equipment) and 20 percent EV Ready Spaces. The proposed parking must be designed to meet these EV parking standards.

Recommendation: Provide on-site EV parking spaces and EV Ready spaces to the satisfaction of the City of San Jose Planning Department.

Retail Vehicle Parking

The City of San Jose vehicle parking requirement for retail/commercial uses located within Urban Villages was applied to the project and is 1 space per 400 s.f. (per Section 20.90.220.C.1 of the City's Zoning Code). Based on the City's parking requirement for retail located within an Urban Village, the project would require 24 parking spaces to serve the 11,437 s.f. of ground-floor retail space that would be situated along the E. Julian Street frontage road as follows: (11,437 s.f. x 0.85) / 400 = 24 spaces.

The proposed site plan shows that 8 at-grade retail/commercial parking spaces would be provided along the main drive aisle on the east side of the residential buildings and 16 retail/commercial spaces would be provided within the parking garage (labeled "C" on the site plan). Therefore, the proposed retail/commercial parking supply (24 spaces) would meet the City's parking requirement for retail uses located within an Urban Village.

Motorcycle Parking

For affordable housing projects subject to the State Density Bonus Law, no additional motorcycle parking spaces are required. Per the California Vehicle Code, motorcycles are considered vehicles, and additional vehicle spaces beyond the vehicle parking ratio cannot be required. Although motorcycle parking is not required, the site plan shows a total of 41 motorcycle spaces would be provided within the underground parking garage.

Bicycle Parking

The City requires one bicycle parking space for every four residential units and one bicycle parking space for every 3,000 s.f. of retail space (minimum of 3 spaces) per Chapter 20.90, Tables 20-190 and 20-210 of the City's Zoning Code. Thus, the project is required to provide a total of 162 bicycle parking spaces: 158 bicycle spaces to serve the residential use and 4 bicycle spaces to serve the retail use.

According to the site plan, the project is proposing to provide a total of 324 bicycle parking spaces, which would meet the City's bicycle parking requirement. The site plan shows 221 long-term bicycle parking spaces in three secure bike rooms and 72 short-term spaces (bike racks) in the underground parking garage, plus a total of 31 at-grade short-term spaces (bike racks) adjacent to the retail uses in Buildings B, C and D.

Pedestrian, Bicycle and Transit Facilities

All new development projects in San Jose should encourage multi-modal travel, consistent with the goals and policies of the City's General Plan. It is the goal of the General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled. In addition, the adopted City Bike Master Plan establishes goals, policies and actions to make bicycling a daily part of life in San Jose. The Master Plan includes designated bike lanes along many City streets, as well as on designated bike corridors. In order to further the goals of the City, pedestrian and bicycle facilities should be encouraged with new development projects.

Pedestrian Facilities

A complete network of sidewalks and crosswalks is found within the project study area. Crosswalks with pedestrian signal heads are located at all the signalized intersections in the study area. Sidewalks are found along all the roadways in the study area, although Wooster Avenue has no sidewalk on the east side of the street between E. Julian Street and Tripp Avenue, and N. 28th Street has no sidewalk on the west side of the street between E. Julian Street and E. Santa Clara Street. Curb ramps with truncated domes are also provided at all the signalized intersections near the site, as well as some unsignalized intersections in the area. Truncated domes are the standard ADA design requirement for detectable warnings which enable people with visual disabilities to determine the boundary between the sidewalk and the street. The existing pedestrian facilities provide adequate connectivity between the project sites and nearby bus stops and other points of interest.

Bicycle Facilities

Existing bicycle facilities in the study area are very limited. 24th Street and 33rd Street are designated bike routes with shared lane markings (Sharrows), and 21st Street has striped bike lanes north of E. Julian Street. No other bicycle facilities exist within ¼-mile of the project sites. All three sites would provide both long-term (secure bike rooms) and short-term bicycle parking (bike racks) as previously described. The project would not remove any bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities.

The future Five Wounds Creek trail will be situated near all three project sites. The north-south multi-use trail would provide bicyclists and pedestrians with a paved path that is separated from motor vehicles. Access to the trail would be provided via an entrance near the intersection of N. 28th Street and E. Julian Street, as well as a potential access point located just north of the Rocketship Discovery Prep charter school on Wooster Avenue.

Pedestrian and Bicycle Access to Schools

The following schools are located within 1-mile walking/biking distance of the project site:

High Schools

- Cristo Rey SJ Jesuit High School, located on Santa Clara Street
- San Jose High School, located on N. 24th Street

Middle Schools

- ACE Inspire Academy Middle School, located on Julian Street
- Sunrise Middle School, located on Julian Street

Elementary Schools

- Rocketship Discovery Prep Middle School, located on Wooster Avenue
- Anne Darling Elementary School, located on N. 33rd Street
- Empire Gardens Elementary School, located on Empire Street

Safe pedestrian access to all 7 schools is provided via a continuous network of sidewalks in the study area. Crosswalks with pedestrian signal heads are provided at all the signalized intersections, and some signalized and unsignalized intersections near the schools have high visibility crosswalks. Curb ramps are provided at all intersections along the routes between the project site and the schools, though not all meet current ADA design standards.

Bicycle facilities in the area are limited to 21st Street, 24th Street, and 33rd Street. The lack of bicycle facilities in the area would make bicycling to and from most of the nearby middle schools and elementary schools undesirable. The future planned bicycle facilities along E. Julian Street would connect these existing bicycle facilities.

The project should work closely with these nearby schools to implement a Safe Routes to Schools program, or participate in a program if one already exists, since some students attending these schools may reside at the project site. Safe Routes to Schools is designed to decrease traffic and pollution and increase the health of children and the community as a whole. The program promotes walking and biking to school through education and incentives. The program also addresses the safety concerns of parents by encouraging greater enforcement of traffic laws, educating the public, and exploring ways to create safer streets. A comprehensive Safe Routes to Schools program should identify a focused area surrounding the school, provide a map with the routes that children can take to and from school, and recommend improvements to routes if necessary. It should address such pedestrian safety issues as dangerous intersections and missing or ineffective crosswalks, sidewalks, and curb ramps.

Transit Facilities

Existing bus service in the project vicinity is provided by the Santa Clara Valley Transportation Authority (VTA). The project area is served by frequent bus routes 22, 23, 64A, 64B, and Rapid 522. Bus routes 64A and 64B stop within walking distance of the project sites on E. Julian Street. The two existing bus stops located within walking distance of the project site, which include benches but no shelters, are easily accessible via the network of sidewalks and crosswalks along E. Julian Street.

Since the project area is served by two bus routes, it is reasonable to assume that some new residents would utilize the bus service. It is estimated that the small increase in transit demand generated by the three proposed mixed-use developments could be accommodated by the current available ridership capacity of the VTA bus service.

Construction Activities

Typical activities related to the construction of any development could include lane narrowing and/or lane closures, sidewalk and pedestrian crosswalk closures, and bike lane closures. In the event of any type of closure, clear signage (e.g., sidewalk closure and detour signs) must be provided to ensure vehicles, pedestrians and bicyclists are able to adequately reach their intended destinations safely. Per City standard practice, the project would be required to submit a construction management plan for City approval that addresses the construction schedule, street closures and/or detours, construction staging areas and parking, and the planned truck routes.

5. Conclusions

This report presents the results of the local transportation analysis (LTA) prepared for three proposed residential mixed-use developments located within the Five Wounds Urban Village area of San Jose, California. Since the three development sites – 1298 Tripp Avenue, 1347 E. Julian Street, and 1325 E. Julian Street – are within close proximity to one another, the combined effects of all three projects were analyzed. Accordingly, for the purpose of this transportation study the "project" includes all three development sites. The three proposed residential mixed-use developments, which together include a total of 913 residential units and 16,290 square feet (s.f.) of retail space, are described below.

This study was conducted for the purpose of identifying the potential transportation impacts and operational issues related to the proposed residential mixed-use developments. The transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's *Transportation Analysis Handbook,* adopted in April 2020. Based on the City of San Jose's Transportation Analysis Policy (Council Policy 5-1) and the *Transportation Analysis Handbook,* the study includes a non-CEQA local transportation analysis (LTA). The CEQA transportation analysis exemption criteria are also described.

The LTA analyzed AM and PM peak hour traffic conditions for six signalized intersections and two unsignalized intersections in the vicinity of the project sites. The LTA also includes an analysis of site access, on-site circulation, parking, vehicle queuing, and effects to transit services and bicycle and pedestrian facilities.

Vehicle Miles Traveled (VMT) Analysis

The City of San Jose's *Transportation Analysis Handbook, 2020* includes screening criteria for projects that are expected to result in a less-than-significant VMT impact based on the project description, characteristics and/or location. Projects that meet the screening criteria do not require a CEQA transportation analysis but are typically required to provide a Local Transportation Analysis (LTA) to identify potential operational issues that may arise due to the project. The residential and retail components of the project would meet the corresponding screening criteria set forth in the City's *Transportation Analysis Handbook.* Therefore, the project is exempt from preparing a detailed VMT analysis.

Project Trip Generation

The three proposed residential mixed-use developments include a total of 913 residential units and 16,290 s.f. of retail space. After applying the appropriate ITE trip rates, applicable trip adjustments and reductions, and any existing trip credits, the three proposed residential mixed-use development sites are estimated to generate a total of 3,478 new daily vehicle trips, with 233 new trips (110 inbound and 123 outbound) occurring during the AM peak hour and 267 new trips (133 inbound and 134 outbound) occurring during the PM peak hour.

Intersection Traffic Operations

Based on the City of San Jose intersection operations analysis criteria, none of the study intersections would be adversely affected by the project.

Other Transportation Issues

The proposed site plans show adequate site access and on-site circulation. The project would not have an adverse effect on the existing pedestrian, bicycle or transit facilities in the study area. Below are general recommendations for the project (all three sites), as well as site-specific recommendations resulting from the review of each individual site plan.

General Project Recommendations

- Each project applicant should coordinate with City of San Jose staff to determine the appropriate fair-share monetary contribution that would go towards constructing the geometric improvements that are planned along E. Julian Street per the E. Julian Street Planline. Note that the City's preferred design option is Planline Option 2 (standard intersection design).
- City of San Jose staff have indicated that the three projects would be required to make a fair-share monetary contribution toward the planned multimodal improvements along E. Julian Street that are identified as part of the East San Jose Multimodal Transportation Improvement Plan (MTIP).

1298 Tripp Avenue Site Plan Recommendations

- Establish no parking zones (at least 15 feet of red curb) immediately adjacent to the project driveway to ensure adequate sight distance.
- Provide additional maneuvering space at the western dead-end drive aisle.
- Construct an attached bulb-out on the southwest corner of Wooster Avenue and Tripp Avenue (northeast corner of the project site), similar to the proposed attached bulb-out on the northwest corner of the project site.
- Construct a detached bulb-out on the northwest corner of Wooster Avenue and Tripp Avenue to complete the enhanced pedestrian crosswalk improvements.
- Install high visibility crosswalks on the west leg of the Wooster Avenue/Tripp Avenue intersection and east leg of the N. 26th Street/Tripp Avenue intersection when the bulb-outs are constructed on the northeast and northwest corners of the project site.
- Provide on-site EV parking spaces and EV Ready spaces to the satisfaction of the City of San Jose Planning Department.

1347 E. Julian Street Site Plan Recommendations

- The project should keep the entry security gate open during the periods of the day when most inbound vehicle trips are likely to occur to avoid potential inbound vehicle queuing issues.
- Establish no parking zones (at least 15 feet of red curb) immediately adjacent to the project driveway to ensure adequate sight distance.
- Provide on-site EV parking spaces and EV Ready spaces to the satisfaction of the City of San Jose Planning Department.

1325 E. Julian Street Site Plan Recommendations

- Establish no parking zones (at least 15 feet of red curb) immediately adjacent to the project driveway to ensure adequate sight distance.
- Widen the two north-south oriented drive aisle segments that run along the west side of the parking garage so they measure at least 24 feet wide. To achieve this, 36 of the full-size parking spaces (9 feet wide by 18 feet long) should be converted into compact spaces measuring 8 feet wide by 16 feet long. The compact spaces should be labeled and utilized accordingly.
- Provide one 30-foot on-site freight loading zone adjacent to the building to serve residential move-in vehicles and commercial delivery vehicles. This would require use of the fire access road and truck turnaround (hammerhead) situated at the northern tip of the site.
- Coordinate with the VTA and City of San Jose PRNS to determine the requirements associated with the proposed Five Wounds Creek Trail access easement.
- Provide on-site EV parking spaces and EV Ready spaces to the satisfaction of the City of San Jose Planning Department.

Five Wounds Residential Mixed-Use Develoments LTA

Technical Appendices

Appendix A
San Jose Approved Trips Inventory (ATI)

AM PROJECT TRIPS

03/25/2022

Intersection of : E Julian St & SB 101 From Julian Rp

Traffix Node Number : 3210

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	6	0	18	0	0	0	0	2	1	0	0	0
PDC03-093 (3-03081) Retail/Commercial MCKEE RD AND N JACKSON AV SJ REGIONAL MEDICAL CENTER	0	0	25	0	0	0	0	11	0	12	7	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	0	0	0	0	0	0	1	0	3	0	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	0	0	0	0	0	0	1	0	40	1	0
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM (3-12552) Retail/Commercial PEPPER LANE	0	0	0	0	0	0	0	8	0	0	7	0

TOTAL:	**6**	**0**	**43**	**0**	**0**	**0**	**0**	**23**	**1**	**55**	**15**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	55	15	0
SOUTH	6	0	43
WEST	0	23	1

PM PROJECT TRIPS

03/25/2022

Intersection of : E Julian St & SB 101 From Julian Rp

Traffix Node Number : 3210

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	2	0	10	0	0	0	0	1	0	5	8	0
PDC03-093 (3-03081) Retail/Commercial MCKEE RD AND N JACKSON AV SJ REGIONAL MEDICAL CENTER	0	0	11	0	0	0	0	4	0	21	12	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	0	0	0	0	0	0	0	0	20	1	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	0	0	0	0	0	0	1	0	21	1	0
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM (3-12552) Retail/Commercial PEPPER LANE	0	0	0	0	0	0	0	13	0	0	8	0

TOTAL:	**2**	**0**	**21**	**0**	**0**	**0**	**0**	**19**	**0**	**67**	**30**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	67	30	0
SOUTH	2	0	21
WEST	0	19	0

AM PROJECT TRIPS

03/25/2022

Intersection of : E Julian St & McKee Rd & NB 101 To McKee Rp / NB 101 From McKee R

Traffix Node Number : 3211

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	13	0	22	0	0	0	4	22	0	0	4	2
PDC03-093 (3-03081) Retail/Commercial MCKEE RD AND N JACKSON AV SJ REGIONAL MEDICAL CENTER	0	0	18	0	0	0	0	36	0	0	20	17
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	0	23	0	0	0	0	1	0	0	3	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	0	22	0	0	0	0	1	0	0	42	0
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM (3-12552) Retail/Commercial PEPPER LANE	0	0	0	0	0	0	0	8	0	0	7	0

TOTAL:	**13**	**0**	**85**	**0**	**0**	**0**	**4**	**68**	**0**	**0**	**76**	**19**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	76	19
SOUTH	13	0	85
WEST	4	68	0

PM PROJECT TRIPS

03/25/2022

Intersection of : E Julian St & McKee Rd & NB 101 To McKee Rp / NB 101 From McKee R

Traffix Node Number : 3211

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	1	0	0	0	0	6	0	0	26	13
PDC03-093 (3-03081) Retail/Commercial MCKEE RD AND N JACKSON AV SJ REGIONAL MEDICAL CENTER	0	0	8	0	0	0	0	16	0	0	33	28
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	0	4	0	0	0	0	0	0	0	21	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	0	39	0	0	0	0	1	0	0	22	0
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM (3-12552) Retail/Commercial PEPPER LANE	0	0	0	0	0	0	0	13	0	0	8	0

TOTAL:	**0**	**0**	**52**	**0**	**0**	**0**	**0**	**36**	**0**	**0**	**110**	**41**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	110	41
SOUTH	0	0	52
WEST	0	36	0

AM PROJECT TRIPS

03/25/2022

Intersection of : N 24th St & E Julian St

Traffix Node Number : 3613

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	5	0	2	0	0	0	0	0	0	0	2	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	0	1	0	0	0	0	0	0	0	0	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	0	1	0	0	0	0	0	0	1	0	0
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**5**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	1	2	0
SOUTH	5	0	4
WEST	0	0	0

PM PROJECT TRIPS 03/25/2022

Intersection of : N 24th St & E Julian St

Traffix Node Number : 3613

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	1	0	1	0	0	0	0	2	0	2	11	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	0	0	0	0	0	0	0	0	1	0	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	0	1	0	0	0	0	0	0	1	0	0
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	3	0	0	0	0	0	0	2	0	0
TOTAL:	1	0	5	0	0	0	0	2	0	6	11	0

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	6	11	0
SOUTH	1	0	5
WEST	0	2	0

AM PROJECT TRIPS

03/25/2022

Intersection of : N 33rd St & McKee Rd

Traffix Node Number : 3678

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	5	34	1	0	6	0
PDC03-093 (3-03081) Retail/Commercial MCKEE RD AND N JACKSON AV SJ REGIONAL MEDICAL CENTER	0	0	0	0	0	0	0	55	0	0	37	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	0	0	0	0	0	0	24	0	0	3	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	0	0	0	0	0	0	23	0	0	42	0
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**136**	**1**	**0**	**88**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	88	0
SOUTH	0	0	0
WEST	5	136	1

PM PROJECT TRIPS

03/25/2022

Intersection of : N 33rd St & McKee Rd

Traffix Node Number : 3678

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	2	1	1	0	0	0	0	6	0	1	33	0
PDC03-093 (3-03081) Retail/Commercial MCKEE RD AND N JACKSON AV SJ REGIONAL MEDICAL CENTER	0	0	0	0	0	0	0	24	0	0	61	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	0	0	0	0	0	0	4	0	0	21	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	0	0	0	0	0	0	41	0	0	22	0
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**75**	**0**	**1**	**137**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	1	137	0
SOUTH	2	1	1
WEST	0	75	0

AM PROJECT TRIPS

03/25/2022

Intersection of : S 28th St / N 28th St & E Santa Clara St

Traffix Node Number : 3788

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	8	0	0	7	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**7**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	7	0
SOUTH	0	0	0
WEST	0	8	0

PM PROJECT TRIPS

03/25/2022

Intersection of : S 28th St / N 28th St & E Santa Clara St

Traffix Node Number : 3788

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	7	0	1	9	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**1**	**9**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	1	9	0
SOUTH	0	0	0
WEST	0	7	0

AM PROJECT TRIPS

03/25/2022

Intersection of : N 28th St & E Julian St

Traffix Node Number : 4005

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

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

PM PROJECT TRIPS

03/25/2022

Intersection of : N 28th St & E Julian St

Traffix Node Number : 4005

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

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

Appendix B
VMT Evaluation Tool Summary Reports

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: Residencias Arriana Affordable Housing
Location: 1298 Tripp Avenue, San Jose, CA
Parcel: 24966040 Parcel Type: Urban Low Transit
Proposed Parking Spaces Vehicles: 87 Bicycles: 90

Tool Version: 2/29/2019
Date: 6/15/2023

LAND USE:

Residential:

Single Family	0	DU
Multi Family	235	DU
Subtotal	235	DU
Office:	0	KSF
Retail:	0.821	KSF
Industrial:	0	KSF

Percent of All Residential Units

Extremely Low Income (≤ 30% MFI)	0	% Affordable
Very Low Income (> 30% MFI, ≤ 50% MFI)	0	% Affordable
Low Income (> 50% MFI, ≤ 80% MFI)	80	% Affordable

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density
- Existing Density (DU/Residential Acres in half-mile buffer) 8
- With Project Density (DU/Residential Acres in half-mile buffer) 9

Increase Development Diversity
- Existing Activity Mix Index 0.57
- With Project Activity Mix Index 0.55

Integrate Affordable and Below Market Rate
- Extremely Low Income BMR units . . . . . 0 %
- Very Low Income BMR units . . . . . 0 %
- Low Income BMR units . . . . . 80 %

Increase Employment Density
- Existing Density (Jobs/Commercial Acres in half-mile buffer) 18
- With Project Density (Jobs/Commercial Acres in half-mile buffer) 18

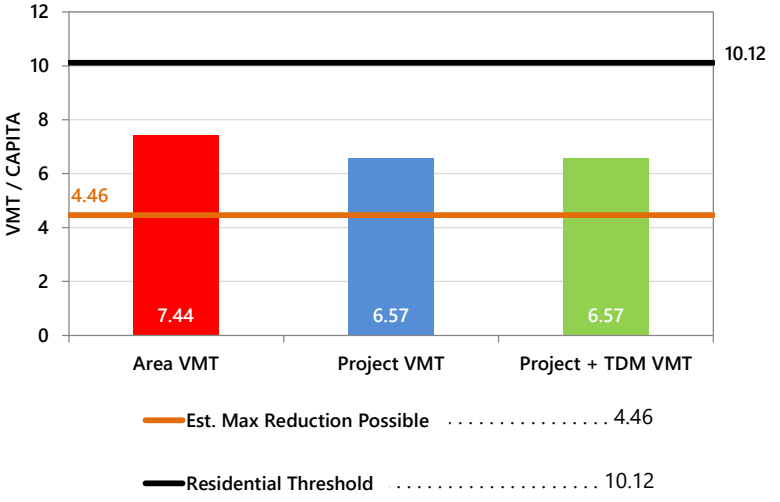
Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Tier 4 - TDM Programs

RESIDENTIAL ONLY

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



CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: 1347 E Julian Street Affordable Housing
Location: 1347 E Julian Street, San Jose, CA
Parcel: 24965058 Parcel Type: Urban Low Transit

Tool Version: 2/29/2019
Date: 9/19/2022

Proposed Parking Spaces Vehicles: 21 Bicycles: 15

LAND USE:

Residential:

Single Family	0	DU
Multi Family	45	DU
Subtotal	45	DU

Office: 0 KSF

Retail: 2.454 KSF

Industrial: 0 KSF

Percent of All Residential Units

Extremely Low Income (≤ 30% MFI)	0 % Affordable
Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Low Income (> 50% MFI, ≤ 80% MFI)	100 % Affordable

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density

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

Increase Development Diversity

Existing Activity Mix Index	0.61
With Project Activity Mix Index	0.60

Integrate Affordable and Below Market Rate

Extremely Low Income BMR units	0 %
Very Low Income BMR units	0 %
Low Income BMR units	100 %

Increase Employment Density

Existing Density (Jobs/Commercial Acres in half-mile buffer)	17
With Project Density (Jobs/Commercial Acres in half-mile buffer)	17

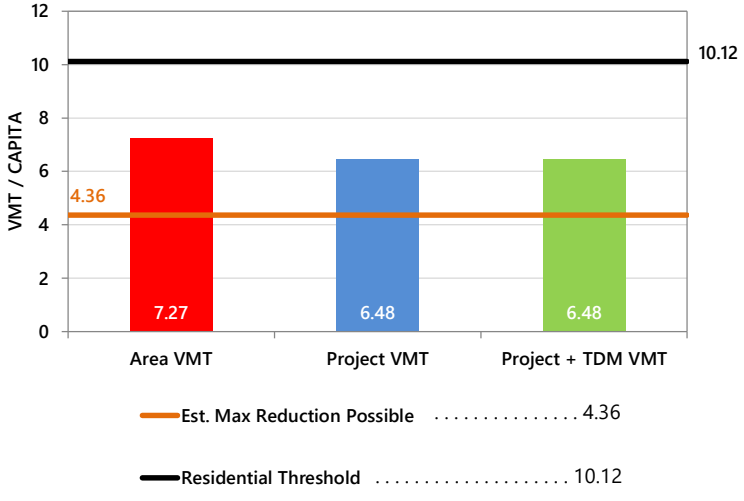
Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Tier 4 - TDM Programs

RESIDENTIAL ONLY

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



CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: Vila De Camila Residential
Location: 1325 E Julian Street, San Jose, CA
Parcel: 24965061 Parcel Type: Urban Low Transit
Proposed Parking Spaces Vehicles: 182 Bicycles: 324

Tool Version: 2/29/2019
Date: 5/9/2023

LAND USE:

Residential:

Single Family	0 DU
Multi Family	633 DU
Subtotal	633 DU

Office: 0 KSF
Retail: 11.44 KSF
Industrial: 0 KSF

Percent of All Residential Units

Extremely Low Income (≤ 30% MFI)	0 % Affordable
Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Low Income (> 50% MFI, ≤ 80% MFI)	20 % Affordable

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density
- Existing Density (DU/Residential Acres in half-mile buffer) 8
- With Project Density (DU/Residential Acres in half-mile buffer) 11

Increase Development Diversity
- Existing Activity Mix Index 0.61
- With Project Activity Mix Index 0.55

Integrate Affordable and Below Market Rate
- Extremely Low Income BMR units . . . . . 0 %
- Very Low Income BMR units . . . . . 0 %
- Low Income BMR units . . . . . 20 %

Increase Employment Density
- Existing Density (Jobs/Commercial Acres in half-mile buffer) 18
- With Project Density (Jobs/Commercial Acres in half-mile buffer) 18

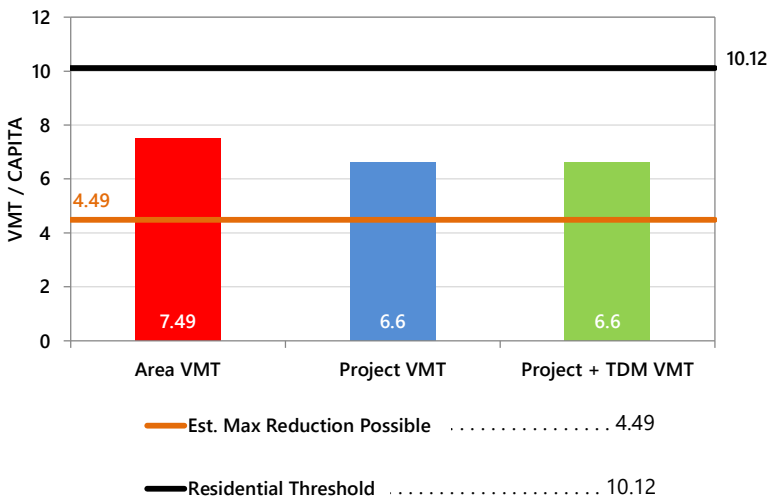
Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Tier 4 - TDM Programs

RESIDENTIAL ONLY

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



Appendix C
Volume Spreadsheets

Intersection Number: 1
Traffix Node Number: 3678
Intersection Name: N 33rd Street & McKee Road
Peak Hour: AM Date of Analysis: 05/01/23
Count Date: 01/11/18
Scenario: 913 DU + 14,712 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	174	60	79	11	1258	10	26	96	157	29	755	135	2790
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	174	60	79	11	1258	10	26	96	157	29	755	135	2790
Existing + Project	174	60	79	11	1274	10	26	96	157	29	790	135	2841
Approved Project Trips													
San Jose ATI	0	0	0	0	88	0	0	0	0	1	136	5	230
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	88	0	0	0	0	1	136	5	230
Background Conditions	174	60	79	11	1346	10	26	96	157	30	891	140	3020
Bkgrd check	174	60	79	11	1346	10	26	96	157	30	891	140	
Project Trips													
1298 Tripp Av - Residential Net Project Trips	0	0	0	0	3	0	0	0	0	0	9	0	12
1298 Tripp Av - Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
1347 E Julian St - Residential Project Trips	0	0	0	0	1	0	0	0	0	0	2	0	3
1347 E Julian St - Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
1325 E Julian St - Residential Project Trips	0	0	0	0	11	0	0	0	0	0	23	0	34
1325 E Julian St - Retail Project Trips	0	0	0	0	1	0	0	0	0	0	1	0	2
Total Project Trips	0	0	0	0	16	0	0	0	0	0	35	0	51
Background + Project Conditions	174	60	79	11	1362	10	26	96	157	30	926	140	3071
Bkgrd+Proj check	174	60	79	11	1363	10	26	96	157	30	926	140	
Pending Projects													
70 N. 27th Street	0	0	0	0	1	1	1	0	0	0	1	0	4
Pending Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	1	1	1	0	0	0	1	0	4
Background + Pending + Project Conditions	174	60	79	11	1363	11	27	96	157	30	927	140	3075
Cumulative Check	174	60	79	11	1363	11	27	96	157	30	927	140	

Intersection Number: 2
Traffix Node Number: 3211
Intersection Name: US 101 NB Ramps & McKee Road
Peak Hour: AM Date of Analysis: 05/01/23
Count Date: 10/09/14
Scenario: 913 DU + 14,712 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	0	0	0	376	1181	0	241	6	240	0	761	114	2919
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	0	0	0	376	1181	0	241	6	240	0	761	114	2919
Existing + Project	0	0	0	376	1197	0	241	6	255	0	796	148	3019
Approved Project Trips													
San Jose ATI	0	0	0	19	76	0	85	0	13	0	68	4	265
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	19	76	0	85	0	13	0	68	4	265
Background Conditions	0	0	0	395	1257	0	326	6	253	0	829	118	3184
Bkgrd check	0	0	0	395	1257	0	326	6	253	0	829	118	
Project Trips													
1298 Tripp Av - Residential Net Project Trips	0	0	0	0	3	0	0	0	3	0	9	9	24
1298 Tripp Av - Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
1347 E Julian St - Residential Project Trips	0	0	0	0	1	0	0	0	1	0	2	2	6
1347 E Julian St - Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
1325 E Julian St - Residential Project Trips	0	0	0	0	11	0	0	0	11	0	23	23	68
1325 E Julian St - Retail Project Trips	0	0	0	0	1	0	0	0	0	0	1	0	2
Total Project Trips	0	0	0	0	16	0	0	0	15	0	35	34	100
Background + Project Conditions	0	0	0	395	1273	0	326	6	268	0	864	152	3284
Bkgrd+Proj check	0	0	0	395	1274	0	326	6	269	0	864	152	
Pending Projects													
70 N. 27th Street	0	0	0	0	1	0	0	0	0	0	1	2	4
Pending Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	1	0	0	0	0	0	1	2	4
Background + Pending + Project Conditions	0	0	0	395	1274	0	326	6	268	0	865	154	3288
Cumulative Check	0	0	0	395	1274	0	326	6	268	0	865	154	

Intersection Number: 3
Traffix Node Number: 3210
Intersection Name: US 101 SB Ramps & E Julian Street
Peak Hour: **AM** Date of Analysis: 05/01/23
Count Date: 09/20/18
Scenario: 913 DU + 14,712 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	0	0	0	0	753	483	266	0	109	508	662	0	2781
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	0	0	0	0	753	483	266	0	109	508	662	0	2781
Existing + Project	0	0	0	0	785	483	266	0	124	542	731	0	2931
Approved Project Trips													
San Jose ATI	0	0	0	0	15	55	43	0	6	1	23	0	143
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	15	55	43	0	6	1	23	0	143
Background Conditions	0	0	0	0	768	538	309	0	115	509	685	0	2924
Bkgrd check	0	0	0	0	768	538	309	0	115	509	685	0	
Project Trips													
1298 Tripp Av - Residential Net Project Trips	0	0	0	0	6	0	0	0	3	9	18	0	36
1298 Tripp Av - Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
1347 E Julian St - Residential Project Trips	0	0	0	0	2	0	0	0	1	2	5	0	10
1347 E Julian St - Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
1325 E Julian St - Residential Project Trips	0	0	0	0	23	0	0	0	11	23	45	0	102
1325 E Julian St - Retail Project Trips	0	0	0	0	1	0	0	0	0	0	1	0	2
Total Project Trips	0	0	0	0	32	0	0	0	15	34	69	0	150
Background + Project Conditions	0	0	0	0	800	538	309	0	130	543	754	0	3074
Bkgrd+Proj check	0	0	0	0	801	538	309	0	131	543	754	0	
Pending Projects													
70 N. 27th Street	0	0	0	0	1	0	0	0	3	0	3	0	7
Pending Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	1	0	0	0	3	0	3	0	7
Background + Pending + Project Conditions	0	0	0	0	801	538	309	0	133	543	757	0	3081
Cumulative Check	0	0	0	0	801	538	309	0	133	543	757	0	

