Appendix H

Transportation Analysis

HEXAGON TRANSPORTATION CONSULTANTS, INC.

1271 & 1279 E. Julian Street Residential Project

Transportation Analysis

Prepared for:

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Executive Summary

This report presents the results of the transportation analysis (TA) prepared for a proposed residential development located on E. Julian Street in San Jose, California. The project would combine two parcels (1271 and 1279 E. Julian Street) on the north side of Julian Street totaling 0.97 acre. As proposed, the project would demolish two existing single-family homes and construct a seven-story building, including five stories of residential units over two stories of parking. The residential building would include 140 apartment units, including 10 percent affordable housing. Vehicular access to the project site would be provided via one two-way 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 development. 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 California Environmental Quality Act (CEQA) transportation analysis and a non-CEQA local transportation analysis (LTA).

The LTA analyzed AM and PM peak hour traffic conditions for four signalized intersections in the vicinity of the project site. 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

Since the project site is not located in a Planned Growth Area, the project does not meet the City's residential screening criteria set forth in the City's *Transportation Analysis Handbook*. Therefore, a detailed CEQA-level VMT analysis was prepared.

The project VMT estimated by the City's VMT Evaluation Tool is 7.11 daily VMT per capita, which is well below the City's threshold of 10.12 daily VMT per capita. Therefore, the project would result in a less-than-significant VMT impact.

Cumulative Analysis (Compliance with the General Plan)

The residential development density for the site is 144 DU/AC (140 DU / 0.97 AC = 144 DU/AC), which is greater than the maximum allowable density of 95 DU/AC for sites designated at *Urban Residential*. To address this inconsistency, the project is proposing a Density Bonus, which would allow for the higher development density on the site and bring the project into conformance with the land use designation. With the proposed Density Bonus, the project would conform to the General Plan and would not require a General Plan Amendment (GPA) to proceed. The residential project 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.

Local Transportation Analysis

Project Trip Generation

After applying the appropriate ITE trip rates and applicable trip adjustments and reductions, the proposed residential project is estimated to generate 560 new daily vehicle trips, with 38 new trips (14 inbound and 24 outbound) occurring during the AM peak hour and 34 new trips (22 inbound and 12 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 plan shows 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, as well as specific recommendations resulting from the detailed site plan review.

General Project Recommendations

- Provide a $50,000 contribution toward the planned geometric improvements along E. Julian Street at N. 27th Street, Wooster Avenue, and N. 28th Street.
- Update the site plan to incorporate the geometric improvements that are planned along the project frontage on E. Julian Street.

Project Site Plan Recommendations

- Position the security gate at least 50 feet from the face of curb on E. Julian Street or keep the entry gate open during the periods of the day when most inbound vehicle trips are likely to occur to avoid any inbound queuing issues.
- Provide appropriate visible warning signs and audible warning signals at the garage entrance to alert pedestrians and bicyclists to vehicles exiting the garage.
- Provide a stop marking instead of a yield marking at the bottom of the garage ramp.
- Coordinate with City staff to determine an appropriate location for passenger and freight loading activities to occur for the residential project.
- Modify the planned E. Julian Street design to include an on-street trash staging area for the project.
- Supply on-site motorcycle parking spaces to the satisfaction of the City of San Jose Planning Department.

1. Introduction

This report presents the results of the transportation analysis (TA) prepared for a proposed residential development located on E. Julian Street in San Jose, California (see Figure 1). The project would combine two parcels (1271 and 1279 E. Julian Street) on the north side of Julian Street totaling 0.97 acre. As proposed, the project would demolish two existing single-family homes and construct a seven-story building, including five stories of residential units over two stories of parking. The residential building would include 140 apartment units, including 10 percent affordable housing. Vehicular access to the project site would be provided via one two-way driveway on E. Julian Street. The project site plan is shown on Figures 2A and 2B (levels 1 and 2).

This study was conducted for the purpose of identifying the potential transportation impacts and operational issues related to the proposed residential development. 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 California Environmental Quality Act (CEQA) transportation analysis and a non-CEQA local transportation analysis (LTA).

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 adopted Council Policy 5-1. This Transportation Analysis Policy establishes the thresholds for transportation impacts under CEQA based on vehicle miles traveled (VMT) instead of the previous method which was based on 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 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);

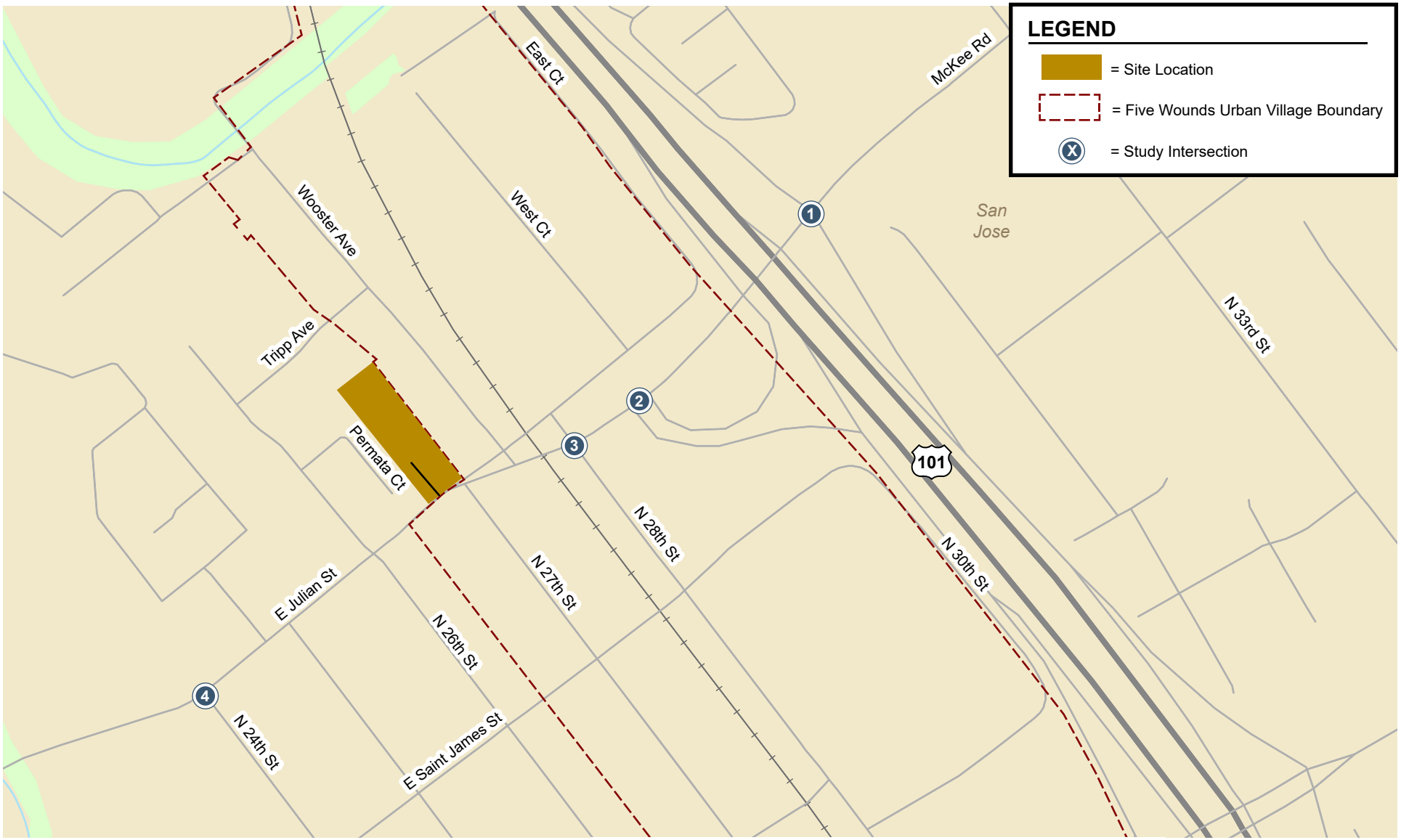


Figure 1
Site Location and Study Intersections

NORTH
Not to Scale

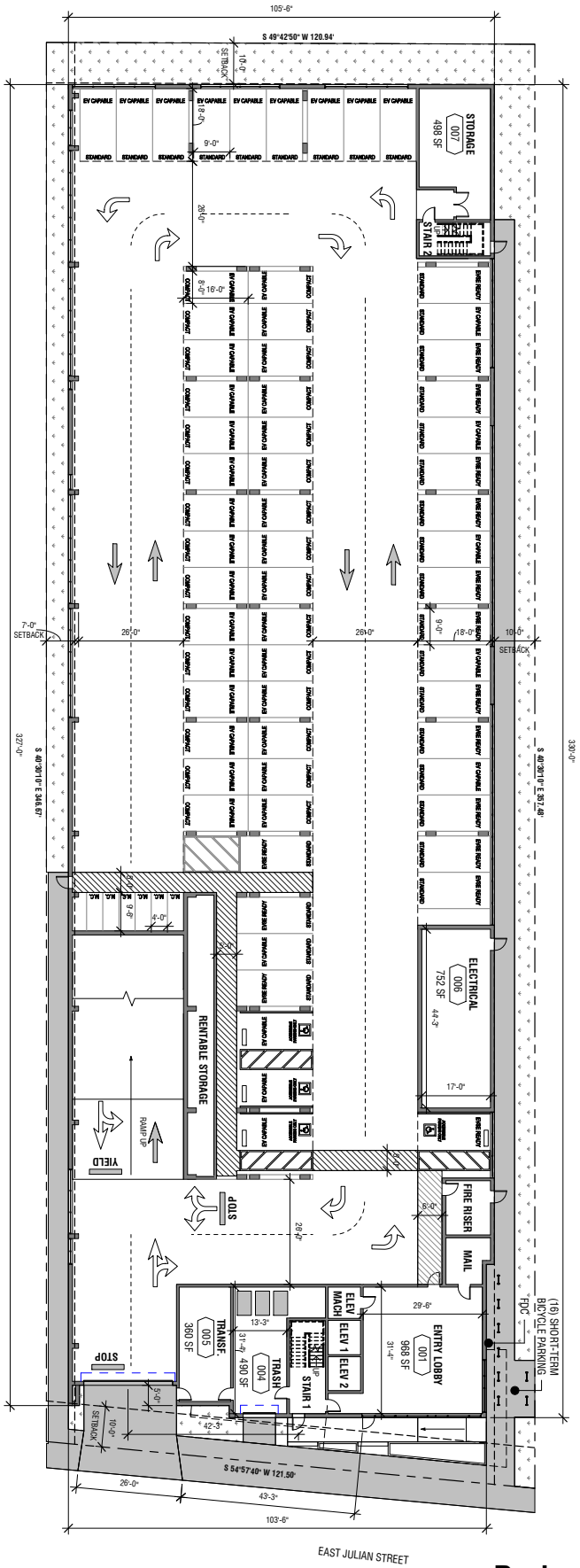


Figure 2A
Project Site Plan - Ground Level

NORTH
Not to Scale

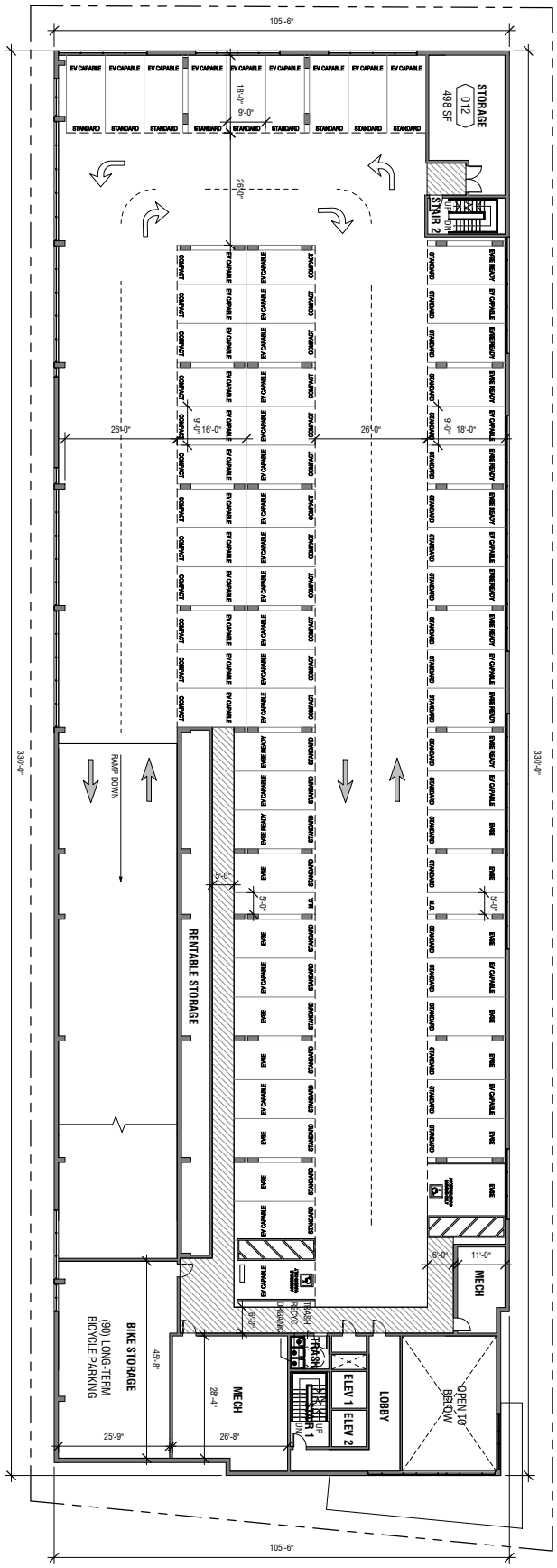


Figure 2B
Project Site Plan - Parking Level 2

- 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 Scope

The CEQA Transportation Analysis includes an evaluation of VMT.

VMT Analysis

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 3 shows the current estimated VMT levels for San Jose 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.

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 City's screening criteria set forth in the *Transportation Analysis Handbook* for residential projects are described below.

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 residential project would not meet all the criteria as indicated below:

- Is located within a Planned Growth Area = Criterion 1 **not 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 lower than the CEQA significance threshold = Criterion 3 met;
- Would have a residential density of more than 35 DU/AC (proposed: 140 DU / 0.97 AC = 144 DU/AC) = Criterion 4 met;
- Would provide the minimum amount of parking required = Criterion 5 met; and
- Would not negatively impact transit, bike or pedestrian infrastructure = Criterion 6 met.

As indicated above, the project does not meet all the screening criteria for Residential Projects because the project site is not located within a Planned Growth Area (see Criterion 1). Therefore, a detailed CEQA transportation analysis is required for the project. The CEQA Transportation Analysis includes a project-level VMT impact analysis using the City's VMT Evaluation Tool and a cumulative impact analysis that demonstrates the project's consistency with the Envision San Jose 2040 General Plan (see 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 (see Chapter 4). 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 four (4) signalized intersections:

1. US 101 Northbound Ramps and McKee Road
2. US 101 Southbound Ramps and E. Julian Street
3. N. 28th Street and E. Julian Street
4. N. 24th Street and E. Julian Street

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.

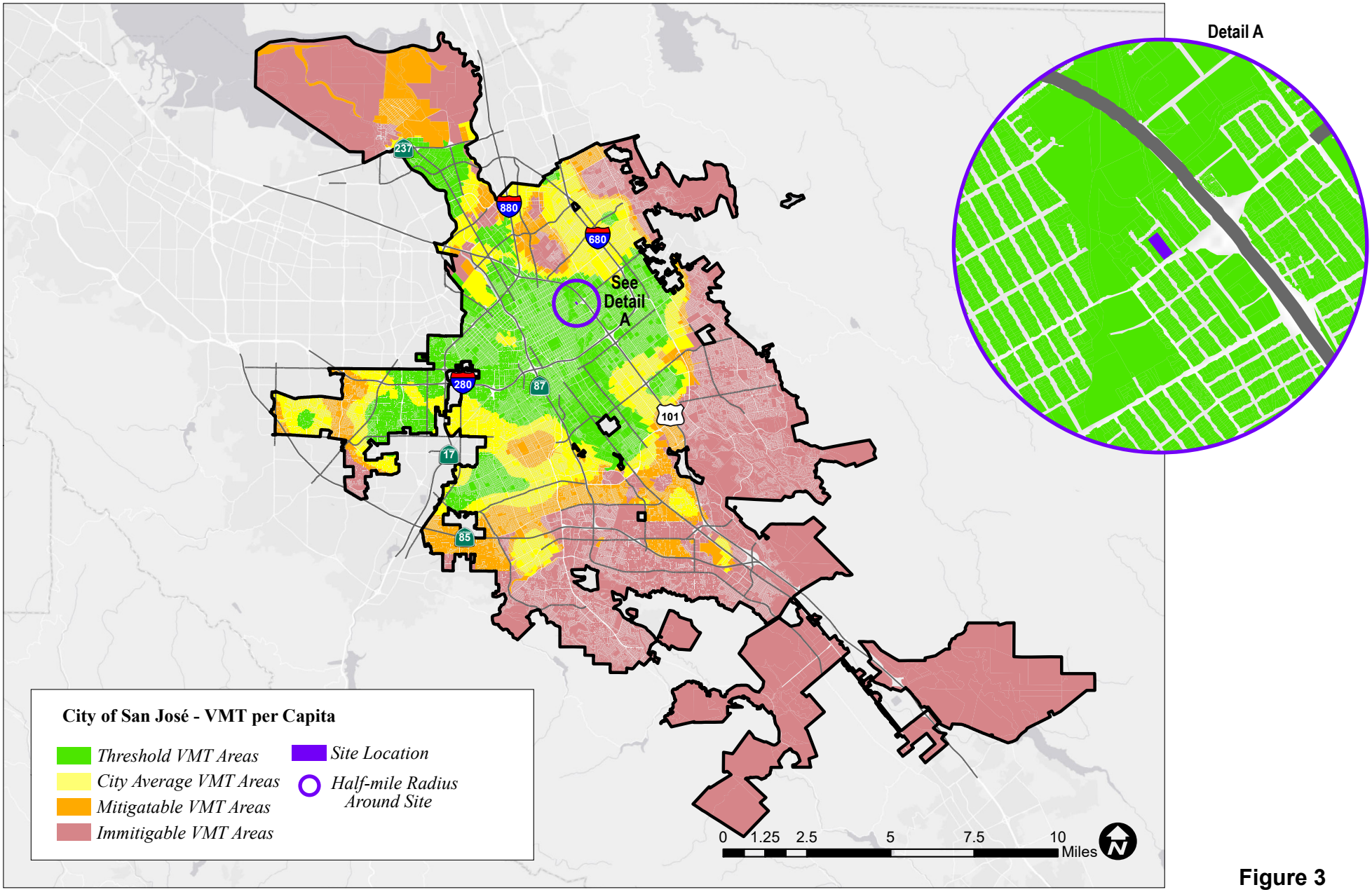


Figure 3
VMT Heat Map for Residents in San Jose

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 turning movement counts conducted between 2014 and 2019. The historical count data were provided by the City of San Jose. New 2023 traffic counts were collected at the study intersections and submitted to City staff for review; however, City staff requested that the historical count data be used because the new counts are lower. In addition, an annual growth factor of 1% was applied to the historical count data at the City's request.
- ***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. This traffic scenario is provided for informational purposes at the request of the City of San Jose. For the purpose of this study, cumulative traffic volumes include traffic generated by the following four nearby pending projects:
    - 1298 Tripp Avenue Residential Mixed-use Project (H21-050). This project involves demolishing existing residential buildings on the site and constructing two new buildings with a total of 235 affordable residential units and 2,815 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 Residential Mixed-use Project. This project involves constructing a new building with 45 affordable residential units and 2,454 s.f. of ground floor retail space. The building would have a combination of studios, 1-bedroom, and 2-bedroom units. Access to the site would be provided via a single driveway on West Court.
    - 1325 E. Julian Street Residential Mixed-use Project. The project involves constructing four buildings (Buildings A, B, C and D) with a total of 633 residential units (including 127 affordable units) and 11,021 s.f. of ground floor retail space. Access to the site would be provided via a single driveway on E. Julian Street.
    - 70 N. 27th Street Residential Project. This project involves demolishing a partially occupied 21,454 s.f. two-story commercial building and constructing a new building consisting of five floors of residential units (up to 200 units, including approximately 5% affordable units) over podium parking. Access to the site would be provided via one inbound driveway and one outbound driveway on N. 27th Street.

