

Appendix G

Transportation Analysis

397 Blossom Hill Road Mixed-Use Project Environmental Assessment

City of San José



HEXAGON TRANSPORTATION CONSULTANTS, INC.

397 Blossom Hill Road Affordable Housing Development

Final Transportation Analysis

Prepared for:

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Table of Contents

Executive Summary	iii
1. Introduction	1
2. Existing Transportation Conditions	16
3. CEQA Transportation Analysis	23
4. Local Transportation Analysis.....	29
5. Conclusions.....	51

Appendices

Appendix A	Traffic Counts
Appendix B	San Jose ATI
Appendix C	Volume Summary
Appendix D	Level of Service Calculations
Appendix E	Transportation Demand Management Plan

List of Tables

Table 1	San Jose VMT Thresholds of Significance Criteria	13
Table 2	Signalized Intersection Level of Service Definitions Based on Control Delay.....	14
Table 3	Existing Bus Routes	20
Table 4	Project Trip Generation Estimates	31
Table 5	Intersection Level of Service Summary	40

List of Figures

Figure 1	Site Location and Study Intersections.....	2
Figure 2	Project Site Plan.....	3
Figure 3	VMT Heat Map for Residents in San Jose	8
Figure 4	VMT Heat Map for Workers in San Jose.....	9
Figure 5	Existing Bicycle Facilities.....	18
Figure 6	Existing Transit Services	19
Figure 7	Existing Lane Configurations	22
Figure 8	San Jose VMT Evaluation Tool Summary Report.....	25
Figure 9	Project Trip Distribution Patterns	33
Figure 10	Residential Trip Assignment.....	34
Figure 11	Office Trip Assignment	35
Figure 12	Project Net Trip Assignment.....	36
Figure 13	Existing Traffic Volumes	37
Figure 14	Background Traffic Volumes.....	38
Figure 15	Background Plus Project Traffic Volumes.....	39
Figure 16	Potential Signalized Pedestrian Crossing Location on Blossom Hill Road	48

Executive Summary

This report presents the results of the transportation analysis conducted for a proposed affordable senior housing mixed-use development at 397 Blossom Hill Road in San Jose, California. The project site is located within the Blossom Hill and Snell Urban Village boundary. This study was conducted for the purpose of identifying the potential transportation impacts related to the proposed residential mixed-use development.

Pursuant to the housing and transit-first goals for the City of San Jose, the 397 Blossom Hill Road residential mixed-use project is designed to maximize residential density and promote diversity within close proximity to public transit. The project proposes to replace an existing furniture store with 147 affordable apartment units including 96 restricted senior units, 49 restricted special needs units, and 2 unrestricted units. The 147 apartment units would be comprised of 102 studio units, 15 junior one-bedroom units, 15 one-bedroom units, 13 two-bedroom units, and 2 three-bedroom units (unrestricted manager's units). The proposed development would also include 16,066 square feet (s.f.) of social service office space on the ground floor. The office space may include supporting office uses, supporting medical office or clinic uses, supporting vocational or trade training, and supporting personal services.

Access to the project site would be provided via two driveways on Blossom Hill Road: one on the east side of the building and one on the west side of the building. The project would include a ground-level parking garage with mechanical lifts and some surface parking around the site.

The potential impacts of the project were evaluated in accordance with the standards and methodologies set forth by the City of San Jose. Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the *Transportation Analysis Handbook 2018*, the transportation analysis report for the project includes a CEQA transportation analysis (TA) and a local transportation analysis (LTA). The CEQA transportation analysis comprises an evaluation of Vehicle Miles Traveled (VMT). VMT is defined in Chapter 1 of this report. The LTA supplements the CEQA transportation analysis by identifying transportation operational issues via an evaluation of weekday AM and PM peak hour traffic conditions for signalized intersections. The LTA also includes an analysis of site access, on-site circulation, parking, and effects to transit, bicycle, and pedestrian facilities.

CEQA Transportation Analysis

Residential Project VMT Analysis Results

With implementation of a robust TDM Plan and the minimum number of parking spaces provided per the Urban Village designation, the proposed affordable residential development would meet the City's

screening criteria set forth in the *Transportation Analysis Handbook*. Thus, a VMT impact analysis is not required for the residential component of the project.

Office Project VMT Impact Analysis Results

The project VMT estimated by the sketch tool for the office component of the project is 13.68 per employee. The project VMT, therefore, exceeds the threshold of 12.22 VMT per employee.