Intersection Number: 4
Traffix Node Number: 4005
Intersection Name: N 28th Street & E Julian Street
Peak Hour: **AM** Date of Analysis: 05/01/23
Count Date: 04/09/15
Scenario: 913 DU + 14,712 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	2	24	182	142	798	36	100	42	71	21	591	2	2011
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	2	24	182	142	798	36	100	42	71	21	591	2	2011
Existing + Project	2	57	272	184	804	36	100	59	71	21	605	2	2213
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	2	24	182	142	798	36	100	42	71	21	591	2	2011
Bkgrd check	2	24	182	142	798	36	100	42	71	21	591	2	
Project Trips													
1298 Tripp Av - Residential Net Project Trips	0	5	14	4	6	0	0	2	0	0	14	0	45
1298 Tripp Av - Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
1347 E Julian St - Residential Project Trips	0	2	7	3	0	0	0	1	0	0	0	0	13
1347 E Julian St - Retail Project Trips	0	1	0	0	0	0	0	1	0	0	0	0	2
1325 E Julian St - Residential Project Trips	0	23	68	34	0	0	0	11	0	0	0	0	136
1325 E Julian St - Retail Project Trips	0	2	1	1	0	0	0	2	0	0	0	0	6
Total Project Trips	0	33	90	42	6	0	0	17	0	0	14	0	202
Background + Project Conditions	2	57	272	184	804	36	100	59	71	21	605	2	2213
Bkgrd+Proj check	2	56	272	185	804	36	100	60	71	21	605	2	
Pending Projects													
70 N. 27th Street	0	0	0	0	4	0	0	0	0	0	3	0	7
Pending Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	4	0	0	0	0	0	3	0	7
Background + Pending + Project Conditions	2	57	272	184	808	36	100	59	71	21	608	2	2220
Cumulative Check	2	57	272	184	808	36	100	59	71	21	608	2	

Intersection Number: 5
Traffix Node Number: 3788
Intersection Name: N 28th Street & E Santa Clara Street
Peak Hour: **AM** Date of Analysis: 05/01/23
Count Date: 09/19/19
Scenario: 913 DU + 14,712 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	65	24	80	206	831	38	221	120	43	17	488	72	2205
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	65	24	80	206	831	38	221	120	43	17	488	72	2205
Existing + Project	78	25	97	215	831	38	221	122	43	17	488	81	2256
Approved Project Trips													
San Jose ATI	0	0	0	0	7	0	0	0	0	0	8	0	15
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	7	0	0	0	0	0	8	0	15
Background Conditions	65	24	80	206	838	38	221	120	43	17	496	72	2220
Bkgrd check	65	24	80	206	838	38	221	120	43	17	496	72	
Project Trips													
1298 Tripp Av - Residential Net Project Trips	0	0	5	2	0	0	0	0	0	0	0	0	7
1298 Tripp Av - Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
1347 E Julian St - Residential Project Trips	1	0	1	1	0	0	0	0	0	0	0	1	4
1347 E Julian St - Retail Project Trips	0	0	0	0	0	0	0	1	0	0	0	1	2
1325 E Julian St - Residential Project Trips	11	0	11	6	0	0	0	0	0	0	0	6	34
1325 E Julian St - Retail Project Trips	1	1	0	0	0	0	0	1	0	0	0	1	4
Total Project Trips	13	1	17	9	0	0	0	2	0	0	0	9	51
Background + Project Conditions	78	25	97	215	838	38	221	122	43	17	496	81	2271
Bkgrd+Proj check	79	25	97	214	838	38	221	122	43	17	496	80	
Pending Projects													
70 N. 27th Street	0	0	0	0	16	0	0	0	0	1	12	0	29
Pending Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	16	0	0	0	0	1	12	0	29
Background + Pending + Project Conditions	78	25	97	215	854	38	221	122	43	18	508	81	2300
Cumulative Check	78	25	97	215	854	38	221	122	43	18	508	81	

Intersection Number: 6
Traffix Node Number: 3613
Intersection Name: N 24th Street & E Julian Street
Peak Hour: **AM** Date of Analysis: 05/01/23
Count Date: 05/09/19
Scenario: 913 DU + 14,712 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	0	0	0	0	789	119	125	0	220	207	494	0	1954
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	0	0	0	0	789	119	125	0	220	207	494	0	1954
Existing + Project	0	0	0	0	816	134	131	0	220	207	507	0	2015
Approved Project Trips													
San Jose ATI	0	0	0	0	2	1	4	0	5	0	0	0	12
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	2	1	4	0	5	0	0	0	12
Background Conditions	0	0	0	0	791	120	129	0	225	207	494	0	1966
Bkgrd check	0	0	0	0	791	120	129	0	225	207	494	0	
Project Trips													
1298 Tripp Av - Residential Net Project Trips	0	0	0	0	7	7	2	0	0	0	2	0	18
1298 Tripp Av - Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
1347 E Julian St - Residential Project Trips	0	0	0	0	2	1	0	0	0	0	1	0	4
1347 E Julian St - Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
1325 E Julian St - Residential Project Trips	0	0	0	0	17	6	3	0	0	0	9	0	35
1325 E Julian St - Retail Project Trips	0	0	0	0	1	1	1	0	0	0	1	0	4
Total Project Trips	0	0	0	0	27	15	6	0	0	0	13	0	61
Background + Project Conditions	0	0	0	0	818	135	135	0	225	207	507	0	2027
Bkgrd+Proj check	0	0	0	0	818	134	136	0	225	207	507	0	
Pending Projects													
70 N. 27th Street	0	0	0	0	3	0	0	0	0	0	3	0	6
Pending Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	3	0	0	0	0	0	3	0	6
Background + Pending + Project Conditions	0	0	0	0	821	135	135	0	225	207	510	0	2033
Cumulative Check	0	0	0	0	821	135	135	0	225	207	510	0	

Intersection Number: 7
Traffix Node Number: 5000
Intersection Name: Wooster Avenue & E Julian Street (Unsignalized)
Peak Hour: AM Date of Analysis: 05/01/23
Count Date: 03/31/22
Scenario: 913 DU + 14,712 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	0	0	0	61	565	4	1	0	0	1	645	64	1341
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	0	0	0	61	565	4	1	0	0	1	645	64	1341
Existing + Project	0	0	0	65	567	4	1	0	0	1	659	83	1380
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	0	0	61	565	4	1	0	0	1	645	64	1341
Bkgrd check	0	0	0	61	565	4	1	0	0	1	645	64	
Project Trips													
1298 Tripp Av - Residential Net Project Trips	0	0	0	4	2	0	0	0	0	0	14	2	22
1298 Tripp Av - Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
1347 E Julian St - Residential Project Trips	0	0	0	0	0	0	0	0	0	0	0	1	1
1347 E Julian St - Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
1325 E Julian St - Residential Project Trips	0	0	0	0	0	0	0	0	0	0	0	11	11
1325 E Julian St - Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	5	5
Total Project Trips	0	0	0	4	2	0	0	0	0	0	14	19	39
Background + Project Conditions	0	0	0	65	567	4	1	0	0	1	659	83	1380
Bkgrd+Proj check	0	0	0	65	567	4	1	0	0	1	659	84	
Pending Projects													
70 N. 27th Street	0	0	0	0	4	0	0	0	0	0	3	0	7
Pending Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	4	0	0	0	0	0	3	0	7
Background + Pending + Project Conditions	0	0	0	65	571	4	1	0	0	1	662	83	1387
Cumulative Check	0	0	0	65	571	4	1	0	0	1	662	83	

Intersection Number: 8
Traffix Node Number: 6000
Intersection Name: West Court & E Julian Street (Unsignalized)
Peak Hour: AM Date of Analysis: 05/01/23
Count Date: 03/31/22
Scenario: 913 DU + 14,712 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	30	0	0	0	23	0	0	0	0	0	12	17	82
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	30	0	0	0	23	0	0	0	0	0	12	17	82
Existing + Project	45	0	0	0	23	0	0	0	0	0	12	26	106
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	30	0	0	0	23	0	0	0	0	0	12	17	82
Bkgrd check	30	0	0	0	23	0	0	0	0	0	12	17	
Project Trips													
1298 Tripp Av - Residential Net Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
1298 Tripp Av - Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
1347 E Julian St - Residential Project Trips	12	0	0	0	0	0	0	0	0	0	0	5	17
1347 E Julian St - Retail Project Trips	2	0	0	0	0	0	0	0	0	0	0	3	5
1325 E Julian St - Residential Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
1325 E Julian St - Retail Project Trips	1	0	0	0	0	0	0	0	0	0	0	1	2
Total Project Trips	15	0	0	0	0	0	0	0	0	0	0	9	24
Background + Project Conditions	45	0	0	0	23	0	0	0	0	0	12	26	106
Bkgrd+Proj check	45	0	0	0	23	0	0	0	0	0	12	26	
Pending Projects													
70 N. 27th Street	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Pending + Project Conditions	45	0	0	0	23	0	0	0	0	0	12	26	106
Cumulative Check	45	0	0	0	23	0	0	0	0	0	12	26	

Intersection Number: 1
Traffix Node Number: 3678
Intersection Name: N 33rd Street & McKee Road
Peak Hour: **PM** Date of Analysis: 05/01/23
Count Date: 01/11/18
Scenario: 913 DU + 14,712 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	90	33	72	22	1183	42	50	30	87	74	953	102	2738
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	90	33	72	22	1183	42	50	30	87	74	953	102	2738
Existing + Project	90	33	72	22	1211	42	50	30	87	74	972	102	2785
Approved Project Trips													
San Jose ATI	0	0	0	0	137	1	1	1	2	0	75	0	217
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	137	1	1	1	2	0	75	0	217
Background Conditions	90	33	72	22	1320	43	51	31	89	74	1028	102	2955
Bkgrd check	90	33	72	22	1320	43	51	31	89	74	1028	102	
Project Trips													
1298 Tripp Av - Residential Net Project Trips	0	0	0	0	5	0	0	0	0	0	5	0	10
1298 Tripp Av - Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
1347 E Julian St - Residential Project Trips	0	0	0	0	2	0	0	0	0	0	1	0	3
1347 E Julian St - Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
1325 E Julian St - Residential Project Trips	0	0	0	0	19	0	0	0	0	0	11	0	30
1325 E Julian St - Retail Project Trips	0	0	0	0	2	0	0	0	0	0	2	0	4
Total Project Trips	0	0	0	0	28	0	0	0	0	0	19	0	47
Background + Project Conditions	90	33	72	22	1348	43	51	31	89	74	1047	102	3002
Bkgrd+Proj check	90	33	72	22	1348	43	51	31	89	74	1047	102	
Pending Projects													
70 N. 27th Street	0	0	0	0	1	1	1	0	0	0	1	0	4
Pending Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	1	1	1	0	0	0	1	0	4
Background + Pending + Project Conditions	90	33	72	22	1349	44	52	31	89	74	1048	102	3006
Mini Cumulative Check	90	33	72	22	1349	44	52	31	89	74	1048	102	

Intersection Number: 2
Traffix Node Number: 3211
Intersection Name: US 101 NB Ramps & McKee Road
Peak Hour: **PM** Date of Analysis: 05/01/23
Count Date: 10/09/14
Scenario: 913 DU + 14,712 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	0	0	0	334	1006	0	573	0	310	0	1013	96	3332
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	0	0	0	334	1006	0	573	0	310	0	1013	96	3332
Existing + Project	0	0	0	334	1034	0	573	0	336	0	1032	113	3422
Approved Project Trips													
San Jose ATI	0	0	0	41	110	0	52	0	0	0	36	0	239
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	41	110	0	52	0	0	0	36	0	239
Background Conditions	0	0	0	375	1116	0	625	0	310	0	1049	96	3571
Bkgrd check	0	0	0	375	1116	0	625	0	310	0	1049	96	
Project Trips													
1298 Tripp Av - Residential Net Project Trips	0	0	0	0	5	0	0	0	5	0	5	5	20
1298 Tripp Av - Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
1347 E Julian St - Residential Project Trips	0	0	0	0	2	0	0	0	2	0	1	1	6
1347 E Julian St - Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
1325 E Julian St - Residential Project Trips	0	0	0	0	19	0	0	0	19	0	11	11	60
1325 E Julian St - Retail Project Trips	0	0	0	0	2	0	0	0	0	0	2	0	4
Total Project Trips	0	0	0	0	28	0	0	0	26	0	19	17	90
Background + Project Conditions	0	0	0	375	1144	0	625	0	336	0	1068	113	3661
Bkgrd+Proj check	0	0	0	375	1144	0	625	0	336	0	1068	113	
Pending Projects													
70 N. 27th Street	0	0	0	0	1	0	0	0	0	0	1	2	4
Pending Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	1	0	0	0	0	0	1	2	4
Background + Pending + Project Conditions	0	0	0	375	1145	0	625	0	336	0	1069	115	3665
Mini Cumulative Check	0	0	0	375	1145	0	625	0	336	0	1069	115	

Intersection Number: 3
Traffix Node Number: 3210
Intersection Name: US 101 SB Ramps & E Julian Street
Peak Hour: **PM** Date of Analysis: 05/01/23
Count Date: 09/20/18
Scenario: 913 DU + 14,712 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	0	0	0	0	665	648	289	0	92	561	526	0	2781
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	0	0	0	0	665	648	289	0	92	561	526	0	2781
Existing + Project	0	0	0	0	719	648	289	0	118	578	561	0	2913
Approved Project Trips													
San Jose ATI	0	0	0	0	30	67	21	0	2	0	19	0	139
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	30	67	21	0	2	0	19	0	139
Background Conditions	0	0	0	0	695	715	310	0	94	561	545	0	2920
Bkgrd check	0	0	0	0	695	715	310	0	94	561	545	0	
Project Trips													
1298 Tripp Av - Residential Net Project Trips	0	0	0	0	10	0	0	0	5	5	10	0	30
1298 Tripp Av - Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
1347 E Julian St - Residential Project Trips	0	0	0	0	4	0	0	0	2	1	2	0	9
1347 E Julian St - Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
1325 E Julian St - Residential Project Trips	0	0	0	0	38	0	0	0	19	11	21	0	89
1325 E Julian St - Retail Project Trips	0	0	0	0	2	0	0	0	0	0	2	0	4
Total Project Trips	0	0	0	0	54	0	0	0	26	17	35	0	132
Background + Project Conditions	0	0	0	0	749	715	310	0	120	578	580	0	3052
Bkgrd+Proj check	0	0	0	0	749	715	310	0	120	578	580	0	
Pending Projects													
70 N. 27th Street	0	0	0	0	1	0	0	0	2	0	3	0	6
Pending Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	1	0	0	0	2	0	3	0	6
Background + Pending + Project Conditions	0	0	0	0	750	715	310	0	122	578	583	0	3058
Mini Cumulative Check	0	0	0	0	750	715	310	0	122	578	583	0	

Intersection Number: 4
Traffix Node Number: 4005
Intersection Name: N 28th Street & E Julian Street
Peak Hour: **PM** Date of Analysis: 05/01/23
Count Date: 04/09/15
Scenario: 913 DU + 14,712 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	0	20	121	93	640	31	57	20	21	34	907	5	1949
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	0	20	121	93	640	31	57	20	21	34	907	5	1949
Existing + Project	0	40	166	163	649	31	57	50	21	34	914	5	2130
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	20	121	93	640	31	57	20	21	34	907	5	1949
Bkgrd check	0	20	121	93	640	31	57	20	21	34	907	5	
Project Trips													
1298 Tripp Av - Residential Net Project Trips	0	2	7	6	9	0	0	3	0	0	7	0	34
1298 Tripp Av - Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
1347 E Julian St - Residential Project Trips	0	1	4	5	0	0	0	2	0	0	0	0	12
1347 E Julian St - Retail Project Trips	0	2	0	0	0	0	0	2	0	0	0	0	4
1325 E Julian St - Residential Project Trips	0	11	32	57	0	0	0	19	0	0	0	0	119
1325 E Julian St - Retail Project Trips	0	4	2	2	0	0	0	4	0	0	0	0	12
Total Project Trips	0	20	45	70	9	0	0	30	0	0	7	0	181
Background + Project Conditions	0	40	166	163	649	31	57	50	21	34	914	5	2130
Bkgrd+Proj check	0	39	166	164	649	31	57	49	21	34	914	5	
Pending Projects													
70 N. 27th Street	0	0	0	0	3	0	0	0	0	0	3	0	6
Pending Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	3	0	0	0	0	0	3	0	6
Background + Pending + Project Conditions	0	40	166	163	652	31	57	50	21	34	917	5	2136
Mini Cumulative Check	0	40	166	163	652	31	57	50	21	34	917	5	

Intersection Number: 5
Traffix Node Number: 3788
Intersection Name: N 28th Street & E Santa Clara Street
Peak Hour: **PM** Date of Analysis: 05/01/23
Count Date: 09/19/19
Scenario: 913 DU + 14,712 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	33	33	93	62	513	89	157	36	18	24	998	19	2075
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	33	33	93	62	513	89	157	36	18	24	998	19	2075
Existing + Project	42	36	101	76	513	89	157	39	18	24	998	34	2127
Approved Project Trips													
San Jose ATI	0	0	0	0	9	1	0	0	0	0	7	0	17
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	9	1	0	0	0	0	7	0	17
Background Conditions	33	33	93	62	522	90	157	36	18	24	1005	19	2092
Bkgrd check	33	33	93	62	522	90	157	36	18	24	1005	19	
Project Trips													
1298 Tripp Av - Residential Net Project Trips	0	0	2	3	0	0	0	0	0	0	0	1	6
1298 Tripp Av - Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
1347 E Julian St - Residential Project Trips	1	0	1	1	0	0	0	0	0	0	0	1	4
1347 E Julian St - Retail Project Trips	1	1	0	0	0	0	0	1	0	0	0	1	4
1325 E Julian St - Residential Project Trips	5	0	5	10	0	0	0	0	0	0	0	10	30
1325 E Julian St - Retail Project Trips	2	2	0	0	0	0	0	2	0	0	0	2	8
Total Project Trips	9	3	8	14	0	0	0	3	0	0	0	15	52
Background + Project Conditions	42	36	101	76	522	90	157	39	18	24	1005	34	2144
Bkgrd+Proj check	42	36	101	75	522	90	157	39	18	24	1005	33	
Pending Projects													
70 N. 27th Street	0	0	0	0	10	0	0	0	0	0	13	0	23
Pending Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	10	0	0	0	0	0	13	0	23
Background + Pending + Project Conditions	42	36	101	76	532	90	157	39	18	24	1018	34	2167
Mini Cumulative Check	42	36	101	76	532	90	157	39	18	24	1018	34	

Intersection Number: 6
Traffix Node Number: 3613
Intersection Name: N 24th Street & E Julian Street
Peak Hour: **PM** Date of Analysis: 05/01/23
Count Date: 05/09/19
Scenario: 913 DU + 14,712 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	0	0	0	0	427	113	104	0	113	236	826	0	1819
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	0	0	0	0	427	113	104	0	113	236	826	0	1819
Existing + Project	0	0	0	0	442	122	114	0	113	236	847	0	1874
Approved Project Trips													
San Jose ATI	0	0	0	0	11	6	5	0	1	0	2	0	25
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	11	6	5	0	1	0	2	0	25
Background Conditions	0	0	0	0	438	119	109	0	114	236	828	0	1844
Bkgrd check	0	0	0	0	438	119	109	0	114	236	828	0	
Project Trips													
1298 Tripp Av - Residential Net Project Trips	0	0	0	0	4	4	3	0	0	0	4	0	15
1298 Tripp Av - Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
1347 E Julian St - Residential Project Trips	0	0	0	0	1	0	0	0	0	0	1	0	2
1347 E Julian St - Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
1325 E Julian St - Residential Project Trips	0	0	0	0	8	3	5	0	0	0	14	0	30
1325 E Julian St - Retail Project Trips	0	0	0	0	2	2	2	0	0	0	2	0	8
Total Project Trips	0	0	0	0	15	9	10	0	0	0	21	0	55
Background + Project Conditions	0	0	0	0	453	128	119	0	114	236	849	0	1899
Bkgrd+Proj check	0	0	0	0	453	128	119	0	114	236	850	0	
Pending Projects													
70 N. 27th Street	0	0	0	0	2	0	0	0	0	0	2	0	4
Pending Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	2	0	0	0	0	0	2	0	4
Background + Pending + Project Conditions	0	0	0	0	455	128	119	0	114	236	851	0	1903
Mini Cumulative Check	0	0	0	0	455	128	119	0	114	236	851	0	

Intersection Number: 7
Traffix Node Number: 5000
Intersection Name: Wooster Avenue & E Julian Street (Unsignalized)
Peak Hour: PM Date of Analysis: 05/01/23
Count Date: 03/31/22
Scenario: 913 DU + 14,712 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	0	0	0	22	583	1	4	0	0	0	780	59	1449
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	0	0	0	22	583	1	4	0	0	0	780	59	1449
Existing + Project	0	0	0	28	586	1	4	0	0	0	787	90	1496
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	0	0	22	583	1	4	0	0	0	780	59	1449
Bkgrd check	0	0	0	22	583	1	4	0	0	0	780	59	
Project Trips													
1298 Tripp Av - Residential Net Project Trips	0	0	0	6	3	0	0	0	0	0	7	3	19
1298 Tripp Av - Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
1347 E Julian St - Residential Project Trips	0	0	0	0	0	0	0	0	0	0	0	2	2
1347 E Julian St - Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
1325 E Julian St - Residential Project Trips	0	0	0	0	0	0	0	0	0	0	0	19	19
1325 E Julian St - Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	7	7
Total Project Trips	0	0	0	6	3	0	0	0	0	0	7	31	47
Background + Project Conditions	0	0	0	28	586	1	4	0	0	0	787	90	1496
Bkgrd+Proj check	0	0	0	28	587	1	4	0	0	0	788	91	
Pending Projects													
70 N. 27th Street	0	0	0	0	3	0	0	0	0	0	3	0	6
Pending Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	3	0	0	0	0	0	3	0	6
Background + Pending + Project Conditions	0	0	0	28	589	1	4	0	0	0	790	90	1502
Mini Cumulative Check	0	0	0	28	589	1	4	0	0	0	790	90	

Intersection Number: 8
Traffix Node Number: 6000
Intersection Name: West Court & E Julian Street (Unsignalized)
Peak Hour: PM Date of Analysis: 05/01/23
Count Date: 03/31/22
Scenario: 913 DU + 14,712 SF Retail

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

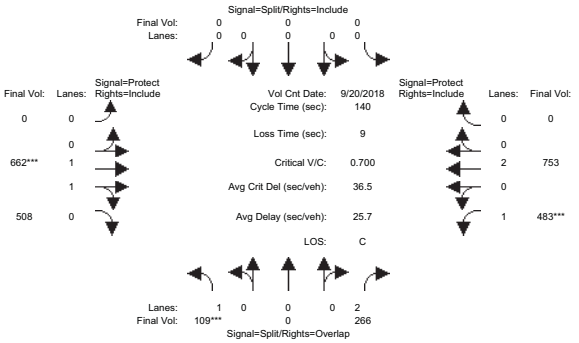
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	23	0	1	2	12	0	0	0	0	0	19	31	88
Annual Growth (Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	23	0	1	2	12	0	0	0	0	0	19	31	88
Existing + Project	25	0	1	2	12	0	0	0	0	0	19	33	92
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	23	0	1	2	12	0	0	0	0	0	19	31	88
Bkgrd check	23	0	1	2	12	0	0	0	0	0	19	31	
Project Trips													
1298 Tripp Av - Residential Net Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
1298 Tripp Av - Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
1347 E Julian St - Residential Project Trips	6	0	0	0	0	0	0	0	0	0	0	9	15
1347 E Julian St - Retail Project Trips	4	0	0	0	0	0	0	0	0	0	0	4	8
1325 E Julian St - Residential Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
1325 E Julian St - Retail Project Trips	2	0	0	0	0	0	0	0	0	0	0	2	4
Total Project Trips	12	0	0	0	0	0	0	0	0	0	0	15	27
Background + Project Conditions	35	0	1	2	12	0	0	0	0	0	19	46	115
Bkgrd+Proj check	35	0	1	2	12	0	0	0	0	0	19	46	
Pending Projects													
70 N. 27th Street	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Pending + Project Conditions	35	0	1	2	12	0	0	0	0	0	19	46	115
Mini Cumulative Check	35	0	1	2	12	0	0	0	0	0	19	46	

Appendix D
Intersection Level of Service Calculations

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3210: 101/JULIAN



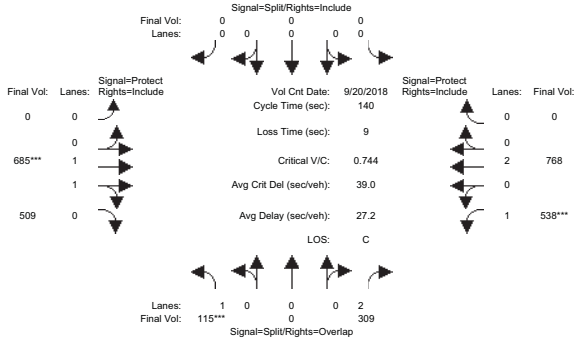
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Sep 2018 << 7:15-8:15AM												
Base Vol:	109	0	266	0	0	0	0	662	508	483	753	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:	109	0	266	0	0	0	0	662	508	483	753	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	0	266	0	0	0	0	662	508	483	753	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:	109	0	266	0	0	0	0	662	508	483	753	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	0	266	0	0	0	0	662	508	483	753	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:	109	0	266	0	0	0	0	662	508	483	753	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.11	0.89	1.00	2.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	2092	1606	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.08	0.00	0.00	0.00	0.00	0.32	0.32	0.28	0.20	0.00
Crit Moves:	****							****		****		
Green Time:	12.5	0.0	67.7	0.0	0.0	0.0	0.0	63.3	63.3	55.2	119	0.0
Volume/Cap:	0.70	0.00	0.17	0.00	0.00	0.00	0.00	0.70	0.70	0.70	0.23	0.00
Delay/Veh:	75.2	0.0	20.5	0.0	0.0	0.0	0.0	32.1	32.1	38.7	2.1	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:	75.2	0.0	20.5	0.0	0.0	0.0	0.0	32.1	32.1	38.7	2.1	0.0
LOS by Move:	E	A	C	A	A	A	A	C	C	D	A	A
HCM2k95thQ:	12	0	7	0	0	0	0	34	34	32	6	0

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3210: 101/JULIAN



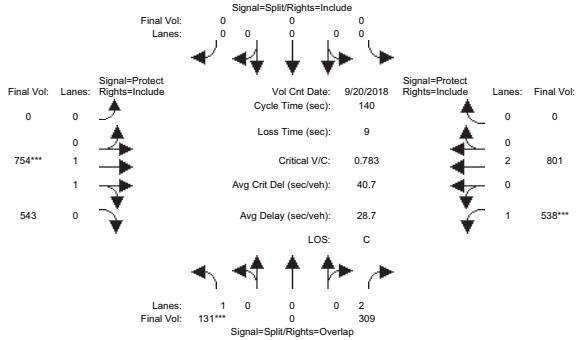
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Sep 2018 << 7:15-8:15AM												
Base Vol:	109	0	266	0	0	0	0	662	508	483	753	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:	109	0	266	0	0	0	0	662	508	483	753	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	6	0	43	0	0	0	0	23	1	55	15	0
Initial Fut:	115	0	309	0	0	0	0	685	509	538	768	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:	115	0	309	0	0	0	0	685	509	538	768	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	0	309	0	0	0	0	685	509	538	768	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:	115	0	309	0	0	0	0	685	509	538	768	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.12	0.88	1.00	2.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	2122	1576	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.10	0.00	0.00	0.00	0.00	0.32	0.32	0.31	0.20	0.00
Crit Moves:	****							****		****		
Green Time:	12.4	0.0	70.2	0.0	0.0	0.0	0.0	60.8	60.8	57.9	119	0.0
Volume/Cap:	0.74	0.00	0.20	0.00	0.00	0.00	0.00	0.74	0.74	0.74	0.24	0.00
Delay/Veh:	79.9	0.0	19.3	0.0	0.0	0.0	0.0	35.0	35.0	39.0	2.1	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:	79.9	0.0	19.3	0.0	0.0	0.0	0.0	35.0	35.0	39.0	2.1	0.0
LOS by Move:	E	A	B	A	A	A	A	D	D	D	A	A
HCM2k95thQ:	13	0	8	0	0	0	0	36	36	35	6	0

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3210: 101/JULIAN



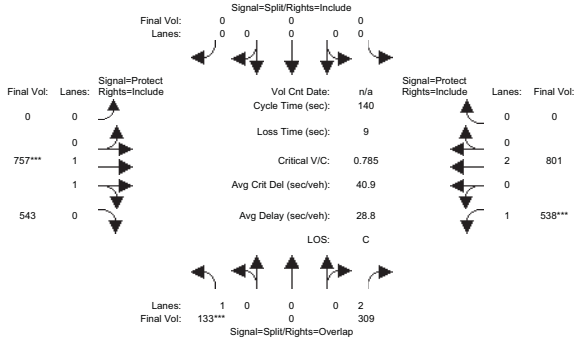
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Sep 2018 << 7:15-8:15AM												
Base Vol:	109	0	266	0	0	0	0	662	508	483	753	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:	109	0	266	0	0	0	0	662	508	483	753	0
Added Vol:	16	0	0	0	0	0	0	69	34	0	33	0
ATI:	6	0	43	0	0	0	0	23	1	55	15	0
Initial Fut:	131	0	309	0	0	0	0	754	543	538	801	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:	131	0	309	0	0	0	0	754	543	538	801	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	0	309	0	0	0	0	754	543	538	801	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:	131	0	309	0	0	0	0	754	543	538	801	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.14	0.86	1.00	2.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	2150	1548	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.10	0.00	0.00	0.00	0.00	0.35	0.35	0.31	0.21	0.00
Crit Moves:	****							****		****		
Green Time:	13.4	0.0	68.3	0.0	0.0	0.0	0.0	62.7	62.7	54.9	118	0.0
Volume/Cap:	0.78	0.00	0.20	0.00	0.00	0.00	0.00	0.78	0.78	0.78	0.25	0.00
Delay/Veh:	82.9	0.0	20.4	0.0	0.0	0.0	0.0	35.4	35.4	43.2	2.3	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:	82.9	0.0	20.4	0.0	0.0	0.0	0.0	35.4	35.4	43.2	2.3	0.0
LOS by Move:	F	A	C	A	A	A	A	D	D	D	A	A
HCM2k95thQ:	15	0	9	0	0	0	0	40	40	37	7	0