The LTA also includes a vehicle queuing analysis, an evaluation of bicycle, pedestrian, and transit facilities, and a review of site access, on-site circulation, and parking demand.

VMT Analysis Methodology

Methodology

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. Because the proposed project is a residential development that would generate local traffic, the VMT Evaluation Tool is used to estimate the project VMT and determine whether the project would result in a significant VMT impact.

Based on the assessor's parcel number (APN) of a project, the evaluation tool identifies the existing average VMT per capita for the area. Based on the project location, type of development, project description, and proposed trip reduction measures, the evaluation tool calculates the project VMT. 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 measures that would reduce the project VMT to the extent possible.

The VMT Evaluation Tool evaluates a list of selected VMT reduction measures that can be applied to a project to reduce the project VMT. There are four strategy tiers whose effects on VMT can be calculated with the evaluation tool:

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

The first three strategies – land use characteristics, multimodal network improvements, and parking – are physical design strategies that can be incorporated into the project design. TDM includes programmatic measures that aim to reduce VMT by decreasing personal motorized vehicle mode share and by encouraging more walking, biking, and riding transit. TDM measures should be enforced through annual trip monitoring to assess the project's status in meeting the VMT reduction goals. Note that the proposed project is not in a high VMT area.

Thresholds of Significance

Table 1 shows the VMT thresholds of significance for development projects, as established in the City's Transportation Analysis Policy. The VMT impact threshold is 15 percent below the citywide average for residential developments. Thus, projects that include residential uses are said to create a significant adverse impact when the estimated project generated VMT exceeds the existing citywide average VMT per capita minus 15 percent. Currently, the reported citywide average is 11.91 daily VMT per capita. This equates to a significant impact threshold of 10.12 daily VMT per capita.

Table 1
VMT Thresholds of Significance for Development Projects

Project Types	Significance Criteria	Current Level	Threshold
Residential Uses	Project VMT per capita exceeds existing citywide average VMT per capita minus 15 percent, or existing regional average VMT per capita minus 15 percent, whichever is lower.	11.91 VMT per capita (Citywide Average)	10.12 VMT per capita
General Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee minus 15 percent.	14.37 VMT per employee (Regional Average)	12.21 VMT per employee
Industrial Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee.	14.37 VMT per employee (Regional Average)	14.37 VMT per employee
Retail / Hotel / School Uses	Net increase in existing regional total VMT.	Regional Total VMT	Net Increase
Public / Quasi-Public Uses	In accordance with most appropriate type(s) as determined by Public Works Director.	Appropriate levels listed above	Appropriate thresholds listed above
Mixed-Uses	Evaluate each land use component of a mixed-use project independently, and apply the threshold of significance for each land use type included.	Appropriate levels listed above	Appropriate thresholds listed above
Change of Use / Additions to Existing Development	Evaluate the full site with the change of use or additions to existing development, and apply the threshold of significance for each project type included.	Appropriate levels listed above	Appropriate thresholds listed above
Area Plans	Evaluate each land use component of the Area Plan independently, and apply the threshold of significance for each land use type included.	Appropriate levels listed above	Appropriate thresholds listed above

Source: City of San Jose, *2018 Transportation Analysis Handbook* , Table 2.

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 the City of San Jose 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 2.

Table 2
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).

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:

- Implement multi-modal improvements and/or TDM measures that reduce project vehicle trips to eliminate the adverse operational effects and restore intersection operations to background conditions, or
- 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 by implementing 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.

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, including the project VMT impact analysis and cumulative transportation impact assessment. 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 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 site, including the roadway network, transit service, and pedestrian and bicycle facilities. The analysis of existing intersection operations is included as part of the Local Transportation Analysis (see Chapter 4).

VMT of Existing Residential Uses in the Area

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for residential, office, and industrial projects. Based on the evaluation tool and the project's APN, the existing daily VMT for residential uses in the project vicinity (Area VMT) is 7.35 per capita. The current citywide average daily VMT for residential uses is 11.91 per capita (see Table 1 in Chapter 1). Thus, the VMT for existing residential uses in the project vicinity is much lower than the citywide average VMT level. Chapter 3 presents the VMT analysis results for the project.

Existing Roadway Network

Regional access to the project site is provided via US 101. Local access to the project site is provided via Julian Street, McKee Road, 24th Street, 26th Street, 27th Street, and 28th Street. 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 site 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 has 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. Julian Street provides direct access to the project site.

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 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.

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 site 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 access to the project site via its intersection with E. Julian Street.

27th Street is a two-lane undivided local street that runs north to south between Santa Clara Street and Julian Street. 27th Street has a posted speed limit of 25 mph and curb parking is allowed on both sides of the street. 27th Street has sidewalks on both sides of the street but has no bicycle facilities. N. 27th Street provides access to the project site via its intersection with E. Julian Street.

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 south of Five Wounds Lane only and has no bicycle facilities. N. 28th Street provides access to the project site via its intersection with E. Julian Street.

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 4.

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.

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 site and other surrounding land uses and transit stops. Sidewalks are found along all the roadways in the study area, although 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

The only Class II striped bike lanes in the study area are on 21st Street north of E. Julian Street. Class III bike routes (Sharrows) exist on 24th Street and 33rd Street south of Julian Street (see Figure 5).

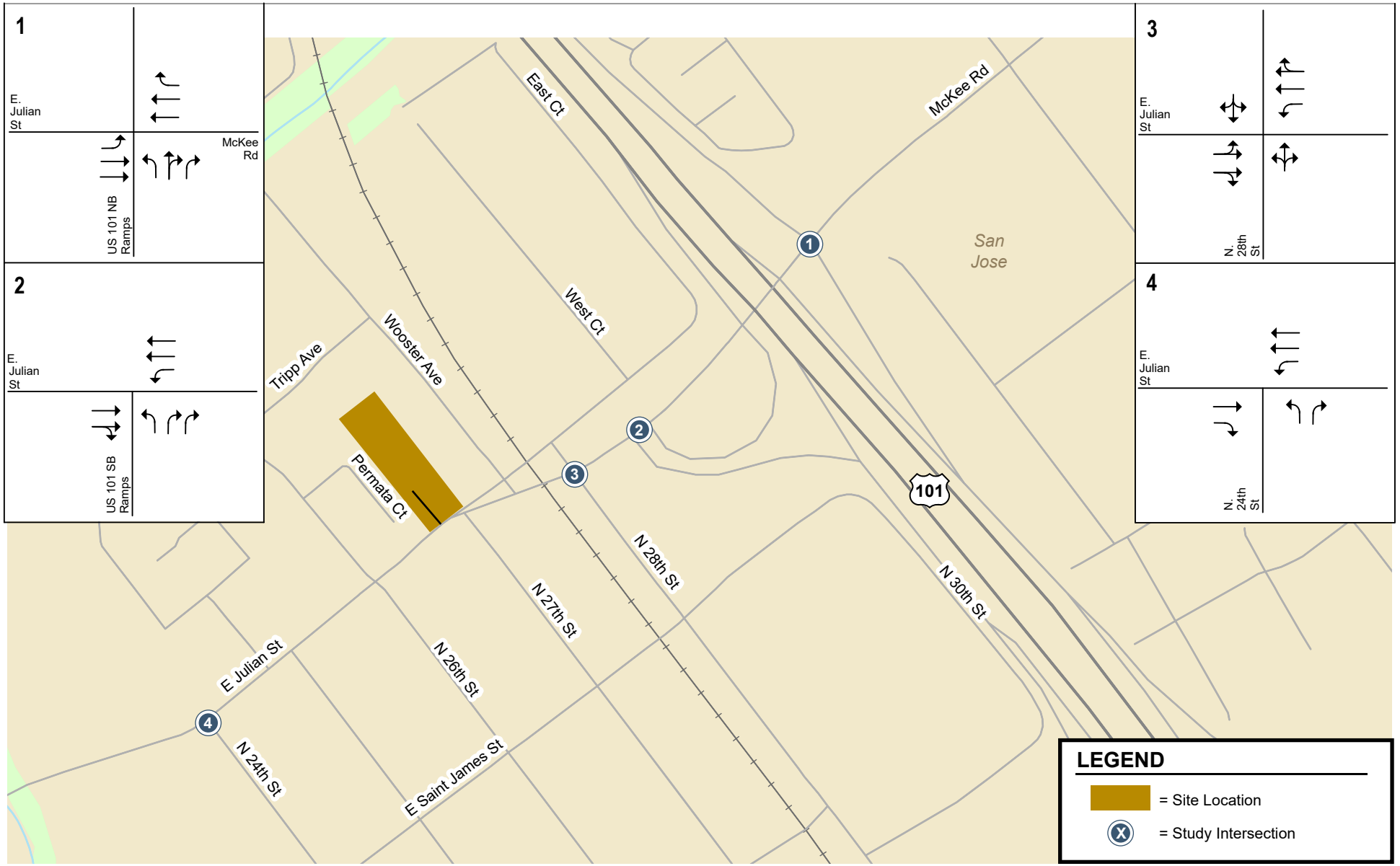


Figure 4
Existing Intersection Lane Configurations

Figure 5
Existing Bicycle Facilities

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 near the project site on E. Julian Street (see Figure 6). The two existing bus stops within walking distance of the project site on E. Julian Street include benches but no shelters. Bus routes 22, 23 and 522 stop along E. Santa Clara Street less than a half-mile walk from the project site.

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 site 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 site 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, about ½-mile from the site.

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. 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.

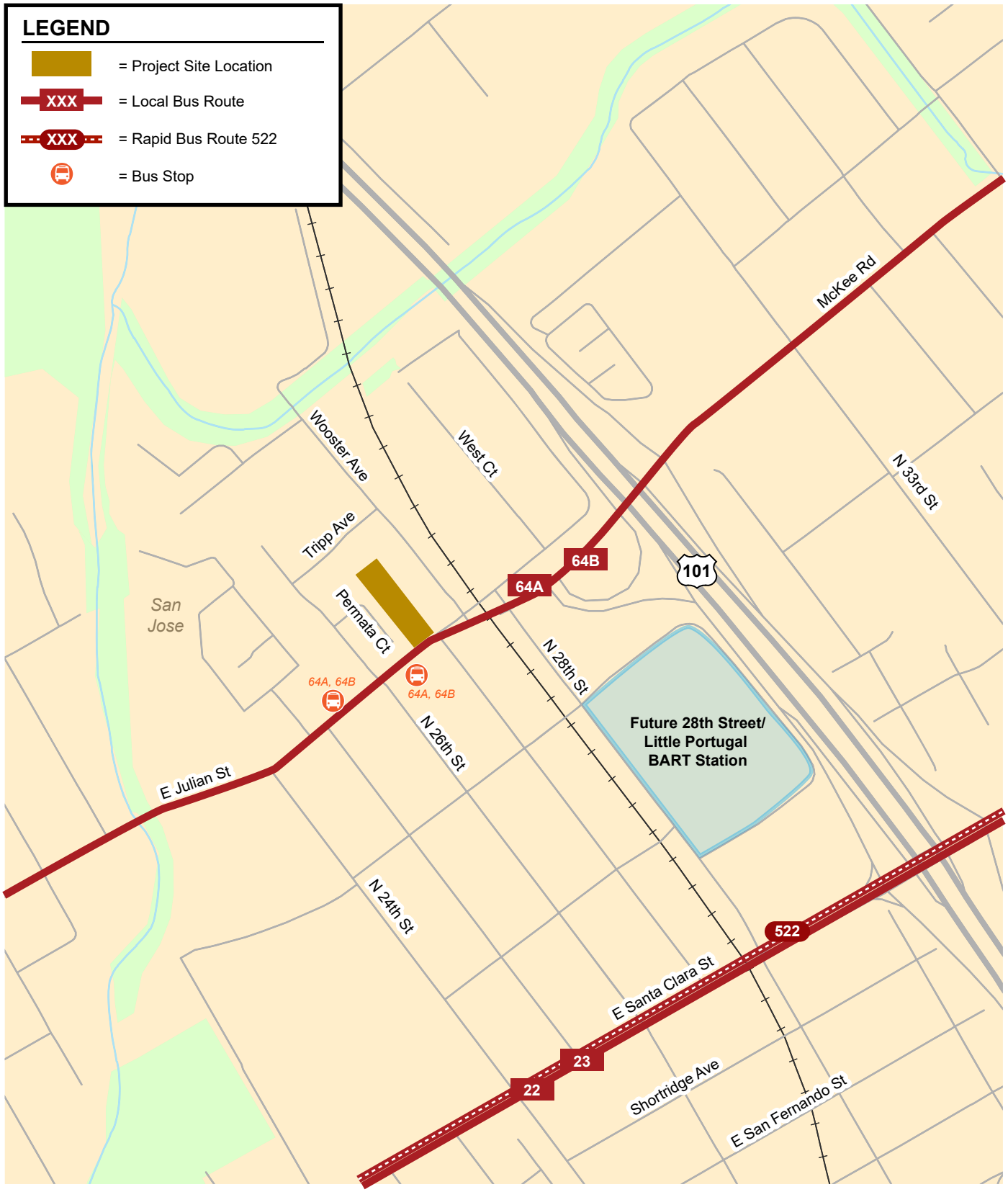


Figure 6
Existing Transit Services

3. CEQA Transportation Analysis

This chapter describes the CEQA transportation analysis, including the VMT threshold of significance, the project-level VMT impact analysis results, and a cumulative transportation impact analysis used to determine consistency with the City's General Plan.

All new development projects within the City of San Jose are required to analyze the effects of development on the transportation system using the VMT metric and conform to the Transportation Analysis Policy (Council Policy 5-1) for the purpose of evaluating transportation impacts per CEQA requirements. As described in Chapter 1, the project does not meet the CEQA transportation analysis exemption criteria set forth in the City of San Jose's *Transportation Analysis Handbook, 2020* for residential projects. Accordingly, the City of San Jose's VMT Evaluation Tool was used to estimate the project VMT for the residential project.

Project Level VMT Analysis

The project-level impact analysis under CEQA uses the VMT metric to evaluate a project's transportation impact by comparing against the VMT thresholds of significance as established in the Transportation Analysis Policy. The San Jose VMT Evaluation Tool is used to estimate the project VMT based on the project location (APN), type of development, project description, and proposed trip reduction measures.

Project VMT Impact Analysis Results

The VMT threshold of significance for residential uses (see Table 1 in Chapter 1) was used for the VMT analysis. The VMT threshold for residential uses is the existing citywide average daily VMT level (11.91 daily VMT per capita) minus 15 percent, or 10.12 daily VMT per capita. The project VMT estimated by the City's VMT Evaluation Tool is 7.11 daily VMT per capita, which is well below the threshold of 10.12 daily VMT per capita. Therefore, the project would result in a less-than-significant VMT impact.

Figure 7 shows the VMT summary report generated by the City of San Jose's VMT Evaluation Tool. The column chart at the bottom of the figure shows the Area VMT (red column), Project VMT (blue and green columns), and the Impact Threshold for residential uses (bold black line at the top of the chart).

Figure 7
San Jose VMT Evaluation Tool Summary Report

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: East Julian Apartments
Location: 1271 & 1279 E. Julian Street
Parcel: 24966010 Parcel Type: Urban Low Transit
Proposed Parking Spaces Vehicles: 133 Bicycles: 106

Tool Version: 2/29/2019
Date: 1/24/2023

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	140 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	140 DU	Low Income (> 50% MFI, ≤ 80% MFI)	10 % Affordable
Office:	0 KSF		
Retail:	0 KSF		
Industrial:	0 KSF		

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	0.55
With Project Activity Mix Index	0.54
Integrate Affordable and Below Market Rate	
Extremely Low Income BMR units	0 %
Very Low Income BMR units	0 %
Low Income BMR units	10 %
Increase Employment Density	
Existing Density (Jobs/Commercial Acres in half-mile buffer)	17
With Project Density (Jobs/Commercial Acres in half-mile buffer)	17

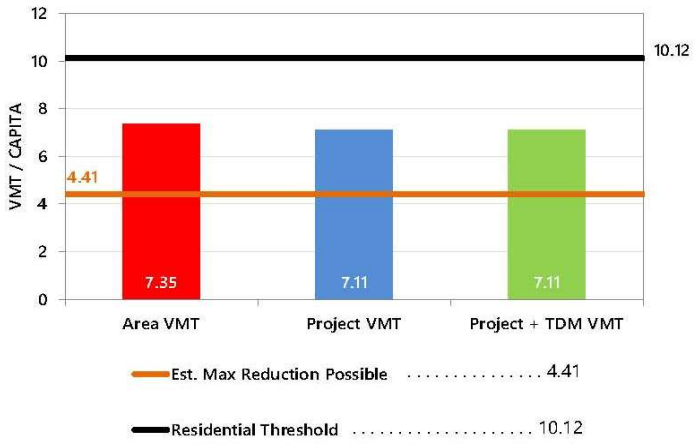
Tier 2 - Multimodal Infrastructure

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.



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*, the project site is designated as *Urban Residential*. This designation allows for medium density residential development (30-95 DU/AC) and a fairly broad range of commercial uses (e.g., retail, office, hospitals, etc.) within identified Urban Villages, within other areas of the City that have existing residential development built at the same medium density, or areas within close proximity to an Urban Village or transit facility where intensification will support those facilities.

The proposed project consists of a high-density transit-oriented residential development, including an affordable housing component (approximately 10% affordable). The project site is situated adjacent to the western boundary of the Five Wounds Urban Village and is within walking distance of the future 28th Street/Little Portugal BART station. The residential development density for the site is 144 DU/AC (140 DU / 0.97 AC = 144 DU/AC), which is greater than the maximum allowable density of 95 DU/AC for sites designated at *Urban Residential*.

To address this inconsistency, the project is proposing a Density Bonus, which would allow for the higher development density on the site and bring the project into conformance with the land use designation.

With the proposed Density Bonus, the project would conform to the General Plan and would not require a General Plan Amendment (GPA) to proceed. The residential project 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 size and use of the proposed development the appropriate trip generation rates obtained from the ITE *Trip Generation Manual, 11th Edition* (2021).

Trips that would be generated by the residential project were estimated using the ITE average trip rates for "Multifamily Housing Mid-Rise Close to Rail Transit" (ITE Land Use 221) located in a General Urban/Suburban setting. This rate was used because the residential building would have a height of between 4 and 10 floors and would be situated within ½-mile of the future 28th Street/Little Portugal BART Station.

Trip Adjustments and Reductions

In accordance with San Jose's *Transportation Analysis Handbook* (April 2020, Section 4.8, "Intersection Operations Analysis"), the project is eligible for adjustments and reductions from the baseline trip generation described above. The applicable trip adjustments and reductions are described below. Note that trips associated with the two existing single-family homes to be removed were not subtracted from the project trip generation estimates in order to provide a conservative estimate of new trips.

Location-Based Trip Adjustment

Based on the 2020 San Jose guidelines, the project qualifies for a location-based adjustment. The location-based adjustment reflects the project's vehicle mode share based on the "place type" in which the project is located as per the San Jose Travel Demand Model. The project's 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, the project site is located within the place type "Urban Low Transit" (see Figure 7 in Chapter 3 – VMT Evaluation Tool Summary Report). Therefore, the baseline project trips were adjusted to reflect the corresponding mode share. Residential 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.

Project-Specific Residential Trip Reduction

According to the *Transportation Analysis Handbook*, the VMT reduction resulting from the project characteristics and implementing any VMT reduction strategies in the evaluation tool should be included as part of the trip generation estimates. It is assumed that every percent reduction in VMT per capita is equivalent to one percent reduction in peak hour vehicle trips. The VMT Evaluation Tool calculated a 3.27% external trip reduction. This trip reduction reflects the project characteristics, including the proposed 10% affordable units and an increase in residential density for the site.

Net Project Trips

After applying the appropriate ITE trip rates and applicable trip adjustments and reductions described above, the proposed residential project is estimated to generate 560 new daily vehicle trips, with 38 new trips (14 inbound and 24 outbound) occurring during the AM peak hour and 34 new trips (22 inbound and 12 outbound) occurring during the PM peak hour (see Table 3).