Mitigation

Based on the four VMT reduction strategy tiers included in the sketch tool, it is recommended the project implement a Transportation Demand Management (TDM) plan to mitigate the significant VMT impact. Providing a Ride-Sharing Program for 100% of the office employees of the project would lower the project VMT to 11.19, which is below the threshold of 12.22 VMT per employee and is the maximum VMT reduction possible. The goal of a ride-sharing program is to match individuals interested in carpooling who have similar commute patterns, thereby reducing the number of single-occupant vehicle trips and associated VMT per employee. Additional measures as part of the TDM Plan (which is included as Appendix E of this Transportation Analysis) include the following:

- Bicycle facilities and bicycle-sharing program,
- On-site showers and lockers (end of trip facilities),
- Preferential parking with charging stations for electric vehicles,
- Special Needs Public Transportation Coordinator, and
- On-site TDM Coordinator and services (including carpool/ride matching assistance and trip planning resources).

Local Transportation Analysis

Project Trip Generation

After applying the ITE trip rates to the proposed residential and office components of the project and applying the appropriate trip adjustments and credits, the project would generate 632 new daily vehicle trips, with 50 new trips occurring during the AM peak hour and 59 new trips occurring during the PM peak hour. Using the inbound/outbound splits contained in the ITE *Trip Generation Manual*, the project would produce 19 new inbound and 31 new outbound trips during the AM peak hour, and 31 new inbound and 28 new outbound trips 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 or bicycle facilities in the study area.

Recommendations

- Provide 50 feet of inbound vehicle stacking space at the western project driveway by removing the parking stalls labeled 1, 2 and 3 on the site plan. Note that this improvement would result in the loss of three off-street parking spaces.
- The existing westbound left-turn pocket on Blossom Hill Road should be further channelized/separated with a raised curb design to prevent vehicles from attempting to enter the left-turn

pocket from the western project driveway. The median island should be extended at least 75 feet.

- The City's standard minimum width for two-way drive aisles is 26 feet where 90-degree parking is provided. The project is proposing a 24-foot wide drive aisle within the parking garage. The project requires City approval for any proposed reduction in drive aisle width.
- Additional width should be provided for parking stalls labeled 20, 21 and 22 on the site plan.
- The mechanical-stack parking system should be designed to provide adequate vertical clearance to accommodate all vehicle types, including passenger cars, trucks, and most SUVs and vans.
- Provide 38 motorcycle parking spaces to meet the City's motorcycle parking requirement.

1. Introduction

This report presents the results of the transportation analysis conducted for a proposed affordable senior housing mixed-use development at 397 Blossom Hill Road in San Jose, California (see Figure 1). The project site is located within the Blossom Hill and Snell Urban Village boundary. This study was conducted for the purpose of identifying the potential transportation impacts related to the proposed residential mixed-use 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 2018. Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the *Transportation Analysis Handbook*, the transportation analysis report for the project includes a California Environmental Quality Act (CEQA) transportation analysis (TA) and a local transportation analysis (LTA).