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3210: 101/JULIAN



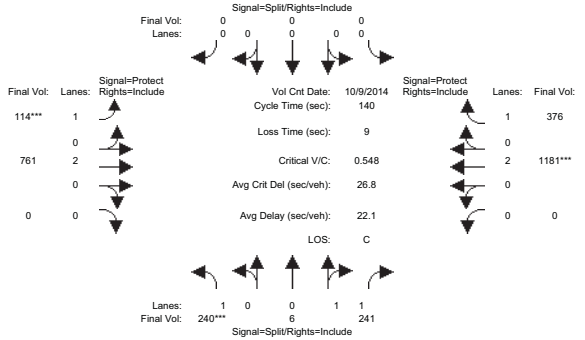
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	133	0	309	0	0	0	0	757	543	538	801	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	0	309	0	0	0	0	757	543	538	801	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	0	309	0	0	0	0	757	543	538	801	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:	133	0	309	0	0	0	0	757	543	538	801	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	0	309	0	0	0	0	757	543	538	801	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:	133	0	309	0	0	0	0	757	543	538	801	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.14	0.86	1.00	2.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	2153	1545	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.10	0.00	0.00	0.00	0.00	0.35	0.35	0.31	0.21	0.00
Crit Moves:	****							****		****		
Green Time:	13.5	0.0	68.3	0.0	0.0	0.0	0.0	62.7	62.7	54.8	117	0.0
Volume/Cap:	0.79	0.00	0.20	0.00	0.00	0.00	0.00	0.79	0.79	0.79	0.25	0.00
Delay/Veh:	82.9	0.0	20.4	0.0	0.0	0.0	0.0	35.5	35.5	43.4	2.3	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:	82.9	0.0	20.4	0.0	0.0	0.0	0.0	35.5	35.5	43.4	2.3	0.0
LOS by Move:	F	A	C	A	A	A	A	D	D	D	A	A
HCM2k95thQ:	15	0	9	0	0	0	0	41	41	37	7	0

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3211: 101/McKEE(E)



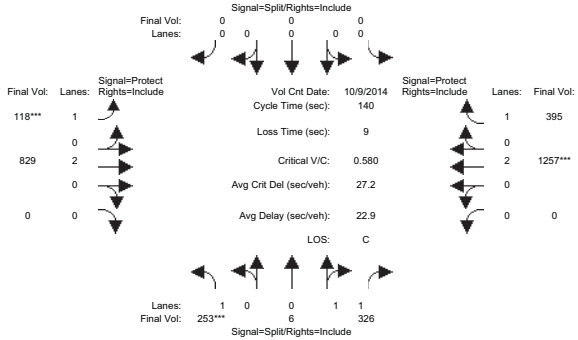
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 7:15-8:15												
Base Vol:	240	6	241	0	0	0	114	761	0	0	1181	376
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:	240	6	241	0	0	0	114	761	0	0	1181	376
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	6	241	0	0	0	114	761	0	0	1181	376
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:	240	6	241	0	0	0	114	761	0	0	1181	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	6	241	0	0	0	114	761	0	0	1181	376
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:	240	6	241	0	0	0	114	761	0	0	1181	376
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.05	1.95	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	87	3513	0	0	0	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.07	0.07	0.00	0.00	0.00	0.07	0.20	0.00	0.00	0.31	0.21
Crit Moves:	****						****				****	
Green Time:	35.0	35.0	35.0	0.0	0.0	0.0	16.6	96.0	0.0	0.0	79.4	79.4
Volume/Cap:	0.55	0.27	0.27	0.00	0.00	0.00	0.55	0.29	0.00	0.00	0.55	0.38
Delay/Veh:	47.1	42.4	42.4	0.0	0.0	0.0	61.2	8.7	0.0	0.0	19.4	17.0
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:	47.1	42.4	42.4	0.0	0.0	0.0	61.2	8.7	0.0	0.0	19.4	17.0
LOS by Move:	D	D	D	A	A	A	E	A	A	A	B	B
HCM2k95thQ:	18	9	9	0	0	0	9	12	0	0	27	17

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3211: 101/McKEE(E)



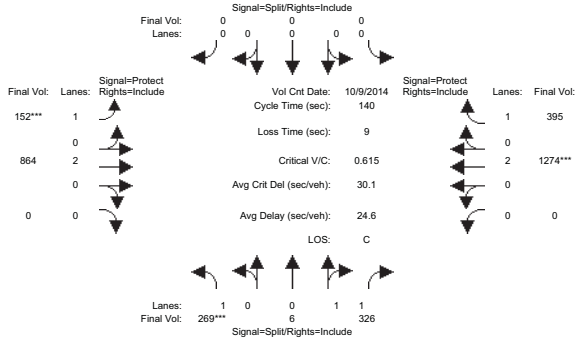
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 7:15-8:15												
Base Vol:	240	6	241	0	0	0	114	761	0	0	1181	376
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:	240	6	241	0	0	0	114	761	0	0	1181	376
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	13	0	85	0	0	0	4	68	0	0	76	19
Initial Fut:	253	6	326	0	0	0	118	829	0	0	1257	395
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:	253	6	326	0	0	0	118	829	0	0	1257	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	6	326	0	0	0	118	829	0	0	1257	395
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:	253	6	326	0	0	0	118	829	0	0	1257	395
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.04	1.96	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	65	3535	0	0	0	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.09	0.09	0.00	0.00	0.00	0.07	0.22	0.00	0.00	0.33	0.23
Crit Moves:	****						****				****	
Green Time:	34.9	34.9	34.9	0.0	0.0	0.0	16.3	96.1	0.0	0.0	79.8	79.8
Volume/Cap:	0.58	0.37	0.37	0.00	0.00	0.00	0.58	0.32	0.00	0.00	0.58	0.40
Delay/Veh:	48.1	43.7	43.7	0.0	0.0	0.0	62.8	8.9	0.0	0.0	19.7	17.0
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:	48.1	43.7	43.7	0.0	0.0	0.0	62.8	8.9	0.0	0.0	19.7	17.0
LOS by Move:	D	D	D	A	A	A	E	A	A	A	B	B
HCM2k95thQ:	20	12	12	0	0	0	10	13	0	0	29	18

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3211: 101/McKEE(E)



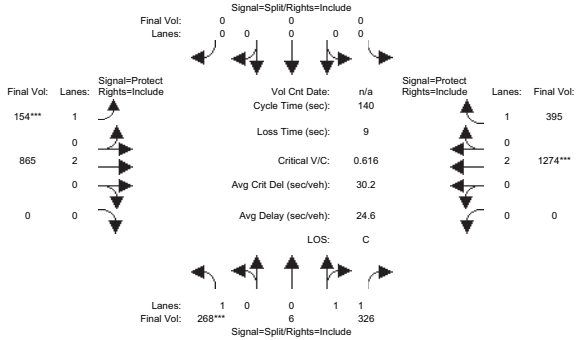
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 7:15-8:15												
Base Vol:	240	6	241	0	0	0	114	761	0	0	1181	376
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:	240	6	241	0	0	0	114	761	0	0	1181	376
Added Vol:	16	0	0	0	0	0	34	35	0	0	17	0
ATI:	13	0	85	0	0	0	4	68	0	0	76	19
Initial Fut:	269	6	326	0	0	0	152	864	0	0	1274	395
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:	269	6	326	0	0	0	152	864	0	0	1274	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	6	326	0	0	0	152	864	0	0	1274	395
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:	269	6	326	0	0	0	152	864	0	0	1274	395
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.04	1.96	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	65	3535	0	0	0	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.09	0.09	0.00	0.00	0.00	0.09	0.23	0.00	0.00	0.34	0.23
Crit Moves:	****						****				****	
Green Time:	35.0	35.0	35.0	0.0	0.0	0.0	19.8	96.0	0.0	0.0	76.3	76.3
Volume/Cap:	0.62	0.37	0.37	0.00	0.00	0.00	0.62	0.33	0.00	0.00	0.62	0.41
Delay/Veh:	49.2	43.7	43.7	0.0	0.0	0.0	61.1	9.0	0.0	0.0	22.4	19.0
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:	49.2	43.7	43.7	0.0	0.0	0.0	61.1	9.0	0.0	0.0	22.4	19.0
LOS by Move:	D	D	D	A	A	A	E	A	A	A	C	B
HCM2k95thQ:	21	12	12	0	0	0	12	14	0	0	31	19

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3211: 101/McKEE(E)



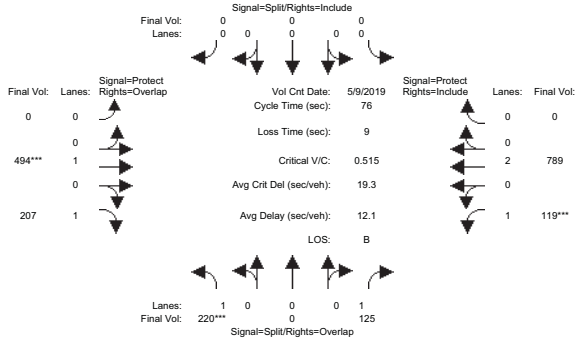
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	268	6	326	0	0	0	154	865	0	0	1274	395
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	268	6	326	0	0	0	154	865	0	0	1274	395
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	268	6	326	0	0	0	154	865	0	0	1274	395
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:	268	6	326	0	0	0	154	865	0	0	1274	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	6	326	0	0	0	154	865	0	0	1274	395
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:	268	6	326	0	0	0	154	865	0	0	1274	395
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.04	1.96	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	65	3535	0	0	0	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.09	0.09	0.00	0.00	0.00	0.09	0.23	0.00	0.00	0.34	0.23
Crit Moves:	****						****				****	
Green Time:	34.8	34.8	34.8	0.0	0.0	0.0	20.0	96.2	0.0	0.0	76.2	76.2
Volume/Cap:	0.62	0.37	0.37	0.00	0.00	0.00	0.62	0.33	0.00	0.00	0.62	0.41
Delay/Veh:	49.3	43.8	43.8	0.0	0.0	0.0	61.0	8.9	0.0	0.0	22.4	19.1
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:	49.3	43.8	43.8	0.0	0.0	0.0	61.0	8.9	0.0	0.0	22.4	19.1
LOS by Move:	D	D	D	A	A	A	E	A	A	A	C	B
HCM2k95thQ:	21	12	12	0	0	0	12	13	0	0	31	19

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3613: JULIAN/24TH



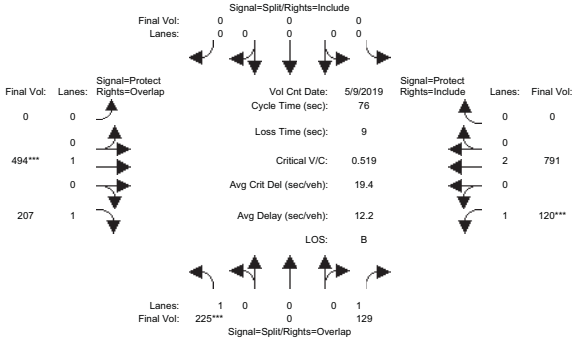
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	0	10	0	0	0	0	0	10	10	7	10	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Volume Module: >> Count Date: 9 May 2019 << 7:15-8:15AM																
Base Vol:	220	0	125	0	0	0	0	494	207	119	789	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:	220	0	125	0	0	0	0	494	207	119	789	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	220	0	125	0	0	0	0	494	207	119	789	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:	220	0	125	0	0	0	0	494	207	119	789	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	220	0	125	0	0	0	0	494	207	119	789	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:	220	0	125	0	0	0	0	494	207	119	789	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	1.00	0.92	0.92	1.00	0.92				
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00				
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0				
Capacity Analysis Module:																
Vol/Sat:	0.13	0.00	0.07	0.00	0.00	0.00	0.00	0.26	0.12	0.07	0.21	0.00				
Crit Moves:	****							****		****						
Green Time:	18.6	0.0	28.6	0.0	0.0	0.0	0.0	38.4	57.0	10.0	48.4	0.0				
Volume/Cap:	0.51	0.00	0.19	0.00	0.00	0.00	0.00	0.51	0.16	0.51	0.33	0.00				
Delay/Veh:	25.9	0.0	16.1	0.0	0.0	0.0	0.0	13.1	2.8	32.7	6.4	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:	25.9	0.0	16.1	0.0	0.0	0.0	0.0	13.1	2.8	32.7	6.4	0.0				
LOS by Move:	C	A	B	A	A	A	A	B	A	C	A	A				
HCM2k95thQ:	10	0	4	0	0	0	0	15	3	7	8	0				

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3613: JULIAN/24TH



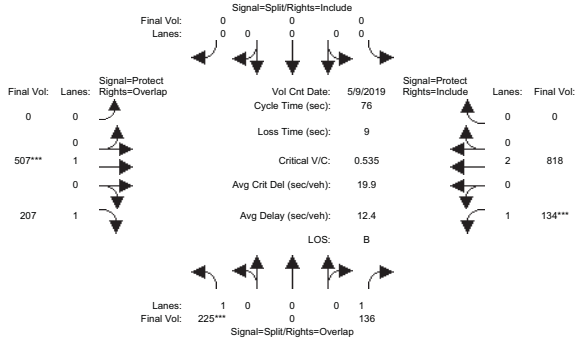
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	0	10	0	0	0	0	0	10	10	7	10	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Volume Module: >> Count Date: 9 May 2019 << 7:15-8:15AM																
Base Vol:	220	0	125	0	0	0	0	494	207	119	789	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:	220	0	125	0	0	0	0	494	207	119	789	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
ATI:	5	0	4	0	0	0	0	0	0	1	2	0				
Initial Fut:	225	0	129	0	0	0	0	494	207	120	791	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:	225	0	129	0	0	0	0	494	207	120	791	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	225	0	129	0	0	0	0	494	207	120	791	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:	225	0	129	0	0	0	0	494	207	120	791	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	1.00	0.92	0.92	1.00	0.92				
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00				
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0				
Capacity Analysis Module:																
Vol/Sat:	0.13	0.00	0.07	0.00	0.00	0.00	0.00	0.26	0.12	0.07	0.21	0.00				
Crit Moves:	****							****		****						
Green Time:	18.8	0.0	28.9	0.0	0.0	0.0	0.0	38.1	57.0	10.0	48.2	0.0				
Volume/Cap:	0.52	0.00	0.19	0.00	0.00	0.00	0.00	0.52	0.16	0.52	0.33	0.00				
Delay/Veh:	25.8	0.0	15.9	0.0	0.0	0.0	0.0	13.3	2.8	32.8	6.5	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:	25.8	0.0	15.9	0.0	0.0	0.0	0.0	13.3	2.8	32.8	6.5	0.0				
LOS by Move:	C	A	B	A	A	A	A	B	A	C	A	A				
HCM2k95thQ:	11	0	5	0	0	0	0	15	3	7	9	0				

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3613: JULIAN/24TH



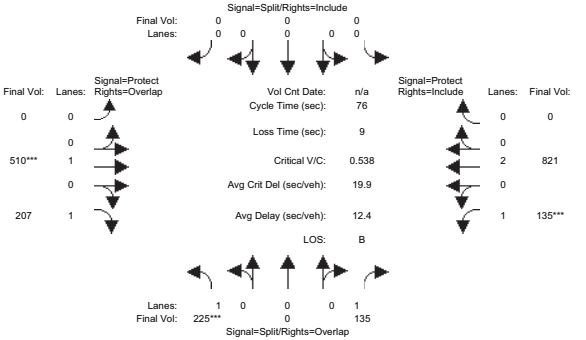
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	0	10	0	0	0	0	0	10	10	7	10	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Volume Module: >> Count Date: 9 May 2019 << 7:15-8:15AM																
Base Vol:	220	0	125	0	0	0	0	494	207	119	789	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:	220	0	125	0	0	0	0	494	207	119	789	0				
Added Vol:	0	0	7	0	0	0	0	13	0	14	27	0				
ATI:	5	0	4	0	0	0	0	0	0	1	2	0				
Initial Fut:	225	0	136	0	0	0	0	507	207	134	818	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:	225	0	136	0	0	0	0	507	207	134	818	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	225	0	136	0	0	0	0	507	207	134	818	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:	225	0	136	0	0	0	0	507	207	134	818	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	1.00	0.92	0.92	1.00	0.92				
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00				
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0				
Capacity Analysis Module:																
Vol/Sat:	0.13	0.00	0.08	0.00	0.00	0.00	0.00	0.27	0.12	0.08	0.22	0.00				
Crit Moves:	****							****		****						
Green Time:	18.3	0.0	29.1	0.0	0.0	0.0	0.0	37.9	56.1	10.9	48.7	0.0				
Volume/Cap:	0.54	0.00	0.20	0.00	0.00	0.00	0.00	0.54	0.16	0.54	0.34	0.00				
Delay/Veh:	26.5	0.0	15.8	0.0	0.0	0.0	0.0	13.6	3.0	32.5	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:	26.5	0.0	15.8	0.0	0.0	0.0	0.0	13.6	3.0	32.5	6.3	0.0				
LOS by Move:	C	A	B	A	A	A	A	B	A	C	A	A				
HCM2k95thQ:	11	0	5	0	0	0	0	16	3	8	9	0				

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3613: JULIAN/24TH



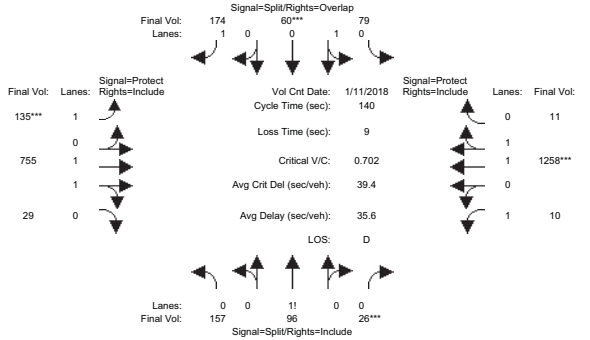
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	0	10	0	0	0	0	0	10	10	7	10	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Volume Module:																
Base Vol:	225	0	135	0	0	0	0	510	207	135	821	0				
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:	225	0	135	0	0	0	0	510	207	135	821	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	225	0	135	0	0	0	0	510	207	135	821	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:	225	0	135	0	0	0	0	510	207	135	821	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	225	0	135	0	0	0	0	510	207	135	821	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:	225	0	135	0	0	0	0	510	207	135	821	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	1.00	0.92	0.92	1.00	0.92				
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00				
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0				
Capacity Analysis Module:																
Vol/Sat:	0.13	0.00	0.08	0.00	0.00	0.00	0.00	0.27	0.12	0.08	0.22	0.00				
Crit Moves:	****							****		****						
Green Time:	18.2	0.0	29.1	0.0	0.0	0.0	0.0	37.9	56.1	10.9	48.8	0.0				
Volume/Cap:	0.54	0.00	0.20	0.00	0.00	0.00	0.00	0.54	0.16	0.54	0.34	0.00				
Delay/Veh:	26.6	0.0	15.9	0.0	0.0	0.0	0.0	13.7	3.0	32.5	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:	26.6	0.0	15.9	0.0	0.0	0.0	0.0	13.7	3.0	32.5	6.3	0.0				
LOS by Move:	C	A	B	A	A	A	A	B	A	C	A	A				
HCM2k95thQ:	11	0	5	0	0	0	0	16	3	8	9	0				

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3678: McKEE/33RD



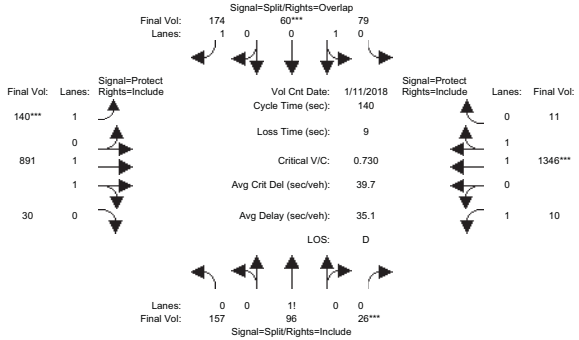
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Jan 2018 << 7:15-8:15AM												
Base Vol:	157	96	26	79	60	174	135	755	29	10	1258	11
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:	157	96	26	79	60	174	135	755	29	10	1258	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	96	26	79	60	174	135	755	29	10	1258	11
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:	157	96	26	79	60	174	135	755	29	10	1258	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	96	26	79	60	174	135	755	29	10	1258	11
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:	157	96	26	79	60	174	135	755	29	10	1258	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.57	0.34	0.09	0.57	0.43	1.00	1.00	1.92	0.08	1.00	1.98	0.02
Final Sat.:	985	602	163	1023	777	1750	1750	3563	137	1750	3668	32
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.08	0.08	0.10	0.08	0.21	0.21	0.01	0.34	0.34
Crit Moves:			****		****		****				****	
Green Time:	31.8	31.8	31.8	15.4	15.4	30.8	15.4	67.8	67.8	16.0	68.4	68.4
Volume/Cap:	0.70	0.70	0.70	0.70	0.70	0.45	0.70	0.44	0.44	0.05	0.70	0.70
Delay/Veh:	55.3	55.3	55.3	70.8	70.8	48.1	71.1	23.8	23.8	55.3	29.1	29.1
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:	55.3	55.3	55.3	70.8	70.8	48.1	71.1	23.8	23.8	55.3	29.1	29.1
LOS by Move:	E	E	E	E	E	D	E	C	C	E	C	C
HCM2k95thQ:	23	23	23	14	14	14	12	20	20	1	37	37

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3678: McKEE/33RD



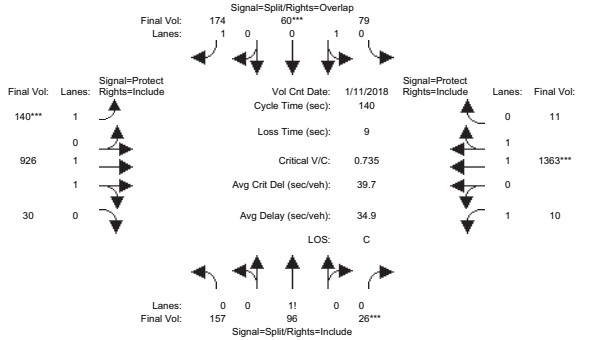
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Jan 2018 << 7:15-8:15AM												
Base Vol:	157	96	26	79	60	174	135	755	29	10	1258	11
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:	157	96	26	79	60	174	135	755	29	10	1258	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	5	136	1	0	88	0
Initial Fut:	157	96	26	79	60	174	140	891	30	10	1346	11
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:	157	96	26	79	60	174	140	891	30	10	1346	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	96	26	79	60	174	140	891	30	10	1346	11
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:	157	96	26	79	60	174	140	891	30	10	1346	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.57	0.34	0.09	0.57	0.43	1.00	1.00	1.93	0.07	1.00	1.98	0.02
Final Sat.:	985	602	163	1023	777	1750	1750	3579	121	1750	3670	30
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.08	0.08	0.10	0.08	0.25	0.25	0.01	0.37	0.37
Crit Moves:			****		****		****				****	
Green Time:	30.6	30.6	30.6	14.8	14.8	30.1	15.3	71.3	71.3	14.3	70.3	70.3
Volume/Cap:	0.73	0.73	0.73	0.73	0.73	0.46	0.73	0.49	0.49	0.06	0.73	0.73
Delay/Veh:	57.9	57.9	57.9	74.1	74.1	48.8	73.7	22.6	22.6	56.9	28.9	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.9	57.9	57.9	74.1	74.1	48.8	73.7	22.6	22.6	56.9	28.9	28.9
LOS by Move:	E	E	E	E	E	D	E	C	C	E	C	C
HCM2k95thQ:	24	24	24	14	14	14	13	23	23	1	40	40

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3678: McKEE/33RD



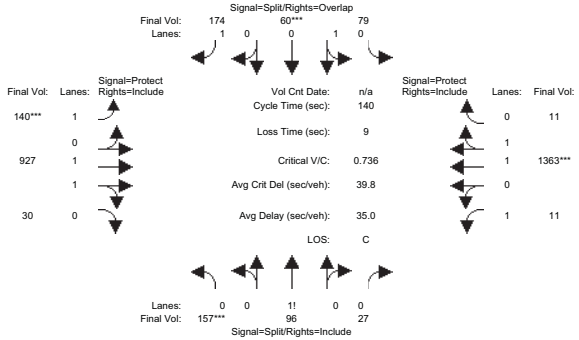
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Jan 2018 << 7:15-8:15AM												
Base Vol:	157	96	26	79	60	174	135	755	29	10	1258	11
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:	157	96	26	79	60	174	135	755	29	10	1258	11
Added Vol:	0	0	0	0	0	0	0	35	0	0	17	0
ATI:	0	0	0	0	0	0	5	136	1	0	88	0
Initial Fut:	157	96	26	79	60	174	140	926	30	10	1363	11
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:	157	96	26	79	60	174	140	926	30	10	1363	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	96	26	79	60	174	140	926	30	10	1363	11
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:	157	96	26	79	60	174	140	926	30	10	1363	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.57	0.34	0.09	0.57	0.43	1.00	1.00	1.94	0.06	1.00	1.98	0.02
Final Sat.:	985	602	163	1023	777	1750	1750	3584	116	1750	3670	30
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.08	0.08	0.10	0.08	0.26	0.26	0.01	0.37	0.37
Crit Moves:			****		****		****				****	
Green Time:	30.4	30.4	30.4	14.7	14.7	29.9	15.2	72.0	72.0	13.9	70.7	70.7
Volume/Cap:	0.74	0.74	0.74	0.74	0.74	0.46	0.74	0.50	0.50	0.06	0.74	0.74
Delay/Veh:	58.4	58.4	58.4	74.7	74.7	49.0	74.3	22.5	22.5	57.2	28.8	28.8
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:	58.4	58.4	58.4	74.7	74.7	49.0	74.3	22.5	22.5	57.2	28.8	28.8
LOS by Move:	E	E	E	E	E	D	E	C	C	E	C	C
HCM2k95thQ:	24	24	24	14	14	14	13	24	24	1	40	40

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3678: McKEE/33RD



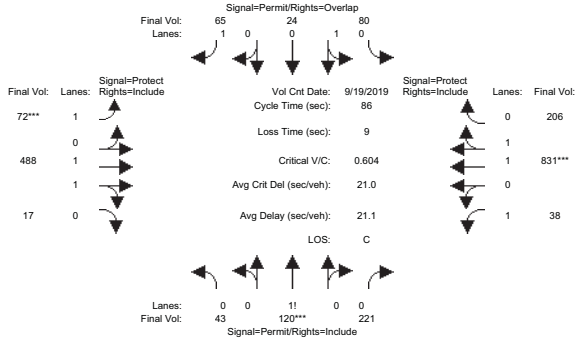
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	157	96	27	79	60	174	140	927	30	11	1363	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	96	27	79	60	174	140	927	30	11	1363	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	96	27	79	60	174	140	927	30	11	1363	11
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:	157	96	27	79	60	174	140	927	30	11	1363	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	96	27	79	60	174	140	927	30	11	1363	11
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:	157	96	27	79	60	174	140	927	30	11	1363	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.56	0.34	0.10	0.57	0.43	1.00	1.00	1.94	0.06	1.00	1.98	0.02
Final Sat.:	981	600	169	1023	777	1750	1750	3584	116	1750	3670	30
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.08	0.08	0.10	0.08	0.26	0.26	0.01	0.37	0.37
Crit Moves:	****				****		****				****	
Green Time:	30.4	30.4	30.4	14.7	14.7	29.9	15.2	72.0	72.0	13.9	70.6	70.6
Volume/Cap:	0.74	0.74	0.74	0.74	0.74	0.47	0.74	0.50	0.50	0.06	0.74	0.74
Delay/Veh:	58.4	58.4	58.4	74.8	74.8	49.0	74.4	22.5	22.5	57.3	28.9	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.4	58.4	58.4	74.8	74.8	49.0	74.4	22.5	22.5	57.3	28.9	28.9
LOS by Move:	E	E	E	E	E	D	E	C	C	E	C	C
HCM2k95thQ:	24	24	24	14	14	14	13	24	24	1	40	40

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3788: SANTA CLARA/28TH



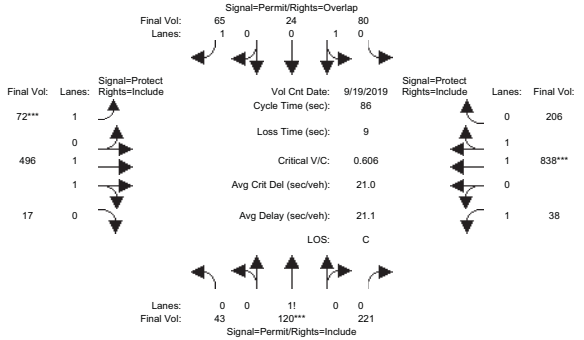
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2019 << 7:15-8:15												
Base Vol:	43	120	221	80	24	65	72	488	17	38	831	206
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:	43	120	221	80	24	65	72	488	17	38	831	206
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	120	221	80	24	65	72	488	17	38	831	206
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:	43	120	221	80	24	65	72	488	17	38	831	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	120	221	80	24	65	72	488	17	38	831	206
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:	43	120	221	80	24	65	72	488	17	38	831	206
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.11	0.31	0.58	0.77	0.23	1.00	1.00	1.93	0.07	1.00	1.59	0.41
Final Sat.:	196	547	1007	1385	415	1750	1750	3575	125	1750	2964	735
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.06	0.06	0.04	0.04	0.14	0.14	0.02	0.28	0.28
Crit Moves:		****					****				****	
Green Time:	30.7	30.7	30.7	30.7	30.7	37.7	7.0	29.0	29.0	17.3	39.3	39.3
Volume/Cap:	0.61	0.61	0.61	0.16	0.16	0.08	0.51	0.41	0.41	0.11	0.61	0.61
Delay/Veh:	24.6	24.6	24.6	19.0	19.0	14.1	40.8	22.1	22.1	28.2	18.3	18.3
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:	24.6	24.6	24.6	19.0	19.0	14.1	40.8	22.1	22.1	28.2	18.3	18.3
LOS by Move:	C	C	C	B	B	B	D	C	C	C	B	B
HCM2k95thQ:	18	18	18	4	4	2	4	10	10	2	19	19

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3788: SANTA CLARA/28TH



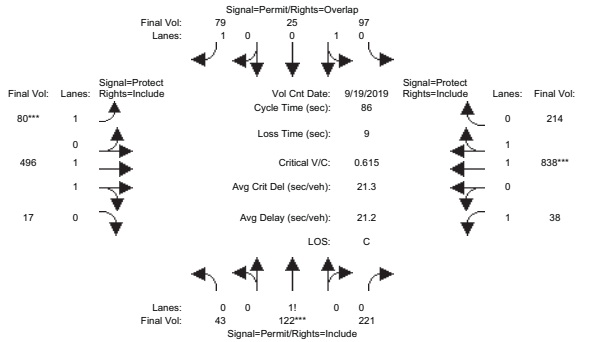
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2019 << 7:15-8:15												
Base Vol:	43	120	221	80	24	65	72	488	17	38	831	206
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:	43	120	221	80	24	65	72	488	17	38	831	206
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	8	0	0	7	0
Initial Fut:	43	120	221	80	24	65	72	496	17	38	838	206
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:	43	120	221	80	24	65	72	496	17	38	838	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	120	221	80	24	65	72	496	17	38	838	206
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:	43	120	221	80	24	65	72	496	17	38	838	206
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.11	0.31	0.58	0.77	0.23	1.00	1.00	1.93	0.07	1.00	1.59	0.41
Final Sat.:	196	547	1007	1385	415	1750	1750	3577	123	1750	2969	730
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.06	0.06	0.04	0.04	0.14	0.14	0.02	0.28	0.28
Crit Moves:		****					****				****	
Green Time:	30.6	30.6	30.6	30.6	30.6	37.6	7.0	29.2	29.2	17.2	39.4	39.4
Volume/Cap:	0.62	0.62	0.62	0.16	0.16	0.08	0.51	0.41	0.41	0.11	0.62	0.62
Delay/Veh:	24.7	24.7	24.7	19.0	19.0	14.2	40.8	22.0	22.0	28.3	18.3	18.3
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:	24.7	24.7	24.7	19.0	19.0	14.2	40.8	22.0	22.0	28.3	18.3	18.3
LOS by Move:	C	C	C	B	B	B	D	C	C	C	B	B
HCM2k95thQ:	18	18	18	4	4	2	4	10	10	2	19	19