Table 3
Project Trip Generation Estimates

				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
Multifamily Housing Mid-Rise (5 Stories) [1]	140 DU	4.75	665	0.32	16	29	45	0.29	27	14	41
Location-Based Vehicle Mode Share (13%) [2]			*(86)*		*(2)*	*(4)*	*(6)*		*(4)*	*(2)*	*(6)*
Project-Specific Trip Reduction (3.27%) [3]			*(19)*		*0*	*(1)*	*(1)*		*(1)*	*0*	*(1)*
Net New Trips:			**560**		**14**	**24**	**38**		**22**	**12**	**34**

Notes:
[1] Trip generation based on average rates contained in the *ITE Trip Generation Manual, 11th Edition*, for Multifamily Housing (Mid-Rise) Close to Rail Transit (Land Use 221) located in a General Urban/Suburban setting. Rates are expressed in trips per dwelling unit (DU).
[2] A 13% reduction was applied based on the location-based vehicle mode share percentage outputs (Table 6 of TA Handbook) produced from the San Jose Travel Demand Model for the place type "Urban Low Transit".
[3] A 3.27% reduction was applied based on the external trip adjustments obtained from the City's VMT Evaluation Tool due to the proposed integrated affordable housing (approximately 10% affordable) and overall development density.

Project Trip Distribution and Trip Assignment

The residential trip distribution pattern for the project was 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. The peak hour vehicle trips generated by the project were assigned to the roadway network in accordance with the residential trip distribution pattern. Figure 8 shows the project trip distribution pattern and project trip assignment.

Traffic Volumes Under All Scenarios

Existing Traffic Volumes

Existing AM and PM peak hour traffic volumes for the signalized study intersections were obtained from turning movement counts conducted between 2014 and 2019. The historical count data were provided by the City of San Jose. New 2023 traffic counts were collected at the study intersections and submitted to City staff for review; however, City staff requested that the historical count data be used because the new counts are lower. In addition, an annual growth factor of 1% was applied to the historical count data for each intersection at the City's request. The existing peak hour intersection volumes are shown graphically on Figure 9.

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 10.

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 11).

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 following nearby pending projects: 1298 Tripp Avenue residential mixed-use project (235 affordable DUs + 2,815 s.f. of retail), 1347 E. Julian Street residential mixed-use project (45 affordable DUs + 2,454 s.f. of retail), 1325 E. Julian Street residential mixed-use project (633 DUs + 11,021 s.f. of retail), and 70 N. 27th Street residential project (200 DUs, including 5% affordable units). 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 12.

Traffic volumes for all traffic scenarios are tabulated in Appendix B.

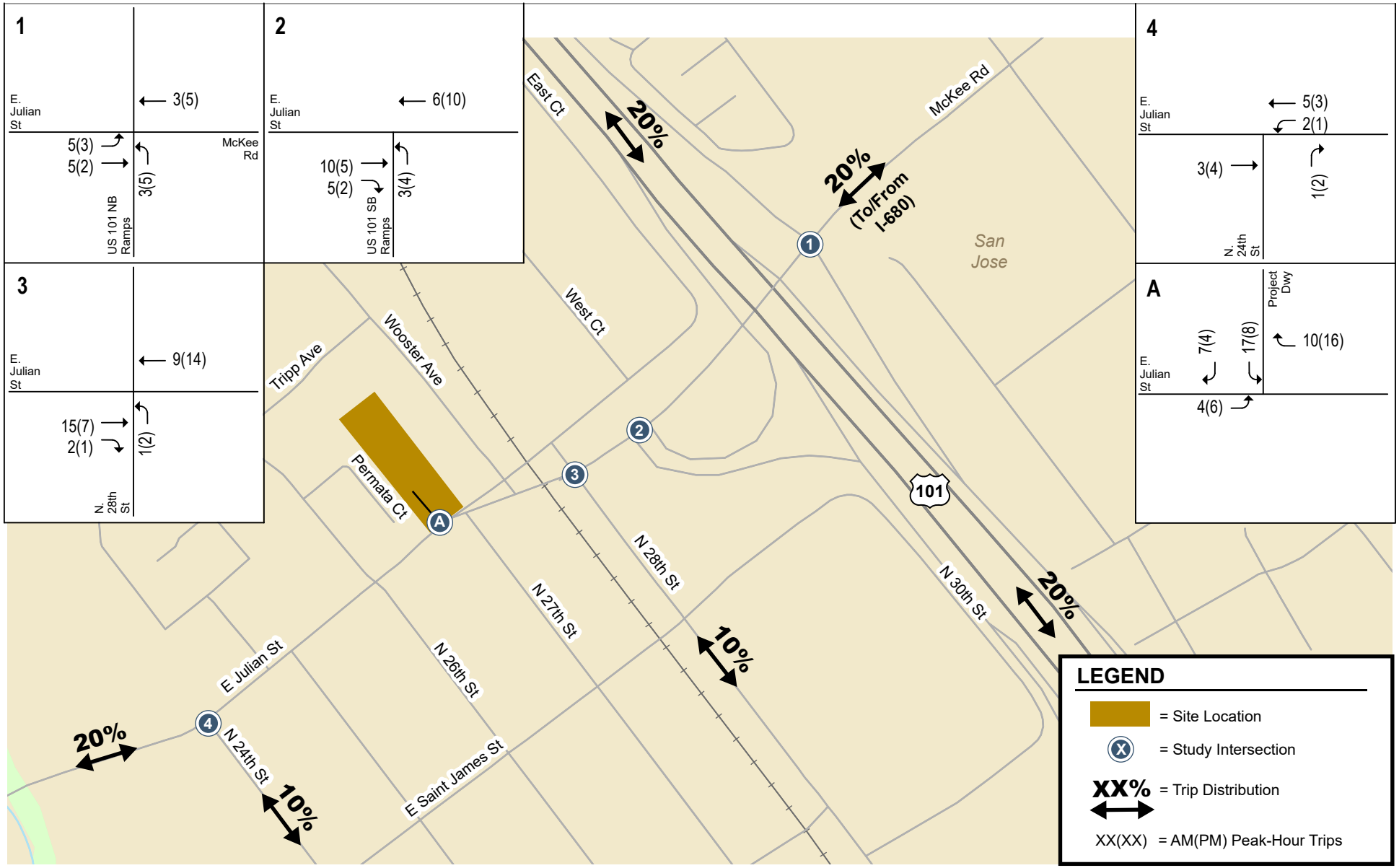


Figure 8
Project Trip Distribution and Trip Assignment

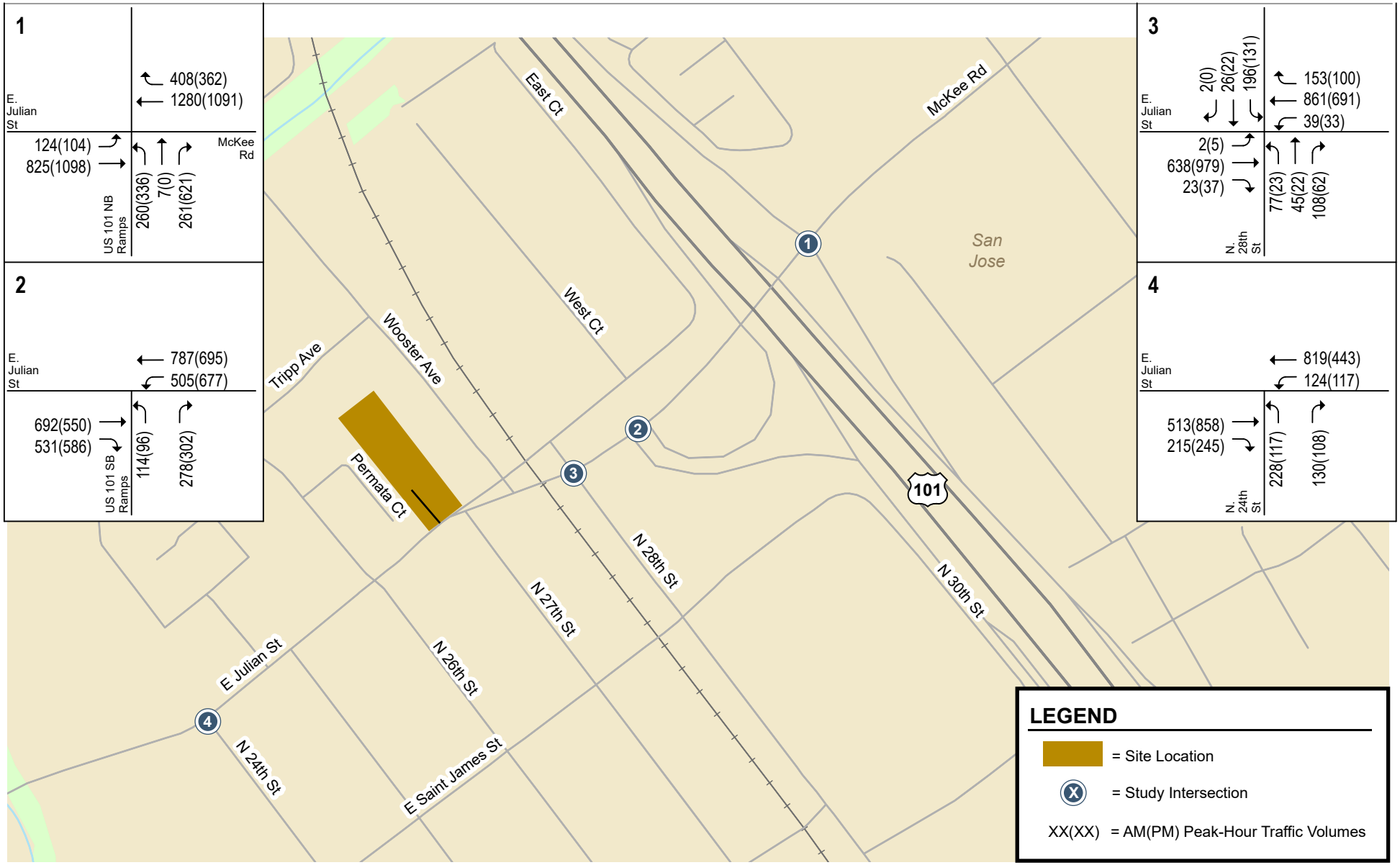


Figure 9
Existing Traffic Volumes

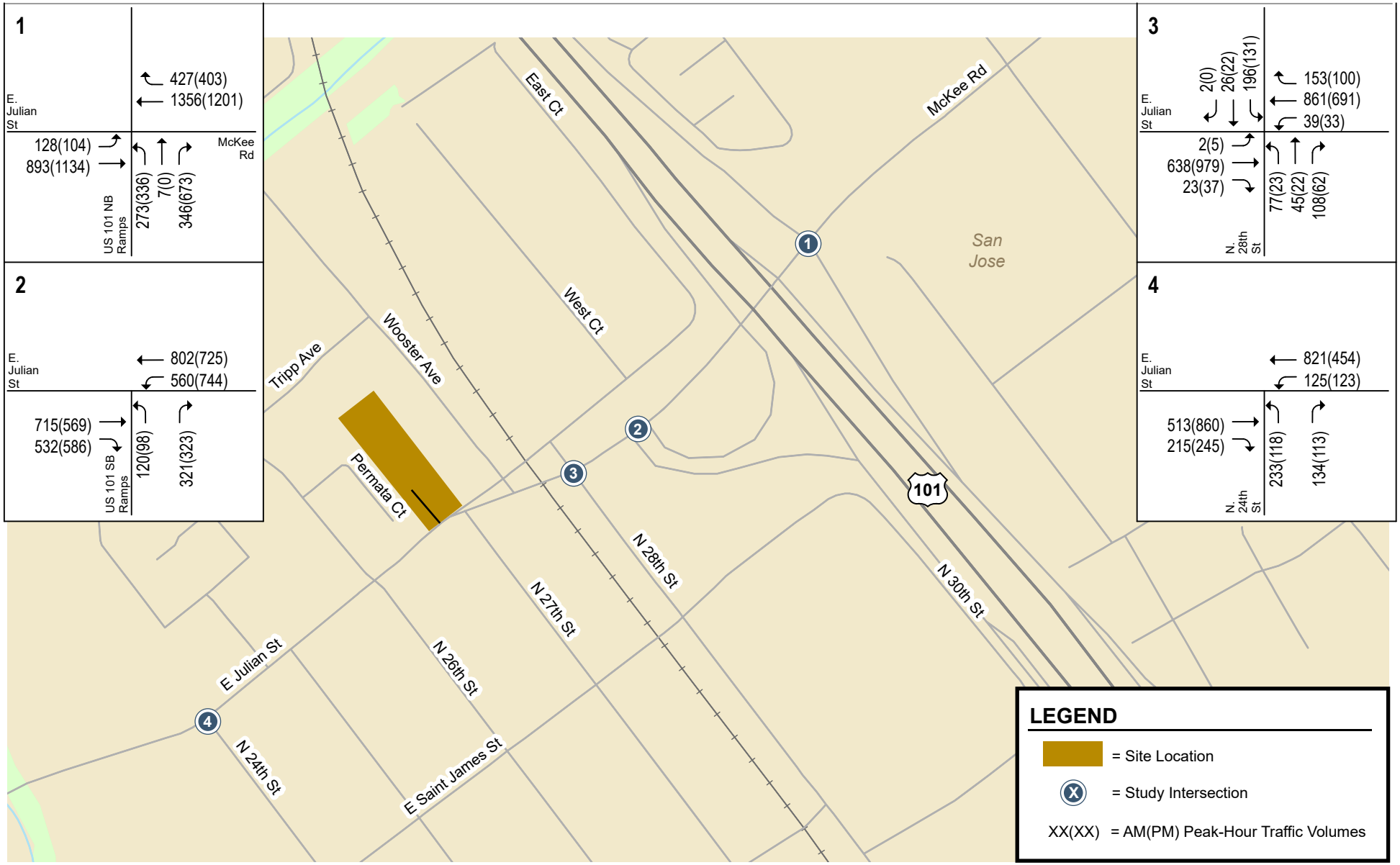


Figure 10
Background Traffic Volumes

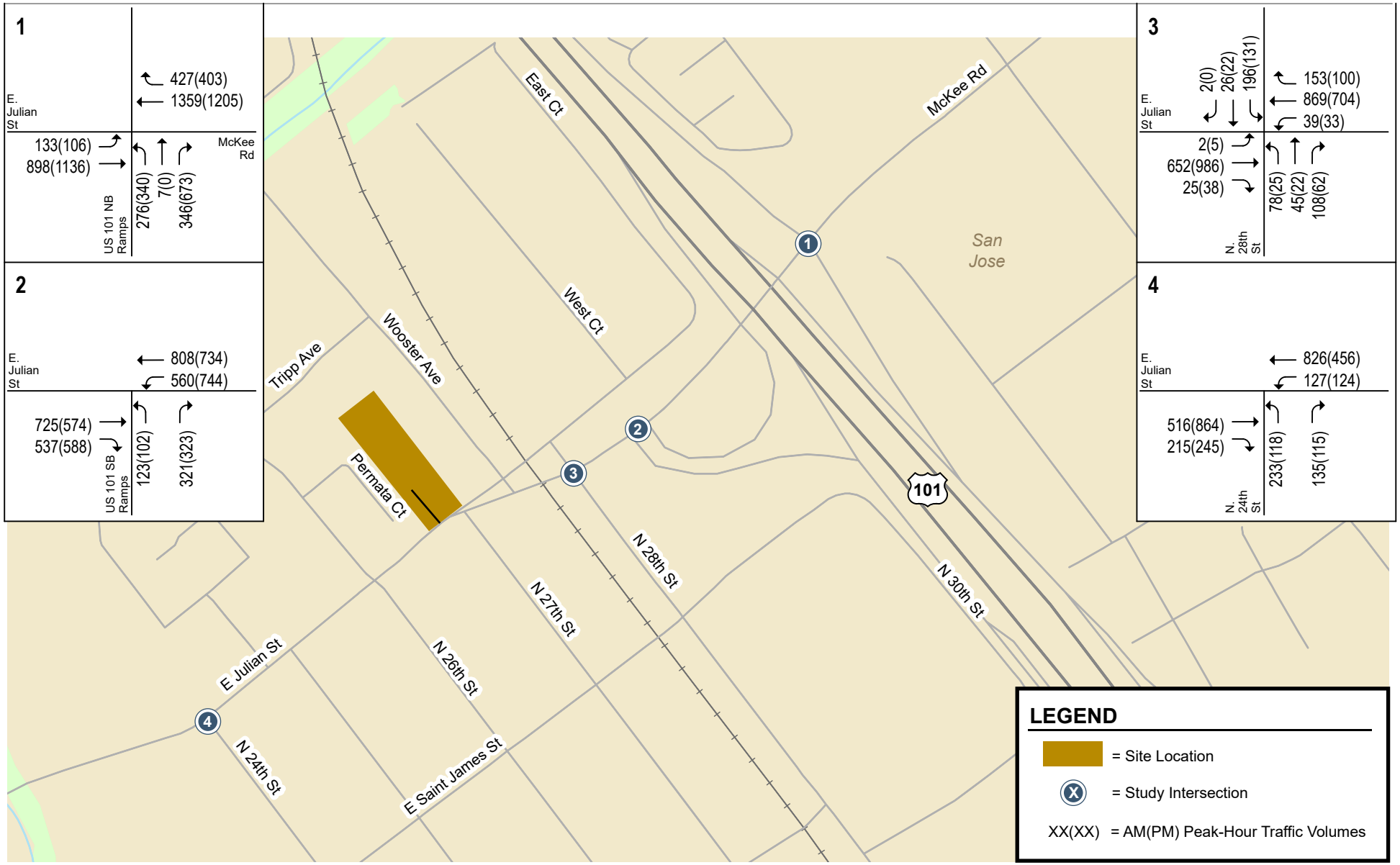


Figure 11
Background Plus Project Traffic Volumes

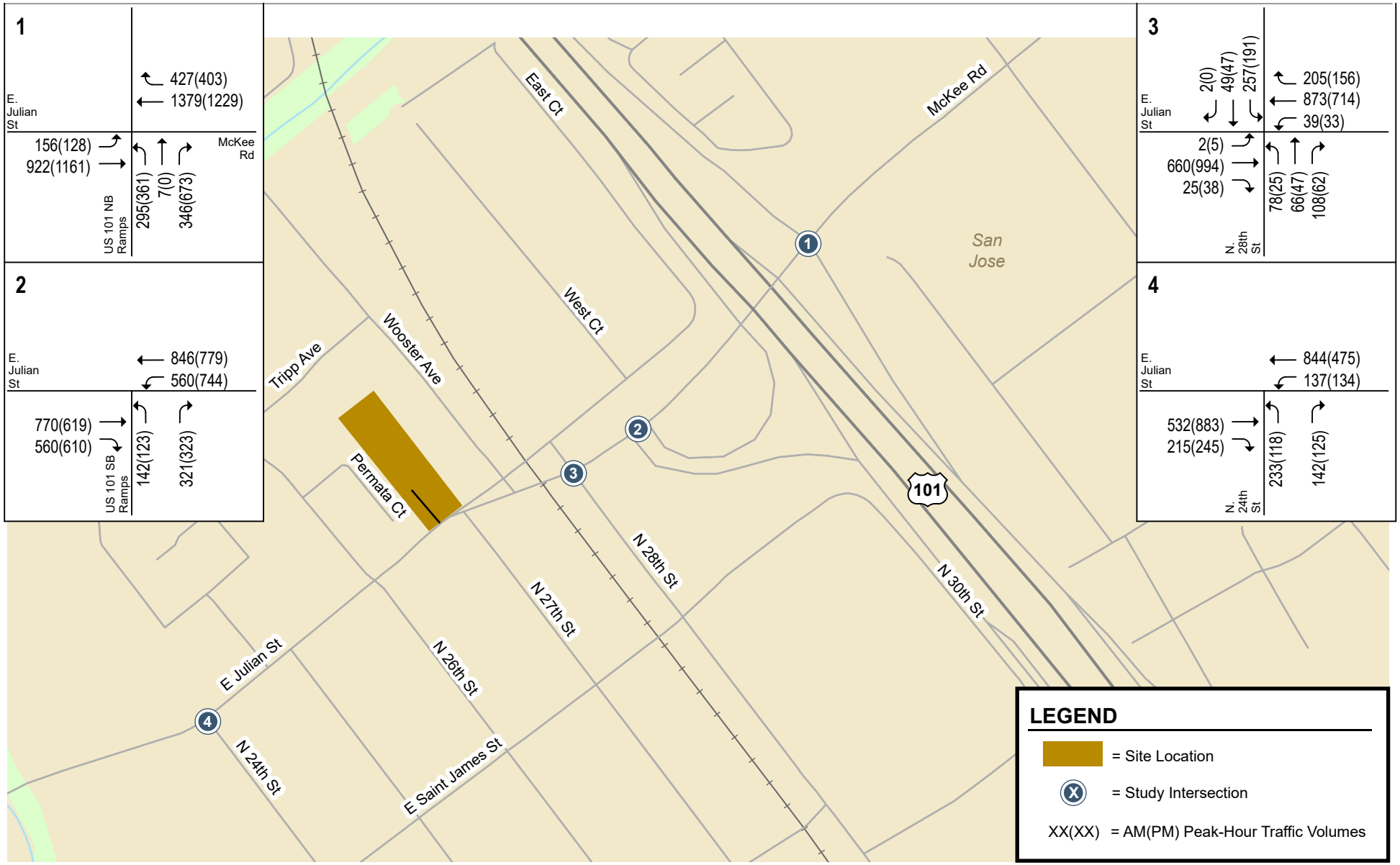


Figure 12
Cumulative Traffic Volumes

NORTH
Not to Scale

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 4). The detailed intersection level of service calculation sheets are included in Appendix C.