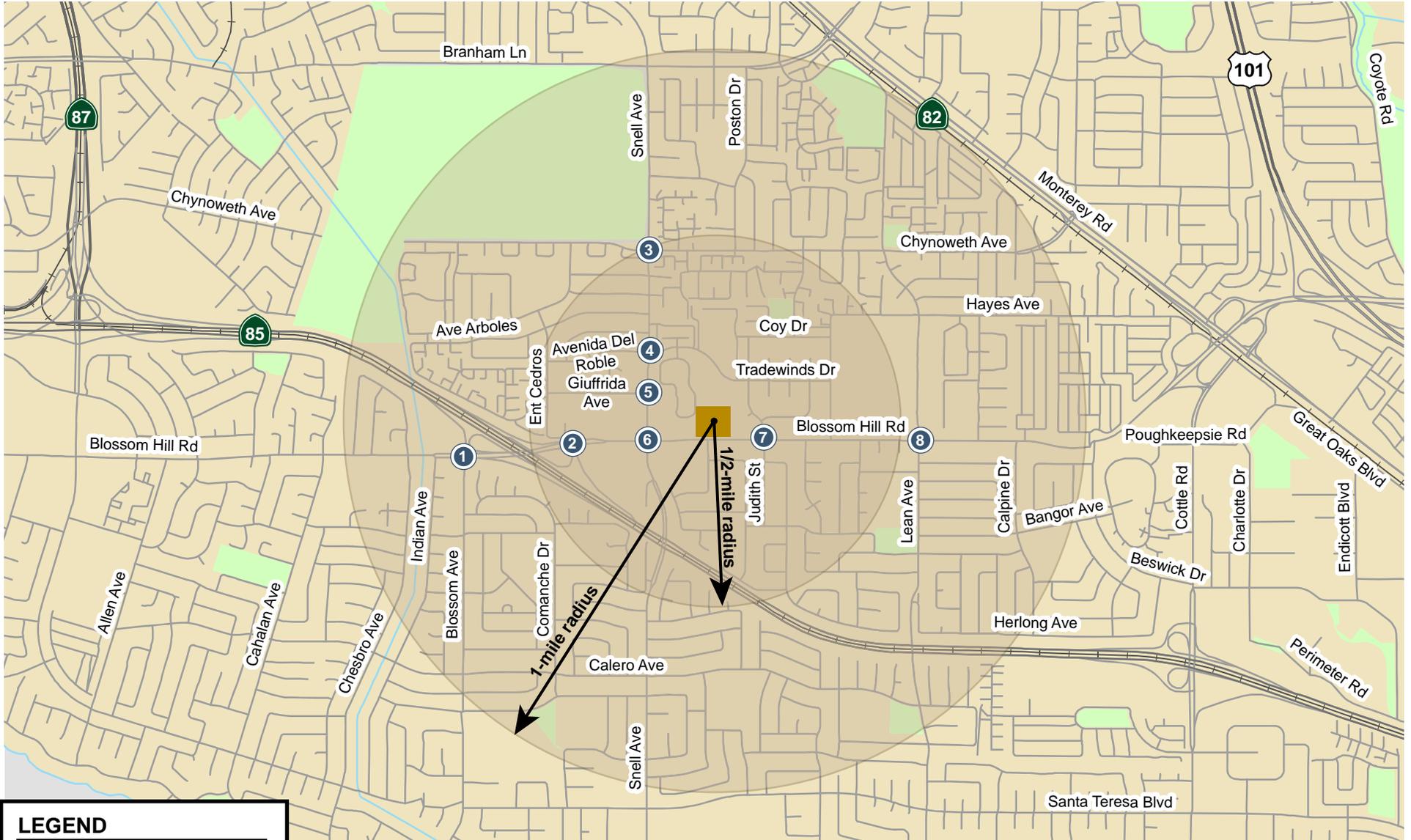
Project Description

Pursuant to the housing and transit-first goals for the City of San Jose, the 397 Blossom Hill Road residential mixed-use project is designed to maximize residential density and promote diversity within close proximity to public transit. The project proposes to replace an existing furniture store with 147 affordable apartment units including 96 restricted senior units, 49 restricted special needs units, and 2 unrestricted units. The 147 apartment units would be comprised of 102 studio units, 15 junior one-bedroom units, 15 one-bedroom units, 13 two-bedroom units, and 2 three-bedroom units (manager's units). The proposed development would also include 16,066 square feet (s.f.) of social service office space on the ground floor. The office space may include supporting office uses, supporting medical office or clinic uses, supporting vocational or trade training, and supporting personal services.

Access to the project site would be provided via two driveways on Blossom Hill Road: one on the east side of the building and one on the west side of the building. The project would include a ground-level parking garage with mechanical lifts and some surface parking around the site. The project site plan is shown on Figure 2.

Transportation Policies

In adherence with State of California Senate Bill 743 (SB 743) and the City's goals as set forth in the Envision San Jose 2040 General Plan, the City of San Jose has adopted a new Transportation Analysis Policy, Council Policy 5-1. The policy replaces its predecessor (Council Policy 5-3) and establishes the thresholds for transportation impacts under CEQA based on vehicle miles traveled (VMT) instead of intersection level of service (LOS). The intent of this change is to shift the focus of transportation analysis under CEQA from vehicle delay and roadway auto capacity to a reduction in vehicle emissions, and the creation of robust multimodal networks that support integrated land uses. All new projects are required to analyze transportation impacts using the VMT metric and conform to Council Policy 5-1. The new Transportation Analysis Policy took effect on March 29, 2018.



LEGEND

-  = Site Location
-  = Study Intersection

Figure 1
Site Location and Study Intersections

The new 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);
- 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);
- Require large employers to develop and maintain TDM programs to reduce the vehicle trips generated by their employees (TR-7.1);
- Promote transit-oriented development with reduced parking requirements and promote amenities around appropriate transit hubs and stations to facilitate the use of available 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 automobile 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).

Urban Villages

The project site is located within the Blossom Hill and Snell Urban Village area. The Blossom Hill and Snell Urban Village Plan is currently in the planning stage and is centered around the intersection of Blossom Hill Road and Snell Avenue.