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3788: SANTA CLARA/28TH



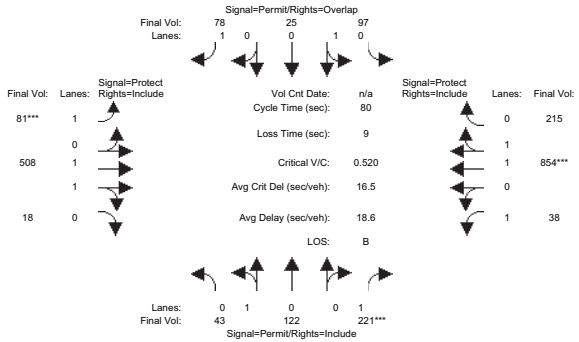
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2019 << 7:15-8:15												
Base Vol:	43	120	221	80	24	65	72	488	17	38	831	206
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:	43	120	221	80	24	65	72	488	17	38	831	206
Added Vol:	0	2	0	17	1	14	8	0	0	0	0	8
ATI:	0	0	0	0	0	0	0	8	0	0	7	0
Initial Fut:	43	122	221	97	25	79	80	496	17	38	838	214
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:	43	122	221	97	25	79	80	496	17	38	838	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	122	221	97	25	79	80	496	17	38	838	214
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:	43	122	221	97	25	79	80	496	17	38	838	214
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.11	0.32	0.57	0.80	0.20	1.00	1.00	1.93	0.07	1.00	1.58	0.42
Final Sat.:	195	553	1002	1431	369	1750	1750	3577	123	1750	2947	753
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.07	0.07	0.05	0.05	0.14	0.14	0.02	0.28	0.28
Crit Moves:		****					****				****	
Green Time:	30.6	30.6	30.6	30.6	30.6	37.6	7.0	29.3	29.3	17.2	39.4	39.4
Volume/Cap:	0.62	0.62	0.62	0.19	0.19	0.10	0.56	0.41	0.41	0.11	0.62	0.62
Delay/Veh:	24.8	24.8	24.8	19.3	19.3	14.3	43.1	22.0	22.0	28.3	18.3	18.3
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:	24.8	24.8	24.8	19.3	19.3	14.3	43.1	22.0	22.0	28.3	18.3	18.3
LOS by Move:	C	C	C	B	B	B	D	C	C	C	B	B
HCM2k95thQ:	18	18	18	4	4	3	5	10	10	2	20	20

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3788: SANTA CLARA/28TH



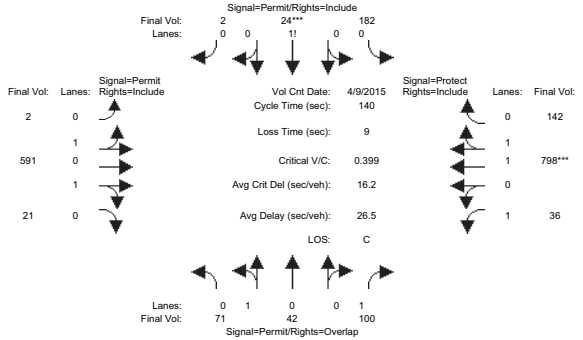
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	43	122	221	97	25	78	81	508	18	38	854	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	122	221	97	25	78	81	508	18	38	854	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	122	221	97	25	78	81	508	18	38	854	215
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:	43	122	221	97	25	78	81	508	18	38	854	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	122	221	97	25	78	81	508	18	38	854	215
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:	43	122	221	97	25	78	81	508	18	38	854	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.26	0.74	1.00	0.80	0.20	1.00	1.00	1.93	0.07	1.00	1.59	0.41
Final Sat.:	469	1331	1750	1431	369	1750	1750	3573	127	1750	2955	744
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.13	0.07	0.07	0.04	0.05	0.14	0.14	0.02	0.29	0.29
Crit Moves:			****				****				****	
Green Time:	18.6	18.6	18.6	18.6	18.6	28.6	10.0	27.9	27.9	24.5	42.4	42.4
Volume/Cap:	0.40	0.40	0.54	0.29	0.29	0.12	0.37	0.41	0.41	0.07	0.54	0.54
Delay/Veh:	26.6	26.6	28.5	25.7	25.7	17.4	33.2	20.0	20.0	19.7	12.7	12.7
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:	26.6	26.6	28.5	25.7	25.7	17.4	33.2	20.0	20.0	19.7	12.7	12.7
LOS by Move:	C	C	C	C	C	B	C	B	B	B	B	B
HCM2k95thQ:	8	8	11	5	5	3	4	10	10	1	16	16

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #4005: JULIAN/28TH



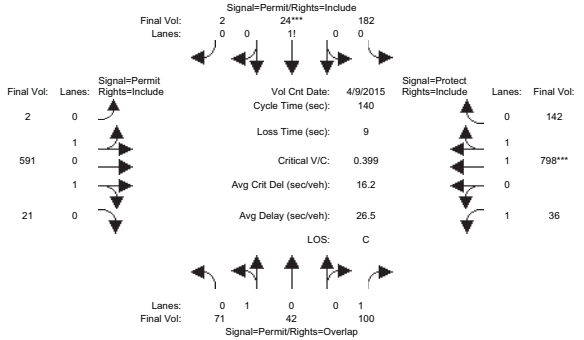
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Apr 2015 << 7:15-8:15												
Base Vol:	71	42	100	182	24	2	2	591	21	36	798	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	42	100	182	24	2	2	591	21	36	798	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	42	100	182	24	2	2	591	21	36	798	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	42	100	182	24	2	2	591	21	36	798	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	42	100	182	24	2	2	591	21	36	798	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	42	100	182	24	2	2	591	21	36	798	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.63	0.37	1.00	0.87	0.12	0.01	0.01	1.92	0.07	1.00	1.69	0.31
Final Sat.:	1131	669	1750	1531	202	17	12	3465	123	1750	3141	559
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.12	0.12	0.12	0.17	0.17	0.17	0.02	0.25	0.25
Crit Moves:					****						****	
Green Time:	28.6	28.6	89.9	28.6	28.6	28.6	41.1	41.1	41.1	61.2	102	102.4
Volume/Cap:	0.31	0.31	0.09	0.58	0.58	0.58	0.58	0.58	0.58	0.05	0.35	0.35
Delay/Veh:	49.4	49.4	9.7	57.0	57.0	57.0	44.4	44.4	44.4	22.7	7.1	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	49.4	9.7	57.0	57.0	57.0	44.4	44.4	44.4	22.7	7.1	7.1
LOS by Move:	D	D	A	E	E	E	D	D	D	C	A	A
HCM2k95thQ:	9	9	4	16	16	16	20	20	20	2	14	14

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #4005: JULIAN/28TH



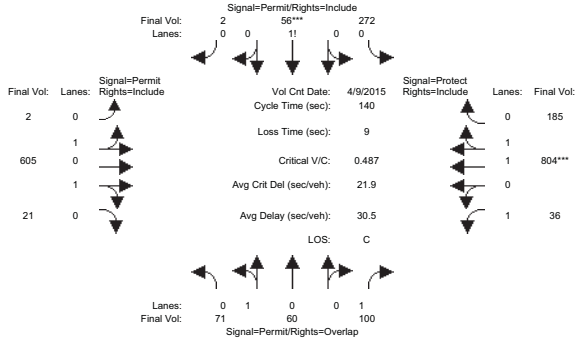
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Apr 2015 << 7:15-8:15												
Base Vol:	71	42	100	182	24	2	2	591	21	36	798	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	42	100	182	24	2	2	591	21	36	798	142
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:	71	42	100	182	24	2	2	591	21	36	798	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	42	100	182	24	2	2	591	21	36	798	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	42	100	182	24	2	2	591	21	36	798	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	42	100	182	24	2	2	591	21	36	798	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.63	0.37	1.00	0.87	0.12	0.01	0.01	1.92	0.07	1.00	1.69	0.31
Final Sat.:	1131	669	1750	1531	202	17	12	3465	123	1750	3141	559
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.12	0.12	0.12	0.17	0.17	0.17	0.02	0.25	0.25
Crit Moves:					****						****	
Green Time:	28.6	28.6	89.9	28.6	28.6	28.6	41.1	41.1	41.1	61.2	102	102.4
Volume/Cap:	0.31	0.31	0.09	0.58	0.58	0.58	0.58	0.58	0.58	0.05	0.35	0.35
Delay/Veh:	49.4	49.4	9.7	57.0	57.0	57.0	44.4	44.4	44.4	22.7	7.1	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	49.4	9.7	57.0	57.0	57.0	44.4	44.4	44.4	22.7	7.1	7.1
LOS by Move:	D	D	A	E	E	E	D	D	D	C	A	A
HCM2k95thQ:	9	9	4	16	16	16	20	20	20	2	14	14

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #4005: JULIAN/28TH



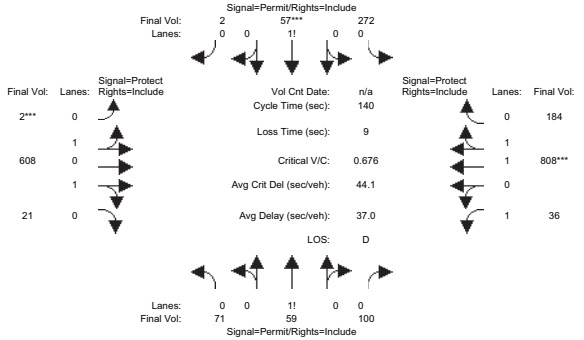
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Apr 2015 << 7:15-8:15												
Base Vol:	71	42	100	182	24	2	2	591	21	36	798	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	42	100	182	24	2	2	591	21	36	798	142
Added Vol:	0	18	0	90	32	0	0	14	0	0	6	43
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	60	100	272	56	2	2	605	21	36	804	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	60	100	272	56	2	2	605	21	36	804	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	60	100	272	56	2	2	605	21	36	804	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	60	100	272	56	2	2	605	21	36	804	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.54	0.46	1.00	0.82	0.17	0.01	0.01	1.92	0.07	1.00	1.62	0.38
Final Sat.:	976	824	1750	1442	297	11	11	3468	120	1750	3007	692
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.06	0.19	0.19	0.19	0.17	0.17	0.17	0.02	0.27	0.27
Crit Moves:					****						****	
Green Time:	39.2	39.2	94.7	39.2	39.2	39.2	36.3	36.3	36.3	55.6	91.8	91.8
Volume/Cap:	0.26	0.26	0.08	0.67	0.67	0.67	0.67	0.67	0.67	0.05	0.41	0.41
Delay/Veh:	40.4	40.4	7.9	52.0	52.0	52.0	50.4	50.4	50.4	26.1	11.8	11.8
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:	40.4	40.4	7.9	52.0	52.0	52.0	50.4	50.4	50.4	26.1	11.8	11.8
LOS by Move:	D	D	A	D	D	D	D	D	D	C	B	B
HCM2k95thQ:	9	9	4	24	24	24	22	22	22	2	18	18

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #4005: JULIAN/28TH



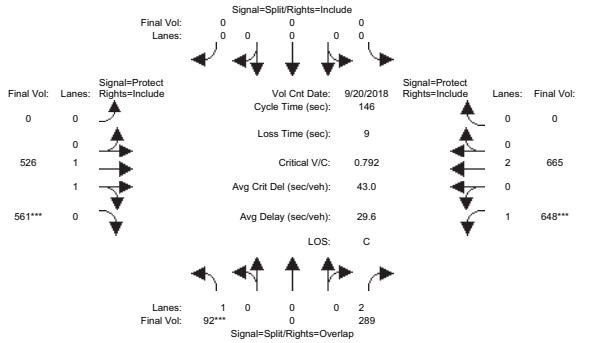
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	71	59	100	272	57	2	2	608	21	36	808	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	59	100	272	57	2	2	608	21	36	808	184
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	59	100	272	57	2	2	608	21	36	808	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	59	100	272	57	2	2	608	21	36	808	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	59	100	272	57	2	2	608	21	36	808	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	59	100	272	57	2	2	608	21	36	808	184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.31	0.26	0.43	0.82	0.17	0.01	0.01	1.93	0.06	1.00	1.62	0.38
Final Sat.:	540	449	761	1438	301	11	11	3469	120	1750	3013	686
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.19	0.19	0.19	0.18	0.18	0.18	0.02	0.27	0.27
Crit Moves:					****		****				****	
Green Time:	39.2	39.2	39.2	39.2	39.2	39.2	36.3	65.2	65.2	26.6	55.5	55.5
Volume/Cap:	0.47	0.47	0.47	0.68	0.68	0.68	0.68	0.38	0.38	0.11	0.68	0.68
Delay/Veh:	45.0	45.0	45.0	52.1	52.1	52.1	50.5	24.8	24.8	47.6	37.3	37.3
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:	45.0	45.0	45.0	52.1	52.1	52.1	50.5	24.8	24.8	47.6	37.3	37.3
LOS by Move:	D	D	D	D	D	D	D	C	C	D	D	D
HCM2k95thQ:	16	16	16	24	24	24	23	16	16	3	30	30

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3210: 101/JULIAN



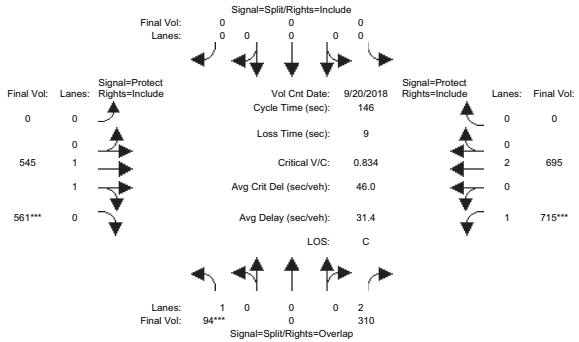
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Sep 2018 << 4:00-5:00PM												
Base Vol:	92	0	289	0	0	0	0	526	561	648	665	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:	92	0	289	0	0	0	0	526	561	648	665	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	0	289	0	0	0	0	526	561	648	665	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:	92	0	289	0	0	0	0	526	561	648	665	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	0	289	0	0	0	0	526	561	648	665	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:	92	0	289	0	0	0	0	526	561	648	665	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.09	0.00	0.00	0.00	0.00	0.28	0.32	0.37	0.17	0.00
Crit Moves:	****								****	****		
Green Time:	10.0	0.0	78.1	0.0	0.0	0.0	0.0	58.9	58.9	68.1	127	0.0
Volume/Cap:	0.77	0.00	0.17	0.00	0.00	0.00	0.00	0.69	0.79	0.79	0.20	0.00
Delay/Veh:	92.2	0.0	17.4	0.0	0.0	0.0	0.0	37.2	41.5	38.4	1.5	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:	92.2	0.0	17.4	0.0	0.0	0.0	0.0	37.2	41.5	38.4	1.5	0.0
LOS by Move:	F	A	B	A	A	A	A	D	D	D	A	A
HCM2k95thQ:	12	0	8	0	0	0	0	33	40	44	5	0

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3210: 101/JULIAN



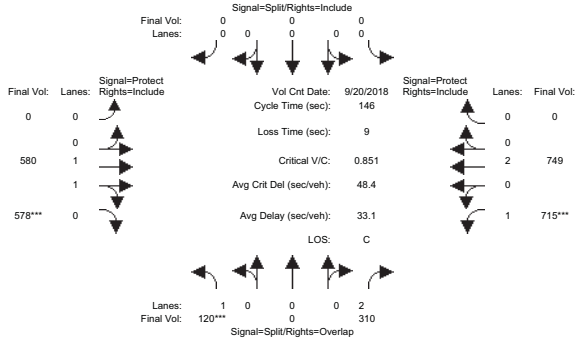
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Sep 2018 << 4:00-5:00PM												
Base Vol:	92	0	289	0	0	0	0	526	561	648	665	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:	92	0	289	0	0	0	0	526	561	648	665	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	0	21	0	0	0	0	19	0	67	30	0
Initial Fut:	94	0	310	0	0	0	0	545	561	715	695	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:	94	0	310	0	0	0	0	545	561	715	695	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	0	310	0	0	0	0	545	561	715	695	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:	94	0	310	0	0	0	0	545	561	715	695	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.10	0.00	0.00	0.00	0.00	0.29	0.32	0.41	0.18	0.00
Crit Moves:	****								****	****		
Green Time:	10.0	0.0	81.2	0.0	0.0	0.0	0.0	55.8	55.8	71.2	127	0.0
Volume/Cap:	0.78	0.00	0.18	0.00	0.00	0.00	0.00	0.75	0.84	0.84	0.21	0.00
Delay/Veh:	94.8	0.0	16.0	0.0	0.0	0.0	0.0	41.2	45.9	39.8	1.5	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:	94.8	0.0	16.0	0.0	0.0	0.0	0.0	41.2	45.9	39.8	1.5	0.0
LOS by Move:	F	A	B	A	A	A	A	D	D	D	A	A
HCM2k95thQ:	12	0	8	0	0	0	0	36	42	49	5	0

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3210: 101/JULIAN



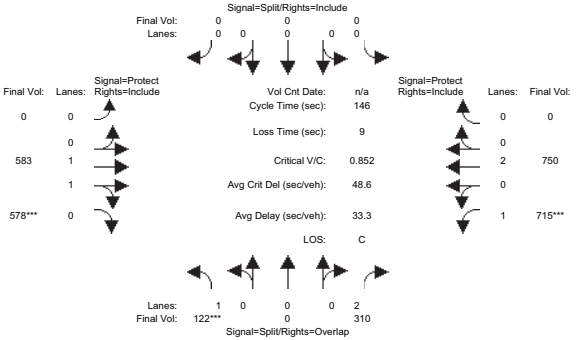
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	0	10	0	0	0	0	0	10	10	7	10	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Volume Module: >> Count Date: 20 Sep 2018 << 4:00-5:00PM																
Base Vol:	92	0	289	0	0	0	0	526	561	648	665	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:	92	0	289	0	0	0	0	526	561	648	665	0				
Added Vol:	26	0	0	0	0	0	0	35	17	0	54	0				
ATI:	2	0	21	0	0	0	0	19	0	67	30	0				
Initial Fut:	120	0	310	0	0	0	0	580	578	715	749	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:	120	0	310	0	0	0	0	580	578	715	749	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	120	0	310	0	0	0	0	580	578	715	749	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:	120	0	310	0	0	0	0	580	578	715	749	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92				
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00				
Final Sat.:	1750	0	3150	0	0	0	0	1900	1800	1750	3800	0				
Capacity Analysis Module:																
Vol/Sat:	0.07	0.00	0.10	0.00	0.00	0.00	0.00	0.31	0.32	0.41	0.20	0.00				
Crit Moves:	****								****	****						
Green Time:	11.8	0.0	81.9	0.0	0.0	0.0	0.0	55.1	55.1	70.1	125	0.0				
Volume/Cap:	0.85	0.00	0.18	0.00	0.00	0.00	0.00	0.81	0.85	0.85	0.23	0.00				
Delay/Veh:	102.3	0.0	15.7	0.0	0.0	0.0	0.0	44.3	47.0	41.6	1.9	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:	102.3	0.0	15.7	0.0	0.0	0.0	0.0	44.3	47.0	41.6	1.9	0.0				
LOS by Move:	F	A	B	A	A	A	A	D	D	D	A	A				
HCM2k95thQ:	15	0	8	0	0	0	0	39	42	50	6	0				

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3210: 101/JULIAN



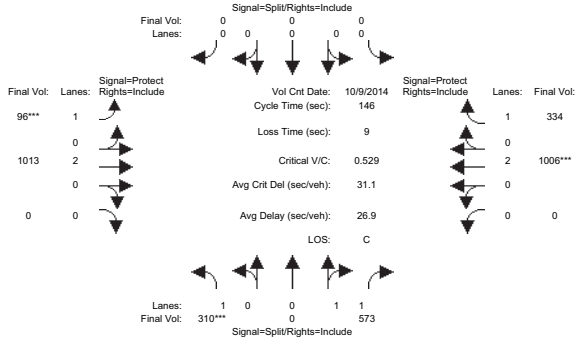
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	0	10	0	0	0	0	0	10	10	7	10	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Volume Module:																
Base Vol:	122	0	310	0	0	0	0	583	578	715	750	0				
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:	122	0	310	0	0	0	0	583	578	715	750	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	122	0	310	0	0	0	0	583	578	715	750	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:	122	0	310	0	0	0	0	583	578	715	750	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	122	0	310	0	0	0	0	583	578	715	750	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:	122	0	310	0	0	0	0	583	578	715	750	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92				
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00				
Final Sat.:	1750	0	3150	0	0	0	0	1900	1800	1750	3800	0				
Capacity Analysis Module:																
Vol/Sat:	0.07	0.00	0.10	0.00	0.00	0.00	0.00	0.31	0.32	0.41	0.20	0.00				
Crit Moves:	****								****	****						
Green Time:	11.9	0.0	82.0	0.0	0.0	0.0	0.0	55.0	55.0	70.0	125	0.0				
Volume/Cap:	0.85	0.00	0.18	0.00	0.00	0.00	0.00	0.81	0.85	0.85	0.23	0.00				
Delay/Veh:	102.0	0.0	15.6	0.0	0.0	0.0	0.0	44.6	47.1	41.8	1.9	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:	102.0	0.0	15.6	0.0	0.0	0.0	0.0	44.6	47.1	41.8	1.9	0.0				
LOS by Move:	F	A	B	A	A	A	A	D	D	D	A	A				
HCM2k95thQ:	15	0	8	0	0	0	0	40	42	50	6	0				

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3211: 101/McKEE(E)



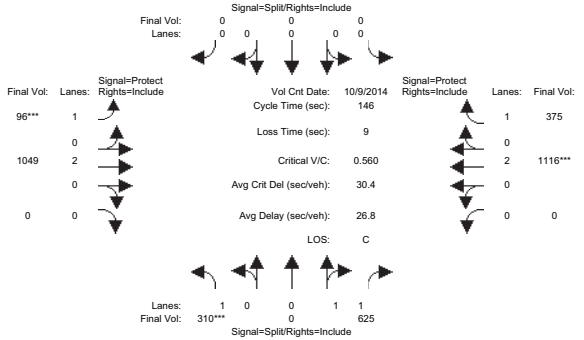
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10		0	0	0		7	10	0		0	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 9 Oct 2014 << 5:00-6:00																
Base Vol:	310	0	573		0	0	0		96	1013	0		0	1006	334	
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:	310	0	573		0	0	0		96	1013	0		0	1006	334	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	310	0	573		0	0	0		96	1013	0		0	1006	334	
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:	310	0	573		0	0	0		96	1013	0		0	1006	334	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	310	0	573		0	0	0		96	1013	0		0	1006	334	
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:	310	0	573		0	0	0		96	1013	0		0	1006	334	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.95		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	0.00	2.00		0.00	0.00	0.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	1750	0	3600		0	0	0		1750	3800	0		0	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.00	0.16		0.00	0.00	0.00		0.05	0.27	0.00		0.00	0.26	0.19	
Crit Moves:	****								****					****		
Green Time:	48.9	0.0	48.9		0.0	0.0	0.0		15.1	88.1	0.0		0.0	73.0	73.0	
Volume/Cap:	0.53	0.00	0.48		0.00	0.00	0.00		0.53	0.44	0.00		0.00	0.53	0.38	
Delay/Veh:	40.2	0.0	38.7		0.0	0.0	0.0		65.0	15.8	0.0		0.0	25.1	22.8	
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:	40.2	0.0	38.7		0.0	0.0	0.0		65.0	15.8	0.0		0.0	25.1	22.8	
LOS by Move:	D	A	D		A	A	A		E	B	A		A	C	C	
HCM2k95thQ:	22	0	19		0	0	0		8	21	0		0	26	18	

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3211: 101/McKEE(E)



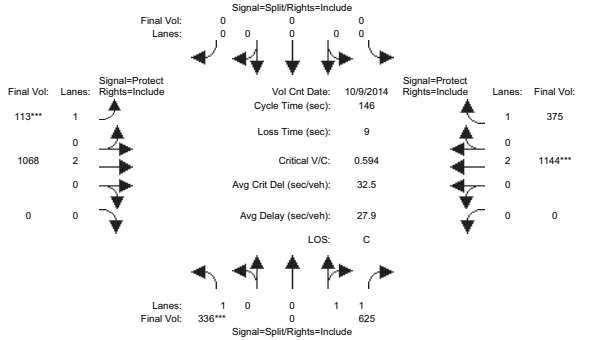
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10		0	0	0		7	10	0		0	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 9 Oct 2014 << 5:00-6:00																
Base Vol:	310	0	573		0	0	0		96	1013	0		0	1006	334	
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:	310	0	573		0	0	0		96	1013	0		0	1006	334	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	52		0	0	0		0	36	0		0	110	41	
Initial Fut:	310	0	625		0	0	0		96	1049	0		0	1116	375	
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:	310	0	625		0	0	0		96	1049	0		0	1116	375	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	310	0	625		0	0	0		96	1049	0		0	1116	375	
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:	310	0	625		0	0	0		96	1049	0		0	1116	375	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.95		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	0.00	2.00		0.00	0.00	0.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	1750	0	3600		0	0	0		1750	3800	0		0	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.00	0.17		0.00	0.00	0.00		0.05	0.28	0.00		0.00	0.29	0.21	
Crit Moves:	****								****					****		
Green Time:	46.2	0.0	46.2		0.0	0.0	0.0		14.3	90.8	0.0		0.0	76.5	76.5	
Volume/Cap:	0.56	0.00	0.55		0.00	0.00	0.00		0.56	0.44	0.00		0.00	0.56	0.41	
Delay/Veh:	42.8	0.0	41.9		0.0	0.0	0.0		67.0	14.5	0.0		0.0	23.8	21.3	
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:	42.8	0.0	41.9		0.0	0.0	0.0		67.0	14.5	0.0		0.0	23.8	21.3	
LOS by Move:	D	A	D		A	A	A		E	B	A		A	C	C	
HCM2k95thQ:	23	0	22		0	0	0		8	21	0		0	28	19	

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3211: 101/McKEE(E)



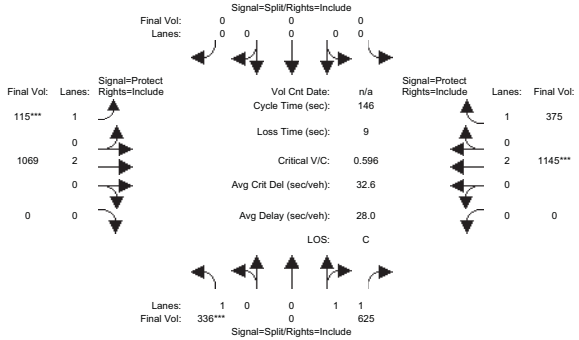
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 << 5:00-6:00												
Base Vol:	310	0	573	0	0	0	96	1013	0	0	1006	334
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:	310	0	573	0	0	0	96	1013	0	0	1006	334
Added Vol:	26	0	0	0	0	0	17	19	0	0	28	0
ATI:	0	0	52	0	0	0	0	36	0	0	110	41
Initial Fut:	336	0	625	0	0	0	113	1068	0	0	1144	375
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:	336	0	625	0	0	0	113	1068	0	0	1144	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	0	625	0	0	0	113	1068	0	0	1144	375
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:	336	0	625	0	0	0	113	1068	0	0	1144	375
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	0	3600	0	0	0	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.17	0.00	0.00	0.00	0.06	0.28	0.00	0.00	0.30	0.21
Crit Moves:	****						****				****	
Green Time:	47.2	0.0	47.2	0.0	0.0	0.0	15.9	89.8	0.0	0.0	74.0	74.0
Volume/Cap:	0.59	0.00	0.54	0.00	0.00	0.00	0.59	0.46	0.00	0.00	0.59	0.42
Delay/Veh:	43.1	0.0	41.0	0.0	0.0	0.0	67.0	15.2	0.0	0.0	25.9	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	0.0	41.0	0.0	0.0	0.0	67.0	15.2	0.0	0.0	25.9	22.9
LOS by Move:	D	A	D	A	A	A	E	B	A	A	C	C
HCM2k95thQ:	25	0	22	0	0	0	10	22	0	0	30	20

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3211: 101/McKEE(E)



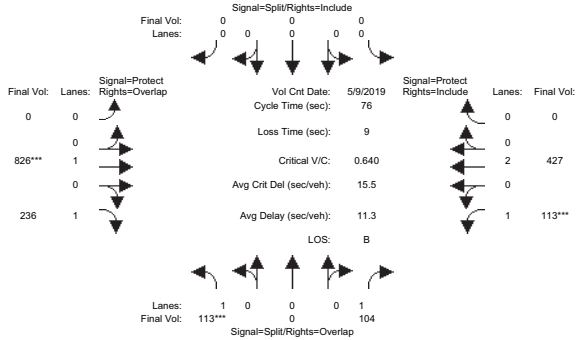
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	336	0	625	0	0	0	115	1069	0	0	1145	375
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	336	0	625	0	0	0	115	1069	0	0	1145	375
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	336	0	625	0	0	0	115	1069	0	0	1145	375
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:	336	0	625	0	0	0	115	1069	0	0	1145	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	0	625	0	0	0	115	1069	0	0	1145	375
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:	336	0	625	0	0	0	115	1069	0	0	1145	375
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	0	3600	0	0	0	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.17	0.00	0.00	0.00	0.07	0.28	0.00	0.00	0.30	0.21
Crit Moves:	****						****				****	
Green Time:	47.1	0.0	47.1	0.0	0.0	0.0	16.1	89.9	0.0	0.0	73.8	73.8
Volume/Cap:	0.60	0.00	0.54	0.00	0.00	0.00	0.60	0.46	0.00	0.00	0.60	0.42
Delay/Veh:	43.2	0.0	41.1	0.0	0.0	0.0	66.8	15.1	0.0	0.0	26.0	23.0
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:	43.2	0.0	41.1	0.0	0.0	0.0	66.8	15.1	0.0	0.0	26.0	23.0
LOS by Move:	D	A	D	A	A	A	E	B	A	A	C	C
HCM2k95thQ:	25	0	22	0	0	0	10	22	0	0	30	20

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3613: JULIAN/24TH



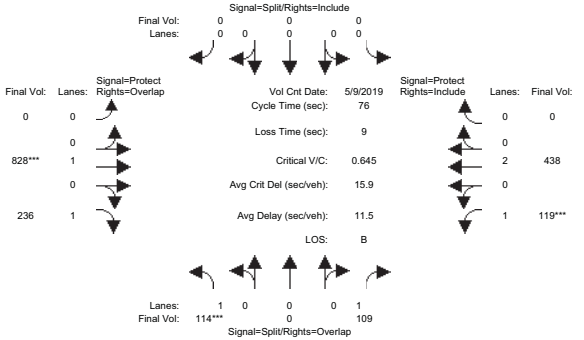
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	0	10	0	0	0	0	0	10	10	7	10	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Volume Module: >> Count Date: 9 May 2019 << 4:45-5:45PM																
Base Vol:	113	0	104	0	0	0	0	826	236	113	427	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:	113	0	104	0	0	0	0	826	236	113	427	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	113	0	104	0	0	0	0	826	236	113	427	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:	113	0	104	0	0	0	0	826	236	113	427	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	113	0	104	0	0	0	0	826	236	113	427	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:	113	0	104	0	0	0	0	826	236	113	427	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	1.00	0.92	0.92	1.00	0.92				
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00				
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0				
Capacity Analysis Module:																
Vol/Sat:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.43	0.13	0.06	0.11	0.00				
Crit Moves:	****							****		****						
Green Time:	10.0	0.0	17.4	0.0	0.0	0.0	0.0	49.6	59.6	7.4	57.0	0.0				
Volume/Cap:	0.49	0.00	0.26	0.00	0.00	0.00	0.00	0.67	0.17	0.67	0.15	0.00				
Delay/Veh:	32.3	0.0	24.4	0.0	0.0	0.0	0.0	9.5	2.1	42.8	2.7	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:	32.3	0.0	24.4	0.0	0.0	0.0	0.0	9.5	2.1	42.8	2.7	0.0				
LOS by Move:	C	A	C	A	A	A	A	A	A	D	A	A				
HCM2k95thQ:	7	0	5	0	0	0	0	23	3	8	3	0				