Table 4
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	US 101 NB Ramps & McKee Rd	AM	10/9/2014	16.4	C	17.0	C	17.2	C	0.3	0.005	18.2	C
		PM	10/9/2014	20.3	C	20.5	C	20.5	C	0.1	0.002	21.2	C
2	US 101 SB Ramps & E. Julian St	AM	9/20/2018	26.5	C	28.2	C	28.4	C	0.3	0.006	29.9	C
		PM	9/20/2018	31.0	C	33.2	C	33.5	C	0.6	0.004	35.6	D
3	N. 28th St & E. Julian St	AM	4/9/2015	27.1	C	27.1	C	27.2	C	0.0	0.002	30.2	C
		PM	4/9/2015	15.2	B	15.2	B	15.2	B	-0.1	0.002	19.8	B
4	N. 24th St & E. Julian St	AM	5/9/2019	12.3	B	12.4	B	12.4	B	0.1	0.003	12.6	B
		PM	5/9/2019	11.7	B	11.9	B	12.0	B	0.1	0.003	12.5	B

Notes:
* An annual growth rate of 1% was applied to the historical count data.

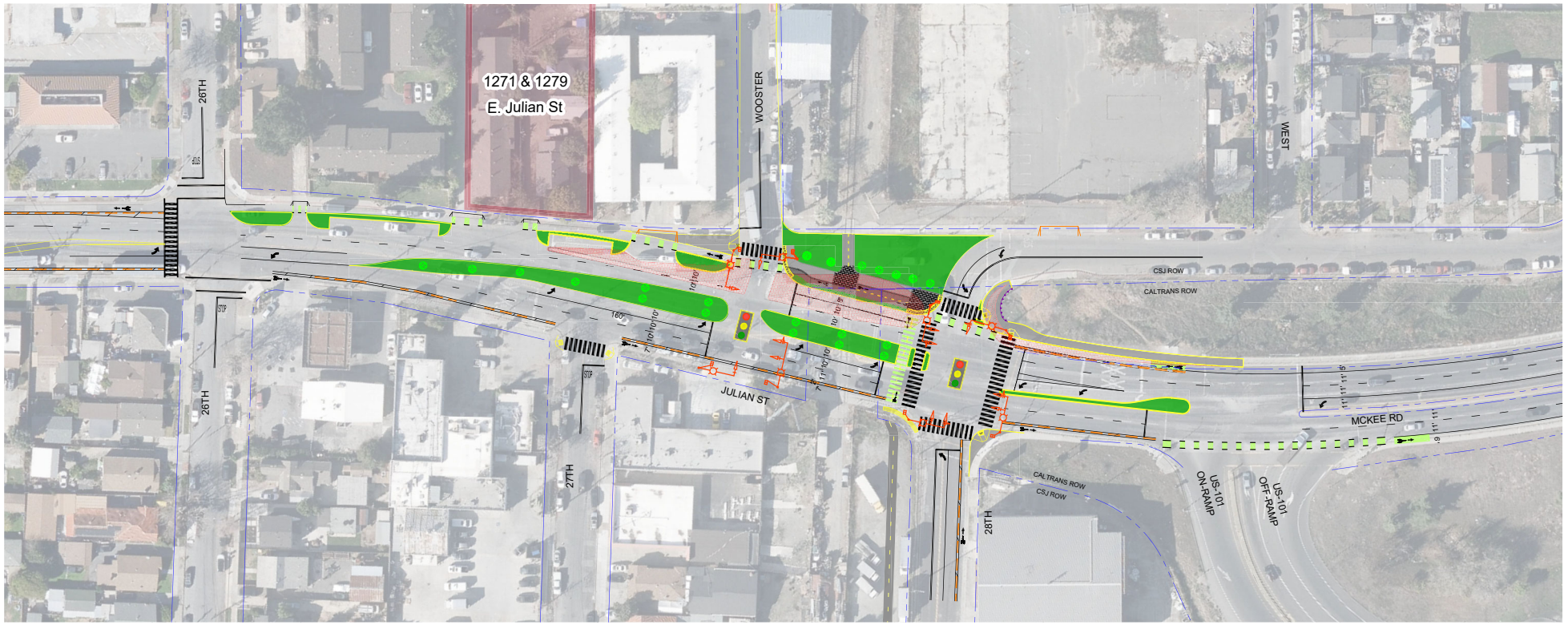
E. Julian Street Planline

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 the August 2022 plan line 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. The planned improvements are shown on Figure 13 and include the following:

- Geometry changes and signal modifications to the N. 28th Street/E. Julian Street intersection;
- Adding a traffic signal at Wooster Avenue;
- Removing left-turn access to and from N. 27th Street;
- Removing a portion of the E. Julian Street frontage road and associated median island;
- Adding a new raised median island along E. Julian Street:
- Adding crosswalks at the intersections along this segment (including high visibility crosswalks);
- Adding ADA compliant elements including curb ramps, push buttons, pedestrian countdown timers, and Accessible Pedestrian Signals (APS) at signalized intersections;
- Adding a Class IV separated bikeway along the north side of E. Julian Street (westbound); and
- Adding eastbound Class II buffered bike lanes along the south side of E. Julian Street.

The planned geometric modifications would significantly improve bicycle and pedestrian connectivity and safety along this segment of E. Julian Street. The improvements would also enhance pedestrian and bicycle connections to the future 28th Street/Little Portugal BART station. Note that the project site plan (see Figure 2) does not show these planned improvements.

Recommendation: The site plan should be updated to incorporate the geometric improvements that are planned along the project frontage on E. Julian Street.



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

0 1 30 60 90
SCALE FEET

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

	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
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 13
Planned Improvements for E. Julian Street

NORTH
Not to Scale

Effects of the Geometric Changes on Site Access

Access to the project site would be affected by the planned geometric changes along E. Julian Street. Left turns to and from the site would not be possible due to the raised median island that would be added between N. 26th Street and Wooster Avenue. Since the project driveway would operate as right-in/right-out only, inbound project trips traveling along eastbound E. Julian Street would need to make a U-turn at Wooster Avenue to enter the site. However, vehicles exiting the site (turning right from the site) and traveling on westbound E. Julian Street would be unable to perform U-turns at the intersections west of the site because the roadway width is too narrow to accommodate U-turns for most vehicles. Instead, vehicles exiting the project driveway with destinations east of the site (e.g., US 101) would be forced to turn left onto southbound N. 26th Street and circle the block (N. 26th Street → E. St. James Street → N. 27th Street) to ultimately access eastbound E. Julian Street, resulting in a small number of cut-through trips (17 AM peak hour trips and 8 PM peak hour trips).

Project Contribution Toward the Planned Improvements

City of San Jose staff have indicated that the project would be required to provide a $50,000 monetary contribution toward construction of the planned geometric improvements along E. Julian Street at N. 27th Street, Wooster Avenue, and N. 28th Street.

Recommendation: Provide a $50,000 contribution toward the planned geometric improvements along E. Julian Street at N. 27th Street, Wooster Avenue, and N. 28th Street.

Intersection Queuing Analysis

The intersection queuing analysis is based on vehicle queuing for left-turn movements at study intersections where the project would add a noteworthy number of trips. A “noteworthy” number of trips is typically defined as 10 or more vehicle trips per hour per left-turn lane during either the AM or PM peak hour of traffic. Based on the low project trip generation and the trip distribution pattern, the project would add 5 or less AM and PM peak hour vehicle trips to all the study intersections. For this reason, an intersection queuing analysis was not warranted.

Site Access and On-Site Circulation

The site access evaluation is based on the December 21, 2022 site plan prepared by Ten Over Studio, Inc. (see Figures 2A and 2B). Site access was evaluated to determine the adequacy of the site’s driveway 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 in accordance with generally accepted traffic engineering standards and transportation planning principles.

Site Access

As proposed, the project would remove two existing residential driveways on E. Julian Street and construct one new 26-foot-wide two-way driveway that would serve two above-grade parking levels. The parking garage would contain 133 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 14 inbound trips and 24 outbound trips during the AM peak hour, and 22 inbound trips and 12 outbound trips during the PM peak hour (see Figure 8). Due to the low number of AM and PM peak hour project-generated trips at the project driveway, 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 (approximately 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 48 feet between the face of curb on E. Julian Street and the first drive aisle within the parking garage. The site plan appears to show a security gate at the garage entrance. Accordingly, the gate should either be situated 50 feet from the face of curb on E. Julian Street or it should remain open during the periods of the day when most inbound vehicle trips are likely to occur to avoid potential inbound queuing issues.

Recommendation: Position the security gate at least 50 feet from the face of curb on E. Julian Street or keep the entry gate open during the periods of the day when most inbound vehicle trips are likely to occur to avoid any inbound queuing issues.

Sight Distance

There is no existing landscaping or other visual obstructions along the project frontage on E. Julian Street that would obscure sight distance at the project driveway. The landscape plan does not indicate any new landscaping that would negatively affect the sight distance at the driveway. While some street trees would be added, the trees would have high canopies and would not hinder sight distance.

Street parking (room for one parked vehicle) is currently allowed along the project frontage on E. Julian Street. However, the street parking space would be removed as a result of the project site design and the planned improvements along E. Julian Street (see Figure 13). Improvements include a Class IV bikeway along the project frontage. New parking would be added along E. Julian Street and would separate the bikeway from vehicular traffic.

The parking garage entrance would be situated close to the sidewalk and future Class IV protected bikeway that is planned along the project frontage. The walls of the garage entrance could make it difficult for drivers exiting the garage to see approaching pedestrians and bicyclists. Therefore, a combination of visible warning signs and audible warning signals should be implemented at the parking garage entrance to alert pedestrians and bicyclists to vehicles exiting the garage.

Recommendation: Provide appropriate visible warning signs and audible warning signals at the garage entrance to alert pedestrians and bicyclists to vehicles exiting the garage.

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 E. Julian Street, which has a speed limit of 35 mph, the Caltrans stopping sight distance is 300 feet (based on a design speed of 40 mph). This means that a driver must be able to see 300 feet down E. Julian Street to locate a sufficient gap to turn out of the project driveway. This also gives drivers traveling along E. Julian Street adequate time to react to vehicles exiting the project driveway. The project driveway would meet the Caltrans stopping sight distance requirement.

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 two-way driveway on E. Julian Street. The on-site drive aisles were 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, due to limited sight distance, the garage ramp should have a stop marking instead of a yield marking as shown on Figure 2A (lower garage level).

Recommendation: Provide a stop marking instead of a yield marking at the bottom of the garage ramp.

The parking garage would contain two dead-end drive aisles, one on each level of the parking garage. However, adequate maneuvering space would be provided at both dead ends to allow vehicles to back out of the parking spaces.

The City's standard minimum width for two-way drive aisles is 26 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 contain 90-degree parking. Thus, the proposed width of the internal drive aisles would meet the City's design 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 does not indicate the ramp grade. However, based on the length of the ramp and the height of the first parking level, the average slope of the ramp calculates to approximately 9.5%. Since parking would not be provided along the ramp, the garage ramp grade would meet the recommended City design standards.

Parking Stall Dimensions

The City's off-street parking design standards for full-size parking stalls and compact parking stalls are 9.0 feet wide x 18 feet long and 8.0 feet wide x 16 feet long, respectively. The full-size spaces shown on the site plan are 9.0 feet wide x 18 feet long and the compact stalls are 9.0 feet wide x 16 feet long. Thus, all the non-accessible parking stalls located within the parking garage would meet the City's parking stall design standards. The accessible ADA stalls all measure 9.0 feet wide x 18 feet long and include access aisles of at least 5 feet in width. One 12-foot wide x 18-foot long van accessible ADA space would be provided on parking level two. These ADA stalls would meet the ADA parking stall design requirements.

Truck Access and Circulation

The 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 spaces/zones for residential move-in/move-out or delivery vehicles. Based on the proposed site plan configuration and the planned roadway improvements along E. Julian Street (see Figure 13 for Class IV bikeway design), on-site loading (which would require parking garage access) and loading along the project frontage would not be possible. Thus, it is unclear where passenger loading and freight loading activities would occur.

Recommendation: Coordinate with City staff to determine an appropriate location for passenger and freight loading activities to occur for the residential project.

Garbage Collection

Similar to other properties in the area, garbage collection activities for the project would occur within the public right-of-way on E. Julian Street. The site plan shows a trash room with access to E. Julian Street. Trash bins should be wheeled out to E. Julian Street on garbage collection days and returned to the

trash room after garbage pick-up. Note that the planned Class IV bikeway along the project frontage must not be blocked on garbage collection days. To prevent this from occurring, the planned E. Julian Street design should be modified to include an on-street trash staging area for the project.

Recommendation: Modify the planned E. Julian Street design to include an on-street trash staging area for the project.

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. The project is not proposing to provide garage access for emergency vehicles. According to the site plan, the project would provide a 10-foot setback along the north and east sides of the building and a 7-foot setback along the west side of the building. Thus, adequate fire access would be provided around the perimeter of the residential building. In addition, the project is proposing to add a new fire hydrant on E. Julian Street adjacent to the building.

Pedestrian and Bicycle Site Plan Features

The sidewalk and curb along the project frontage on E. Julian Street would be reconstructed. The site plan shows a 10-foot-wide attached sidewalk with tree wells. Planter boxes would be added between the building and the sidewalks with street trees. The sidewalk on E. Julian Street would provide direct access to the residential lobby, elevators, stairwell and mail room.

Bike racks are shown on the site plan adjacent to the residential lobby (southeast corner of the site). A bike room providing 90 long-term bicycle parking spaces is shown on the second parking level with access provided via the residential lobby, elevators, and stairs.

Parking Supply

The project's off-street parking requirements for automobiles, motorcycles and bicycles are based on the City of San Jose parking standards (*San Jose Municipal Code Chapter 20.90, Tables 20-210 and 20-250*) in effect as of January 9, 2023.

Residential Vehicle Parking

The City of San Jose's off-street parking requirements as described in the City's previous 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 140-unit project would require a total of 220 parking spaces as follows:

- 66 one-bedroom units x 1.25 = 82.5 = 83 spaces
- 39 two-bedroom units x 1.7 = 66.3 = 67 spaces
- 35 three-bedroom units x 2.0 = 70 spaces

Residential Parking Reductions

Since the 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 175 residential parking spaces. However, the project is requesting to use the State Density Bonus Law ratio of 0.5 spaces per unit. Applying this parking ratio to all the residential units equates to a vehicle parking requirement of 70 spaces.

Proposed Residential Parking Supply

The project is proposing to provide a total of 133 residential parking stalls on two parking levels, consisting of 73 full-size parking stalls, 54 compact stalls, and 6 ADA accessible stalls (including one van-accessible stall). Thus, based on the State Density Bonus Law, the project would exceed the residential vehicle parking requirement.

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. According to the site plan, 100 percent of the parking spaces would be EV capable spaces. Of the 133 EV capable parking spaces, 13 spaces would be EVSE (10 percent) and 27 spaces would be EV ready (20 percent). Thus, the project would satisfy the City of San Jose EV parking requirements.

Motorcycle Parking

The City requires one motorcycle parking space for every four residential units (per Chapter 20.90, Table 20-250 of the City's Zoning Code). This equates to 35 motorcycle spaces. Applying a 20 percent reduction to the residential project equates to a total parking requirement of 28 motorcycle spaces. Based on the site plan, the project is proposing to provide 8 motorcycle parking spaces.

Recommendation: Supply on-site motorcycle parking spaces to the satisfaction of the City of San Jose Planning Department.

Bicycle Parking

The City requires one bicycle parking space for every four residential units (per Chapter 20.90, Table 20-210 of the City's Zoning Code). Thus, the project is required to provide a total of 35 bicycle parking spaces to serve the residents.

According to the site plan, the project is proposing to provide a total of 106 bicycle parking spaces, which would exceed the City's bicycle parking requirements. The site plan shows 90 long-term bicycle parking spaces would be provided within a secure bike room on the second parking level, and 16 ground level short-term bicycle parking spaces (bike racks) would be provided at the southeast corner of the site adjacent to the residential lobby.

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 the roadways in the immediate vicinity of the project site. 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. The existing pedestrian facilities provide adequate connectivity between the project site and nearby bus stops and other points of interest.

The sidewalk and curb along the project frontage on E. Julian Street would be reconstructed. The site plan shows a 10-foot-wide attached sidewalk with tree wells. The new sidewalk would provide direct access to the residential lobby, elevators, stairwell and mail room. The project's pedestrian improvements would be consistent with the planned E. Julian Street design. The E. Julian Street design would significantly improve pedestrian circulation in the study area and would improve pedestrian access to the future 28th Street/Little Portugal BART station.

Bicycle Facilities

Existing bicycle facilities in the study area are very limited. The only Class II striped bike lanes in the study area are on 21st Street north of E. Julian Street. Class III bike routes with shared lane markings (Sharrows) exist on 24th Street and 33rd Street south of Julian Street.

Bike racks (room for 16 bicycles) are shown on the site plan adjacent to the residential lobby at the southeast corner of the site. A secure bike room with 90 long-term bicycle parking spaces would be provided on the second parking level with access provided via the residential lobby, elevators, and stairs.

The future Five Wounds Creek trail will be situated near the project site. 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.

The planned E. Julian Street design would include a Class IV separated bikeway that would provide direct access to the Five Wounds Creek trail. The planned bike facilities would also significantly improve bicycle access to the future 28th Street/Little Portugal BART station.

Pedestrian and Bicycle Access to Schools

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

- Cristo Rey SJ Jesuit High School, located on Santa Clara Street
- San Jose High School, located on N. 24th Street
- ACE Inspire Academy Middle School, located on Julian Street
- Sunrise Middle School, located on Julian Street
- 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 the 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 schools undesirable. The future planned bicycle facilities along E. Julian Street would connect to the existing bicycle facilities and would significantly improve bicycle access to most of the schools listed above.

The project should work with the 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

The project area is served by VTA bus routes 22, 23, 64A, 64B, and Rapid 522. Bus routes 64A and 64B stop near the project site on E. Julian Street. The two existing bus stops within walking distance of the project site include benches but no shelters. Both stops are easily accessible via the network of sidewalks and crosswalks along E. Julian Street. Bus routes 22, 23 and 522 stop along E. Santa Clara Street less than a half-mile walk from the project site.

The future 28th Street/Little Portugal BART station would be situated on the east side of N. 28th Street between E. St. James Street and Five Wounds Lane. Currently, no sidewalks exist on N. 28th Street between E. Julian Street and Five Wounds Lane. However, the BART station design and Five Wounds Urban Village Plan include new pedestrian facilities along N. 28th Street to enhance station access.

Since the project area is served by multiple bus routes and a future BART station, it is reasonable to assume that some new residents would utilize transit. It is estimated that the small increase in transit demand generated by the proposed residential project could be accommodated by the current and planned 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, relocation or closure of bus stops, sidewalk and pedestrian crosswalk closures, or 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 (i.e., traffic control plan), construction staging areas and parking, required grading, and the planned haul routes.

5. Conclusions

This report presents the results of the transportation analysis (TA) prepared for a proposed residential development located on E. Julian Street in San Jose, California. The project would combine two parcels (1271 and 1279 E. Julian Street) on the north side of Julian Street totaling 0.97 acre. As proposed, the project would demolish two existing single-family homes and construct a seven-story building, including five stories of residential over two stories of parking. The residential building would include 140 apartment units, including 10 percent affordable housing. Vehicular access to the project site would be provided via one two-way 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 development. 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 California Environmental Quality Act (CEQA) transportation analysis and a non-CEQA local transportation analysis (LTA).