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3613: JULIAN/24TH



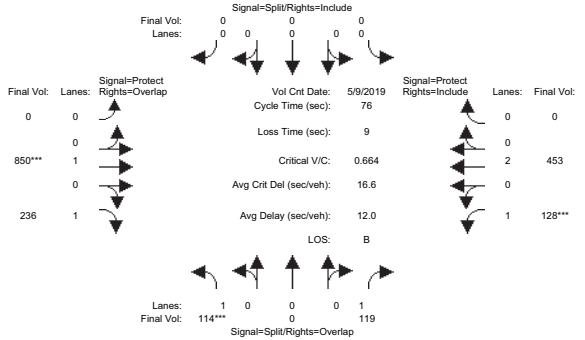
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	0	10	0	0	0	0	0	10	10	7	10	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Volume Module: >> Count Date: 9 May 2019 << 4:45-5:45PM																
Base Vol:	113	0	104	0	0	0	0	826	236	113	427	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:	113	0	104	0	0	0	0	826	236	113	427	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
ATI:	1	0	5	0	0	0	0	2	0	6	11	0				
Initial Fut:	114	0	109	0	0	0	0	828	236	119	438	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:	114	0	109	0	0	0	0	828	236	119	438	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	114	0	109	0	0	0	0	828	236	119	438	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:	114	0	109	0	0	0	0	828	236	119	438	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	1.00	0.92	0.92	1.00	0.92				
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00				
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0				
Capacity Analysis Module:																
Vol/Sat:	0.07	0.00	0.06	0.00	0.00	0.00	0.00	0.44	0.13	0.07	0.12	0.00				
Crit Moves:	****							****		****						
Green Time:	10.0	0.0	17.7	0.0	0.0	0.0	0.0	49.3	59.3	7.7	57.0	0.0				
Volume/Cap:	0.50	0.00	0.27	0.00	0.00	0.00	0.00	0.67	0.17	0.67	0.15	0.00				
Delay/Veh:	32.3	0.0	24.2	0.0	0.0	0.0	0.0	9.8	2.2	42.6	2.7	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:	32.3	0.0	24.2	0.0	0.0	0.0	0.0	9.8	2.2	42.6	2.7	0.0				
LOS by Move:	C	A	C	A	A	A	A	A	A	D	A	A				
HCM2k95thQ:	7	0	5	0	0	0	0	23	3	9	3	0				

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3613: JULIAN/24TH



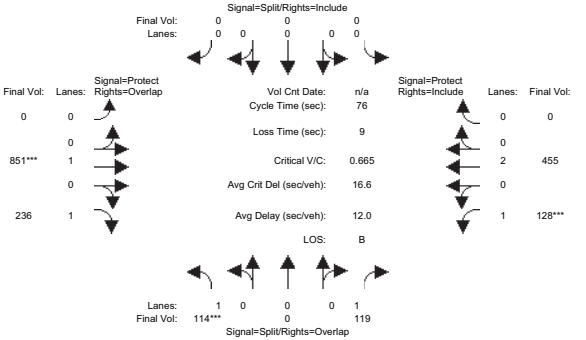
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 May 2019 << 4:45-5:45PM												
Base Vol:	113	0	104	0	0	0	0	826	236	113	427	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:	113	0	104	0	0	0	0	826	236	113	427	0
Added Vol:	0	0	10	0	0	0	0	22	0	9	15	0
ATI:	1	0	5	0	0	0	0	2	0	6	11	0
Initial Fut:	114	0	119	0	0	0	0	850	236	128	453	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:	114	0	119	0	0	0	0	850	236	128	453	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	0	119	0	0	0	0	850	236	128	453	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:	114	0	119	0	0	0	0	850	236	128	453	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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.45	0.13	0.07	0.12	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	18.0	0.0	0.0	0.0	0.0	49.0	59.0	8.0	57.0	0.0
Volume/Cap:	0.50	0.00	0.29	0.00	0.00	0.00	0.00	0.69	0.17	0.69	0.16	0.00
Delay/Veh:	32.3	0.0	24.1	0.0	0.0	0.0	0.0	10.4	2.3	43.7	2.7	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:	32.3	0.0	24.1	0.0	0.0	0.0	0.0	10.4	2.3	43.7	2.7	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	D	A	A
HCM2k95thQ:	7	0	5	0	0	0	0	24	3	9	3	0

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3613: JULIAN/24TH



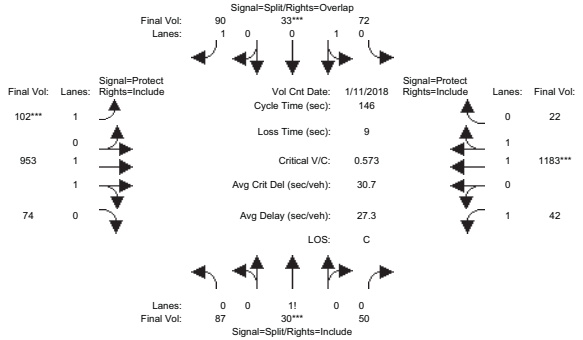
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	114	0	119	0	0	0	0	851	236	128	455	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	0	119	0	0	0	0	851	236	128	455	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	0	119	0	0	0	0	851	236	128	455	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:	114	0	119	0	0	0	0	851	236	128	455	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	0	119	0	0	0	0	851	236	128	455	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:	114	0	119	0	0	0	0	851	236	128	455	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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.45	0.13	0.07	0.12	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	18.0	0.0	0.0	0.0	0.0	49.0	59.0	8.0	57.0	0.0
Volume/Cap:	0.50	0.00	0.29	0.00	0.00	0.00	0.00	0.69	0.17	0.69	0.16	0.00
Delay/Veh:	32.3	0.0	24.1	0.0	0.0	0.0	0.0	10.4	2.3	43.8	2.7	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:	32.3	0.0	24.1	0.0	0.0	0.0	0.0	10.4	2.3	43.8	2.7	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	D	A	A
HCM2k95thQ:	7	0	5	0	0	0	0	24	3	9	3	0

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3678: McKEE/33RD



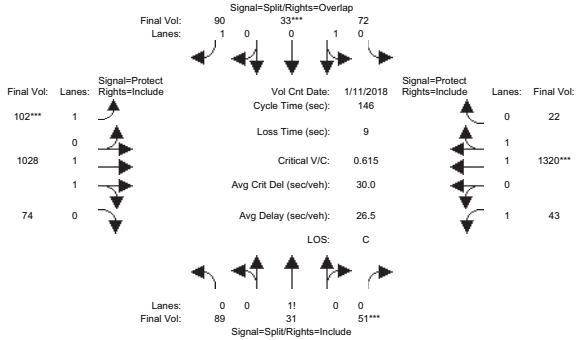
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Jan 2018 << 4:20-5:20PM												
Base Vol:	87	30	50	72	33	90	102	953	74	42	1183	22
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:	87	30	50	72	33	90	102	953	74	42	1183	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	30	50	72	33	90	102	953	74	42	1183	22
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:	87	30	50	72	33	90	102	953	74	42	1183	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	30	50	72	33	90	102	953	74	42	1183	22
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:	87	30	50	72	33	90	102	953	74	42	1183	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.52	0.18	0.30	0.69	0.31	1.00	1.00	1.85	0.15	1.00	1.96	0.04
Final Sat.:	912	314	524	1234	566	1750	1750	3433	267	1750	3632	68
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.06	0.06	0.05	0.06	0.28	0.28	0.02	0.33	0.33
Crit Moves:		****			****		****				****	
Green Time:	24.3	24.3	24.3	14.9	14.9	29.7	14.8	83.4	83.4	14.4	83.0	83.0
Volume/Cap:	0.57	0.57	0.57	0.57	0.57	0.25	0.57	0.49	0.49	0.24	0.57	0.57
Delay/Veh:	58.8	58.8	58.8	66.9	66.9	49.2	67.0	18.7	18.7	61.5	20.6	20.6
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:	58.8	58.8	58.8	66.9	66.9	49.2	67.0	18.7	18.7	61.5	20.6	20.6
LOS by Move:	E	E	E	E	E	D	E	B	B	E	C	C
HCM2k95thQ:	15	15	15	11	11	7	9	24	24	4	30	30

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3678: McKEE/33RD



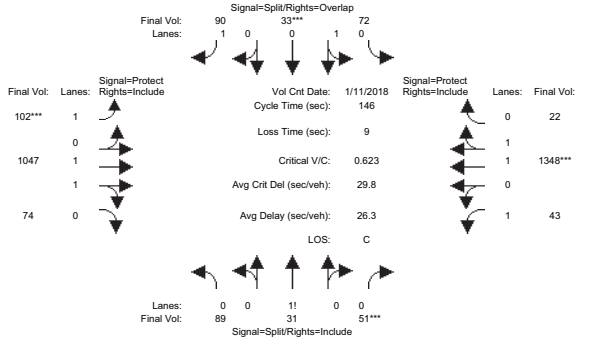
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Jan 2018 << 4:20-5:20PM												
Base Vol:	87	30	50	72	33	90	102	953	74	42	1183	22
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:	87	30	50	72	33	90	102	953	74	42	1183	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	1	1	0	0	0	0	75	0	1	137	0
Initial Fut:	89	31	51	72	33	90	102	1028	74	43	1320	22
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:	89	31	51	72	33	90	102	1028	74	43	1320	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	31	51	72	33	90	102	1028	74	43	1320	22
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:	89	31	51	72	33	90	102	1028	74	43	1320	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.52	0.18	0.30	0.69	0.31	1.00	1.00	1.86	0.14	1.00	1.97	0.03
Final Sat.:	911	317	522	1234	566	1750	1750	3451	248	1750	3639	61
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.06	0.06	0.05	0.06	0.30	0.30	0.02	0.36	0.36
Crit Moves:		****			****		****				****	
Green Time:	23.2	23.2	23.2	13.8	13.8	27.7	13.8	86.1	86.1	13.9	86.1	86.1
Volume/Cap:	0.61	0.61	0.61	0.61	0.61	0.27	0.61	0.51	0.51	0.26	0.61	0.61
Delay/Veh:	61.3	61.3	61.3	70.1	70.1	51.0	70.3	17.7	17.7	62.1	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:	61.3	61.3	61.3	70.1	70.1	51.0	70.3	17.7	17.7	62.1	19.8	19.8
LOS by Move:	E	E	E	E	E	D	E	B	B	E	B	B
HCM2k95thQ:	16	16	16	11	11	7	9	25	25	4	33	33

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3678: McKEE/33RD



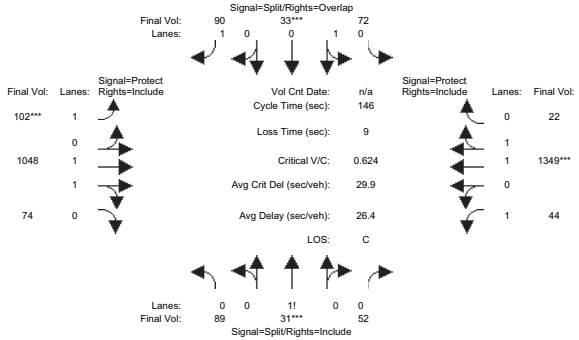
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Jan 2018 << 4:20-5:20PM												
Base Vol:	87	30	50	72	33	90	102	953	74	42	1183	22
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:	87	30	50	72	33	90	102	953	74	42	1183	22
Added Vol:	0	0	0	0	0	0	0	19	0	0	28	0
ATI:	2	1	1	0	0	0	0	75	0	1	137	0
Initial Fut:	89	31	51	72	33	90	102	1047	74	43	1348	22
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:	89	31	51	72	33	90	102	1047	74	43	1348	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	31	51	72	33	90	102	1047	74	43	1348	22
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:	89	31	51	72	33	90	102	1047	74	43	1348	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.52	0.18	0.30	0.69	0.31	1.00	1.00	1.86	0.14	1.00	1.97	0.03
Final Sat.:	911	317	522	1234	566	1750	1750	3456	244	1750	3641	59
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.06	0.06	0.05	0.06	0.30	0.30	0.02	0.37	0.37
Crit Moves:			****		****		****				****	
Green Time:	22.9	22.9	22.9	13.7	13.7	27.3	13.7	86.7	86.7	13.7	86.8	86.8
Volume/Cap:	0.62	0.62	0.62	0.62	0.62	0.27	0.62	0.51	0.51	0.26	0.62	0.62
Delay/Veh:	61.9	61.9	61.9	70.7	70.7	51.3	71.0	17.5	17.5	62.3	19.6	19.6
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:	61.9	61.9	61.9	70.7	70.7	51.3	71.0	17.5	17.5	62.3	19.6	19.6
LOS by Move:	E	E	E	E	E	D	E	B	B	E	B	B
HCM2k95thQ:	16	16	16	11	11	7	9	26	26	4	34	34

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3678: McKEE/33RD



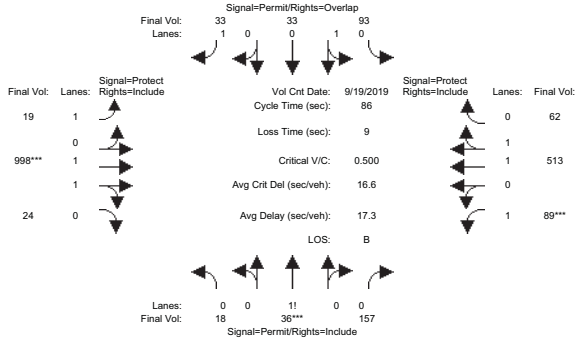
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	89	31	52	72	33	90	102	1048	74	44	1349	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	31	52	72	33	90	102	1048	74	44	1349	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	31	52	72	33	90	102	1048	74	44	1349	22
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:	89	31	52	72	33	90	102	1048	74	44	1349	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	31	52	72	33	90	102	1048	74	44	1349	22
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:	89	31	52	72	33	90	102	1048	74	44	1349	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.52	0.18	0.30	0.69	0.31	1.00	1.00	1.86	0.14	1.00	1.97	0.03
Final Sat.:	906	315	529	1234	566	1750	1750	3456	244	1750	3641	59
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.06	0.06	0.05	0.06	0.30	0.30	0.03	0.37	0.37
Crit Moves:		****			****		****				****	
Green Time:	23.0	23.0	23.0	13.7	13.7	27.3	13.6	86.7	86.7	13.7	86.7	86.7
Volume/Cap:	0.62	0.62	0.62	0.62	0.62	0.28	0.62	0.51	0.51	0.27	0.62	0.62
Delay/Veh:	61.9	61.9	61.9	70.8	70.8	51.3	71.0	17.5	17.5	62.4	19.7	19.7
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:	61.9	61.9	61.9	70.8	70.8	51.3	71.0	17.5	17.5	62.4	19.7	19.7
LOS by Move:	E	E	E	E	E	D	E	B	B	E	B	B
HCM2k95thQ:	16	16	16	11	11	7	9	26	26	4	34	34

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3788: SANTA CLARA/28TH



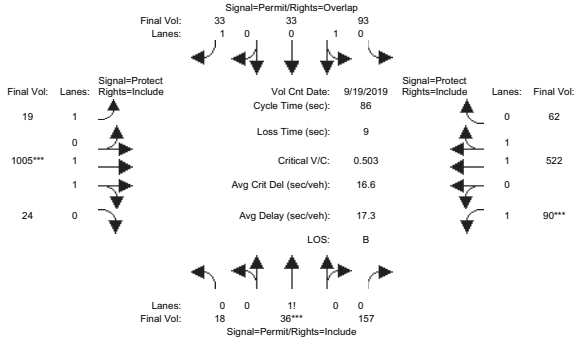
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2019 << 4:45-5:45												
Base Vol:	18	36	157	93	33	33	19	998	24	89	513	62
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:	18	36	157	93	33	33	19	998	24	89	513	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	36	157	93	33	33	19	998	24	89	513	62
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:	18	36	157	93	33	33	19	998	24	89	513	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	36	157	93	33	33	19	998	24	89	513	62
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:	18	36	157	93	33	33	19	998	24	89	513	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.09	0.17	0.74	0.74	0.26	1.00	1.00	1.95	0.05	1.00	1.78	0.22
Final Sat.:	149	299	1302	1329	471	1750	1750	3613	87	1750	3301	399
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.07	0.07	0.02	0.01	0.28	0.28	0.05	0.16	0.16
Crit Moves:		****						****			****	
Green Time:	20.7	20.7	20.7	20.7	20.7	40.1	19.3	47.5	47.5	8.7	36.9	36.9
Volume/Cap:	0.50	0.50	0.50	0.29	0.29	0.04	0.05	0.50	0.50	0.50	0.36	0.36
Delay/Veh:	29.1	29.1	29.1	27.0	27.0	12.5	26.2	12.1	12.1	38.8	16.7	16.7
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:	29.1	29.1	29.1	27.0	27.0	12.5	26.2	12.1	12.1	38.8	16.7	16.7
LOS by Move:	C	C	C	C	C	B	C	B	B	D	B	B
HCM2k95thQ:	11	11	11	6	6	1	1	16	16	5	10	10

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3788: SANTA CLARA/28TH



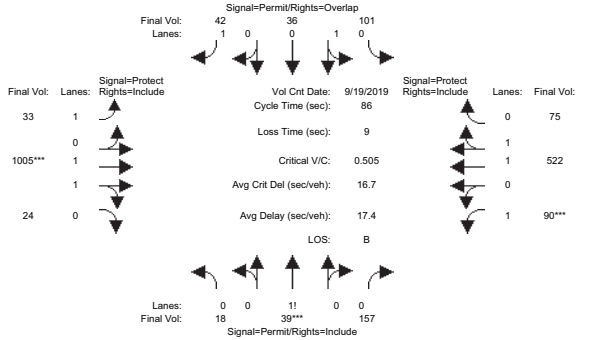
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2019 << 4:45-5:45												
Base Vol:	18	36	157	93	33	33	19	998	24	89	513	62
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:	18	36	157	93	33	33	19	998	24	89	513	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	7	0	1	9	0
Initial Fut:	18	36	157	93	33	33	19	1005	24	90	522	62
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:	18	36	157	93	33	33	19	1005	24	90	522	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	36	157	93	33	33	19	1005	24	90	522	62
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:	18	36	157	93	33	33	19	1005	24	90	522	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.09	0.17	0.74	0.74	0.26	1.00	1.00	1.95	0.05	1.00	1.78	0.22
Final Sat.:	149	299	1302	1329	471	1750	1750	3614	86	1750	3307	393
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.07	0.07	0.02	0.01	0.28	0.28	0.05	0.16	0.16
Crit Moves:		****						****			****	
Green Time:	20.6	20.6	20.6	20.6	20.6	39.8	19.2	47.6	47.6	8.8	37.2	37.2
Volume/Cap:	0.50	0.50	0.50	0.29	0.29	0.04	0.05	0.50	0.50	0.50	0.36	0.36
Delay/Veh:	29.2	29.2	29.2	27.1	27.1	12.7	26.3	12.1	12.1	38.8	16.6	16.6
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:	29.2	29.2	29.2	27.1	27.1	12.7	26.3	12.1	12.1	38.8	16.6	16.6
LOS by Move:	C	C	C	C	C	B	C	B	B	D	B	B
HCM2k95thQ:	11	11	11	6	6	1	1	16	16	5	10	10

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3788: SANTA CLARA/28TH



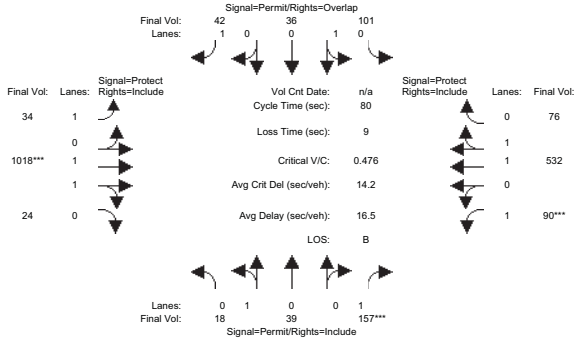
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2019 << 4:45-5:45												
Base Vol:	18	36	157	93	33	33	19	998	24	89	513	62
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:	18	36	157	93	33	33	19	998	24	89	513	62
Added Vol:	0	3	0	8	3	9	14	0	0	0	0	13
ATI:	0	0	0	0	0	0	0	7	0	1	9	0
Initial Fut:	18	39	157	101	36	42	33	1005	24	90	522	75
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:	18	39	157	101	36	42	33	1005	24	90	522	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	39	157	101	36	42	33	1005	24	90	522	75
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:	18	39	157	101	36	42	33	1005	24	90	522	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.08	0.18	0.74	0.74	0.26	1.00	1.00	1.95	0.05	1.00	1.74	0.26
Final Sat.:	147	319	1284	1327	473	1750	1750	3614	86	1750	3235	465
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.08	0.08	0.02	0.02	0.28	0.28	0.05	0.16	0.16
Crit Moves:		****						****			****	
Green Time:	20.8	20.8	20.8	20.8	20.8	39.7	18.8	47.4	47.4	8.8	37.3	37.3
Volume/Cap:	0.50	0.50	0.50	0.31	0.31	0.05	0.09	0.50	0.50	0.50	0.37	0.37
Delay/Veh:	29.1	29.1	29.1	27.1	27.1	12.8	26.8	12.2	12.2	38.9	16.6	16.6
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:	29.1	29.1	29.1	27.1	27.1	12.8	26.8	12.2	12.2	38.9	16.6	16.6
LOS by Move:	C	C	C	C	C	B	C	B	B	D	B	B
HCM2k95thQ:	11	11	11	6	6	1	1	16	16	5	10	10

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #3788: SANTA CLARA/28TH



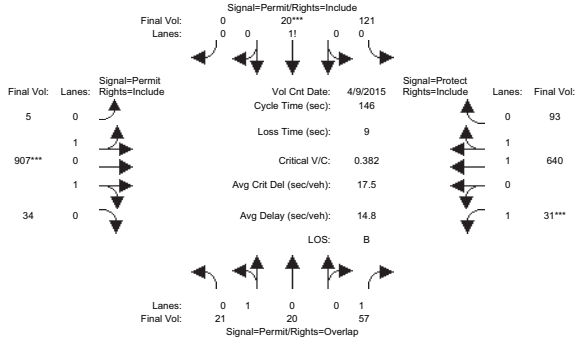
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	18	39	157	101	36	42	34	1018	24	90	532	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	39	157	101	36	42	34	1018	24	90	532	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	39	157	101	36	42	34	1018	24	90	532	76
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:	18	39	157	101	36	42	34	1018	24	90	532	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	39	157	101	36	42	34	1018	24	90	532	76
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:	18	39	157	101	36	42	34	1018	24	90	532	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.32	0.68	1.00	0.74	0.26	1.00	1.00	1.95	0.05	1.00	1.74	0.26
Final Sat.:	568	1232	1750	1327	473	1750	1750	3615	85	1750	3237	462
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.09	0.08	0.08	0.02	0.02	0.28	0.28	0.05	0.16	0.16
Crit Moves:			****					****			****	
Green Time:	14.7	14.7	14.7	14.7	14.7	39.0	24.3	46.3	46.3	10.0	32.0	32.0
Volume/Cap:	0.17	0.17	0.49	0.41	0.41	0.05	0.06	0.49	0.49	0.41	0.41	0.41
Delay/Veh:	27.7	27.7	30.4	29.7	29.7	10.8	19.8	10.1	10.1	33.5	17.5	17.5
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:	27.7	27.7	30.4	29.7	29.7	10.8	19.8	10.1	10.1	33.5	17.5	17.5
LOS by Move:	C	C	C	C	C	B	B	B	B	C	B	B
HCM2k95thQ:	3	3	8	6	6	1	1	14	14	4	10	10

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #4005: JULIAN/28TH



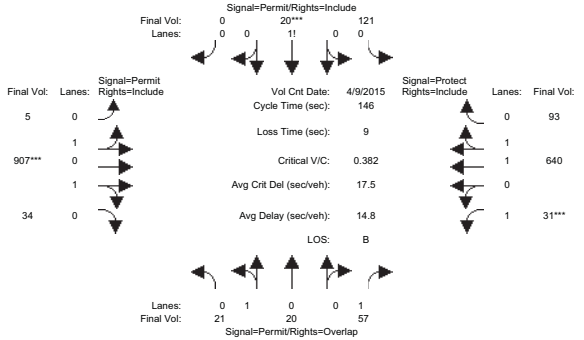
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Apr 2015 << 5:00-6:00												
Base Vol:	21	20	57	121	20	0	5	907	34	31	640	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:	21	20	57	121	20	0	5	907	34	31	640	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	20	57	121	20	0	5	907	34	31	640	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:	21	20	57	121	20	0	5	907	34	31	640	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	20	57	121	20	0	5	907	34	31	640	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:	21	20	57	121	20	0	5	907	34	31	640	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.51	0.49	1.00	0.86	0.14	0.00	0.01	1.92	0.07	1.00	1.74	0.26
Final Sat.:	922	878	1750	1545	255	0	19	3452	129	1750	3230	469
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.08	0.08	0.00	0.26	0.26	0.26	0.02	0.20	0.20
Crit Moves:					****			****			****	
Green Time:	29.9	29.9	36.9	29.9	29.9	0.0	100.1	100	100.1	7.0	107	107.1
Volume/Cap:	0.11	0.11	0.13	0.38	0.38	0.00	0.38	0.38	0.38	0.37	0.27	0.27
Delay/Veh:	47.9	47.9	42.8	53.1	53.1	0.0	10.2	10.2	10.2	79.4	6.7	6.7
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:	47.9	47.9	42.8	53.1	53.1	0.0	10.2	10.2	10.2	79.4	6.7	6.7
LOS by Move:	D	D	D	D	D	A	B	B	B	E	A	A
HCM2k95thQ:	4	4	5	11	11	0	16	16	16	3	11	11

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #4005: JULIAN/28TH



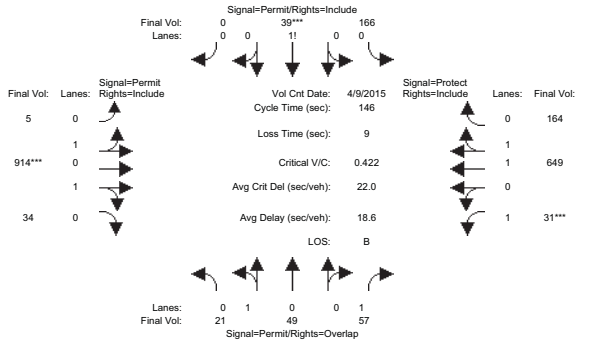
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Apr 2015 << 5:00-6:00												
Base Vol:	21	20	57	121	20	0	5	907	34	31	640	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:	21	20	57	121	20	0	5	907	34	31	640	93
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:	21	20	57	121	20	0	5	907	34	31	640	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:	21	20	57	121	20	0	5	907	34	31	640	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	20	57	121	20	0	5	907	34	31	640	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:	21	20	57	121	20	0	5	907	34	31	640	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.51	0.49	1.00	0.86	0.14	0.00	0.01	1.92	0.07	1.00	1.74	0.26
Final Sat.:	922	878	1750	1545	255	0	19	3452	129	1750	3230	469
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.08	0.08	0.00	0.26	0.26	0.26	0.02	0.20	0.20
Crit Moves:					****			****			****	
Green Time:	29.9	29.9	36.9	29.9	29.9	0.0	100.1	100	100.1	7.0	107	107.1
Volume/Cap:	0.11	0.11	0.13	0.38	0.38	0.00	0.38	0.38	0.38	0.37	0.27	0.27
Delay/Veh:	47.9	47.9	42.8	53.1	53.1	0.0	10.2	10.2	10.2	79.4	6.7	6.7
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:	47.9	47.9	42.8	53.1	53.1	0.0	10.2	10.2	10.2	79.4	6.7	6.7
LOS by Move:	D	D	D	D	D	A	B	B	B	E	A	A
HCM2k95thQ:	4	4	5	11	11	0	16	16	16	3	11	11

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #4005: JULIAN/28TH



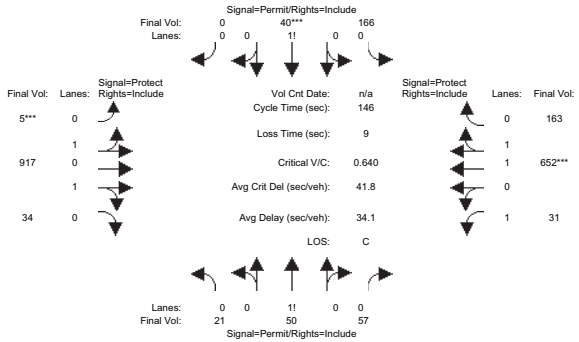
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Apr 2015 << 5:00-6:00												
Base Vol:	21	20	57	121	20	0	5	907	34	31	640	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:	21	20	57	121	20	0	5	907	34	31	640	93
Added Vol:	0	29	0	45	19	0	0	7	0	0	9	71
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	49	57	166	39	0	5	914	34	31	649	164
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:	21	49	57	166	39	0	5	914	34	31	649	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	49	57	166	39	0	5	914	34	31	649	164
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:	21	49	57	166	39	0	5	914	34	31	649	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.30	0.70	1.00	0.81	0.19	0.00	0.01	1.92	0.07	1.00	1.59	0.41
Final Sat.:	540	1260	1750	1458	342	0	19	3453	128	1750	2953	746
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.03	0.11	0.11	0.00	0.26	0.26	0.26	0.02	0.22	0.22
Crit Moves:					****			****			****	
Green Time:	39.1	39.1	46.1	39.1	39.1	0.0	90.9	90.9	90.9	7.0	97.9	97.9
Volume/Cap:	0.15	0.15	0.10	0.43	0.43	0.00	0.43	0.43	0.43	0.37	0.33	0.33
Delay/Veh:	41.3	41.3	35.7	46.9	46.9	0.0	14.7	14.7	14.7	79.4	10.5	10.5
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:	41.3	41.3	35.7	46.9	46.9	0.0	14.7	14.7	14.7	79.4	10.5	10.5
LOS by Move:	D	D	D	D	D	A	B	B	B	E	B	B
HCM2k95thQ:	5	5	4	14	14	0	19	19	19	3	14	14

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

Five Wounds Project - 3 Residential Mixed-Use Developments
1298 Tripp Avenue / 1347 E. Julian Street / 1325 E. Julian Street
913 DU + 14,712 SF Retail

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

Intersection #4005: JULIAN/28TH



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	10	10	10	10	10	10	10	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:	21	50	57	166	40	0	5	917	34	31	652	163
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:	21	50	57	166	40	0	5	917	34	31	652	163
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	50	57	166	40	0	5	917	34	31	652	163
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:	21	50	57	166	40	0	5	917	34	31	652	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	50	57	166	40	0	5	917	34	31	652	163
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:	21	50	57	166	40	0	5	917	34	31	652	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.16	0.39	0.45	0.81	0.19	0.00	0.01	1.92	0.07	1.00	1.59	0.41
Final Sat.:	287	684	779	1450	350	0	19	3453	128	1750	2959	740
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.11	0.11	0.00	0.27	0.27	0.27	0.02	0.22	0.22
Crit Moves:					****		****				****	
Green Time:	26.1	26.1	26.1	26.1	26.1	0.0	60.6	88.1	88.1	22.7	50.3	50.3
Volume/Cap:	0.41	0.41	0.41	0.64	0.64	0.00	0.64	0.44	0.44	0.11	0.64	0.64
Delay/Veh:	57.0	57.0	57.0	65.0	65.0	0.0	36.1	16.3	16.3	53.8	42.7	42.7
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:	57.0	57.0	57.0	65.0	65.0	0.0	36.1	16.3	16.3	53.8	42.7	42.7
LOS by Move:	E	E	E	E	E	A	D	B	B	D	D	D
HCM2k95thQ:	11	11	11	17	17	0	29	20	20	3	27	27

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

Appendix E
TDM Plans

HEXAGON TRANSPORTATION CONSULTANTS, INC.

1298 Tripp Avenue Residential Mixed-Use Development

Draft Transportation Demand Management (TDM) Plan

Prepared for:

Ms. Loida Kirkley, Roygbiv

May 10, 2023

Hexagon Transportation Consultants, Inc.

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1. Introduction

Transportation Demand Management (TDM) is a combination of services, incentives, facilities, and actions that reduce single-occupant vehicle (SOV) trips to help relieve traffic congestion, parking demand, and air pollution problems. The purposes of TDM are to (1) reduce the amount of traffic generated by new development; (2) promote more efficient utilization of existing transportation facilities and ensure that new developments are designed to maximize the potential for alternative transportation usage; (3) reduce the parking demand generated by new development and allow for a reduction in parking supply; and (4) establish an ongoing monitoring and enforcement program to guarantee the desired trip and parking reductions are achieved.

This TDM Plan has been prepared for the proposed residential mixed-use development at 1298 Tripp Avenue in San Jose, California, in order to propose effective and appropriate TDM measures based on the project's size, location and land use. Based on the project's proximity to transit (½-mile walking distance to the future 28th Street/Little Portugal BART station), the project qualifies for a 20 percent location-based reduction in parking. However, the project is requesting to use the State Density Bonus Law ratio of 0.5 spaces per unit (due to the affordability of the project), plus Section 20.90.220 of the City's Zoning Code, to further reduce the parking ratio to 0.25 spaces per unit. A Transportation Demand Management (TDM) Plan (per Section 20.90.220.A.1.c and 20.90.220.A.1.d of the Zoning Code) would allow for up to an additional 50 percent reduction in parking, resulting in a parking ratio of 0.25 spaces per unit. The City of San Jose Planning Director may reduce the required number of parking spaces for a project by up to 50 percent, so long as (1) the reduction in parking will not adversely affect surrounding projects; (2) the reduction in parking will not rely upon or reduce the public parking supply; and (3) the project provides a detailed TDM plan and demonstrates that the TDM program can be maintained indefinitely.

Project Description

The project site is bordered by Tripp Avenue on the north, existing residential development on the south, Wooster Avenue on the east, and N. 26th Street on the west (see Figure 1). The portion of the site adjacent to Wooster Avenue is located within the Five Wounds Urban Village boundaries. The proposed residential mixed-use development involves demolishing the existing residential buildings on the site and constructing two new buildings with a total of 235 affordable residential units and 821 s.f. of ground floor retail space. Both buildings would have a combination of studios, 1-bedroom, and 2-bedroom units. Access to the site would be provided via a single driveway on Tripp Avenue. As proposed, the project would provide 84 residential parking spaces (including 4 ADA accessible spaces) and 3 retail spaces (including 1 ADA accessible space) within a single basement parking level. The project would also provide 90 bicycle parking spaces for residents plus 5 retail bicycle parking spaces.

Figure 1
Site Location

2. Transportation Facilities and Services

Transportation facilities and services that support sustainable modes of transportation include commuter rail, buses and shuttle buses, bicycle facilities, and pedestrian facilities. This chapter describes the existing and future transit services, as well as bicycle and pedestrian facilities, in the vicinity of the project site.

Existing Bicycle and Pedestrian Facilities

All new development projects in San Jose should encourage multi-modal travel, consistent with the goals of the City's General Plan. It is the goal of the General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled. In addition, the adopted City Bike Master Plan establishes goals, policies and actions to make bicycling a daily part of life in San Jose. The Master Plan includes designated bike lanes along many City streets, including designated bike corridors. In order to further the goals of the City, pedestrian and bicycle facilities should be encouraged with new development projects.

Note that the City's General Plan identifies both walk and bicycle commute mode split targets as 15 percent or more for the year 2040. This level of pedestrian and bicycle mode share is a reasonable goal for the project, particularly if Caltrain, LRT, BART, and bus services are utilized in combination with bicycle commuting.

Existing Pedestrian Facilities

A complete network of sidewalks and crosswalks is found within the project study area. Sidewalks are found along all the roadways in the study area, although Wooster Avenue has no sidewalk on the east side of the street between E. Julian Street and Tripp Avenue, and N. 28th Street has no sidewalk on the west side of the street between E. Julian Street and E. Santa Clara Street. Curb ramps with truncated domes (ADA design requirement) are also provided at all the signalized intersections near the site, as well as some unsignalized intersections in the area. Crosswalks with pedestrian signal heads are located at all the signalized intersections in the study area. The existing pedestrian facilities provide adequate connectivity between the project site and nearby bus stops and other points of interest.

Existing Bicycle Facilities

Existing bicycle facilities in the study area are limited (see Figure 2). 24th Street and 33rd Street are designated bike routes with shared lane markings (Sharrows), and 21st Street has striped bike lanes north of E. Julian Street. No other bicycle facilities exist within ¼-mile of the project site. The project will provide both long-term (secure bike rooms) and short-term bicycle parking (bike racks) on site.

The future Five Wounds Creek trail will be situated near the project site. The north-south multi-use trail will provide bicyclists and pedestrians with a paved path (Class I bikeway) that is separated from motor vehicles. Access to the trail will be provided via an entrance near the intersection of N. 28th Street and E. Julian Street, as well as a potential access point located just north of the Rocketship Discovery Prep charter school on Wooster Avenue. The trail will be available for use by pedestrians and bicyclists year round.

The availability of bicycle facilities in the study area will provide the project site with viable connections to transit services and will provide for a balanced transportation system as outlined in the Envision 2040 General Plan Goals and Policies.

Existing Transit Services

The project's close proximity to existing bus service and future rail service (28th Street/Little Portugal BART station) will provide the opportunity for multi-modal travel to and from the project site. Thus, it is reasonable to assume that future residents of the proposed project would utilize the transit services in the area. The City's General Plan identifies the transit commute mode split target as 20% or more for the year 2040. This level of transit mode share is attainable for a transit oriented mixed-use development such as this, and is a reasonable goal for the project.

Existing bus service in the project vicinity is provided by the Santa Clara Valley Transportation Authority (VTA). The project area is served by frequent bus routes 22, 23, 64A, 64B, and Rapid 522 (see Figure 3). Bus routes 64A and 64B operate along E. Julian Street and stop within walking distance of the project site. The two existing bus stops within walking distance of the project site include benches but no shelters.

Figure 2
Existing Bicycle Facilities

NORTH
Not to Scale

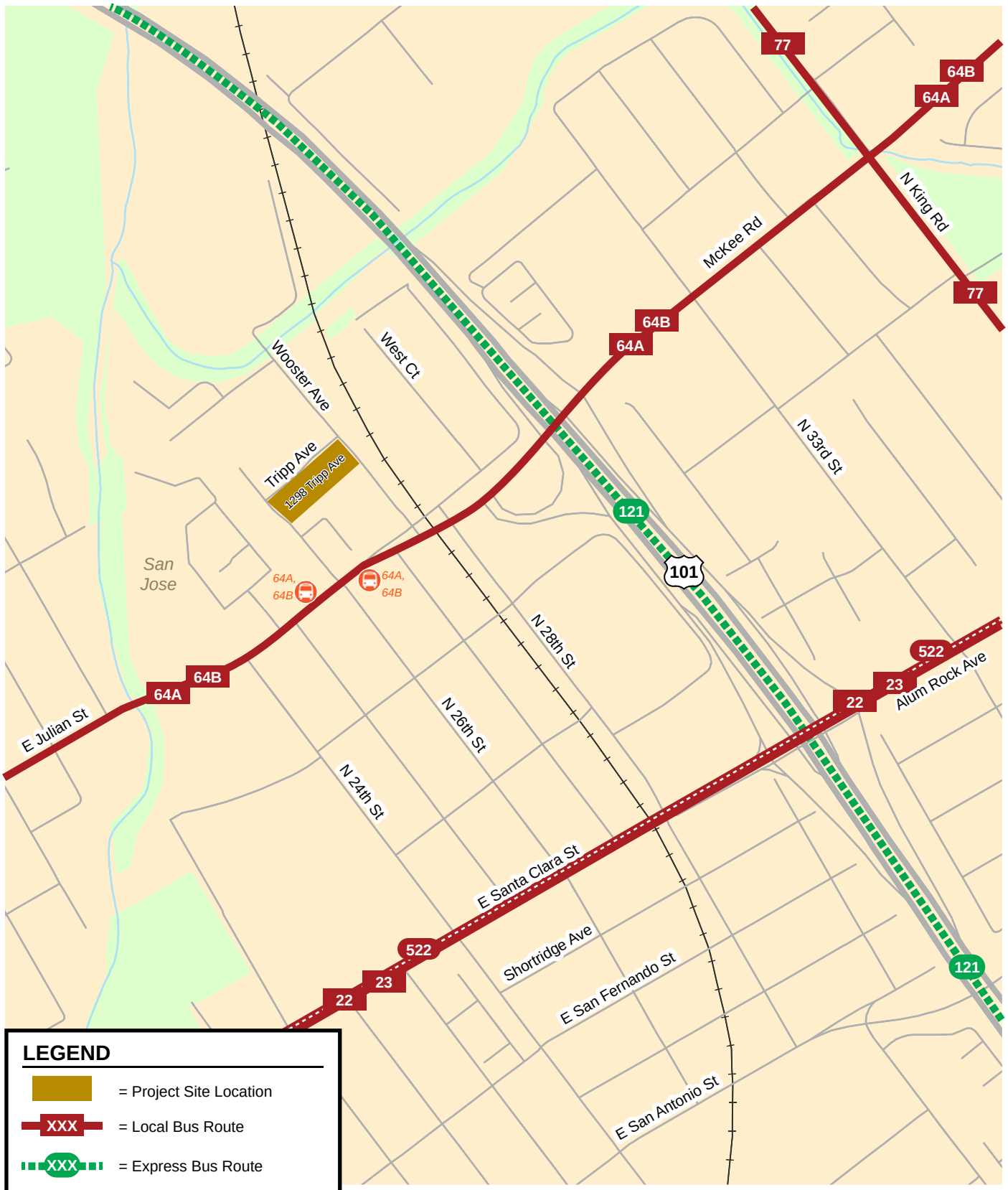

Figure 3
Existing Transit Services

3. Compliance with the City Parking Code

This chapter describes the City of San Jose's parking requirements and allowable parking reductions as outlined in Sections 20.90.220 and 20.70.330 of the San Jose Code of Ordinances. The proposed parking supply and the project's conformance with the City Parking Code are also described.

City of San Jose Parking Requirements

Proximity to Transit Requirement

According to Subsection 20.90.220.A.1.a of the City's Zoning Code, the project site must be 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.

Bicycle Parking Requirement

According to the City's Bicycle Parking Standards (Chapter 20.90, Tables 20-190 and 20-210 of the Zoning Code), the project is required to provide bicycle parking at a rate of one bicycle parking space per 3,000 s.f. of retail space (minimum of 3 spaces) plus one bicycle parking space per four residential units. Thus, the project is required to provide a total of 62 bicycle parking spaces: 59 bicycle spaces to serve the residential use and 3 bicycle spaces to serve the retail use.

Motorcycle Parking Requirement

For affordable housing projects subject to the State Density Bonus Law, no additional motorcycle parking spaces are required. Per the California Vehicle Code, motorcycles are considered vehicles, and additional vehicle spaces beyond the vehicle parking ratio cannot be required.

Vehicle Parking Requirement

The City of San Jose's off-street parking requirements as described in the City's Zoning Code (Chapter 20.90, Table 20-210) for multiple dwellings with all open parking are as follows: 1.25 parking spaces for studio and one-bedroom units, 1.7 parking spaces for two-bedroom units, and 2.0 parking spaces for three-bedroom units. Based on the City's off-street parking requirements and prior to applying any relevant parking reductions, the 235-unit project, which would consist of 134 studios, 77 one-bedroom units, and 24 two-bedroom units, would require a total of 305 residential parking spaces.

The City of San Jose vehicle parking requirement for retail/commercial uses located within Urban Villages was applied to the project and is 1 space per 400 s.f. (per Section 20.90.220.C.1 of the City's Zoning Code). Based on the City's parking requirement for retail uses located within an Urban Village, the project would require 2 parking spaces to serve the 821 s.f. of ground-floor retail space that would front Wooster Avenue.

Residential Parking Reductions

Since the 1298 Tripp Avenue project site is located within 2,000 feet of the future 28th Street/Little Portugal BART station, the project qualifies for a 20 percent reduction in the City's parking requirement. After applying a 20 percent parking reduction, the project would be required to provide a total of 244 residential parking spaces (305 x 0.8 = 244 spaces).

However, the project is requesting to use the State Density Bonus Law ratio of 0.5 spaces per unit (due to the affordability of the project), plus Section 20.90.220 of the City's Zoning Code (TDM Plan). A TDM Plan (per Section 20.90.220.A.1.c and 20.90.220.A.1.d of the Zoning Code) would allow for up to an additional 50 percent reduction in parking, resulting in a parking ratio of 0.25 spaces per unit. Applying this parking ratio to all the units equates to a residential parking requirement of 59 spaces (rounded up).

Proposed Parking Supply

Bicycle Parking Supply

According to the site plan, the project will provide a total of 95 bicycle parking spaces, which exceeds the City's bicycle parking requirement of 62 spaces. The site plan shows 90 bicycle parking spaces for residents: 86 long-term spaces within the garage and 4 short-term spaces on Tripp Avenue near the residential lobby entrances. The site plan also shows 5 retail bicycle parking spaces: 4 long-term spaces within the garage and a bike rack on Wooster Avenue near the entrances to the retail space.

Therefore, the project would conform to Subsection 20.90.220.A.1.b of the City of San Jose Parking Code, which states that for multi-family residential projects the required bicycle parking shall consist of at least 60 percent long-term and at most 40 percent short-term spaces.

Vehicle Parking Supply

The project is proposing to provide 84 residential parking spaces (including 4 ADA accessible spaces) within a single basement parking level. Thus, after applying the allowable residential parking reductions (State Density Bonus + TDM Plan), the proposed residential parking supply would exceed the minimum residential parking requirement by 25 spaces (84 proposed - 59 required = 25 spaces).

The project is proposing to provide 3 parking spaces for retail customers, consisting of two uniform spaces and 1 ADA accessible stall. Thus, the project would satisfy the City's retail parking requirement.

Allowable Residential Parking Reductions with TDM

As stated earlier, the project is proposing to implement various parking reduction strategies as part of a comprehensive Transportation Demand Management (TDM) plan to achieve an ultimate parking ratio

of 0.25 spaces per dwelling unit. The TDM measures proposed by the project were developed based on the parking reduction requirements outlined in the San Jose Code of Ordinances. According to Section 20.90.220.A.1 of the San Jose Parking Code (described below), a reduction in the required residential off-street vehicle parking spaces of up to 50 percent may be authorized if the project conforms to the transit and bicycle requirements specified in Subsections A and B and implements at least three TDM measures specified in Subsections c and d.

After applying the State Density Bonus parking ratio of 0.5 spaces per unit, the project requires an additional 28.5 percent reduction in parking based on the proposed residential parking supply of 84 spaces calculated as follows:

(235 dwelling units x 0.5 State Density Bonus rate) x 0.715 per TDM Plan = 84 spaces provided

Section 20.90.220.A.1 – Reduction in Required Off-street Parking Spaces

A. Alternative transportation.

1. A reduction in the required off-street vehicle parking spaces of up to fifty percent may be authorized with a development permit or a development exception if no development permit is required, for structures or uses that conform to all the following and implement a total of at least three transportation demand management (TDM) measures as specified in the following provisions:

a. The structure or use is located within two thousand 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 20.90.220G.; and

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

c. For any reduction in the required off-street parking spaces that is more than twenty percent, the project shall be required to implement a transportation demand management (TDM) program that contains but is not limited to at least one of the following measures:

i. Implement a carpool/vanpool or car-share program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of vanpool or car-share vehicles, etc. and assign car pool, van pool and car-share parking at the most desirable onsite locations at the ratio set forth in the development permit or development exception considering type of use; or

ii. Develop a transit use incentive program for employees and tenants, such as on-site distribution of passes or subsidized transit passes for local transit system (participation in the region-wide Clipper Card or VTA EcoPass system will satisfy this requirement).

d. In addition to the requirements above in Section 20.90.220.A.1.c. for any reduction in the required off-street parking spaces that is more than twenty percent, the project shall be required to implement a transportation demand management (TDM) program that contains but is not limited to at least two of the following measures:

i. Implement a carpool/vanpool or car-share program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of

vanpool or car-share vehicles, etc. and assign car pool, van pool and car-share parking at the most desirable on-site locations; or

ii. Develop a transit use incentive program for employees, such as on-site distribution of passes or subsidized transit passes for local transit system (participation in the regionwide Clipper Card or VTA EcoPass system will satisfy this requirement); or

iii. Provide preferential parking with charging facility for electric or alternatively fueled vehicles; or

iv. Provide a guaranteed ride home program; or

v. Implement telecommuting and flexible work schedules; or

vi. Implement parking cash-out program for employees (non-driving employees receive transportation allowance equivalent to the value of subsidized parking); or

vii. Implement public information elements such as designation of an on-site TDM manager and education of employees regarding alternative transportation options; or

viii. Make available transportation during the day for emergency use by employees who commute on alternate transportation. (This service may be provided by access to company vehicles for private errands during the workday and/or combined with contractual or pre-paid use of taxicabs, shuttles, or other privately provided transportation); or

ix. Provide shuttle access to Caltrain stations; or

x. Provide or contract for on-site or nearby child-care services; or

xi. Incorporate on-site support services (food service, ATM, drycleaner, gymnasium, etc. where permitted in zoning districts); or

xii. Provide on-site showers and lockers; or

xiii. Provide a bicycle-share program or free use of bicycles on-site that is available to all tenants of the site; or

xiv. Unbundled parking; and

e. For any project that requires a TDM program:

i. The decision maker for the project application shall first find in addition to other required findings that the project applicant has demonstrated that it can maintain the TDM program for the life of the project, and it is reasonably certain that the parking shall continue to be provided and maintained at the same location for the services of the building or use for which such parking is required, during the life of the building or use; and

ii. The decision maker for the project application also shall first find that the project applicant will provide replacement parking either on-site or off-site within reasonable walking distance for the parking required if the project fails to maintain a TDM program.

Compliance with the City Parking Code

The following describes how the project would comply with the City Parking Code.

Proximity to Transit

The project site is located within a half-mile of high-quality transit: five existing VTA bus routes and the future 28th Street/Little Portugal BART station. Therefore, the project would conform to Subsection 20.90.220.A.1.a of the City Parking Code.

Bicycle Parking Requirement

According to the City Parking Code (Chapter 20.90, Tables 20-190 and 20-210), the project is required to provide a total of 62 bicycle parking spaces: 59 bicycle spaces to serve the residential use and 3 bicycle spaces to serve the retail use.

According to the site plan, the project would provide a total of 95 bicycle parking spaces, which would exceed the City's bicycle parking requirement. The site plan shows 90 bicycle parking spaces for residents (86 spaces within the garage and 4 bike rack spaces on Tripp Avenue near the residential lobby entrances), plus 5 retail bicycle parking spaces (4 spaces within the garage and a bike rack on Wooster Avenue near the entrances to the retail space). Therefore, the project would meet the City's bicycle parking requirement (Subsection 20.90.220.A.1.b).

Vehicle Parking Requirement

The project's off-street parking requirements for automobiles and motorcycles are based on the City of San Jose parking standards (*Municipal Code Chapter 20.90, Tables 20-190 and 20-210*).

Residential Vehicle Parking

Based on the City's off-street parking requirements (Chapter 20.90, Table 20-210 of the City's Zoning Code) and prior to applying any relevant parking reductions, the 235-unit project, which would consist of 134 studios, 77 one-bedroom units, and 24 two-bedroom units would require a total of 305 residential parking spaces.

Residential Parking Reductions

Since the 1298 Tripp Avenue project site is located within 2,000 feet of the future 28th Street/Little Portugal BART station, the project qualifies for a 20 percent reduction in the City's parking requirement. After applying a 20 percent parking reduction, the project would be required to provide a total of 244 residential parking spaces: 305 x 0.8 = 244 spaces.

However, the project is requesting to use the State Density Bonus Law ratio of 0.5 spaces per unit (due to the affordability of the project), plus Section 20.90.220 of the City's Zoning Code, to further reduce the parking ratio to 0.25 spaces per unit. The TDM Plan (per Section 20.90.220.A.1.c and 20.90.220.A.1.d of the Zoning Code) would allow for up to an additional 50 percent reduction in parking, resulting in a parking ratio of 0.25 spaces per unit. Applying this parking ratio to all 235 units equates to a residential parking requirement of 59 vehicle parking spaces (rounded up). The comprehensive TDM Plan is described in the following chapter.

Proposed Residential Parking Supply

The project is proposing to provide 84 residential parking spaces (including 4 ADA accessible spaces) within a single basement parking level. Thus, after applying the allowable residential parking reductions described above (State Density Bonus + TDM Plan), the proposed residential parking supply would exceed the minimum parking requirement by 25 spaces.

Electric Vehicle Parking Requirements

Per the San Jose Municipal Code (Section 24.10.200), new multifamily dwellings must provide 100 percent electric vehicle (EV) Capable parking spaces, including at least 10 percent EVSE Spaces (EVSE = Electric Vehicle Supply Equipment) and 20 percent EV Ready Spaces. The proposed parking must be designed to meet these EV parking standards.

Retail Vehicle Parking

The City of San Jose vehicle parking requirement for retail/commercial uses located within Urban Villages was applied to the project and is 1 space per 400 s.f. (per Section 20.90.220.C.1 of the City's Zoning Code). Based on the City's parking requirement for retail uses located within an Urban Village, the project would require 2 parking spaces to serve the 821 s.f. of ground-floor retail space that would front Wooster Avenue.

The project is proposing to provide 3 parking spaces for retail customers, consisting of two uniform spaces and 1 ADA accessible stall. Thus, the project would satisfy the City's retail parking requirement.

Motorcycle Parking

For affordable housing projects subject to the State Density Bonus Law, no additional motorcycle parking spaces are required. Per the California Vehicle Code, motorcycles are considered vehicles, and additional vehicle spaces beyond the vehicle parking ratio cannot be required.

4. TDM Measures

This chapter describes TDM measures proposed for the 1298 Tripp Avenue residential mixed-use project, which include services that promote sustainable modes of transportation. The TDM measures for the project were developed based on the parking reduction requirements outlined in Sections 20.90.220 and 20.70.330 of the San Jose Code of Ordinances and are geared toward meeting the additional parking reduction the project needs in addition to the State Density Bonus Law ratio of 0.5 spaces per unit (due to the affordability of the project).

Proposed TDM Measures

The TDM measures are intended to encourage future tenants of the residential development to utilize alternative transportation modes available in the area to reduce single-occupancy vehicle trips and parking demand generated by the project. The specific TDM measures that are proposed by the project are described below and are based on the measures specified in Subsections 20.90.220.A.1.c and d, and Subsection 20.70.330.A.1. Additionally, the project needs to ensure that the TDM plan will be maintained for the life of the project to be in compliance with Subsection 20.70.330.A.2.

Table 1 presents a summary of the proposed TDM measures, along with an indication of who will have primary responsibility for implementing each measure.

Table 1
TDM Measures and Implementation Responsibilities

TDM Measures Provided	Implementation Responsibility
TDM Administration & Promotion, Monitoring & Reporting	
Designating a Transportation Coordinator	Building Developer
Online Kiosk/TDM Information Board	Transportation Coordinator [1]
Transportation Information Packets	Transportation Coordinator
Trip Planning Assistance	Transportation Coordinator
Annual Mode Share Surveys	Transportation Coordinator
Annual Vehicle Parking Counts	Independent Third Party (Traffic Engineer)
Carpool/Vanpool Program	
Assistance with Carpool/Vanpool Ride-Matching for Residents	Transportation Coordinator
Assign Carpool/Vanpool Parking at Desirable Locations	Transportation Coordinator
Preferential EV Parking	
Provide Preferential EV Parking with Charging Facility	Building Developer
Bicycle Facilities	
Secured and Temporary Bike Parking Spaces	Building Developer
Provide Free Use of Bicycles On-Site for Residents	Building Developer

Notes:
1. The building developer will have initial responsibility for creating an online kiosk. After the building is occupied, the Transportation Coordinator will have ongoing responsibility for maintaining and updating the online kiosk.

On-Site TDM Administration and Services

In accordance with section 20.90.220.A.1.d.vii in the Parking Code, the project will provide a Transportation Coordinator who focuses on transportation issues and is responsible for implementing the TDM program. We recommend the building owner or management appoint an individual as the Transportation Coordinator or TDM contact person, most likely the property manager, and that person's name and contact information be provided to the City. The TDM coordinator will be a point of contact for residents should TDM-related questions arise and will be responsible for ensuring that residents are aware of all the transportation options available to them and how to fully utilize the TDM plan. The TDM coordinator will provide the following services and functions to ensure the TDM plan runs smoothly:

- Provide new tenant information brochures at the time of move-in. The welcome brochures will include information about public transit services, transit passes, bicycle maps, free on-site bicycle use program, rideshare/carpool program, and ride-matching services.
- Assist with rideshare/carpool matching. The TDM manager will help match residents interested in carpooling.
- Conduct parking surveys annually to track actual parking demand and determine whether additional TDM measures, or another parking solution, is needed.

The Transportation Coordinator should maintain a supply of up-to-date transit schedules and route maps for VTA and Caltrain and be knowledgeable enough to answer residents' TDM program related questions.

Information Board/Online Kiosk

An online kiosk with information regarding non-auto transportation alternatives will be provided. The online kiosk will update key transportation information included in the welcome brochures. Transportation news and commuter alerts will be posted online.

The building developer will have responsibility for creating the website so that it is up and running as soon as the new buildings are ready for leasing. More specific information will be added later to reflect any programs specific to certain tenants. The Transportation Coordinator will be responsible for adding new information to the website (or providing it to the website designer) so that the online kiosk remains current and informative. The project also plans to provide an on-site kiosk containing physical materials such as transit maps, transit schedules, and bike maps.

Bicycle Resources

As part of the information available at the online and on-site kiosks, resources useful to cyclists will be included. For example, the VTA's local bikeways map will be available for easy reference.

The following resources are available to bicycle commuters through 511.org. These resources will be noted on the project's online information center to make residents aware of them.

- Free Bike Buddy matching
- Bicycle maps
- Bicycle safety tips
- Information about taking bikes on public transit
- Location and use of bike parking at transit stations
- Information on Bike-to-Work Day
- Tips on selecting a bike, commuter gear, and clothing
- Links to bicycle organizations

Carpool Program

In accordance with section 20.90.220.A.1.c.i in the Parking Code, the project will implement a carpool program. This program will match residents interested in carpooling, so fewer residents will need to own a car. Designated carpool parking will also be provided at the most desirable on-site locations, as determined by City staff during the development permitting process. The carpool program will be open to all families of the development. The carpool program will reduce the total number of parking spaces needed on-site.

Preferential Parking with Charging Facility for Electric Vehicles

On-site amenities can be beneficial in reducing vehicle trips and emissions by offering common needs on-site, such as preferential parking. In accordance with section 20.90.220.A.1.d.iii in the Parking Code, the project will provide preferential parking spaces with electric vehicle charging stations. The parking locations will be provided at the most desirable on-site locations as determined by City staff. Combined with the preferential parking, this initiative encourages residents to rideshare by making it more convenient for EV users and reduces the demand for parking. The availability of electric charging stations at residential developments also encourages residents to become prospective electric vehicle buyers.

On-Site Bicycle Program

In accordance with section 20.90.220.A.1.d.xiii in the Parking Code, the project will provide free on-site bicycles available for all residents to use. Long-term and short-term bicycle parking will be provided at multiple on-site locations. The project will provide a total of 95 bicycle parking spaces, which would exceed the City's bicycle parking requirement. The site plan shows 90 bicycle parking spaces for residents (86 spaces within the parking garage and 4 bike rack spaces on Tripp Avenue near the residential lobby entrances), plus 5 retail bicycle parking spaces (4 spaces within the garage and a bike rack on Wooster Avenue near the entrances to the retail space). Offering accessible and safe bike storage will encourage residents and retail employees of the project to commute by bicycle.

5. TDM Plan Implementation and Monitoring

The primary purpose of the TDM plan is to reduce the project parking demand. Per Sections 20.70.330 and 20.90.220 of the San Jose Code of Ordinances, monitoring will be necessary to ensure that the TDM measures are effective and continue to be successfully implemented.

Implementation

The TDM Plan will be submitted to City of San Jose staff for final approval prior to issuance of a building permit. The project applicant will be responsible for ensuring that the TDM strategies are incorporated successfully into the project. After the project is constructed and occupied, the project applicant will identify a TDM Coordinator. The TDM Coordinator will be responsible for implementing the ongoing TDM program. Having a main contact person will help ensure that transportation-related questions from employees are responded to promptly and encourage participation in the program. If the TDM Coordinator changes for any reason, City staff and employees shall be notified of the name and contact information of the newly designated TDM Coordinator.

Monitoring and Reporting

The TDM Plan will be evaluated annually for effectiveness by a traffic engineering firm. If it is determined that the necessary parking reduction is not being achieved (i.e., the on-site residential parking garage reaches full capacity), additional TDM measures would need to be introduced to ensure the parking issue is being addressed by the project without the burden being placed on outside entities.

It is recommended that the designated TDM Coordinator consult with City staff to ensure the monitoring and reporting meets the City's expectations. The traffic engineering firm chosen to prepare the TDM monitoring reports will assist with this task.

Monitoring must include the following components:

- Annual Vehicle Parking Counts
- Annual Mode Share Survey
- Annual Monitoring Report

Annual Vehicle Parking Counts

Annual parking counts shall be conducted by a third party on a typical weekday (Tuesday, Wednesday, or Thursday). Counts of the number of parked vehicles and vacant spaces should be conducted after 10:00 PM. The goal of the TDM Plan is to avoid parking spillover. Thus, if the counts show that parking spaces are less than fully occupied, it can be assumed that all parking demand is being accommodated on site, and the TDM Plan is effective. If parking spaces are 100% occupied, then spillover is likely occurring, and the TDM Plan may need to be enhanced.

Annual Mode Share Survey

The annual survey will provide qualitative data regarding tenant perceptions of the alternative transportation programs and perceptions of the obstacles to using an alternative mode of transportation. The annual survey also will provide quantitative data regarding the number of tenants who utilize alternative modes of transportation (e.g., bike-to-work, carpool, or use public transit) to commute to work, including the frequency of use. The mode share survey results will be used to assess the relative effectiveness of the individual TDM program components and facilitate the design of possible program enhancements.