The LTA analyzed AM and PM peak hour traffic conditions for four signalized intersections in the vicinity of the project site. 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

Since the project site is not located in a Planned Growth Area, the project does not meet the City's residential screening criteria set forth in the City's *Transportation Analysis Handbook*. Therefore, a detailed CEQA-level VMT analysis was prepared.

The project VMT estimated by the City's VMT Evaluation Tool is 7.11 daily VMT per capita, which is well below the City's threshold of 10.12 daily VMT per capita. Therefore, the project would result in a less-than-significant VMT impact.

Cumulative Analysis (Compliance with the General Plan)

The residential development density for the site is 144 DU/AC (140 DU / 0.97 AC = 144 DU/AC), which is greater than the maximum allowable density of 95 DU/AC for sites designated at *Urban Residential*. To address this inconsistency, the project is proposing a Density Bonus, which would allow for the higher development density on the site and bring the project into conformance with the land use designation. With the proposed Density Bonus, the project would conform to the General Plan and would not require a General Plan Amendment (GPA) to proceed. The residential project 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.

Local Transportation Analysis

Project Trip Generation

After applying the appropriate ITE trip rates and applicable trip adjustments and reductions, the proposed residential project is estimated to generate 560 new daily vehicle trips, with 38 new trips (14 inbound and 24 outbound) occurring during the AM peak hour and 34 new trips (22 inbound and 12 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 plan shows 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, as well as specific recommendations resulting from the detailed site plan review.

General Project Recommendations

- Provide a $50,000 contribution toward the planned geometric improvements along E. Julian Street at N. 27th Street, Wooster Avenue, and N. 28th Street.
- Update the site plan to incorporate the geometric improvements that are planned along the project frontage on E. Julian Street.

Project Site Plan Recommendations

- Position the security gate at least 50 feet from the face of curb on E. Julian Street or keep the entry gate open during the periods of the day when most inbound vehicle trips are likely to occur to avoid any inbound queuing issues.
- Provide appropriate visible warning signs and audible warning signals at the garage entrance to alert pedestrians and bicyclists to vehicles exiting the garage.
- Provide a stop marking instead of a yield marking at the bottom of the garage ramp.
- Coordinate with City staff to determine an appropriate location for passenger and freight loading activities to occur for the residential project.
- Modify the planned E. Julian Street design to include an on-street trash staging area for the project.
- Supply on-site motorcycle parking spaces to the satisfaction of the City of San Jose Planning Department.

1271 & 1279 E. Julian Street Residential Project TA

Technical Appendices

Appendix A
San Jose Approved Trips Inventory (ATI)

AM PROJECT TRIPS

01/06/2023

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

01/06/2023

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

01/06/2023

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

01/06/2023

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

01/06/2023

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

01/06/2023

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

01/06/2023

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
Volume Spreadsheets

1271 1279 E Julian Street

Intersection Number: 1
Traffix Node Number: 3211
Intersection Name: US 101 NB Ramps & McKee Road
Peak Hour: **AM** Date of Analysis: 01/19/23
Count Date: 10/09/14
Scenario: 140 DU

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **8.42**

	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
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*32*	*99*	*0*	*20*	*1*	*20*	*0*	*64*	*10*	*246*
Existing Conditions	0	0	0	408	1280	0	261	7	260	0	825	124	3165
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	427	1356	0	346	7	273	0	893	128	3430
Bkgrd check	0	0	0	427	1356	0	346	7	273	0	893	128	
Project Trips													
Residential Project Trips	0	0	0	0	4	0	0	0	4	0	3	3	14
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	4	0	0	0	4	0	3	3	14
Background + Project Conditions	0	0	0	427	1360	0	346	7	277	0	896	131	3444
Bkgrd+Proj check	0	0	0	427	1360	0	346	7	277	0	896	131	
Pending Projects													
1298 Trip Avenue	0	0	0	0	2	0	0	0	2	0	5	5	14
1347 E. Julian Street	0	0	0	0	1	0	0	0	1	0	2	2	6
1325 E. Julian Street	0	0	0	0	17	0	0	0	16	0	17	16	66
Total Pending Project Trips	0	0	0	0	20	0	0	0	19	0	24	23	86
Background + Pending + Project Conditions	0	0	0	427	1380	0	346	7	296	0	920	154	3530
Mini Cumulative Check	0	0	0	427	1380	0	346	7	296	0	920	154	

Intersection Number: 2
Traffix Node Number: 3210
Intersection Name: US 101 SB Ramps & E Julian Street
Peak Hour: **AM** Date of Analysis: 01/19/23
Count Date: 09/20/18
Scenario: 140 DU

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **4.50**

	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
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*34*	*22*	*12*	*0*	*5*	*23*	*30*	*0*	*125*
Existing Conditions	0	0	0	0	787	505	278	0	114	531	692	0	2906
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	802	560	321	0	120	532	715	0	3049
Bkgrd check	0	0	0	0	802	560	321	0	120	532	715	0	
Project Trips													
Residential Project Trips	0	0	0	0	8	0	0	0	4	3	7	0	22
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	8	0	0	0	4	3	7	0	22
Background + Project Conditions	0	0	0	0	810	560	321	0	124	535	722	0	3071
Bkgrd+Proj check	0	0	0	0	810	560	321	0	124	535	722	0	
Pending Projects													
1298 Trip Avenue	0	0	0	0	4	0	0	0	2	5	10	0	21
1347 E. Julian Street	0	0	0	0	2	0	0	0	1	2	3	0	8
1325 E. Julian Street	0	0	0	0	32	0	0	0	16	16	32	0	96
Total Pending Project Trips	0	0	0	0	38	0	0	0	19	23	45	0	125
Background + Pending + Project Conditions	0	0	0	0	848	560	321	0	143	558	767	0	3196
Mini Cumulative Check	0	0	0	0	848	560	321	0	143	558	767	0	

1271 1279 E Julian Street

Intersection Number: 3
Traffix Node Number: 4005
Intersection Name: N 28th Street & E Julian Street
Peak Hour: **AM** Date of Analysis: 01/19/23
Count Date: 04/09/15
Scenario: 140 DU

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **7.92**

	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
1% Annual Growth (SJ Count Adjustment)	*0*	*2*	*14*	*11*	*63*	*3*	*8*	*3*	*6*	*2*	*47*	*0*	*159*
Existing Conditions	2	26	196	153	861	39	108	45	77	23	638	2	2170
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	26	196	153	861	39	108	45	77	23	638	2	2170
Bkgrd check	2	26	196	153	861	39	108	45	77	23	638	2	
Project Trips													
Residential Project Trips	0	0	0	0	13	0	0	0	2	2	10	0	27
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	13	0	0	0	2	2	10	0	27
Background + Project Conditions	2	26	196	153	874	39	108	45	79	25	648	2	2197
Bkgrd+Proj check	2	26	196	153	874	39	108	45	79	25	648	2	
Pending Projects													
1298 Trip Avenue	0	3	8	2	4	0	0	1	0	0	8	0	26
1347 E. Julian Street	0	3	5	2	0	0	0	2	0	0	0	0	12
1325 E. Julian Street	0	17	48	48	0	0	0	18	0	0	0	0	131
Total Pending Project Trips	0	23	61	52	4	0	0	21	0	0	8	0	169
Background + Pending + Project Conditions	2	49	257	205	878	39	108	66	79	25	656	2	2366
Mini Cumulative Check	2	49	257	205	878	39	108	66	79	25	656	2	

Intersection Number: 4
Traffix Node Number: 3613
Intersection Name: N 24th Street & E Julian Street
Peak Hour: **AM** Date of Analysis: 01/19/23
Count Date: 05/09/19
Scenario: 140 DU

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **3.83**

	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
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*30*	*5*	*5*	*0*	*8*	*8*	*19*	*0*	*75*
Existing Conditions	0	0	0	0	819	124	130	0	228	215	513	0	2029
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	821	125	134	0	233	215	513	0	2041
Bkgrd check	0	0	0	0	821	125	134	0	233	215	513	0	
Project Trips													
Residential Project Trips	0	0	0	0	3	2	2	0	0	0	4	0	11
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	3	2	2	0	0	0	4	0	11
Background + Project Conditions	0	0	0	0	824	127	136	0	233	215	517	0	2052
Bkgrd+Proj check	0	0	0	0	824	127	136	0	233	215	517	0	
Pending Projects													
1298 Trip Avenue	0	0	0	0	4	5	2	0	0	0	2	0	13
1347 E. Julian Street	0	0	0	0	1	0	0	0	0	0	1	0	2
1325 E. Julian Street	0	0	0	0	13	5	5	0	0	0	13	0	36
Total Pending Project Trips	0	0	0	0	18	10	7	0	0	0	16	0	51
Background + Pending + Project Conditions	0	0	0	0	842	137	143	0	233	215	533	0	2103
Mini Cumulative Check	0	0	0	0	842	137	143	0	233	215	533	0	

1271 1279 E Julian Street

Intersection Number: 1
Traffix Node Number: 3211
Intersection Name: US 101 NB Ramps & McKee Road
Peak Hour: **PM** Date of Analysis: 01/19/23
Count Date: 10/09/14
Scenario: 140 DU

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **8.42**

	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
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*28*	*85*	*0*	*48*	*0*	*26*	*0*	*85*	*8*	*280*
Existing Conditions	0	0	0	362	1091	0	621	0	336	0	1098	104	3612
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	403	1201	0	673	0	336	0	1134	104	3851
Bkgrd check	0	0	0	403	1201	0	673	0	336	0	1134	104	
Project Trips													
Residential Project Trips	0	0	0	0	3	0	0	0	3	0	4	4	14
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	3	0	0	0	3	0	4	4	14
Background + Project Conditions	0	0	0	403	1204	0	673	0	339	0	1138	108	3865
Bkgrd+Proj check	0	0	0	403	1204	0	673	0	339	0	1138	108	
Pending Projects													
1298 Trip Avenue	0	0	0	0	6	0	0	0	5	0	6	5	22
1347 E. Julian Street	0	0	0	0	2	0	0	0	2	0	1	1	6
1325 E. Julian Street	0	0	0	0	16	0	0	0	14	0	18	16	64
Total Pending Project Trips	0	0	0	0	24	0	0	0	21	0	25	22	92
Background + Pending + Project Conditions	0	0	0	403	1228	0	673	0	360	0	1163	130	3957
Mini Cumulative Check	0	0	0	403	1228	0	673	0	360	0	1163	130	

Intersection Number: 2
Traffix Node Number: 3210
Intersection Name: US 101 SB Ramps & E Julian Street
Peak Hour: **PM** Date of Analysis: 01/19/23
Count Date: 09/20/18
Scenario: 140 DU

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **4.50**

	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
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*30*	*29*	*13*	*0*	*4*	*25*	*24*	*0*	*125*
Existing Conditions	0	0	0	0	695	677	302	0	96	586	550	0	2906
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	725	744	323	0	98	586	569	0	3045
Bkgrd check	0	0	0	0	725	744	323	0	98	586	569	0	
Project Trips													
Residential Project Trips	0	0	0	0	6	0	0	0	3	4	8	0	21
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	6	0	0	0	3	4	8	0	21
Background + Project Conditions	0	0	0	0	731	744	323	0	101	590	577	0	3066
Bkgrd+Proj check	0	0	0	0	731	744	323	0	101	590	577	0	
Pending Projects													
1298 Trip Avenue	0	0	0	0	11	0	0	0	5	5	10	0	31
1347 E. Julian Street	0	0	0	0	4	0	0	0	2	1	2	0	9
1325 E. Julian Street	0	0	0	0	30	0	0	0	14	16	33	0	93
Total Pending Project Trips	0	0	0	0	45	0	0	0	21	22	45	0	133
Background + Pending + Project Conditions	0	0	0	0	776	744	323	0	122	612	622	0	3199
Mini Cumulative Check	0	0	0	0	776	744	323	0	122	612	622	0	

1271 1279 E Julian Street

Intersection Number: 3
Traffix Node Number: 4005
Intersection Name: N 28th Street & E Julian Street
Peak Hour: **PM** Date of Analysis: 01/19/23
Count Date: 04/09/15
Scenario: 140 DU

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **7.92**

	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
1% Annual Growth (SJ Count Adjustment)	*0*	*2*	*10*	*7*	*51*	*2*	*5*	*2*	*2*	*3*	*72*	*0*	154
Existing Conditions	0	22	131	100	691	33	62	22	23	37	979	5	2103
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	22	131	100	691	33	62	22	23	37	979	5	2103
Bkgrd check	0	22	131	100	691	33	62	22	23	37	979	5	
Project Trips													
Residential Project Trips	0	0	0	0	10	0	0	0	2	2	11	0	25
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	10	0	0	0	2	2	11	0	25
Background + Project Conditions	0	22	131	100	701	33	62	22	25	39	990	5	2128
Bkgrd+Proj check	0	22	131	100	701	33	62	22	25	39	990	5	
Pending Projects													
1298 Trip Avenue	0	2	7	6	10	0	0	3	0	0	8	0	36
1347 E. Julian Street	0	3	4	5	0	0	0	4	0	0	0	0	16
1325 E. Julian Street	0	20	49	45	0	0	0	18	0	0	0	0	132
Total Pending Project Trips	0	25	60	56	10	0	0	25	0	0	8	0	184
Background + Pending + Project Conditions	0	47	191	156	711	33	62	47	25	39	998	5	2312
Mini Cumulative Check	0	47	191	156	711	33	62	47	25	39	998	5	

Intersection Number: 4
Traffix Node Number: 3613
Intersection Name: N 24th Street & E Julian Street
Peak Hour: **PM** Date of Analysis: 01/19/23
Count Date: 05/09/19
Scenario: 140 DU

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **3.83**

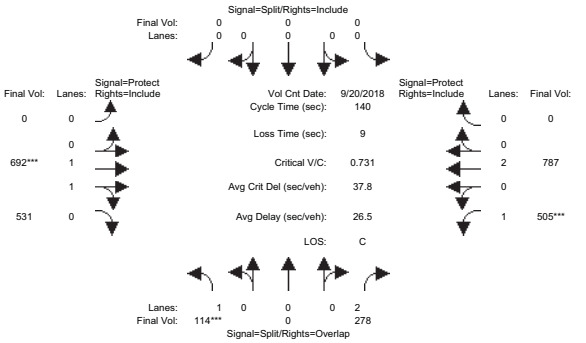
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	0	0	0	0	427	113	104	0	113	236	826	0	1819
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*16*	*4*	*4*	*0*	*4*	*9*	*32*	*0*	70
Existing Conditions	0	0	0	0	443	117	108	0	117	245	858	0	1889
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	454	123	113	0	118	245	860	0	1914
Bkgrd check	0	0	0	0	454	123	113	0	118	245	860	0	
Project Trips													
Residential Project Trips	0	0	0	0	4	2	2	0	0	0	3	0	11
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	4	2	2	0	0	0	3	0	11
Background + Project Conditions	0	0	0	0	458	125	115	0	118	245	863	0	1925
Bkgrd+Proj check	0	0	0	0	458	125	115	0	118	245	863	0	
Pending Projects													
1298 Trip Avenue	0	0	0	0	4	4	4	0	0	0	5	0	17
1347 E. Julian Street	0	0	0	0	1	0	0	0	0	0	1	0	2
1325 E. Julian Street	0	0	0	0	14	6	6	0	0	0	13	0	39
Total Pending Project Trips	0	0	0	0	19	10	10	0	0	0	19	0	58
Background + Pending + Project Conditions	0	0	0	0	477	135	125	0	118	245	882	0	1983
Mini Cumulative Check	0	0	0	0	477	135	125	0	118	245	882	0	

Appendix C
Intersection Level of Service Calculations

1271 & 1279 E Julian Street Residential Project
San Jose, CA
140 DU

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

Intersection #3210: US 101 Southbound Ramps/E. Julian Street



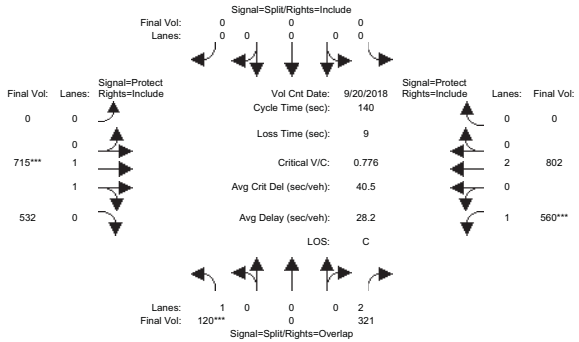
Street Name:	US 101 Southbound Ramps						E. Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Sep 2018 <<												
Base Vol:	114	0	278	0	0	0	0	692	531	505	787	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	278	0	0	0	0	692	531	505	787	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	278	0	0	0	0	692	531	505	787	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	278	0	0	0	0	692	531	505	787	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	0	278	0	0	0	0	692	531	505	787	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	278	0	0	0	0	692	531	505	787	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:	0.07	0.00	0.09	0.00	0.00	0.00	0.00	0.33	0.33	0.29	0.21	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:	0.73	0.00	0.18	0.00	0.00	0.00	0.00	0.73	0.73	0.73	0.24	0.00
Delay/Veh:	78.3	0.0	20.5	0.0	0.0	0.0	0.0	33.1	33.1	40.1	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:	78.3	0.0	20.5	0.0	0.0	0.0	0.0	33.1	33.1	40.1	2.1	0.0
LOS by Move:	E	A	C	A	A	A	A	C	C	D	A	A
HCM2k95thQ:	13	0	8	0	0	0	0	36	36	33	7	0

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

1271 & 1279 E Julian Street Residential Project
San Jose, CA
140 DU

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

Intersection #3210: US 101 Southbound Ramps/E. Julian Street



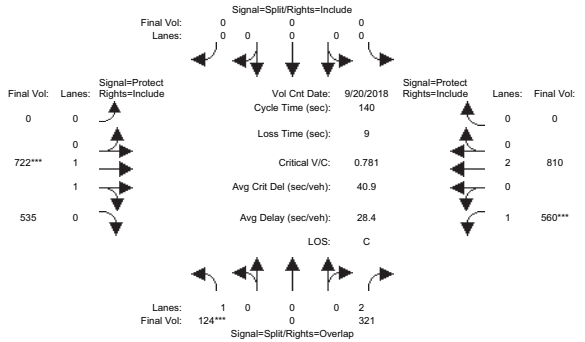
Street Name:	US 101 Southbound Ramps						E. Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Sep 2018 <<												
Base Vol:	114	0	278	0	0	0	0	692	531	505	787	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	278	0	0	0	0	692	531	505	787	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:	120	0	321	0	0	0	0	715	532	560	802	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	321	0	0	0	0	715	532	560	802	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	0	321	0	0	0	0	715	532	560	802	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	321	0	0	0	0	715	532	560	802	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	2120	1578	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.10	0.00	0.00	0.00	0.00	0.34	0.34	0.32	0.21	0.00
Crit Moves:	****							****		****		
Green Time:	12.4	0.0	70.1	0.0	0.0	0.0	0.0	60.9	60.9	57.8	119	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:	83.9	0.0	19.5	0.0	0.0	0.0	0.0	36.2	36.2	40.8	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:	83.9	0.0	19.5	0.0	0.0	0.0	0.0	36.2	36.2	40.8	2.1	0.0
LOS by Move:	F	A	B	A	A	A	A	D	D	D	A	A
HCM2k95thQ:	14	0	9	0	0	0	0	39	39	37	7	0

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

1271 & 1279 E Julian Street Residential Project
San Jose, CA
140 DU

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

Intersection #3210: US 101 Southbound Ramps/E. Julian Street



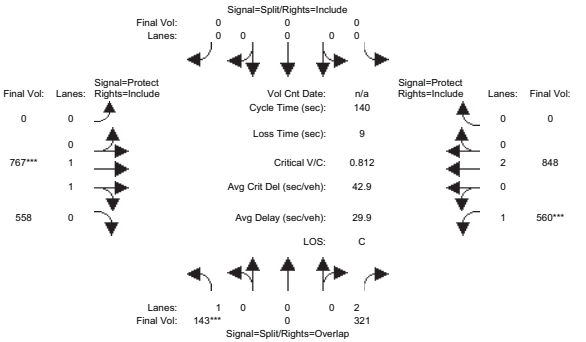
Street Name:	US 101 Southbound Ramps						E. Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Sep 2018 <<												
Base Vol:	114	0	278	0	0	0	0	692	531	505	787	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	278	0	0	0	0	692	531	505	787	0
Added Vol:	4	0	0	0	0	0	0	7	3	0	8	0
ATI:	6	0	43	0	0	0	0	23	1	55	15	0
Initial Fut:	124	0	321	0	0	0	0	722	535	560	810	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:	124	0	321	0	0	0	0	722	535	560	810	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	0	321	0	0	0	0	722	535	560	810	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:	124	0	321	0	0	0	0	722	535	560	810	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	1.13	0.87	1.00	2.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	2124	1574	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.10	0.00	0.00	0.00	0.00	0.34	0.34	0.32	0.21	0.00
Crit Moves:	****							****		****		
Green Time:	12.7	0.0	70.1	0.0	0.0	0.0	0.0	60.9	60.9	57.4	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:	83.9	0.0	19.5	0.0	0.0	0.0	0.0	36.4	36.4	41.4	2.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.9	0.0	19.5	0.0	0.0	0.0	0.0	36.4	36.4	41.4	2.2	0.0
LOS by Move:	F	A	B	A	A	A	A	D	D	D	A	A
HCM2k95thQ:	14	0	9	0	0	0	0	39	39	37	7	0