Annual Monitoring Report

The property manager shall submit annual reports to the City of San Jose for three years, and then upon request of the Zoning Administrator for the life of the project with the following information:

- Findings of the vehicle parking counts and mode share surveys, including the reduction in parking demand.
- Effectiveness of individual program components from the annual mode share survey.
- A description of the TDM programs and services that were offered to tenants in the preceding year, with an explanation of any changes or new programs offered or planned.

Alternative Parking Management Solution

If all the measures included in the TDM Plan are implemented and it is determined that the project still fails to meet the parking demand (i.e., the project parking garage reaches full capacity), the project shall introduce one or more additional TDM measures to help reduce parking demand. In addition, new tenants who own personal vehicles shall be required to either provide evidence of a secured off-site parking lease agreement valid for the duration of the residential lease or choose to not own a vehicle.

A follow-up monitoring report would be required within 6 months of introducing any additional TDM measures. If the new monitoring report shows the project is still out of conformance, penalties may be assessed by the City.

HEXAGON TRANSPORTATION CONSULTANTS, INC.

1347 E. Julian Street Residential Mixed-Use Development

Draft Transportation Demand Management (TDM) Plan

Prepared for:

Ms. Loida Kirkley, Roygbiv

August 30, 2023

Hexagon Transportation Consultants, Inc.

Hexagon Office: 100 Century Center Court, Suite 501

San Jose, CA 95112

Hexagon Job Number: 22BJ11

Phone: 408.971.6100

Client Name: Ms. Loida Kirkley, Roygbiv

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1. Introduction

Transportation Demand Management (TDM) is a combination of services, incentives, facilities, and actions that reduce single-occupant vehicle (SOV) trips to help relieve traffic congestion, parking demand, and air pollution problems. The purposes of TDM are to (1) reduce the amount of traffic generated by new development; (2) promote more efficient utilization of existing transportation facilities and ensure that new developments are designed to maximize the potential for alternative transportation usage; (3) reduce the parking demand generated by new development and allow for a reduction in parking supply; and (4) establish an ongoing monitoring and enforcement program to guarantee the desired trip and parking reductions are achieved.

To be consistent with the goals of the Envision 2040 General Plan and the Climate Smart San Jose Plan, all projects requiring a development permit that are not exempt per Section 20.90.900.B of the San Jose Municipal Code are required to adhere to the City's newly adopted Zoning Ordinance, which includes new mandatory TDM requirements per City Council Policy 5-1. Specifically, non-exempt projects are required to provide a TDM Plan to meet the new "TDM Points Target" as detailed in the new parking and TDM ordinance. Projects should submit a TDM Plan at the same time their development permit (or Special Use Permit) is submitted. The TDM Plan describes all the TDM measures a project intends to implement. The City of San Jose's TDM Points Checklist is used to calculate the points associated with each TDM measure included in the TDM Plan.

Project Description

This TDM Plan has been prepared for the proposed residential mixed-use development at 1347 E. Julian Street in San Jose, California, in order to propose effective and appropriate TDM measures based on the project's size, location and land use. The vacant project site is located on the north side of E. Julian Street and is within the Five Wounds Urban Village boundaries. The proposed residential mixed-use development involves constructing a new building with 45 affordable residential units and 2,454 s.f. of ground floor retail space. The residential building would have a combination of studios, 1-bedroom, and 2-bedroom units. Access to the site would be provided via one driveway on West Court. The project is proposing to provide 21 residential parking spaces, including 16 uniform stalls in a surface parking lot and 5 stalls (3 ADA accessible stalls and 2 uniform stalls) within a small parking garage on the first floor of the building. The project would also provide a total of 15 bicycle parking spaces: 9 long-term bicycle spaces (secure bike room) and 6 short-term bicycle spaces (bike racks).

Figure 1
Site Location

2. Transportation Facilities and Services

Transportation facilities and services that support sustainable modes of transportation include commuter rail, buses and shuttle buses, bicycle facilities, and pedestrian facilities. This chapter describes the existing and future transit services, as well as bicycle and pedestrian facilities, in the vicinity of the project site.

Existing Bicycle and Pedestrian Facilities

All new development projects in San Jose should encourage multi-modal travel, consistent with the goals of the City's General Plan. It is the goal of the General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled. In addition, the adopted City Bike Master Plan establishes goals, policies and actions to make bicycling a daily part of life in San Jose. The Master Plan includes designated bike lanes along many City streets, including designated bike corridors. In order to further the goals of the City, pedestrian and bicycle facilities should be encouraged with new development projects.

Note that the City's General Plan identifies both walk and bicycle commute mode split targets as 15 percent or more for the year 2040. This level of pedestrian and bicycle mode share is a reasonable goal for the project, particularly if Caltrain, LRT, BART, and bus services are utilized in combination with bicycle commuting.

Existing Pedestrian Facilities

A complete network of sidewalks and crosswalks is found within the project study area. Sidewalks are found along all the roadways in the study area, although Wooster Avenue has no sidewalk on the east side of the street between E. Julian Street and Tripp Avenue, and N. 28th Street has no sidewalk on the west side of the street between E. Julian Street and E. Santa Clara Street. Curb ramps with truncated domes (ADA design requirement) are also provided at all the signalized intersections near the site, as well as some unsignalized intersections in the area. Crosswalks with pedestrian signal heads are located at all the signalized intersections in the study area. The existing pedestrian facilities provide adequate connectivity between the project site and nearby bus stops and other points of interest.

Existing Bicycle Facilities

Existing bicycle facilities in the study area are limited (see Figure 2). 24th Street and 33rd Street are designated bike routes with shared lane markings (Sharrows), and 21st Street has striped bike lanes north of E. Julian Street. No other bicycle facilities exist within ¼-mile of the project site. The project will provide both long-term (secure bike room) and short-term bicycle parking (bike racks) on site.

The future Five Wounds Creek trail will be situated near the project site. The north-south multi-use trail will provide bicyclists and pedestrians with a paved path (Class I bikeway) that is separated from motor vehicles. Access to the trail will be provided via an entrance near the intersection of N. 28th Street and E. Julian Street, as well as a potential access point located just north of the Rocketship Discovery Prep charter school on Wooster Avenue. The trail will be available for use by pedestrians and bicyclists year round.

The availability of bicycle facilities in the study area will provide the project site with viable connections to transit services and will provide for a balanced transportation system as outlined in the Envision 2040 General Plan Goals and Policies.

Existing Transit Services

The project's close proximity to existing bus service and future rail service (28th Street/Little Portugal BART station) will provide the opportunity for multi-modal travel to and from the project site. Thus, it is reasonable to assume that future residents of the proposed project would utilize the transit services in the area. The City's General Plan identifies the transit commute mode split target as 20% or more for the year 2040. This level of transit mode share is attainable for a transit oriented mixed-use development such as this, and is a reasonable goal for the project.

Existing bus service in the project vicinity is provided by the Santa Clara Valley Transportation Authority (VTA). The project area is served by frequent bus routes 22, 23, 64A, 64B, and Rapid 522 (see Figure 3). Bus routes 64A and 64B operate along E. Julian Street and stop within walking distance of the project site. The two existing bus stops within walking distance of the project site include benches but no shelters.

Figure 2
Existing Bicycle Facilities

NORTH
Not to Scale

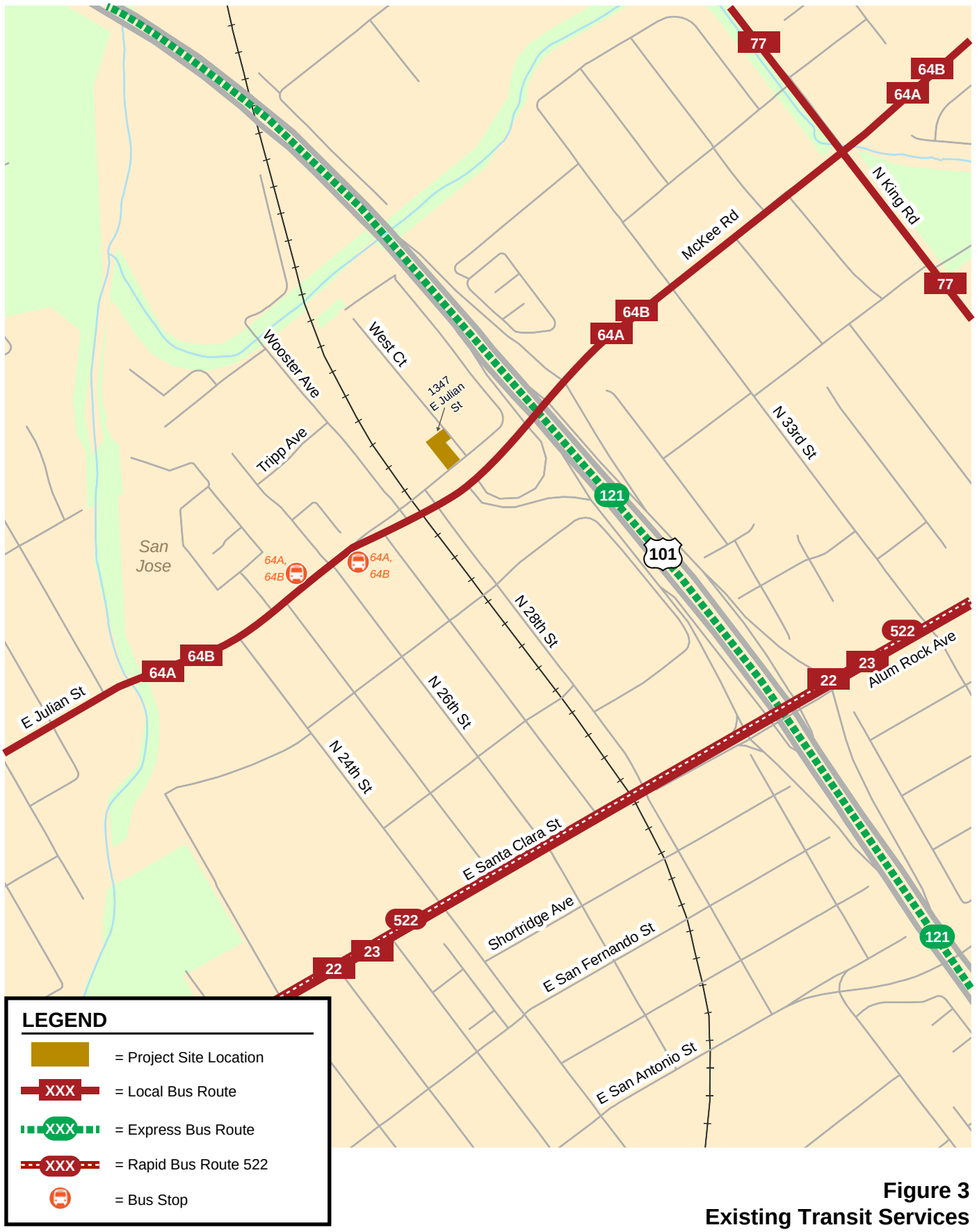

Figure 3
Existing Transit Services

3. Compliance with the City Municipal Code

This chapter describes the City of San Jose's parking requirements as outlined in the San Jose Code of Ordinances. The City of San Jose recently amended Title 20 of the Municipal Code (Zoning Ordinance) to remove citywide minimum off-street vehicle parking requirements for developments, with the exception of single-family properties and areas where the City has defined contractual agreements regarding parking supply. The changes are intended to encourage the use of alternative modes of transportation, thereby reducing VMT and greenhouse gas emissions. All projects requiring a development permit that are not exempt from VMT analysis are required to adhere to the new parking ordinance, which includes new mandatory TDM requirements per City Council Policy 5-1.

The removal of vehicle parking requirements and addition of TDM requirements are intended to improve consistency with Climate Smart San Jose and the Envision San Jose 2040 General Plan transportation and land use goals. Note that the absence of minimum vehicle parking requirements does not prohibit developing parking after a project is built. Developers still have the flexibility to determine the appropriate number of vehicle parking spaces based on a project's specific needs and market conditions, rather than based on a minimum number of spaces determined by the City.

Though minimum vehicle parking requirements have been removed, Chapter 20.90 of the Municipal Code continues to maintain existing minimum bicycle parking requirements. Also included are new minimum parking requirements for "two-wheeled motorized vehicles" as opposed to "motorcycles", since not all licensed two-wheeled vehicles are technically motorcycles. The update requires most developments to provide two-wheeled motorized vehicle parking equal to 2.5% of the total vehicle parking provided. This requirement is generally lower than the parking ratios in the previous ordinance.

City of San Jose Parking Requirements

Bicycle Parking Requirement

The City requires one bicycle parking space for every four residential units and one bicycle parking space for every 3,000 s.f. of retail space (minimum of 3 spaces) per Table 20-190 in Chapter 20.90 of the City's Zoning Ordinance. Thus, the project is required to provide a total of 15 bicycle parking spaces: 12 bicycle spaces to serve the residential use and 3 bicycle spaces to serve the retail use.

Two-Wheeled Motorized Vehicle Parking Requirement

For affordable housing projects subject to the State Density Bonus Law, no additional two-wheeled motorized vehicle (i.e., motorcycle) parking spaces are required. Per the California Vehicle Code,

motorcycles are considered vehicles, and additional vehicle spaces beyond the vehicle parking ratio cannot be required.

Proposed Parking Supply

Bicycle Parking Supply

According to the site plan, the project will provide a total of 15 bicycle parking spaces, which meets the City's bicycle parking requirement. The site plan shows 9 long-term spaces within a secure bike room for residents and 6 short-term spaces (bike racks) near the E. Julian Street frontage road at the southeast corner of the building (3 spaces provided for residents and 3 retail spaces).

The project would meet the City of San Jose's bicycle parking space design standards (Section 20.90.190 of the Parking Code) and bicycle parking space location requirements (Section 20.90.195 of the Parking Code).

Two-Wheeld Motorized Vehicle Parking Supply

Although motorcycle parking is not required for the project, the site plan shows 8 two-wheeled motorized vehicle spaces (i.e., motorcycle spaces) would be provided within the surface parking lot.

4. TDM Measures

This chapter describes TDM measures proposed for the 1347 E. Julian Street residential mixed-use project, which include services that promote sustainable modes of transportation. The proposed 45-unit Multiple Dwelling affordable housing project is classified as a Home-End Use Level 1 (small-size residential) project. Home-End Use Level 1 projects are defined as single-family detached, single-family attached, or multifamily residential projects of 16 to 299 dwelling units in size. Based on this definition, the project is required to prepare a TDM Plan that achieves a minimum of 25 TDM points. Hexagon prepared a TDM points evaluation using the City's TDM Points Checklist as required by the City of San Jose to satisfy the new ordinance. The measures that make up the TDM Plan are described below.

Proposed TDM Measures

The proposed TDM measures are intended to encourage future tenants of the residential development to utilize alternative transportation modes available in the area to reduce single-occupant vehicle trips and parking demand generated by the project. The specific TDM measures that are proposed by the project were selected from the City's TDM Points Checklist and are described below. Table 1 presents a summary of the proposed TDM measures, including the TDM points received for each measure. As shown in the table, the proposed TDM Plan would exceed the minimum 25-point TDM requirement. The TDM Points Checklist is included at the end of this report.

Table 1
TDM Measures and TDM Points Received

TDM Measures Provided	TDM Points Received (min 25 pts required)
Project Characterisitcs	
Affordable Housing	4
Multimodal Network Improvements	
Bike Network Improvements	1
Transit Network Improvements	1
Residential Street Improvements	1
Pedestrian Network Improvements	1
Parking	
Right-Size Vehicle Parking Supply	20
Programmatic TDM Measures	
Unbundled Parking	1
Total Points from TDM Checklist:	**29**

Affordable Housing

The project is providing 100% affordable housing. Projects providing affordable housing at a rate higher than the City's Inclusionary Housing Ordinance obligation of 15% receive between 1 and 4 TDM points. Since the proposed project would consist of 100% affordable housing, the project will receive 4 TDM points (maximum points possible).

Affordable housing developments typically generate fewer single-occupant vehicle trips than households with higher incomes, resulting in reduced VMT. Affordable housing provides greater opportunity for households to live closer to transit.

Multimodal Network Improvements

The project will work with City of San Jose staff to implement improvements to the surrounding bicycle network, transit network, pedestrian network, and residential street network. City staff have indicated that the project has agreed to provide a $667,000 contribution towards the planned E. Julian Street improvements. As a result, the project will receive a total of 4 TDM points.

Planned improvements consist of squaring up the geometry of the N. 28th Street/E. Julian Street intersection, implementing signal modifications, and removing a portion of the E. Julian Street frontage road and associated median island. Improvements also include crosswalks on all four legs of the N. 28th Street/E. Julian Street intersection and striped bike lanes along E. Julian Street. The planned multimodal infrastructure improvements would significantly improve bicycle and pedestrian connectivity along this segment of E. Julian Street, thereby reducing drive-alone commute trips and VMT.

Reduced Parking

The project will provide off-street automobile parking supply at a ratio that is lower than that documented in the Institute of Transportation Engineers (ITE) Parking Generation Manual and lower than the current market average parking ratios of other similar approved projects in San Jose.

Out of the 25 total TDM points required, the proposed project will receive 20 points based solely on the project's parking supply (per Table 20-257 contained in the City's Municipal Code). Reduced parking tends to reduce single-occupant vehicle trips and VMT, since it encourages the use of alternative transportation modes.

Unbundled Parking

Since the project will provide unbundled parking for the residents, the project will receive 1 TDM point. Unbundled parking means separating the cost of parking from residential leases and allowing tenants to choose whether to lease a parking space. With this approach those tenants without a vehicle would not be required to pay for parking that they do not want. Unbundling residential parking costs from the cost of housing can reduce tenant vehicle ownership and parking demand and can be implemented on a month-to-month lease basis. With a lease, tenants receive a monthly bill showing how much they are spending on a parking space and have the option to give up the space if they no longer need it.

Note that Policy TR-8.8 of the Envision San Jose 2040 General Plan calls for San Jose to "Promote use of unbundled private off-street parking associated with existing or new development, so that the sale or rental of a parking space is separated from the rental or sale price for a residential unit…" In addition, Policy TR-10.1 states: "Explore development of a program… to require that parking spaces within new development in areas adjacent to transit and in all mixed-use projects be unbundled from rent or sale of the dwelling unit or building square footage".

5. TDM Plan Implementation and Compliance

The purpose of the TDM plan is to adhere to the City's newly adopted Zoning Ordinance, which includes new mandatory TDM requirements per City Council Policy 5-1. Annual TDM Plan compliance documentation is typically required for Level 1 projects, but annual TDM monitoring reports are not. Following full occupancy, Level 1 residential projects must verify that their programmatic TDM measures continue to be implemented for as long as the project maintains a Certificate of Occupancy. Level 1 projects that are implementing programmatic TDM measures must submit a completed TDM Compliance Form and associated administrative fees to the City of San Jose Department of Transportation each year. The TDM Compliance Form requirements are detailed in the City's *Transportation Analysis Handbook* and are in place to ensure that the TDM measures are effective and continue to be successfully implemented for the life of the project.

As described in Chapter 4, the affordable housing project is planning to implement 4 multimodal infrastructure improvements, reduced parking, and unbundled parking. Unbundled parking is the only programmatic TDM measure being implemented by the project. However, since unbundled parking would be part of the 1347 E. Julian Street residential project even if a TDM Plan was not required, there are no programmatic TDM measures that will require a designated TDM Coordinator or proof of implementation. Accordingly, the project will not be required to submit an annual TDM Compliance Form and associated fees to the City of San Jose Department of Transportation.

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Planning, Building and Code Enforcement

PLANNING DIVISION 07/04/2023 SUBJECT TO CHANGE

TRANSPORTATION DEMAND MANAGEMENT (TDM) CHECKLIST

This checklist is supplemental to a Development/Use Application. Effective April 10, 2023, the City of San Jose no longer mandates minimum parking requirements for development proposals. Instead, per Municipal Code 20.90, a Transportation Demand Management (TDM) Plan is required for non-exempt projects. This checklist verifies projects that are exempt from a TDM Plan and for projects that are not exempt, it facilitates the creation of a TDM Plan. Learn more at our Parking and TDM Ordinance webpage. See also the City's:
Transportation Anslysis Handbook.

Exempt projects. Generally, smaller projects such as those listed below are exempt; Section 2 of this checklist will help confirm the exemption. If exempt, you do not need to complete Section 3 of the form, but you must still enter your contact information at the end of the form. Exempt:

· Commute-End Uses (such as offices) that are new/add less than 10,000 square feet.
· Visit-End Uses (such as retail, restaurants, personal services) that are new/add less than 100,000 square feet.
· Residential-End Uses that are less than 25 multifamily units or are single-family detached units
· Other Uses (most industrial uses) that are new/add less than 30,000 square feet.

Non-exempt projects. If your project is not exempt, section 3 of this checklist facilitates a TDM Plan for the project. Please also view Table 20-190 for the requirements for your specific type of project.

For questions:

Speak with a City Planner at **408-535-3555**; see phone service hours at: www.sanjoseca.gov/Planning
Para información en español, comuníquese con un Planificador de la ciudad al **408-793-4100**
Để được hỗ trợ, nói chuyện với Người lập kế hoạch thành phố tại **408-793-4305**.

INSTRUCTIONS

As directed by a City Planner, complete this form and submit it with your Development/Use Permit Application.

1. PROPERTY INFORMATION

ASSESSOR'S PARCEL NUMBER/S:	*249-65-058, 249-65-060*

2. PROJECT DESCRIPTION

Enter the units and/or added* square footage for each type of use listed below that is applicable to your project. Leave blank any uses that are not applicable. For non-exempt projects, this checklist will auto-calculate the points you must achieve (see section 3) for your type of project.

*Added and/or changed square footage includes both new square footage and remaining square footage that is being converted from one TDM Use Category to another.

A. HOME-END USES	**PROJECT SIZE (# of units)**	**POINT TARGET/EXEMPT**
Multiple Dwelling	45	*This project requires 25 TDM points*
SELECT ONE (IF APPLICABLE)	0	
SELECT ONE (IF APPLICABLE)	0	
Total	45	*25*

	PROJECT SIZE			
B. COMMUTE-END USES	**sq ft**	**# units (hotel only)**	**# of students (school only)**	**POINT TARGET/EXEMPT**
SELECT ONE (IF APPLICABLE)	0	0	0	
SELECT ONE (IF APPLICABLE)	0	0	0	
SELECT ONE (IF APPLICABLE)	0	0	0	
Total	0	0	0	

C. VISIT-END USES	**PROJECT SIZE (SQ FT)**	**POINT TARGET/EXEMPT**
SELECT ONE (IF APPLICABLE)	0	
SELECT ONE (IF APPLICABLE)	0	
SELECT ONE (IF APPLICABLE)	0	
Total	0	

D. OTHER USES	**PROJECT SIZE (sq ft)**	**POINT TARGET/EXEMPT**
SELECT ONE (IF APPLICABLE)	0	
SELECT ONE (IF APPLICABLE)	0	
SELECT ONE (IF APPLICABLE)	0	
Total	0	

3. TDM PLAN

For each column that is a use that applies to your project, leave at "0" or click on the drop down menu from "0" to select the value that corresponds to the number of measures that you plan to implement. This checklist will then auto-calculate your TDM points and indicate if you are achieving the required points for your type of project.

Descriptions for each measure can be found by clicking on the links shown below.

		Points Values	Home-End Uses	Commute-End Uses	Visit End Uses	Other Uses
	TOTAL TDM POINTS NEEDED		25	0	0	0
	A. PROJECT CHARACTERISTICS					
PC03	Provide Affordable Housing	1 - 4	4	n/a	n/a	n/a
	B. MULTIMODAL NETWORK IMPROVEMENTS					
MI01	Provide Bike Network Improvements	1 - 4	1	0	0	0
	Cost of measure		$ 45,000	$ -	$ -	$ -
MI03	Provide Transit Network Improvements	1 - 4	1	0	0	0
	Cost of measure		$ 45,000	$ -	$ -	$ -
MI04	Provide Residential Street Improvements	1 - 4	1	0	0	0
	Cost of measure		$ 45,000	$ -	$ -	$ -
MI05	Provide Pedestrian Network Improvements	1 - 4	1	0	0	0
	Cost of measure		$ 45,000	$ -	$ -	$ -
	C. PARKING					
PK01	Off-Street Vehicle Parking Spaces (please enter):		*21*	*enter #*	*enter #*	n/a
	Project Size:		45	0	0	n/a
	Vehicle Parking Ratio:		0.4666667	n/a	n/a	n/a
	Right-size Vehicle Parking Supply	1 - 20	20	0	0	n/a
PK02	Provide Bike Parking Facilities	1 - 2	0	0	0	n/a
PK03	Provide Shared Parking	1 - 2	0	0	0	n/a
	D. PROGRAMMATIC TDM					
TP01	Provide School Pool Programs	1	0	n/a	n/a	n/a
TP02	Provide Bike Share Stations	1 - 2	0	0	0	n/a
TP03	Provide Car Share Station	1 - 4	0	0	0	n/a
TP04	Provide Education, Marketing & Outreach	1 - 2	0	0	n/a	n/a
TP05	Join Transportation Mgmt. Association (TMA)	See Note	See Note	See Note	See Note	n/a
TP06	Provide Parking Cash-out	2	n/a	0	n/a	0
TP07	Provide Transit Subsidies	1 - 8	0	0	0	0
TP08	Provide Flexible Work Schedules	1 - 4	n/a	0	n/a	n/a

TP09	Provide Private Shuttle/ Transit Service	4 - 8	0	0	0	n/a
TP10	Price Workplace Parking	1 - 2	n/a	0	0	n/a
TP11	Provide Alternative Transportation Benefits	1 - 8	0	0	0	0
TP12	Provide a Neighborhood School	2	0	n/a	n/a	n/a
TP13	Provide Ride-Share Programs	1	0	0	n/a	0
TP14	Subsidize Transit Service Upgrade/Expansion	1 - 4	0	0	0	n/a
TP15	Provide Targeted Behavioral Interventions	1 - 2	0	0	0	n/a
TP16	Unbundle Parking Costs from Property Cost	1 - 2	1	n/a	n/a	n/a
TP17	Provide Vanpool Incentives	1 - 4	0	0	0	n/a
TP18	Provide Voluntary Travel Behavior Change Prg.	1 - 2	0	0	0	n/a

Note: Points will be awarded for the TDM programs provided by the TMA. HOAs/Property owners must subscribe to the TMA with payment of annual membership fees.

USER-DEFINED MEASURE

Note: The City will review and assign point values if approved.

Click to enter text.

Click to enter text.

TOTAL TDM POINTS NEEDED:	25			
TOTAL TDM POINTS ACHIEVED:	29	0	0	0
	Complete			

4. CONTACT INFORMATION

APPLICANT NAME:	*Kurt B. Anderson*		
NAME OF FIRM IF APPLICABLE:	*Anderson Architects, Inc.*		
APPLICANT MAILING ADDRESS:	*120 W. Campbell Ave., Suite D*		
APPLICANT PHONE:	*408-202-5462*	EMAIL:	*kanderson@andarchinc.com*
APPLICANT'S REPRESENTATIVE:	*same as above*		
REPRESENTATIVE PHONE:	*Click to enter text*	EMAIL:	*Click to enter text*
TRANSPORTATION CONSULTANT NAME IF ANY:	*Hexagon*		
CONSULTANT PHONE:	*Click to enter text*	EMAIL:	*Click to enter text*

HEXAGON TRANSPORTATION CONSULTANTS, INC.

1325 E. Julian Street Residential Mixed-Use Development

Draft Transportation Demand Management (TDM) Plan

Prepared for:

Ms. Loida Kirkley, Roygbiv

May 10, 2023

Hexagon Transportation Consultants, Inc.

Hexagon Office: 100 Century Center Court, Suite 501

San Jose, CA 95112

Hexagon Job Number: 22BJ11

Phone: 408.971.6100

Client Name: Ms. Loida Kirkley, Roygbiv

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1. Introduction

Transportation Demand Management (TDM) is a combination of services, incentives, facilities, and actions that reduce single-occupant vehicle (SOV) trips to help relieve traffic congestion, parking demand, and air pollution problems. The purposes of TDM are to (1) reduce the amount of traffic generated by new development; (2) promote more efficient utilization of existing transportation facilities and ensure that new developments are designed to maximize the potential for alternative transportation usage; (3) reduce the parking demand generated by new development and allow for a reduction in parking supply; and (4) establish an ongoing monitoring and enforcement program to guarantee the desired trip and parking reductions are achieved.

This TDM Plan has been prepared for the proposed residential mixed-use development at 1325 E. Julian Street in San Jose, California, in order to propose effective and appropriate TDM measures based on the project's size, location and land use. Based on the project's proximity to transit (½-mile walking distance to the future 28th Street/Little Portugal BART station), the project qualifies for a 20 percent location-based reduction in parking. However, the project is requesting to use the State Density Bonus Law ratio of 0.5 spaces per unit (due to the affordability of the project), plus Section 20.90.220 of the City's Zoning Code, to further reduce the parking ratio to 0.25 spaces per unit. A Transportation Demand Management (TDM) Plan (per Section 20.90.220.A.1.c and 20.90.220.A.1.d of the Zoning Code) would allow for up to an additional 50 percent reduction in parking, resulting in a parking ratio of 0.25 spaces per unit. The City of San Jose Planning Director may reduce the required number of parking spaces for a project by up to 50 percent, so long as (1) the reduction in parking will not adversely affect surrounding projects; (2) the reduction in parking will not rely upon or reduce the public parking supply; and (3) the project provides a detailed TDM plan and demonstrates that the TDM program can be maintained indefinitely.

Project Description

This vacant site is located within the Five Wounds Urban Village boundaries and is bordered by the Five Wounds walking trail on the west, single-family homes on the east, a small park on the north, and E. Julian Street on the south. The proposed residential mixed-use development involves constructing four buildings with a total of 633 residential units (including 127 affordable units) and 11,437 s.f. of ground floor retail space. Access to the site would be provided via a single driveway on E. Julian Street. The project is proposing to provide 182 parking spaces, including 166 full-size spaces and 8 ADA accessible spaces within an underground parking garage plus 8 surface parking spaces. The project would also provide a total of 324 bicycle parking spaces: 221 long-term bicycle parking spaces in three secure bike rooms and 72 short-term spaces (bike racks) in the underground parking garage, plus a total of 31 at-grade short-term spaces (bike racks) adjacent to the retail use entrances.

Figure 1
Site Location

NORTH
Not to Scale

2. Transportation Facilities and Services

Transportation facilities and services that support sustainable modes of transportation include commuter rail, buses and shuttle buses, bicycle facilities, and pedestrian facilities. This chapter describes the existing and future transit services, as well as bicycle and pedestrian facilities, in the vicinity of the project site.

Existing Bicycle and Pedestrian Facilities

All new development projects in San Jose should encourage multi-modal travel, consistent with the goals of the City's General Plan. It is the goal of the General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled. In addition, the adopted City Bike Master Plan establishes goals, policies and actions to make bicycling a daily part of life in San Jose. The Master Plan includes designated bike lanes along many City streets, including designated bike corridors. In order to further the goals of the City, pedestrian and bicycle facilities should be encouraged with new development projects.

Note that the City's General Plan identifies both walk and bicycle commute mode split targets as 15 percent or more for the year 2040. This level of pedestrian and bicycle mode share is a reasonable goal for the project, particularly if Caltrain, LRT, BART, and bus services are utilized in combination with bicycle commuting.

Existing Pedestrian Facilities

A complete network of sidewalks and crosswalks is found within the project study area. Sidewalks are found along all the roadways in the study area, although Wooster Avenue has no sidewalk on the east side of the street between E. Julian Street and Tripp Avenue, and N. 28th Street has no sidewalk on the west side of the street between E. Julian Street and E. Santa Clara Street. Curb ramps with truncated domes (ADA design requirement) are also provided at all the signalized intersections near the site, as well as some unsignalized intersections in the area. Crosswalks with pedestrian signal heads are located at all the signalized intersections in the study area. The existing pedestrian facilities provide adequate connectivity between the project site and nearby bus stops and other points of interest.

Existing Bicycle Facilities

Existing bicycle facilities in the study area are limited (see Figure 2). 24th Street and 33rd Street are designated bike routes with shared lane markings (Sharrows), and 21st Street has striped bike lanes north of E. Julian Street. No other bicycle facilities exist within ¼-mile of the project site. The project will provide both long-term (secure bike rooms) and short-term bicycle parking (bike racks) on site.

The future Five Wounds Creek trail will be situated near the project site. The north-south multi-use trail will provide bicyclists and pedestrians with a paved path (Class I bikeway) that is separated from motor vehicles. Access to the trail will be provided via an entrance near the intersection of N. 28th Street and E. Julian Street, as well as a potential access point located just north of the Rocketship Discovery Prep charter school on Wooster Avenue. The trail will be available for use by pedestrians and bicyclists year round.

The availability of bicycle facilities in the study area will provide the project site with viable connections to transit services and will provide for a balanced transportation system as outlined in the Envision 2040 General Plan Goals and Policies.

Existing Transit Services

The project's close proximity to existing bus service and future rail service (28th Street/Little Portugal BART station) will provide the opportunity for multi-modal travel to and from the project site. Thus, it is reasonable to assume that future residents of the proposed project would utilize the transit services in the area. The City's General Plan identifies the transit commute mode split target as 20% or more for the year 2040. This level of transit mode share is attainable for a transit oriented mixed-use development such as this, and is a reasonable goal for the project.

Existing bus service in the project vicinity is provided by the Santa Clara Valley Transportation Authority (VTA). The project area is served by frequent bus routes 22, 23, 64A, 64B, and Rapid 522 (see Figure 3). Bus routes 64A and 64B operate along E. Julian Street and stop within walking distance of the project site. The two existing bus stops within walking distance of the project site include benches but no shelters.

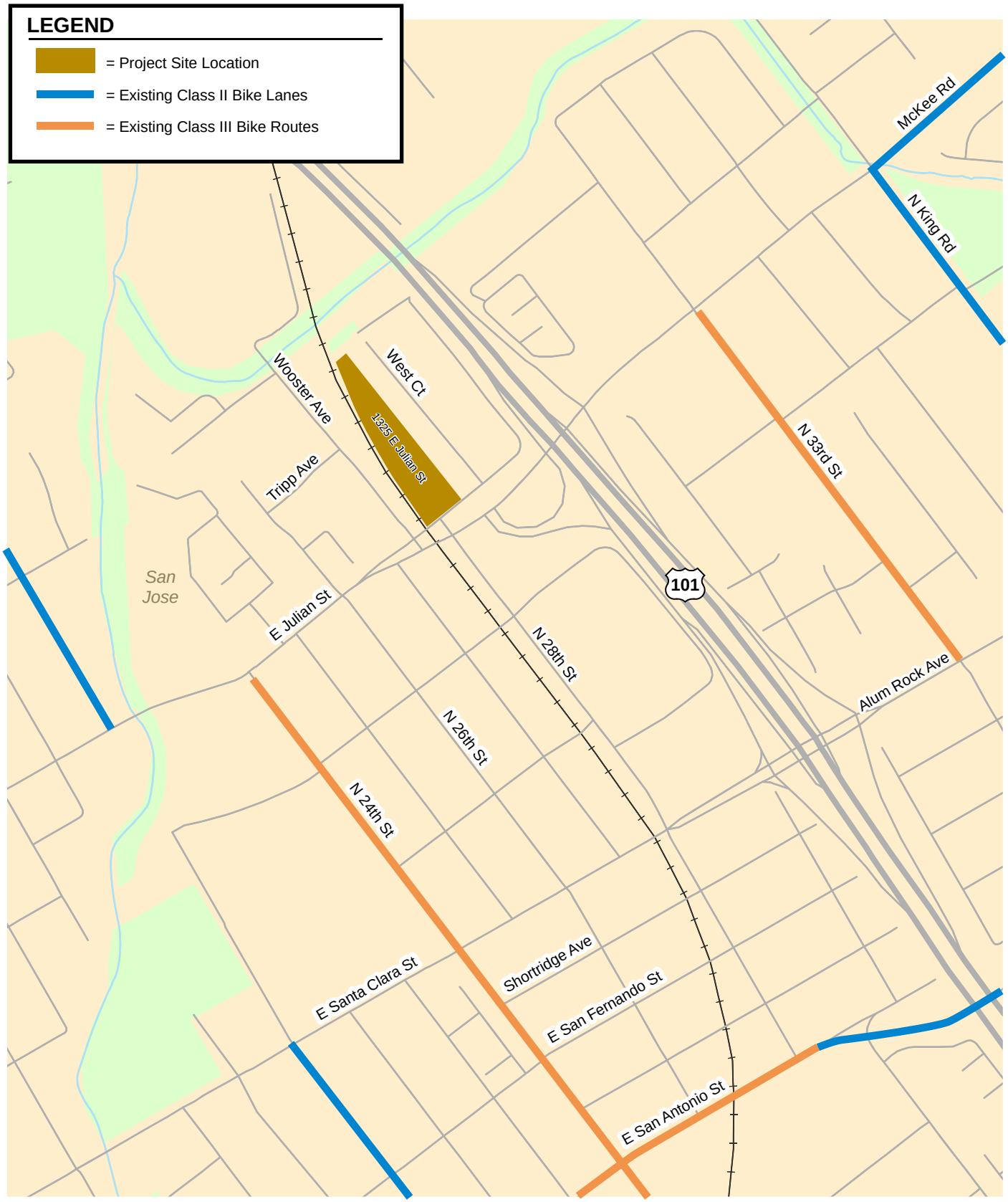

Figure 2
Existing Bicycle Facilities

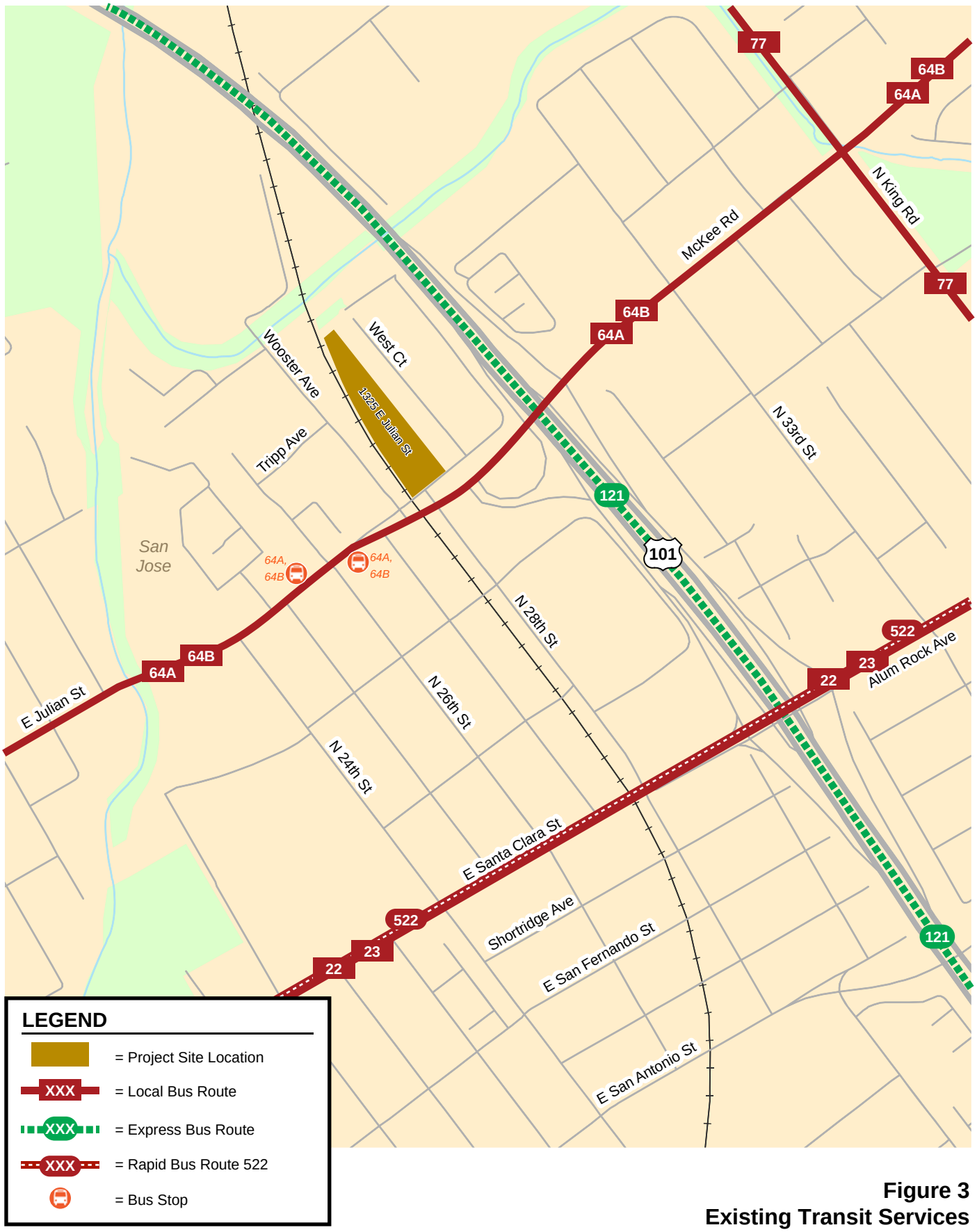

Figure 3
Existing Transit Services

3. Compliance with the City Parking Code

This chapter describes the City of San Jose's parking requirements and allowable parking reductions as outlined in Sections 20.90.220 and 20.70.330 of the San Jose Code of Ordinances. The proposed parking supply and the project's conformance with the City Parking Code are also described.

City of San Jose Parking Requirements

Proximity to Transit Requirement

According to Subsection 20.90.220.A.1.a of the City's Zoning Code, the project site must be 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.

Bicycle Parking Requirement

According to the City's Bicycle Parking Standards (Chapter 20.90, Tables 20-190 and 20-210 of the Zoning Code), the project is required to provide bicycle parking at a rate of one bicycle parking space per 3,000 s.f. of retail space (minimum of 3 spaces) plus one bicycle parking space per four residential units. Thus, the project is required to provide a total of 162 bicycle parking spaces: 158 bicycle spaces to serve the residential use and 4 bicycle spaces to serve the retail use.

Motorcycle Parking Requirement

For affordable housing projects subject to the State Density Bonus Law, no additional motorcycle parking spaces are required. Per the California Vehicle Code, motorcycles are considered vehicles, and additional vehicle spaces beyond the vehicle parking ratio cannot be required.

Vehicle Parking Requirement

The City of San Jose's off-street parking requirements as described in the City's Zoning Code (Chapter 20.90, Table 20-210) for multiple dwellings with all open parking are as follows: 1.25 parking spaces for studio and one-bedroom units, 1.7 parking spaces for two-bedroom units, and 2.0 parking spaces for three-bedroom units. Based on the City's off-street parking requirements and prior to applying any relevant parking reductions, the 633-unit residential mixed-use project, which would consist of 420 studios, 176 one-bedroom units, and 37 two-bedroom units, would require a total of 808 residential parking spaces.

The City of San Jose vehicle parking requirement for retail/commercial uses located within Urban Villages was applied to the project and is 1 space per 400 s.f. (per Section 20.90.220.C.1 of the City's Zoning Code). Based on the City's parking requirement for retail uses located within an Urban Village, the project would require 24 parking spaces to serve the 11,437 s.f. of ground-floor retail space as follows: (11,437 s.f. x 0.85) / 400 = 24 spaces.

Residential Parking Reductions

Since the 1325 E. Julian Street project site is located within 2,000 feet of the future 28th Street/Little Portugal BART station, the project qualifies for a 20 percent reduction in the City's parking requirement. After applying a 20 percent parking reduction, the project would be required to provide a total of 647 residential parking spaces: 808 x 0.8 = 646.4 = 647 spaces rounded up.

However, the project is requesting to use the State Density Bonus Law ratio of 0.5 spaces per unit (due to the affordability of the project), plus Section 20.90.220 of the City's Zoning Code (TDM Plan). A TDM Plan (per Sections 20.90.220.A.1.c and 20.90.220.A.1.d of the Zoning Code) would allow for up to an additional 50 percent reduction in parking, resulting in a parking ratio of 0.25 spaces per unit. Applying this parking ratio to all 633 units equates to a residential parking requirement of 158 spaces.

Proposed Parking Supply

Bicycle Parking Supply

According to the site plan, the project will provide a total of 324 bicycle parking spaces, which exceeds the City's bicycle parking requirement of 162 bicycle parking spaces. The site plan shows 221 long-term bicycle parking spaces in three secure bike rooms and 72 short-term spaces (bike racks) in the underground parking garage, plus a total of 31 at-grade short-term spaces (bike racks) adjacent to the retail use entrances.

Therefore, the project would conform to Subsection 20.90.220.A.1.b of the City of San Jose Parking Code, which states that for multi-family residential projects the required bicycle parking shall consist of at least 60 percent long-term and at most 40 percent short-term spaces.

Vehicle Parking Supply

The project is proposing to provide 158 residential parking spaces, including 153 full-size spaces and 5 ADA accessible spaces within the underground parking garage. Thus, after applying the allowable residential parking reductions (State Density Bonus + TDM Plan), the proposed residential parking supply would meet the minimum residential parking requirement of 158 spaces.

The project is proposing to provide 8 at-grade retail/commercial parking spaces along the main drive aisle on the east side of the residential buildings and 16 retail/commercial spaces within the parking garage. Therefore, the proposed retail/commercial parking supply (24 spaces) would meet the City's parking requirement for retail uses located within an Urban Village.

Allowable Residential Parking Reductions with TDM

As stated earlier, the project is proposing to implement various parking reduction strategies as part of a comprehensive Transportation Demand Management (TDM) plan to achieve an ultimate parking ratio of 0.25 spaces per dwelling unit. The TDM measures proposed by the project were developed based on the parking reduction requirements outlined in the San Jose Code of Ordinances. According to Section 20.90.220.A.1 of the San Jose Parking Code (described below), a reduction in the required residential off-street vehicle parking spaces of up to 50 percent may be authorized if the project conforms to the transit and bicycle requirements specified in Subsections A and B and implements at least three TDM measures specified in Subsections c and d.

After applying the State Density Bonus parking ratio of 0.5 spaces per unit, the project requires an additional 50 percent reduction in parking based on the proposed residential parking supply of 158 spaces calculated as follows:

(633 dwelling units x 0.5 State Density Bonus rate) x 0.5 per TDM Plan = 158 spaces provided

Section 20.90.220.A.1 – Reduction in Required Off-street Parking Spaces

A. Alternative transportation.

1. A reduction in the required off-street vehicle parking spaces of up to fifty percent may be authorized with a development permit or a development exception if no development permit is required, for structures or uses that conform to all the following and implement a total of at least three transportation demand management (TDM) measures as specified in the following provisions:

a. The structure or use is located within two thousand 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 20.90.220G.; and

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

c. For any reduction in the required off-street parking spaces that is more than twenty percent, the project shall be required to implement a transportation demand management (TDM) program that contains but is not limited to at least one of the following measures:

i. Implement a carpool/vanpool or car-share program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of vanpool or car-share vehicles, etc. and assign car pool, van pool and car-share parking at the most desirable onsite locations at the ratio set forth in the development permit or development exception considering type of use; or

ii. Develop a transit use incentive program for employees and tenants, such as on-site distribution of passes or subsidized transit passes for local transit system (participation in the region-wide Clipper Card or VTA EcoPass system will satisfy this requirement).

d. In addition to the requirements above in Section 20.90.220.A.1.c. for any reduction in the required off-street parking spaces that is more than twenty percent, the project shall be required to implement a transportation demand management (TDM) program that contains but is not limited to at least two of the following measures:

i. Implement a carpool/vanpool or car-share program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of vanpool or car-share vehicles, etc. and assign car pool, van pool and car-share parking at the most desirable on-site locations; or

ii. Develop a transit use incentive program for employees, such as on-site distribution of passes or subsidized transit passes for local transit system (participation in the regionwide Clipper Card or VTA EcoPass system will satisfy this requirement); or

iii. Provide preferential parking with charging facility for electric or alternatively fueled vehicles; or

iv. Provide a guaranteed ride home program; or

v. Implement telecommuting and flexible work schedules; or

vi. Implement parking cash-out program for employees (non-driving employees receive transportation allowance equivalent to the value of subsidized parking); or

vii. Implement public information elements such as designation of an on-site TDM manager and education of employees regarding alternative transportation options; or

viii. Make available transportation during the day for emergency use by employees who commute on alternate transportation. (This service may be provided by access to company vehicles for private errands during the workday and/or combined with contractual or pre-paid use of taxicabs, shuttles, or other privately provided transportation); or

ix. Provide shuttle access to Caltrain stations; or

x. Provide or contract for on-site or nearby child-care services; or

xi. Incorporate on-site support services (food service, ATM, drycleaner, gymnasium, etc. where permitted in zoning districts); or

xii. Provide on-site showers and lockers; or

xiii. Provide a bicycle-share program or free use of bicycles on-site that is available to all tenants of the site; or

xiv. Unbundled parking; and

e. For any project that requires a TDM program:

i. The decision maker for the project application shall first find in addition to other required findings that the project applicant has demonstrated that it can maintain the TDM program for the life of the project, and it is reasonably certain that the parking shall continue to be provided and maintained at the same location for the services of the building or use for which such parking is required, during the life of the building or use; and

ii. The decision maker for the project application also shall first find that the project applicant will provide replacement parking either on-site or off-site within reasonable walking distance for the parking required if the project fails to maintain a TDM program.

Compliance with the City Parking Code

The following describes how the project would comply with the City Parking Code.

Proximity to Transit

The project site is located within a half-mile of high-quality transit: five existing VTA bus routes and the future 28th Street/Little Portugal BART station. Therefore, the project would conform to Subsection 20.90.220.A.1.a of the City Parking Code.

Bicycle Parking Requirement

According to the City Parking Code (Chapter 20.90, Tables 20-190 and 20-210), the project is required to provide a total of 162 bicycle parking spaces: 158 bicycle spaces to serve the residential use and 4 bicycle spaces to serve the retail use.

According to the site plan, the project will provide a total of 324 bicycle parking spaces, which exceeds the City's bicycle parking requirement of 162 bicycle parking spaces. The site plan shows 221 long-term bicycle parking spaces in three secure bike rooms and 72 short-term spaces (bike racks) in the underground parking garage, plus a total of 31 at-grade short-term spaces (bike racks) adjacent to the retail uses in Buildings B, C and D. Therefore, the project would meet the City's bicycle parking requirement (Subsection 20.90.220.A.1.b).

Vehicle Parking Requirement

The project's off-street parking requirements for automobiles and motorcycles are based on the City of San Jose parking standards (*Municipal Code Chapter 20.90, Tables 20-190 and 20-210*).

Residential Vehicle Parking

Based on the City's off-street parking requirements and prior to applying any relevant parking reductions, the 633-unit residential mixed-use project, which would consist of 420 studios, 176 one-bedroom units, and 37 two-bedroom units, would require a total of 808 residential parking spaces.

Residential Parking Reductions

Since the 1325 E. Julian Street project site is located within 2,000 feet of the future 28th Street/Little Portugal BART station, the project qualifies for a 20 percent reduction in the City's parking requirement. After applying a 20 percent parking reduction, the project would be required to provide a total of 647 residential parking spaces: 808 x 0.8 = 647 spaces (rounded up).

However, the project is requesting to use the State Density Bonus Law ratio of 0.5 spaces per unit (due to the affordability of the project), plus Section 20.90.220 of the City's Zoning Code, to further reduce the parking ratio to 0.25 spaces per unit. The TDM Plan (per Section 20.90.220.A.1.c and 20.90.220.A.1.d of the Zoning Code) would allow for up to an additional 50 percent reduction in parking, resulting in a parking ratio of 0.25 spaces per unit. Applying this parking ratio to all 633 units equates to a residential parking requirement of 158 vehicle parking spaces (rounded up). The comprehensive TDM Plan is described in the following chapter.

Proposed Residential Parking Supply

The project is proposing to provide 158 residential parking spaces, including 153 full-size spaces and 5 ADA accessible spaces within the underground parking garage. Thus, after applying the allowable residential parking reductions (State Density Bonus + TDM Plan), the proposed residential parking supply would meet the minimum residential parking requirement of 158 spaces.

Electric Vehicle Parking Requirements

Per the San Jose Municipal Code (Section 24.10.200), new multifamily dwellings must provide 100 percent electric vehicle (EV) Capable parking spaces, including at least 10 percent EVSE Spaces (EVSE = Electric Vehicle Supply Equipment) and 20 percent EV Ready Spaces. The proposed parking must be designed to meet these EV parking standards.

Retail Vehicle Parking

The City of San Jose vehicle parking requirement for retail/commercial uses located within Urban Villages was applied to the project and is 1 space per 400 s.f. (per Section 20.90.220.C.1 of the City's Zoning Code). Based on the City's parking requirement for retail uses located within an Urban Village, the project would require 24 parking spaces to serve the 11,437 s.f. of ground-floor retail space as follows: (11,437 s.f. x 0.85) / 400 = 24 spaces.

The project is proposing to provide 8 at-grade retail/commercial parking spaces along the main drive aisle on the east side of the residential buildings and 16 retail/commercial spaces within the parking garage. Therefore, the proposed retail/commercial parking supply (24 spaces) would meet the City's parking requirement for retail uses located within an Urban Village.

Motorcycle Parking

For affordable housing projects subject to the State Density Bonus Law, no additional motorcycle parking spaces are required. Per the California Vehicle Code, motorcycles are considered vehicles, and additional vehicle spaces beyond the vehicle parking ratio cannot be required. Although motorcycle parking is not required, the site plan shows 41 motorcycle spaces would be provided within the underground parking garage.

4. TDM Measures

This chapter describes TDM measures proposed for the 1347 E. Julian Street residential mixed-use project, which include services that promote sustainable modes of transportation. The TDM measures for the project were developed based on the parking reduction requirements outlined in Sections 20.90.220 and 20.70.330 of the San Jose Code of Ordinances and are geared toward meeting the additional parking reduction the project needs in addition to the State Density Bonus Law ratio of 0.5 spaces per unit (due to the affordability of the project).

Proposed TDM Measures

The TDM measures are intended to encourage future tenants of the residential development to utilize alternative transportation modes available in the area to reduce single-occupancy vehicle trips and parking demand generated by the project. The specific TDM measures that are proposed by the project are described below and are based on the measures specified in Subsections 20.90.220.A.1.c and d, and Subsection 20.70.330.A.1. Additionally, the project needs to ensure that the TDM plan will be maintained for the life of the project to be in compliance with Subsection 20.70.330.A.2.

Table 1 presents a summary of the proposed TDM measures, along with an indication of who will have primary responsibility for implementing each measure.

Table 1
TDM Measures and Implementation Responsibilities

TDM Measures Provided	Implementation Responsibility
TDM Administration & Promotion, Monitoring & Reporting	
Designating a Transportation Coordinator	Building Developer
Online Kiosk/TDM Information Board	Transportation Coordinator [1]
Transportation Information Packets	Transportation Coordinator
Trip Planning Assistance	Transportation Coordinator
Annual Mode Share Surveys	Transportation Coordinator
Annual Vehicle Parking Counts	Independent Third Party (Traffic Engineer)
Carpool/Vanpool Program	
Assistance with Carpool/Vanpool Ride-Matching for Residents	Transportation Coordinator
Assign Carpool/Vanpool Parking at Desirable Locations	Transportation Coordinator
Preferential EV Parking	
Provide Preferential EV Parking with Charging Facility	Building Developer
Bicycle Facilities	
Secured and Temporary Bike Parking Spaces	Building Developer
Provide Free Use of Bicycles On-Site for Residents	Building Developer

Notes:
1. The building developer will have initial responsibility for creating an online kiosk. After the building is occupied, the Transportation Coordinator will have ongoing responsibility for maintaining and updating the online kiosk.

On-Site TDM Administration and Services

In accordance with section 20.90.220.A.1.d.vii in the Parking Code, the project will provide a Transportation Coordinator who focuses on transportation issues and is responsible for implementing the TDM program. We recommend the building owner or management appoint an individual as the Transportation Coordinator or TDM contact person, most likely the property manager, and that person's name and contact information be provided to the City. The TDM coordinator will be a point of contact for residents should TDM-related questions arise and will be responsible for ensuring that residents are aware of all the transportation options available to them and how to fully utilize the TDM plan. The TDM coordinator will provide the following services and functions to ensure the TDM plan runs smoothly:

- Provide new tenant information brochures at the time of move-in. The welcome brochures will include information about public transit services, transit passes, bicycle maps, free on-site bicycle use program, rideshare/carpool program, and ride-matching services.
- Assist with rideshare/carpool matching. The TDM manager will help match residents interested in carpooling.
- Conduct parking surveys annually to track actual parking demand and determine whether additional TDM measures, or another parking solution, is needed.

The Transportation Coordinator should maintain a supply of up-to-date transit schedules and route maps for VTA and Caltrain and be knowledgeable enough to answer residents' TDM program related questions.

Information Board/Online Kiosk

An online kiosk with information regarding non-auto transportation alternatives will be provided. The online kiosk will update key transportation information included in the welcome brochures. Transportation news and commuter alerts will be posted online.

The building developer would have responsibility for creating the website so that it is up and running as soon as the new buildings are ready for leasing. More specific information would be added later to reflect any programs specific to certain tenants. The Transportation Coordinator will be responsible for adding new information to the website (or providing it to the website designer) so that the online kiosk remains current and informative. The project also plans to provide an on-site kiosk containing physical materials such as transit maps, transit schedules, and bike maps.

Bicycle Resources

As part of the information available at the online and on-site kiosks, resources useful to cyclists will be included. For example, the VTA's local bikeways map will be available for easy reference.

The following resources are available to bicycle commuters through 511.org. These resources will be noted on the project's online information center to make residents aware of them.

- Free Bike Buddy matching
- Bicycle maps
- Bicycle safety tips
- Information about taking bikes on public transit
- Location and use of bike parking at transit stations
- Information on Bike-to-Work Day
- Tips on selecting a bike, commuter gear, and clothing
- Links to bicycle organizations

Carpool Program

In accordance with section 20.90.220.A.1.c.i in the Parking Code, the project will implement a carpool program. This program will match residents interested in carpooling, so fewer residents will need to own a car. Designated carpool parking will also be provided at the most desirable on-site locations, as determined by City staff during the development permitting process. The carpool program will be open to all families of the development. The carpool program will reduce the total number of parking spaces needed on-site.

Preferential Parking with Charging Facility for Electric Vehicles

On-site amenities can be beneficial in reducing vehicle trips and emissions by offering common needs on-site, such as preferential parking. In accordance with section 20.90.220.A.1.d.iii in the Parking Code, the project will provide preferential parking spaces with electric vehicle charging stations. The parking locations will be provided at the most desirable on-site locations as determined by City staff. Combined with the preferential parking, this initiative encourages residents to rideshare by making it more convenient for EV users and reduces the demand for parking. The availability of electric charging stations at residential developments also encourages residents to become prospective electric vehicle buyers.

On-Site Bicycle Program

In accordance with section 20.90.220.A.1.d.xiii in the Parking Code, the project will provide free on-site bicycles available for all residents to use. Long-term and short-term bicycle parking will be provided on-site. The project will provide a total of 324 bicycle parking spaces, which would exceed the City's bicycle parking requirement. The site plan shows 221 long-term bicycle spaces in three secure bike rooms and 72 short-term bicycle spaces (bike racks) in the underground parking garage, plus a total of 31 at-grade short-term bicycle spaces (bike racks) adjacent to the retail use entrances. Offering accessible and safe bike storage will encourage residents and retail employees of the project to commute by bicycle.

5.
TDM Plan Implementation and Monitoring

The primary purpose of the TDM plan is to reduce the project parking demand. Per Sections 20.70.330 and 20.90.220 of the San Jose Code of Ordinances, monitoring will be necessary to ensure that the TDM measures are effective and continue to be successfully implemented.

Implementation

The TDM Plan will be submitted to City of San Jose staff for final approval prior to issuance of a building permit. The project applicant will be responsible for ensuring that the TDM strategies are incorporated successfully into the project. After the project is constructed and occupied, the project applicant will identify a TDM Coordinator. The TDM Coordinator will be responsible for implementing the ongoing TDM program. Having a main contact person will help ensure that transportation-related questions from employees are responded to promptly and encourage participation in the program. If the TDM Coordinator changes for any reason, City staff and employees shall be notified of the name and contact information of the newly designated TDM Coordinator.

Monitoring and Reporting

The TDM Plan will be evaluated annually for effectiveness by a traffic engineering firm. If it is determined that the necessary parking reduction is not being achieved (i.e., the on-site residential parking garage reaches full capacity), additional TDM measures would need to be introduced to ensure the parking issue is being addressed by the project without the burden being placed on outside entities.

It is recommended that the designated TDM Coordinator consult with City staff to ensure the monitoring and reporting meets the City's expectations. The traffic engineering firm chosen to prepare the TDM monitoring reports will assist with this task.

Monitoring must include the following components:

- Annual Vehicle Parking Counts
- Annual Mode Share Survey
- Annual Monitoring Report

Annual Vehicle Parking Counts

Annual parking counts shall be conducted by a third party on a typical weekday (Tuesday, Wednesday, or Thursday). Counts of the number of parked vehicles and vacant spaces should be conducted after 10:00 PM. The goal of the TDM Plan is to avoid parking spillover. Thus, if the counts show that parking spaces are less than fully occupied, it can be assumed that all parking demand is being accommodated on site, and the TDM Plan is effective. If parking spaces are 100% occupied, then spillover is likely occurring, and the TDM Plan may need to be enhanced.

Annual Mode Share Survey

The annual survey will provide qualitative data regarding tenant perceptions of the alternative transportation programs and perceptions of the obstacles to using an alternative mode of transportation. The annual survey also will provide quantitative data regarding the number of tenants who utilize alternative modes of transportation (e.g., bike-to-work, carpool, or use public transit) to commute to work, including the frequency of use. The mode share survey results will be used to assess the relative effectiveness of the individual TDM program components and facilitate the design of possible program enhancements.

Annual Monitoring Report

The property manager shall submit annual reports to the City of San Jose for three years, and then upon request of the Zoning Administrator for the life of the project with the following information:

- Findings of the vehicle parking counts and mode share surveys, including the reduction in parking demand.
- Effectiveness of individual program components from the annual mode share survey.
- A description of the TDM programs and services that were offered to tenants in the preceding year, with an explanation of any changes or new programs offered or planned.

Alternative Parking Management Solution

If all the measures included in the TDM Plan are implemented and it is determined that the project still fails to meet the parking demand (i.e., the on-site parking supply reaches full capacity), the project shall introduce one or more additional TDM measures to help reduce parking demand. In addition, new tenants who own personal vehicles shall be required to either provide evidence of a secured off-site parking lease agreement valid for the duration of the residential lease or choose to not own a vehicle.

A follow-up monitoring report would be required within 6 months of introducing any additional TDM measures. If the new monitoring report shows the project is still out of conformance, penalties may be assessed by the City.