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

1271 & 1279 E Julian Street Residential Project
San Jose, CA
140 DU

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

Intersection #3210: US 101 Southbound Ramps/E. Julian Street



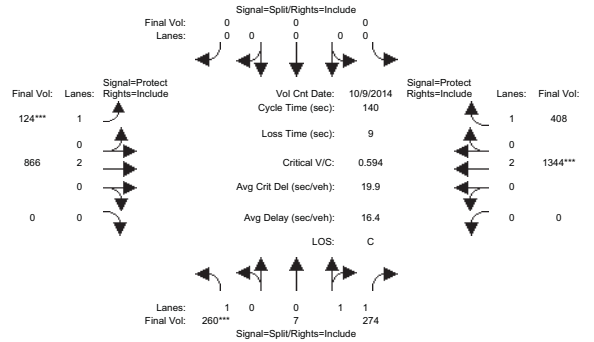
Street Name:	US 101 Southbound Ramps						E. Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	143	0	321	0	0	0	0	767	558	560	848	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:	143	0	321	0	0	0	0	767	558	560	848	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:	143	0	321	0	0	0	0	767	558	560	848	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:	143	0	321	0	0	0	0	767	558	560	848	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	0	321	0	0	0	0	767	558	560	848	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:	143	0	321	0	0	0	0	767	558	560	848	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	1.13	0.87	1.00	2.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	2141	1557	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.10	0.00	0.00	0.00	0.00	0.36	0.36	0.32	0.22	0.00
Crit Moves:	****							****		****		
Green Time:	14.1	0.0	69.2	0.0	0.0	0.0	0.0	61.8	61.8	55.2	117	0.0
Volume/Cap:	0.81	0.00	0.21	0.00	0.00	0.00	0.00	0.81	0.81	0.81	0.27	0.00
Delay/Veh:	85.7	0.0	20.0	0.0	0.0	0.0	0.0	37.3	37.3	45.1	2.5	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:	85.7	0.0	20.0	0.0	0.0	0.0	0.0	37.3	37.3	45.1	2.5	0.0
LOS by Move:	F	A	B	A	A	A	A	D	D	D	A	A
HCM2k95thQ:	16	0	9	0	0	0	0	41	41	39	8	0

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

1271 & 1279 E Julian Street Residential Project
San Jose, CA
140 DU

Level Of Service Computation Report
1994 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #3211: US 101 Northbound Ramps/McKee Road



Street Name:	US 101 Northbound Ramps						McKee Road					
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 <<												
Base Vol:	260	7	261	0	0	0	124	825	0	0	1280	408
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:	260	7	261	0	0	0	124	825	0	0	1280	408
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:	260	7	261	0	0	0	124	825	0	0	1280	408
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:	260	7	261	0	0	0	124	825	0	0	1280	408
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	7	261	0	0	0	124	825	0	0	1280	408
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	1.05	1.05	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	260	7	274	0	0	0	124	866	0	0	1344	408
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	1900	99	3701	0	0	0	1900	3800	0	0	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.14	0.07	0.07	0.00	0.00	0.00	0.07	0.23	0.00	0.00	0.35	0.21
Crit Moves:	****						****				****	
Green Time:	32.3	32.3	32.3	0.0	0.0	0.0	15.4	98.7	0.0	0.0	83.4	83.4
Volume/Cap:	0.59	0.32	0.32	0.00	0.00	0.00	0.59	0.32	0.00	0.00	0.59	0.36
Delay/Veh:	38.1	34.1	34.1	0.0	0.0	0.0	48.3	6.0	0.0	0.0	13.8	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	34.1	34.1	0.0	0.0	0.0	48.3	6.0	0.0	0.0	13.8	11.2
DesignQueue:	16	9	9	0	0	0	9	11	0	0	23	14

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

1271 & 1279 E Julian Street Residential Project
San Jose, CA
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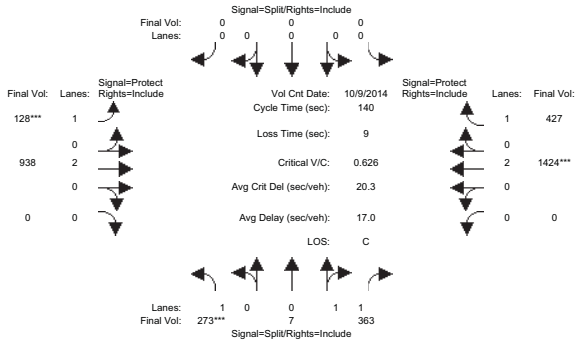
Level Of Service Computation Report
1994 HCM Operations (Future Volume Alternative)
Background AM

Intersection #3211: US 101 Northbound Ramps/McKee Road



Street Name:	US 101 Northbound Ramps						McKee Road					
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 <<												
Base Vol:	260	7	261	0	0	0	124	825	0	0	1280	408
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:	260	7	261	0	0	0	124	825	0	0	1280	408
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:	273	7	346	0	0	0	128	893	0	0	1356	427
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:	273	7	346	0	0	0	128	893	0	0	1356	427
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	7	346	0	0	0	128	893	0	0	1356	427
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	1.05	1.05	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	273	7	363	0	0	0	128	938	0	0	1424	427
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	1900	75	3725	0	0	0	1900	3800	0	0	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.14	0.10	0.10	0.00	0.00	0.00	0.07	0.25	0.00	0.00	0.37	0.22
Crit Moves:	****						****				****	
Green Time:	32.1	32.1	32.1	0.0	0.0	0.0	15.1	98.9	0.0	0.0	83.8	83.8
Volume/Cap:	0.63	0.42	0.42	0.00	0.00	0.00	0.63	0.35	0.00	0.00	0.63	0.38
Delay/Veh:	38.9	35.2	35.2	0.0	0.0	0.0	49.5	6.1	0.0	0.0	14.1	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.9	35.2	35.2	0.0	0.0	0.0	49.5	6.1	0.0	0.0	14.1	11.2
DesignQueue:	17	11	11	0	0	0	9	11	0	0	25	14

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

1271 & 1279 E Julian Street Residential Project
San Jose, CA
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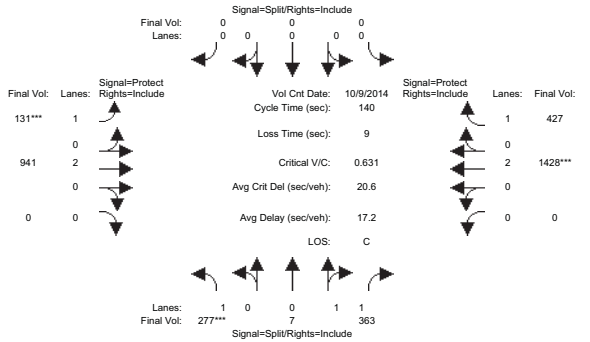
Level Of Service Computation Report
1994 HCM Operations (Future Volume Alternative)
Bkgrd+Project AM

Intersection #3211: US 101 Northbound Ramps/McKee Road



Street Name:	US 101 Northbound Ramps						McKee Road					
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 <<												
Base Vol:	260	7	261	0	0	0	124	825	0	0	1280	408
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:	260	7	261	0	0	0	124	825	0	0	1280	408
Added Vol:	4	0	0	0	0	0	3	3	0	0	4	0
ATI:	13	0	85	0	0	0	4	68	0	0	76	19
Initial Fut:	277	7	346	0	0	0	131	896	0	0	1360	427
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:	277	7	346	0	0	0	131	896	0	0	1360	427
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	7	346	0	0	0	131	896	0	0	1360	427
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	1.05	1.05	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	277	7	363	0	0	0	131	941	0	0	1428	427
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	1900	75	3725	0	0	0	1900	3800	0	0	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.15	0.10	0.10	0.00	0.00	0.00	0.07	0.25	0.00	0.00	0.38	0.22
Crit Moves:	****						****				****	
Green Time:	32.3	32.3	32.3	0.0	0.0	0.0	15.3	98.7	0.0	0.0	83.4	83.4
Volume/Cap:	0.63	0.42	0.42	0.00	0.00	0.00	0.63	0.35	0.00	0.00	0.63	0.38
Delay/Veh:	38.9	35.1	35.1	0.0	0.0	0.0	49.5	6.2	0.0	0.0	14.4	11.3
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:	38.9	35.1	35.1	0.0	0.0	0.0	49.5	6.2	0.0	0.0	14.4	11.3
DesignQueue:	17	11	11	0	0	0	9	12	0	0	25	14

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

1271 & 1279 E Julian Street Residential Project
San Jose, CA
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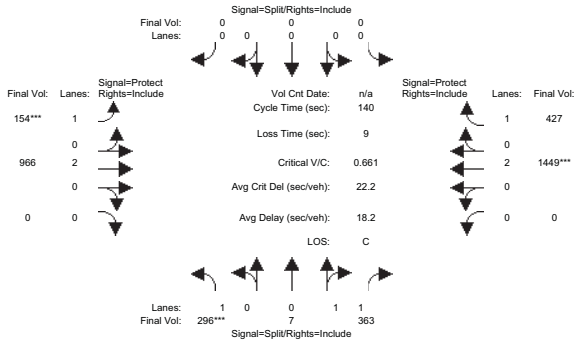
Level Of Service Computation Report
1994 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #3211: US 101 Northbound Ramps/McKee Road



Street Name:	US 101 Northbound Ramps						McKee Road					
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:	296	7	346	0	0	0	154	920	0	0	1380	427
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:	296	7	346	0	0	0	154	920	0	0	1380	427
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:	296	7	346	0	0	0	154	920	0	0	1380	427
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:	296	7	346	0	0	0	154	920	0	0	1380	427
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	7	346	0	0	0	154	920	0	0	1380	427
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	1.05	1.05	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	296	7	363	0	0	0	154	966	0	0	1449	427
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	1900	75	3725	0	0	0	1900	3800	0	0	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.16	0.10	0.10	0.00	0.00	0.00	0.08	0.25	0.00	0.00	0.38	0.22
Crit Moves:	****						****				****	
Green Time:	33.0	33.0	33.0	0.0	0.0	0.0	17.2	98.0	0.0	0.0	80.8	80.8
Volume/Cap:	0.66	0.41	0.41	0.00	0.00	0.00	0.66	0.36	0.00	0.00	0.66	0.39
Delay/Veh:	39.3	34.6	34.6	0.0	0.0	0.0	49.2	6.5	0.0	0.0	15.9	12.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	34.6	34.6	0.0	0.0	0.0	49.2	6.5	0.0	0.0	15.9	12.4
DesignQueue:	18	11	11	0	0	0	11	12	0	0	26	15

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

1271 & 1279 E Julian Street Residential Project
San Jose, CA
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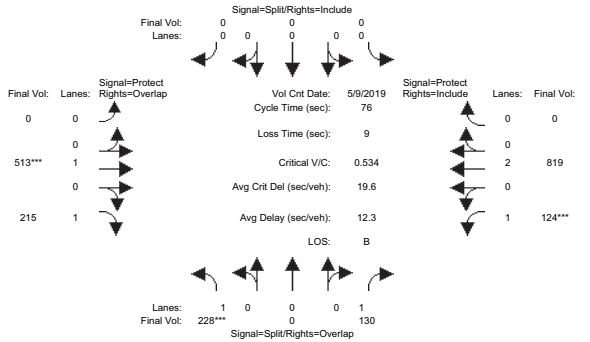
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #3613: N. 24th Street/E. Julian Street



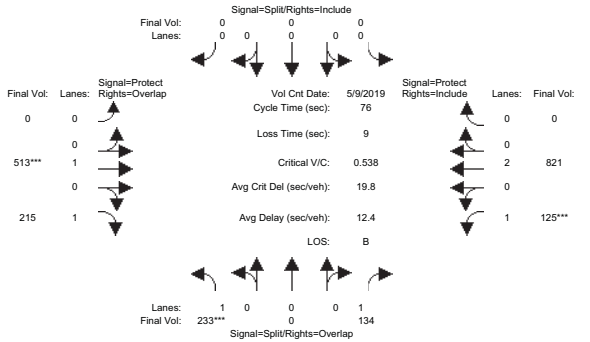
Street Name:	N. 24th Street						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 May 2019 <<												
Base Vol:	228	0	130	0	0	0	0	513	215	124	819	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:	228	0	130	0	0	0	0	513	215	124	819	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:	228	0	130	0	0	0	0	513	215	124	819	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:	228	0	130	0	0	0	0	513	215	124	819	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	0	130	0	0	0	0	513	215	124	819	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:	228	0	130	0	0	0	0	513	215	124	819	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	0.27	0.12	0.07	0.22	0.00
Crit Moves:	****							****			****	
Green Time:	18.5	0.0	28.6	0.0	0.0	0.0	0.0	38.4	56.9	10.1	48.5	0.0
Volume/Cap:	0.53	0.00	0.20	0.00	0.00	0.00	0.00	0.53	0.16	0.53	0.34	0.00
Delay/Veh:	26.3	0.0	16.1	0.0	0.0	0.0	0.0	13.3	2.8	33.2	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:	26.3	0.0	16.1	0.0	0.0	0.0	0.0	13.3	2.8	33.2	6.4	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	7	9	0

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

1271 & 1279 E Julian Street Residential Project
San Jose, CA
140 DU

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

Intersection #3613: N. 24th Street/E. Julian Street



Street Name:	N. 24th Street						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	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 <<												
Base Vol:	228	0	130	0	0	0	0	513	215	124	819	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:	228	0	130	0	0	0	0	513	215	124	819	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:	233	0	134	0	0	0	0	513	215	125	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:	233	0	134	0	0	0	0	513	215	125	821	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	0	134	0	0	0	0	513	215	125	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:	233	0	134	0	0	0	0	513	215	125	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	0.07	0.22	0.00
Crit Moves:	****							****			****	
Green Time:	18.8	0.0	28.9	0.0	0.0	0.0	0.0	38.1	56.9	10.1	48.2	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:	26.2	0.0	16.0	0.0	0.0	0.0	0.0	13.6	2.8	33.3	6.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.2	0.0	16.0	0.0	0.0	0.0	0.0	13.6	2.8	33.3	6.6	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	7	9	0

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

1271 & 1279 E Julian Street Residential Project
San Jose, CA
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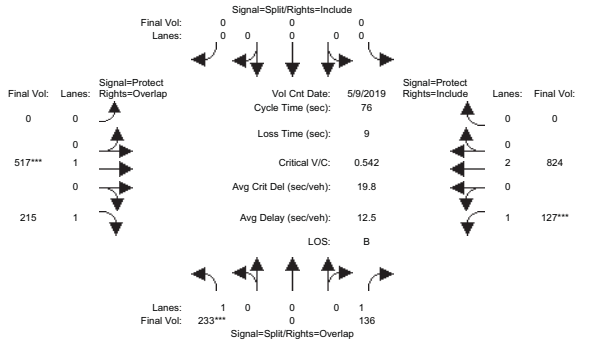
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd+Project AM

Intersection #3613: N. 24th Street/E. Julian Street



Street Name:	N. 24th Street						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	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 <<												
Base Vol:	228	0	130	0	0	0	0	513	215	124	819	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:	228	0	130	0	0	0	0	513	215	124	819	0
Added Vol:	0	0	2	0	0	0	0	4	0	2	3	0
ATI:	5	0	4	0	0	0	0	0	0	1	2	0
Initial Fut:	233	0	136	0	0	0	0	517	215	127	824	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:	233	0	136	0	0	0	0	517	215	127	824	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	0	136	0	0	0	0	517	215	127	824	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:	233	0	136	0	0	0	0	517	215	127	824	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	0.07	0.22	0.00
Crit Moves:	****							****		****		
Green Time:	18.7	0.0	28.8	0.0	0.0	0.0	0.0	38.2	56.8	10.2	48.3	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:	26.4	0.0	16.0	0.0	0.0	0.0	0.0	13.6	2.8	33.3	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:	26.4	0.0	16.0	0.0	0.0	0.0	0.0	13.6	2.8	33.3	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	16	3	8	9	0

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

1271 & 1279 E Julian Street Residential Project
San Jose, CA
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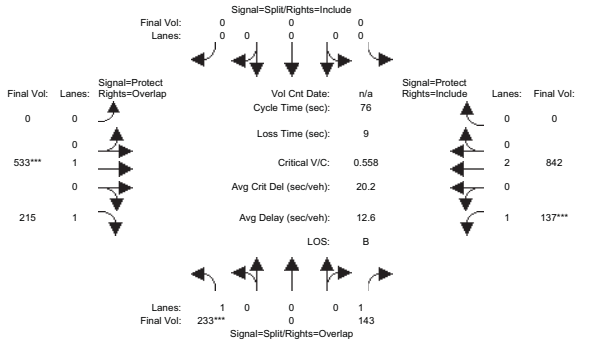
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #3613: N. 24th Street/E. Julian Street



Street Name:	N. 24th Street						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	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:	233	0	143	0	0	0	0	533	215	137	842	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:	233	0	143	0	0	0	0	533	215	137	842	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:	233	0	143	0	0	0	0	533	215	137	842	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:	233	0	143	0	0	0	0	533	215	137	842	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	0	143	0	0	0	0	533	215	137	842	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:	233	0	143	0	0	0	0	533	215	137	842	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	0.28	0.12	0.08	0.22	0.00
Crit Moves:	****							****		****		
Green Time:	18.1	0.0	28.8	0.0	0.0	0.0	0.0	38.2	56.3	10.7	48.9	0.0
Volume/Cap:	0.56	0.00	0.22	0.00	0.00	0.00	0.00	0.56	0.17	0.56	0.34	0.00
Delay/Veh:	27.1	0.0	16.1	0.0	0.0	0.0	0.0	13.8	3.0	33.3	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:	27.1	0.0	16.1	0.0	0.0	0.0	0.0	13.8	3.0	33.3	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	17	3	8	9	0

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

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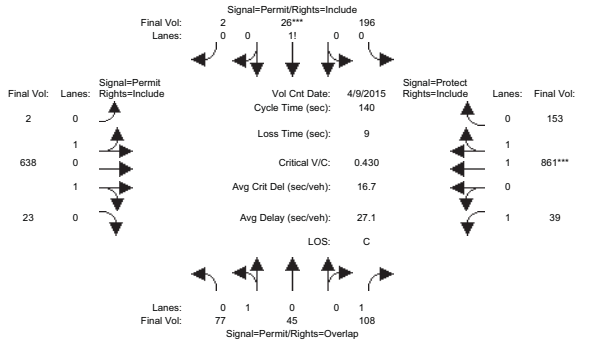
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #4005: N. 28th Street/E. Julian Street



Street Name:	N. 28th Street						E. Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	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 <<												
Base Vol:	77	45	108	196	26	2	2	638	23	39	861	153
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:	77	45	108	196	26	2	2	638	23	39	861	153
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:	77	45	108	196	26	2	2	638	23	39	861	153
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:	77	45	108	196	26	2	2	638	23	39	861	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	45	108	196	26	2	2	638	23	39	861	153
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:	77	45	108	196	26	2	2	638	23	39	861	153
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.:	1136	664	1750	1531	203	16	11	3464	125	1750	3141	558
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.06	0.13	0.13	0.13	0.18	0.18	0.18	0.02	0.27	0.27
Crit Moves:					****						****	
Green Time:	28.6	28.6	89.8	28.6	28.6	28.6	41.2	41.2	41.2	61.2	102	102.4
Volume/Cap:	0.33	0.33	0.10	0.63	0.63	0.63	0.63	0.63	0.63	0.05	0.37	0.37
Delay/Veh:	50.0	50.0	9.7	58.9	58.9	58.9	45.6	45.6	45.6	22.8	7.4	7.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	50.0	9.7	58.9	58.9	58.9	45.6	45.6	45.6	22.8	7.4	7.4
LOS by Move:	D	D	A	E	E	E	D	D	D	C	A	A
HCM2k95thQ:	9	9	4	18	18	18	22	22	22	2	15	15

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

1271 & 1279 E Julian Street Residential Project
San Jose, CA
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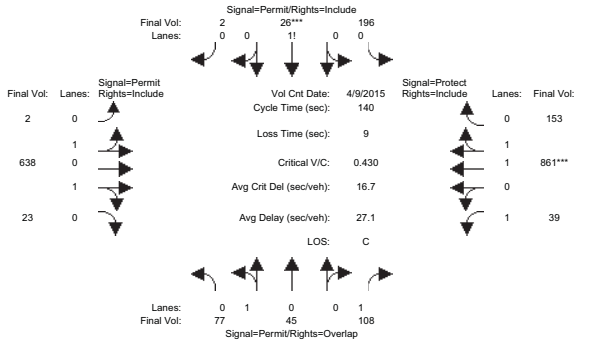
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #4005: N. 28th Street/E. Julian Street



Street Name:	N. 28th Street						E. Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	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 <<												
Base Vol:	77	45	108	196	26	2	2	638	23	39	861	153
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:	77	45	108	196	26	2	2	638	23	39	861	153
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:	77	45	108	196	26	2	2	638	23	39	861	153
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:	77	45	108	196	26	2	2	638	23	39	861	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	45	108	196	26	2	2	638	23	39	861	153
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:	77	45	108	196	26	2	2	638	23	39	861	153
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.:	1136	664	1750	1531	203	16	11	3464	125	1750	3141	558
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.06	0.13	0.13	0.13	0.18	0.18	0.18	0.02	0.27	0.27
Crit Moves:					****						****	
Green Time:	28.6	28.6	89.8	28.6	28.6	28.6	41.2	41.2	41.2	61.2	102	102.4
Volume/Cap:	0.33	0.33	0.10	0.63	0.63	0.63	0.63	0.63	0.63	0.05	0.37	0.37
Delay/Veh:	50.0	50.0	9.7	58.9	58.9	58.9	45.6	45.6	45.6	22.8	7.4	7.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	50.0	9.7	58.9	58.9	58.9	45.6	45.6	45.6	22.8	7.4	7.4
LOS by Move:	D	D	A	E	E	E	D	D	D	C	A	A
HCM2k95thQ:	9	9	4	18	18	18	22	22	22	2	15	15

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

1271 & 1279 E Julian Street Residential Project
San Jose, CA
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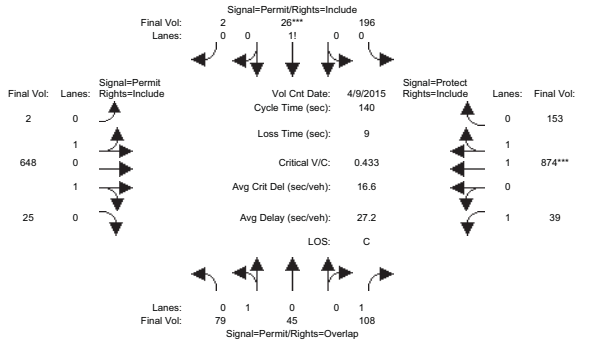
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd+Project AM

Intersection #4005: N. 28th Street/E. Julian Street



Street Name:	N. 28th Street						E. Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	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 <<												
Base Vol:	77	45	108	196	26	2	2	638	23	39	861	153
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:	77	45	108	196	26	2	2	638	23	39	861	153
Added Vol:	2	0	0	0	0	0	0	10	2	0	13	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	45	108	196	26	2	2	648	25	39	874	153
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:	79	45	108	196	26	2	2	648	25	39	874	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	45	108	196	26	2	2	648	25	39	874	153
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:	79	45	108	196	26	2	2	648	25	39	874	153
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:	0.64	0.36	1.00	0.87	0.12	0.01	0.01	1.92	0.07	1.00	1.69	0.31
Final Sat.:	1147	653	1750	1531	203	16	11	3456	133	1750	3148	551
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.06	0.13	0.13	0.13	0.19	0.19	0.19	0.02	0.28	0.28
Crit Moves:					****						****	
Green Time:	28.3	28.3	89.6	28.3	28.3	28.3	41.4	41.4	41.4	61.3	103	102.7
Volume/Cap:	0.34	0.34	0.10	0.63	0.63	0.63	0.63	0.63	0.63	0.05	0.38	0.38
Delay/Veh:	50.4	50.4	9.8	59.5	59.5	59.5	45.6	45.6	45.6	22.7	7.3	7.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	50.4	9.8	59.5	59.5	59.5	45.6	45.6	45.6	22.7	7.3	7.3
LOS by Move:	D	D	A	E	E	E	D	D	D	C	A	A
HCM2k95thQ:	10	10	4	18	18	18	23	23	23	2	15	15

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

1271 & 1279 E Julian Street Residential Project
San Jose, CA
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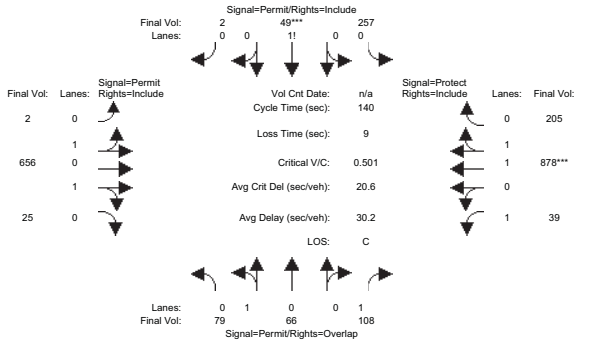
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #4005: N. 28th Street/E. Julian Street



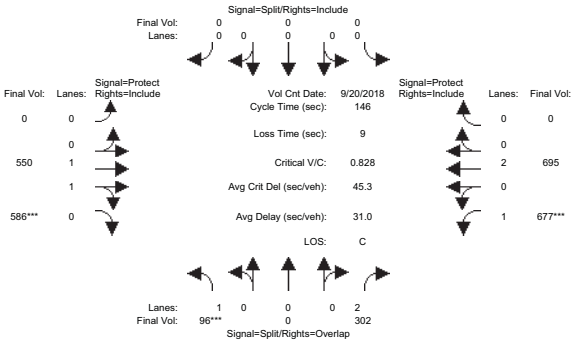
Street Name:	N. 28th Street						E. Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	79	66	108	257	49	2	2	656	25	39	878	205
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:	79	66	108	257	49	2	2	656	25	39	878	205
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:	79	66	108	257	49	2	2	656	25	39	878	205
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:	79	66	108	257	49	2	2	656	25	39	878	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	66	108	257	49	2	2	656	25	39	878	205
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:	79	66	108	257	49	2	2	656	25	39	878	205
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	0.83	0.16	0.01	0.01	1.92	0.07	1.00	1.61	0.39
Final Sat.:	981	819	1750	1460	278	11	11	3458	132	1750	2999	700
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.06	0.18	0.18	0.18	0.19	0.19	0.19	0.02	0.29	0.29
Crit Moves:					****						****	
Green Time:	35.0	35.0	93.3	35.0	35.0	35.0	37.7	37.7	37.7	58.2	96.0	96.0
Volume/Cap:	0.32	0.32	0.09	0.70	0.70	0.70	0.70	0.70	0.70	0.05	0.43	0.43
Delay/Veh:	44.7	44.7	8.5	56.9	56.9	56.9	50.4	50.4	50.4	24.6	10.3	10.3
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:	44.7	44.7	8.5	56.9	56.9	56.9	50.4	50.4	50.4	24.6	10.3	10.3
LOS by Move:	D	D	A	E	E	E	D	D	D	C	B	B
HCM2k95thQ:	10	10	4	23	23	23	24	24	24	3	19	19

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

1271 & 1279 E Julian Street Residential Project
San Jose, CA
140 DU

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

Intersection #3210: US 101 Southbound Ramps/E. Julian Street



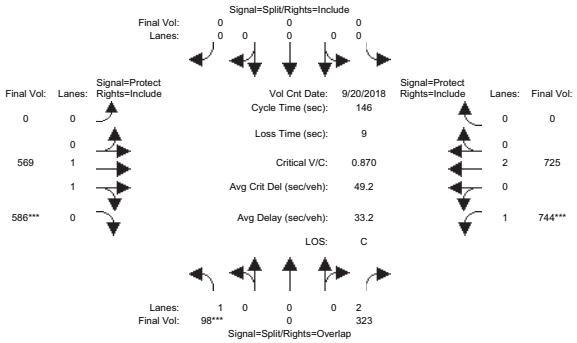
Street Name:	US 101 Southbound Ramps						E. Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Sep 2018 <<												
Base Vol:	96	0	302	0	0	0	0	550	586	677	695	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:	96	0	302	0	0	0	0	550	586	677	695	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:	96	0	302	0	0	0	0	550	586	677	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:	96	0	302	0	0	0	0	550	586	677	695	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	0	302	0	0	0	0	550	586	677	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:	96	0	302	0	0	0	0	550	586	677	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	0.33	0.39	0.18	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:	0.80	0.00	0.18	0.00	0.00	0.00	0.00	0.72	0.83	0.83	0.21	0.00
Delay/Veh:	97.7	0.0	17.5	0.0	0.0	0.0	0.0	38.2	43.4	41.1	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:	97.7	0.0	17.5	0.0	0.0	0.0	0.0	38.2	43.4	41.1	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	35	43	47	5	0

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

1271 & 1279 E Julian Street Residential Project
San Jose, CA
140 DU

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

Intersection #3210: US 101 Southbound Ramps/E. Julian Street



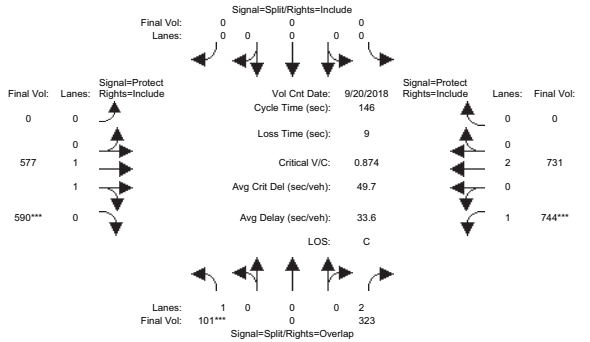
Street Name:	US 101 Southbound Ramps						E. Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Sep 2018 <<												
Base Vol:	96	0	302	0	0	0	0	550	586	677	695	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:	96	0	302	0	0	0	0	550	586	677	695	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:	98	0	323	0	0	0	0	569	586	744	725	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:	98	0	323	0	0	0	0	569	586	744	725	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	0	323	0	0	0	0	569	586	744	725	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:	98	0	323	0	0	0	0	569	586	744	725	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:	0.06	0.00	0.10	0.00	0.00	0.00	0.00	0.30	0.33	0.43	0.19	0.00
Crit Moves:	****								****	****		
Green Time:	10.0	0.0	81.0	0.0	0.0	0.0	0.0	56.0	56.0	71.0	127	0.0
Volume/Cap:	0.82	0.00	0.18	0.00	0.00	0.00	0.00	0.78	0.87	0.87	0.22	0.00
Delay/Veh:	100.9	0.0	16.2	0.0	0.0	0.0	0.0	42.4	48.5	43.4	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	100.9	0.0	16.2	0.0	0.0	0.0	0.0	42.4	48.5	43.4	1.6	0.0
LOS by Move:	F	A	B	A	A	A	A	D	D	D	A	A
HCM2k95thQ:	13	0	8	0	0	0	0	38	45	53	5	0

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

1271 & 1279 E Julian Street Residential Project
San Jose, CA
140 DU

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

Intersection #3210: US 101 Southbound Ramps/E. Julian Street



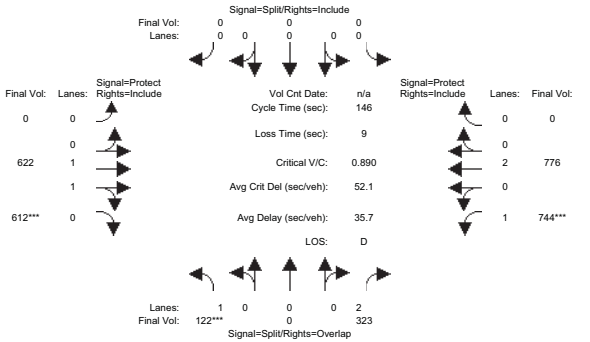
Street Name:	US 101 Southbound Ramps						E. Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Sep 2018 <<												
Base Vol:	96	0	302	0	0	0	0	550	586	677	695	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:	96	0	302	0	0	0	0	550	586	677	695	0
Added Vol:	3	0	0	0	0	0	0	8	4	0	6	0
ATI:	2	0	21	0	0	0	0	19	0	67	30	0
Initial Fut:	101	0	323	0	0	0	0	577	590	744	731	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:	101	0	323	0	0	0	0	577	590	744	731	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	0	323	0	0	0	0	577	590	744	731	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:	101	0	323	0	0	0	0	577	590	744	731	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:	0.06	0.00	0.10	0.00	0.00	0.00	0.00	0.30	0.34	0.43	0.19	0.00
Crit Moves:	****								****	****		
Green Time:	10.0	0.0	80.8	0.0	0.0	0.0	0.0	56.2	56.2	70.8	127	0.0
Volume/Cap:	0.84	0.00	0.19	0.00	0.00	0.00	0.00	0.79	0.88	0.88	0.22	0.00
Delay/Veh:	106.1	0.0	16.3	0.0	0.0	0.0	0.0	42.6	48.5	43.8	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	106.1	0.0	16.3	0.0	0.0	0.0	0.0	42.6	48.5	43.8	1.6	0.0
LOS by Move:	F	A	B	A	A	A	A	D	D	D	A	A
HCM2k95thQ:	13	0	8	0	0	0	0	38	45	53	5	0

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

1271 & 1279 E Julian Street Residential Project
San Jose, CA
140 DU

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

Intersection #3210: US 101 Southbound Ramps/E. Julian Street



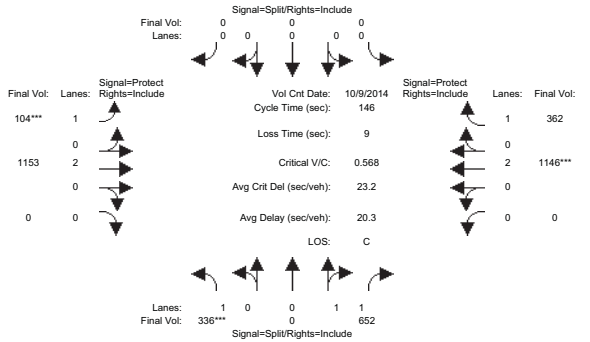
Street Name:	US 101 Southbound Ramps						E. Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	122	0	323	0	0	0	0	622	612	744	776	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	323	0	0	0	0	622	612	744	776	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	323	0	0	0	0	622	612	744	776	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	323	0	0	0	0	622	612	744	776	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	0	323	0	0	0	0	622	612	744	776	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	323	0	0	0	0	622	612	744	776	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	1899	1800	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.10	0.00	0.00	0.00	0.00	0.33	0.34	0.43	0.20	0.00
Crit Moves:	****								****	****		
Green Time:	11.4	0.0	81.2	0.0	0.0	0.0	0.0	55.8	55.8	69.8	126	0.0
Volume/Cap:	0.89	0.00	0.18	0.00	0.00	0.00	0.00	0.86	0.89	0.89	0.24	0.00
Delay/Veh:	112.2	0.0	16.1	0.0	0.0	0.0	0.0	46.8	49.7	46.2	1.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	112.2	0.0	16.1	0.0	0.0	0.0	0.0	46.8	49.7	46.2	1.8	0.0
LOS by Move:	F	A	B	A	A	A	A	D	D	D	A	A
HCM2k95thQ:	16	0	8	0	0	0	0	43	46	54	6	0

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

1271 & 1279 E Julian Street Residential Project
San Jose, CA
140 DU

Level Of Service Computation Report
1994 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3211: US 101 Northbound Ramps/McKee Road



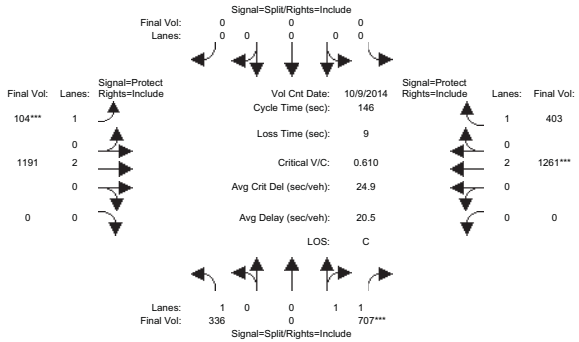
Street Name:	US 101 Northbound Ramps						McKee Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	336	0	621	0	0	0	104	1098	0	0	1091	362
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	621	0	0	0	104	1098	0	0	1091	362
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	621	0	0	0	104	1098	0	0	1091	362
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	621	0	0	0	104	1098	0	0	1091	362
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	0	621	0	0	0	104	1098	0	0	1091	362
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	1.05	1.05	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	336	0	652	0	0	0	104	1153	0	0	1146	362
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	1900	0	3800	0	0	0	1900	3800	0	0	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.17	0.00	0.00	0.00	0.05	0.30	0.00	0.00	0.30	0.19
Crit Moves:	****						****				****	
Green Time:	45.5	0.0	45.5	0.0	0.0	0.0	14.1	91.5	0.0	0.0	77.5	77.5
Volume/Cap:	0.57	0.00	0.55	0.00	0.00	0.00	0.57	0.48	0.00	0.00	0.57	0.36
Delay/Veh:	32.9	0.0	32.2	0.0	0.0	0.0	50.9	11.2	0.0	0.0	17.8	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.9	0.0	32.2	0.0	0.0	0.0	50.9	11.2	0.0	0.0	17.8	15.2
DesignQueue:	20	0	19	0	0	0	8	19	0	0	24	15

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

1271 & 1279 E Julian Street Residential Project
San Jose, CA
140 DU

Level Of Service Computation Report
1994 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3211: US 101 Northbound Ramps/McKee Road



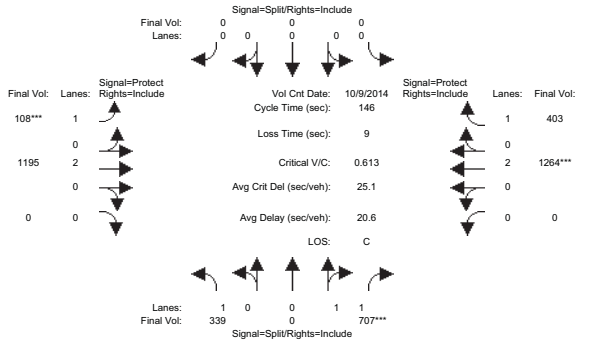
Street Name:	US 101 Northbound Ramps						McKee Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2014 <<												
Base Vol:	336	0	621	0	0	0	104	1098	0	0	1091	362
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	621	0	0	0	104	1098	0	0	1091	362
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:	336	0	673	0	0	0	104	1134	0	0	1201	403
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	673	0	0	0	104	1134	0	0	1201	403
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	0	673	0	0	0	104	1134	0	0	1201	403
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	1.05	1.05	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
FinalVolume:	336	0	707	0	0	0	104	1191	0	0	1261	403
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	1900	0	3800	0	0	0	1900	3800	0	0	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.19	0.00	0.00	0.00	0.05	0.31	0.00	0.00	0.33	0.21
Crit Moves:			****				****				****	
Green Time:	44.5	0.0	44.5	0.0	0.0	0.0	13.1	92.5	0.0	0.0	79.4	79.4
Volume/Cap:	0.58	0.00	0.61	0.00	0.00	0.00	0.61	0.49	0.00	0.00	0.61	0.39
Delay/Veh:	33.7	0.0	33.6	0.0	0.0	0.0	53.0	11.0	0.0	0.0	17.7	14.8
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:	33.7	0.0	33.6	0.0	0.0	0.0	53.0	11.0	0.0	0.0	17.7	14.8
DesignQueue:	20	0	21	0	0	0	8	19	0	0	26	16

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

1271 & 1279 E Julian Street Residential Project
San Jose, CA
140 DU

Level Of Service Computation Report
1994 HCM Operations (Future Volume Alternative)
Bkgrd+Project PM

Intersection #3211: US 101 Northbound Ramps/McKee Road

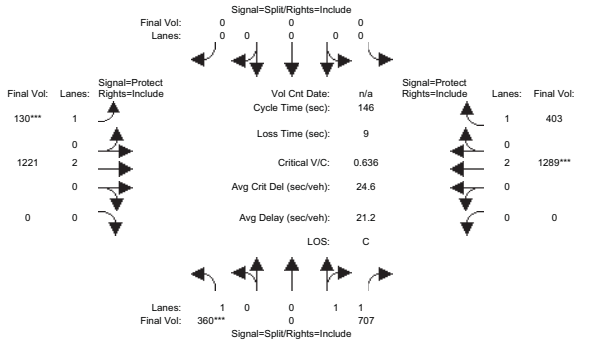



```
Street Name:      US 101 Northbound Ramps                McKee Road
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
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 <<
Base Vol:     336    0  621     0    0    0   104 1098    0      0 1091  362
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  621     0    0    0   104 1098    0      0 1091  362
Added Vol:      3    0    0     0    0    0     4    4    0      0    3    0
ATI:            0    0   52     0    0    0     0   36    0      0  110   41
Initial Fut:  339    0  673     0    0    0   108 1138    0      0 1204  403
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:   339    0  673     0    0    0   108 1138    0      0 1204  403
Reduct Vol:     0    0    0     0    0    0     0    0    0      0    0    0
Reduced Vol:  339    0  673     0    0    0   108 1138    0      0 1204  403
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 1.05 1.05  1.00 1.00 1.00  1.00 1.05 1.00   1.00 1.05 1.00
FinalVolume:  339    0  707     0    0    0   108 1195    0      0 1264  403
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900   1900 1900 1900
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
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.:  1900    0 3800     0    0    0  1900 3800    0      0 3800 1900
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.00  0.19  0.00 0.00  0.00  0.06 0.31  0.00   0.00 0.33  0.21
Crit Moves:           ****                     ****                     ****
Green Time:  44.3  0.0 44.3    0.0  0.0   0.0  13.5 92.7   0.0    0.0 79.2 79.2
Volume/Cap:  0.59 0.00 0.61  0.00 0.00  0.00  0.61 0.50  0.00   0.00 0.61 0.39
Delay/Veh:   33.9  0.0 33.8    0.0  0.0   0.0  52.7 10.9   0.0    0.0 17.8 14.9
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:  33.9  0.0 33.8    0.0  0.0   0.0  52.7 10.9   0.0    0.0 17.8 14.9
DesignQueue:   20    0   21      0    0     0     8   19     0      0   26   16
Note: Queue reported is the number of cars per lane.
```


1271 & 1279 E Julian Street Residential Project
San Jose, CA
140 DU

Level Of Service Computation Report
1994 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #3211: US 101 Northbound Ramps/McKee Road

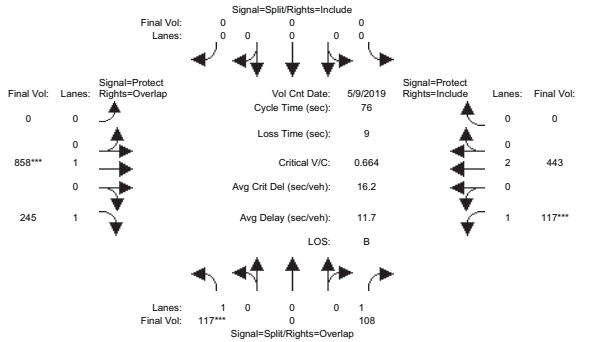



```
Street Name:      US 101 Northbound Ramps                McKee Road
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
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:     360    0  673     0    0    0   130 1163    0      0 1228  403
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:  360    0  673     0    0    0   130 1163    0      0 1228  403
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:  360    0  673     0    0    0   130 1163    0      0 1228  403
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:   360    0  673     0    0    0   130 1163    0      0 1228  403
Reduct Vol:     0    0    0     0    0    0     0    0    0      0    0    0
Reduced Vol:  360    0  673     0    0    0   130 1163    0      0 1228  403
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 1.05 1.05  1.00 1.00 1.00  1.00 1.05 1.00   1.00 1.05 1.00
FinalVolume:  360    0  707     0    0    0   130 1221    0      0 1289  403
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900   1900 1900 1900
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
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.:  1900    0 3800     0    0    0  1900 3800    0      0 3800 1900
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.00  0.19  0.00 0.00  0.00  0.07 0.32  0.00   0.00 0.34  0.21
Crit Moves:  ****                     ****                     ****
Green Time:  43.5  0.0 43.5    0.0  0.0   0.0  15.7 93.5   0.0    0.0 77.8 77.8
Volume/Cap:  0.64 0.00 0.62  0.00 0.00  0.00  0.64 0.50  0.00   0.00 0.64 0.40
Delay/Veh:   35.4  0.0 34.4    0.0  0.0   0.0  51.9 10.7   0.0    0.0 18.8 15.5
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:  35.4  0.0 34.4    0.0  0.0   0.0  51.9 10.7   0.0    0.0 18.8 15.5
DesignQueue:   22    0   21      0    0     0    10   19     0      0   27   16
Note: Queue reported is the number of cars per lane.
```


1271 & 1279 E Julian Street Residential Project
San Jose, CA
140 DU

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

Intersection #3613: N. 24th Street/E. Julian Street



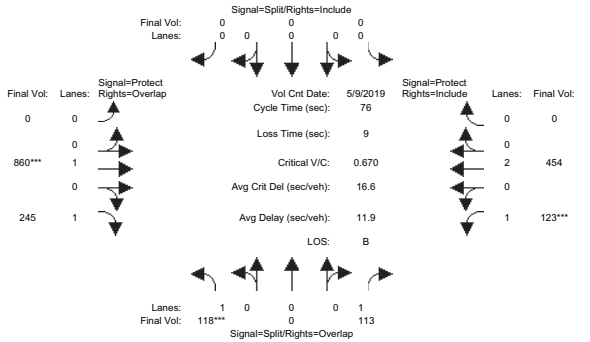
Street Name:	N. 24th Street						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 May 2019 <<												
Base Vol:	117	0	108	0	0	0	0	858	245	117	443	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:	117	0	108	0	0	0	0	858	245	117	443	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:	117	0	108	0	0	0	0	858	245	117	443	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:	117	0	108	0	0	0	0	858	245	117	443	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	0	108	0	0	0	0	858	245	117	443	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:	117	0	108	0	0	0	0	858	245	117	443	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	0.45	0.14	0.07	0.12	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:	0.51	0.00	0.27	0.00	0.00	0.00	0.00	0.69	0.18	0.69	0.16	0.00
Delay/Veh:	32.6	0.0	24.5	0.0	0.0	0.0	0.0	10.0	2.1	44.8	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:	32.6	0.0	24.5	0.0	0.0	0.0	0.0	10.0	2.1	44.8	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.

1271 & 1279 E Julian Street Residential Project
San Jose, CA
140 DU

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

Intersection #3613: N. 24th Street/E. Julian Street



Street Name:	N. 24th Street						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	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 <<												
Base Vol:	117	0	108	0	0	0	0	858	245	117	443	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:	117	0	108	0	0	0	0	858	245	117	443	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:	118	0	113	0	0	0	0	860	245	123	454	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:	118	0	113	0	0	0	0	860	245	123	454	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	0	113	0	0	0	0	860	245	123	454	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:	118	0	113	0	0	0	0	860	245	123	454	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	0.45	0.14	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:	0.51	0.00	0.28	0.00	0.00	0.00	0.00	0.70	0.18	0.70	0.16	0.00
Delay/Veh:	32.7	0.0	24.3	0.0	0.0	0.0	0.0	10.3	2.2	44.6	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:	32.7	0.0	24.3	0.0	0.0	0.0	0.0	10.3	2.2	44.6	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	25	3	9	3	0

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

1271 & 1279 E Julian Street Residential Project
San Jose, CA
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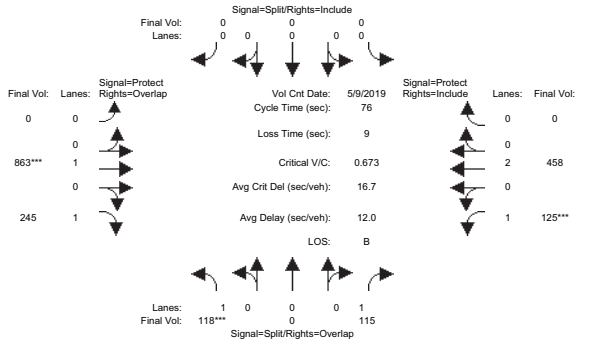
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd+Project PM

Intersection #3613: N. 24th Street/E. Julian Street



Street Name:	N. 24th Street						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	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 <<												
Base Vol:	117	0	108	0	0	0	0	858	245	117	443	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:	117	0	108	0	0	0	0	858	245	117	443	0
Added Vol:	0	0	2	0	0	0	0	3	0	2	4	0
ATI:	1	0	5	0	0	0	0	2	0	6	11	0
Initial Fut:	118	0	115	0	0	0	0	863	245	125	458	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:	118	0	115	0	0	0	0	863	245	125	458	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	0	115	0	0	0	0	863	245	125	458	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:	118	0	115	0	0	0	0	863	245	125	458	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	0.14	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:	0.51	0.00	0.28	0.00	0.00	0.00	0.00	0.70	0.18	0.70	0.16	0.00
Delay/Veh:	32.7	0.0	24.3	0.0	0.0	0.0	0.0	10.5	2.2	44.8	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:	32.7	0.0	24.3	0.0	0.0	0.0	0.0	10.5	2.2	44.8	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	25	3	9	3	0

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

1271 & 1279 E Julian Street Residential Project
San Jose, CA
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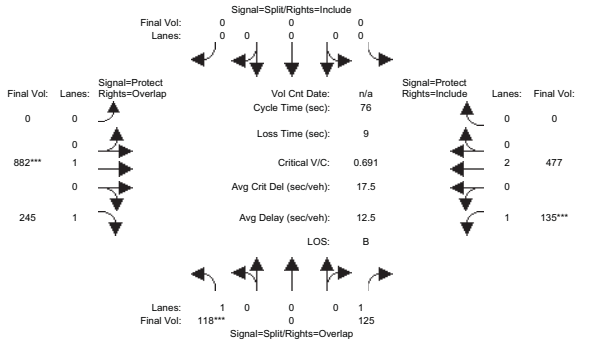
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #3613: N. 24th Street/E. Julian Street



Street Name:	N. 24th Street						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	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:	118	0	125	0	0	0	0	882	245	135	477	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:	118	0	125	0	0	0	0	882	245	135	477	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:	118	0	125	0	0	0	0	882	245	135	477	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:	118	0	125	0	0	0	0	882	245	135	477	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	0	125	0	0	0	0	882	245	135	477	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:	118	0	125	0	0	0	0	882	245	135	477	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	0.46	0.14	0.08	0.13	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	18.1	0.0	0.0	0.0	0.0	48.9	58.9	8.1	57.0	0.0
Volume/Cap:	0.51	0.00	0.30	0.00	0.00	0.00	0.00	0.72	0.18	0.72	0.17	0.00
Delay/Veh:	32.7	0.0	24.1	0.0	0.0	0.0	0.0	11.2	2.3	45.8	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:	32.7	0.0	24.1	0.0	0.0	0.0	0.0	11.2	2.3	45.8	2.7	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	D	A	A
HCM2k95thQ:	7	0	6	0	0	0	0	26	3	10	3	0

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

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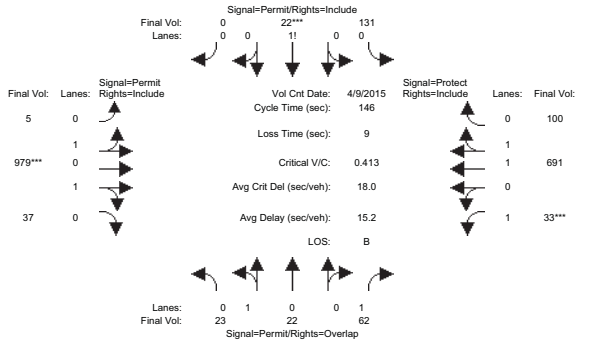
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #4005: N. 28th Street/E. Julian Street



Street Name:	N. 28th Street						E. Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	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 <<												
Base Vol:	23	22	62	131	22	0	5	979	37	33	691	100
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:	23	22	62	131	22	0	5	979	37	33	691	100
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:	23	22	62	131	22	0	5	979	37	33	691	100
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:	23	22	62	131	22	0	5	979	37	33	691	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	22	62	131	22	0	5	979	37	33	691	100
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:	23	22	62	131	22	0	5	979	37	33	691	100
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.:	920	880	1750	1541	259	0	18	3452	130	1750	3232	468
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.04	0.09	0.09	0.00	0.28	0.28	0.28	0.02	0.21	0.21
Crit Moves:				****				****		****		
Green Time:	30.0	30.0	37.0	30.0	30.0	0.0	100.0	100	100.0	7.0	107	107.0
Volume/Cap:	0.12	0.12	0.14	0.41	0.41	0.00	0.41	0.41	0.41	0.39	0.29	0.29
Delay/Veh:	48.0	48.0	42.9	53.8	53.8	0.0	10.6	10.6	10.6	80.7	6.9	6.9
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:	48.0	48.0	42.9	53.8	53.8	0.0	10.6	10.6	10.6	80.7	6.9	6.9
LOS by Move:	D	D	D	D	D	A	B	B	B	F	A	A
HCM2k95thQ:	4	4	5	12	12	0	18	18	18	4	12	12

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

1271 & 1279 E Julian Street Residential Project
San Jose, CA
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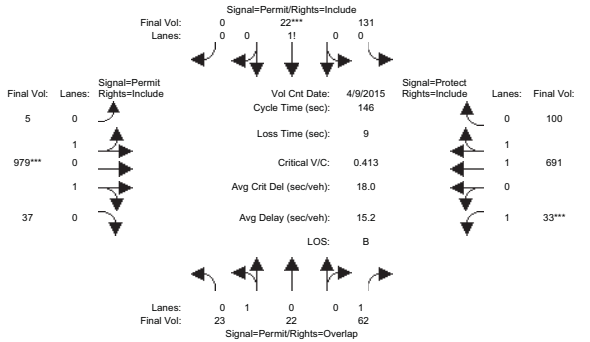
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #4005: N. 28th Street/E. Julian Street



Street Name:	N. 28th Street						E. Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	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 <<												
Base Vol:	23	22	62	131	22	0	5	979	37	33	691	100
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:	23	22	62	131	22	0	5	979	37	33	691	100
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:	23	22	62	131	22	0	5	979	37	33	691	100
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:	23	22	62	131	22	0	5	979	37	33	691	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	22	62	131	22	0	5	979	37	33	691	100
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:	23	22	62	131	22	0	5	979	37	33	691	100
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.:	920	880	1750	1541	259	0	18	3452	130	1750	3232	468
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.04	0.09	0.09	0.00	0.28	0.28	0.28	0.02	0.21	0.21
Crit Moves:				****				****		****		
Green Time:	30.0	30.0	37.0	30.0	30.0	0.0	100.0	100	100.0	7.0	107	107.0
Volume/Cap:	0.12	0.12	0.14	0.41	0.41	0.00	0.41	0.41	0.41	0.39	0.29	0.29
Delay/Veh:	48.0	48.0	42.9	53.8	53.8	0.0	10.6	10.6	10.6	80.7	6.9	6.9
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:	48.0	48.0	42.9	53.8	53.8	0.0	10.6	10.6	10.6	80.7	6.9	6.9
LOS by Move:	D	D	D	D	D	A	B	B	B	F	A	A
HCM2k95thQ:	4	4	5	12	12	0	18	18	18	4	12	12

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

1271 & 1279 E Julian Street Residential Project
San Jose, CA
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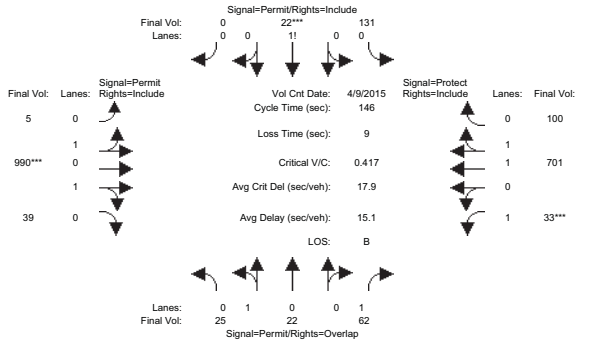
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd+Project PM

Intersection #4005: N. 28th Street/E. Julian Street



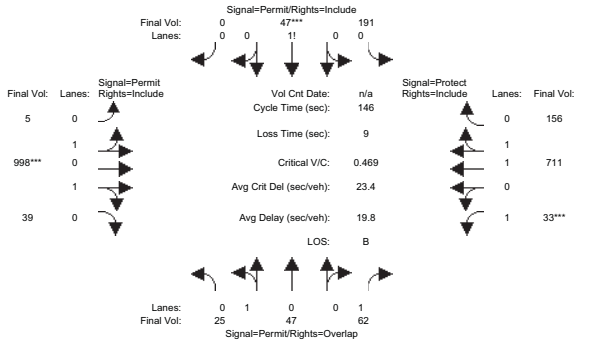
Street Name:	N. 28th Street						E. Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Apr 2015 <<												
Base Vol:	23	22	62	131	22	0	5	979	37	33	691	100
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:	23	22	62	131	22	0	5	979	37	33	691	100
Added Vol:	2	0	0	0	0	0	0	11	2	0	10	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	22	62	131	22	0	5	990	39	33	701	100
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:	25	22	62	131	22	0	5	990	39	33	701	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	22	62	131	22	0	5	990	39	33	701	100
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:	25	22	62	131	22	0	5	990	39	33	701	100
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:	0.53	0.47	1.00	0.86	0.14	0.00	0.01	1.91	0.08	1.00	1.74	0.26
Final Sat.:	957	843	1750	1541	259	0	17	3447	136	1750	3238	462
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.04	0.09	0.09	0.00	0.29	0.29	0.29	0.02	0.22	0.22
Crit Moves:					****			****			****	
Green Time:	29.7	29.7	36.7	29.7	29.7	0.0	100.3	100	100.3	7.0	107	107.3
Volume/Cap:	0.13	0.13	0.14	0.42	0.42	0.00	0.42	0.42	0.42	0.39	0.29	0.29
Delay/Veh:	48.3	48.3	43.1	54.1	54.1	0.0	10.6	10.6	10.6	80.7	6.8	6.8
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:	48.3	48.3	43.1	54.1	54.1	0.0	10.6	10.6	10.6	80.7	6.8	6.8
LOS by Move:	D	D	D	D	D	A	B	B	B	F	A	A
HCM2k95thQ:	4	4	5	12	12	0	18	18	18	4	12	12

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

1271 & 1279 E Julian Street Residential Project
San Jose, CA
140 DU

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

Intersection #4005: N. 28th Street/E. Julian Street



Street Name:	N. 28th Street						E. Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	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:												
Base Vol:	25	47	62	191	47	0	5	998	39	33	711	156
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:	25	47	62	191	47	0	5	998	39	33	711	156
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:	25	47	62	191	47	0	5	998	39	33	711	156
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:	25	47	62	191	47	0	5	998	39	33	711	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	47	62	191	47	0	5	998	39	33	711	156
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:	25	47	62	191	47	0	5	998	39	33	711	156
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:	0.35	0.65	1.00	0.80	0.20	0.00	0.01	1.92	0.07	1.00	1.63	0.37
Final Sat.:	625	1175	1750	1445	355	0	17	3448	135	1750	3034	666
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.13	0.13	0.00	0.29	0.29	0.29	0.02	0.23	0.23
Crit Moves:					****			****			****	
Green Time:	40.8	40.8	47.8	40.8	40.8	0.0	89.2	89.2	89.2	7.0	96.2	96.2
Volume/Cap:	0.14	0.14	0.11	0.47	0.47	0.00	0.47	0.47	0.47	0.39	0.36	0.36
Delay/Veh:	40.1	40.1	34.6	46.9	46.9	0.0	16.3	16.3	16.3	80.7	11.5	11.5
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:	40.1	40.1	34.6	46.9	46.9	0.0	16.3	16.3	16.3	80.7	11.5	11.5
LOS by Move:	D	D	C	D	D	A	B	B	B	F	B	B
HCM2k95thQ:	5	5	5	16	16	0	22	22	22	4	16	16

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