Urban Villages are walkable, bicycle-friendly, transit-oriented, mixed-use settings that provide both housing and jobs, thus supporting the General Plan’s environmental goals. The Urban Village designation is applied within Urban Village areas to accommodate higher density housing growth in combination with a significant amount of job growth. Projects that are located within an Urban Village boundary are eligible for a 20% parking reduction. The Urban Village strategy fosters:

- Engagement of village area residents in the urban village planning process;
- Mixed residential and employment activities that are attractive to an innovative workforce;
- Revitalization of underutilized properties that have access to existing infrastructure;
- Densities that support transit use, bicycling, and walking; and
- High-quality urban design.

Most sites located within an Urban Village Area Boundary, planned for full redevelopment in a later Plan Horizon, have a *Neighborhood/Community Commercial* land use designation (such as the project site) or other non-residential designation, so that new residential development is planned only to occur when the City commences the identified Plan Horizon for that Urban Village area. Prior to implementation of the Urban Village through preparation of an Urban Village Plan and/or development of a mixed-use project, the underlying General Plan designation determines the appropriate use and application of General Plan land use policies for the site. Urban Village Plans provide more detailed information related to the allowed uses, density and FAR for particular sites within each Urban Village area and may also recommend that some sites within the Urban Village area be changed to another Land Use designation in order to better represent the uses identified within the Urban Village Plan.

The Blossom Hill and Snell Urban Village area, which includes the project site, extends along Blossom Hill Road east and west of Snell Avenue, and stretches down Snell Avenue to the VTA Snell LRT station and areas along SR 85. Although the proposed project is in a non-approved Urban Village, it consists of 100% affordable housing and is a mixed-use project. According to Implementation Policy 5.12 (IP-5.12), residential projects in a non-approved Urban Village can only develop on sites with a commercial land use designation (such as the project site’s current *Neighborhood/Community Commercial* designation) if they apply as a mixed-use development under the category of Signature Projects or are 100% affordable housing and comply to Policy IP-5.12 of the General Plan. The following is the description of the affordable housing policy:

IP-5.12 allows affordable housing projects that are 100% affordable to low (up to 60% Area Median Income (AMI)), very low (30-50% AMI) and extremely low income (up to 30% AMI) to proceed within an Urban Village ahead of a Growth Horizon, or in a Village in a current Horizon that does not have a Council-approved Urban Village Plan, if the project meets the following criteria:

1. The project does not result in more than 25% of the total residential capacity of a given Urban Village being developed with affordable housing ahead of that Village’s Growth Horizon. For Villages with less than a total housing capacity of 500 units, up to 125 affordable units could be developed, however the total number of affordable units cannot exceed the total planned housing capacity of the given Village.
2. The development is consistent with the Urban Village Plan for a given Village, if one has been approved by the City Council.
3. Development that demolishes and does not adaptively reuse existing commercial buildings should substantially replace the existing commercial square footage.
4. The project is not located on identified key employment opportunity sites, which are sites generally 2 acres or larger, located at major intersections and for which there is anticipated market demand for commercial uses within the next 10 to 15 years.

5. Affordable housing projects built in Villages under this policy would not pull from the residential Pool capacity.

Therefore, although the Blossom Hill and Snell Urban Village land use plan has not yet been approved, the proposed affordable housing mixed-use development would be allowed to occur under the current *Neighborhood/Community Commercial* land use designation.

CEQA Transportation Analysis Scope

The City of San Jose's Transportation Analysis Policy (Policy 5-1) establishes procedures for determining project impacts on Vehicle Miles Traveled (VMT) based on project description, characteristics, and/or location. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle-trips with one end within the project. Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit service in the project vicinity.

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 the VMT per employee. The project's VMT is then compared to the VMT thresholds of significance established based on the average area VMT. A project located in a downtown area is expected to have the project VMT lower than the average area VMT, while a project located in a suburban area is expected to generate project VMT higher than the average area VMT.

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool ("sketch 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 and type of development.

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. Figures 3 and 4 show the current VMT levels estimated by the City for residents and workers, respectively, based on the locations of residences and jobs. Developments in the green-colored areas are estimated to have VMT levels that are below the thresholds of significance, while the orange- and pink-colored areas are estimated to have VMT levels that are above the thresholds of significance.

The CEQA transportation analysis of the project includes a project-level VMT impact analysis using the City's sketch tool and a cumulative impact analysis that demonstrates the project's consistency with the Envision San Jose 2040 General Plan.

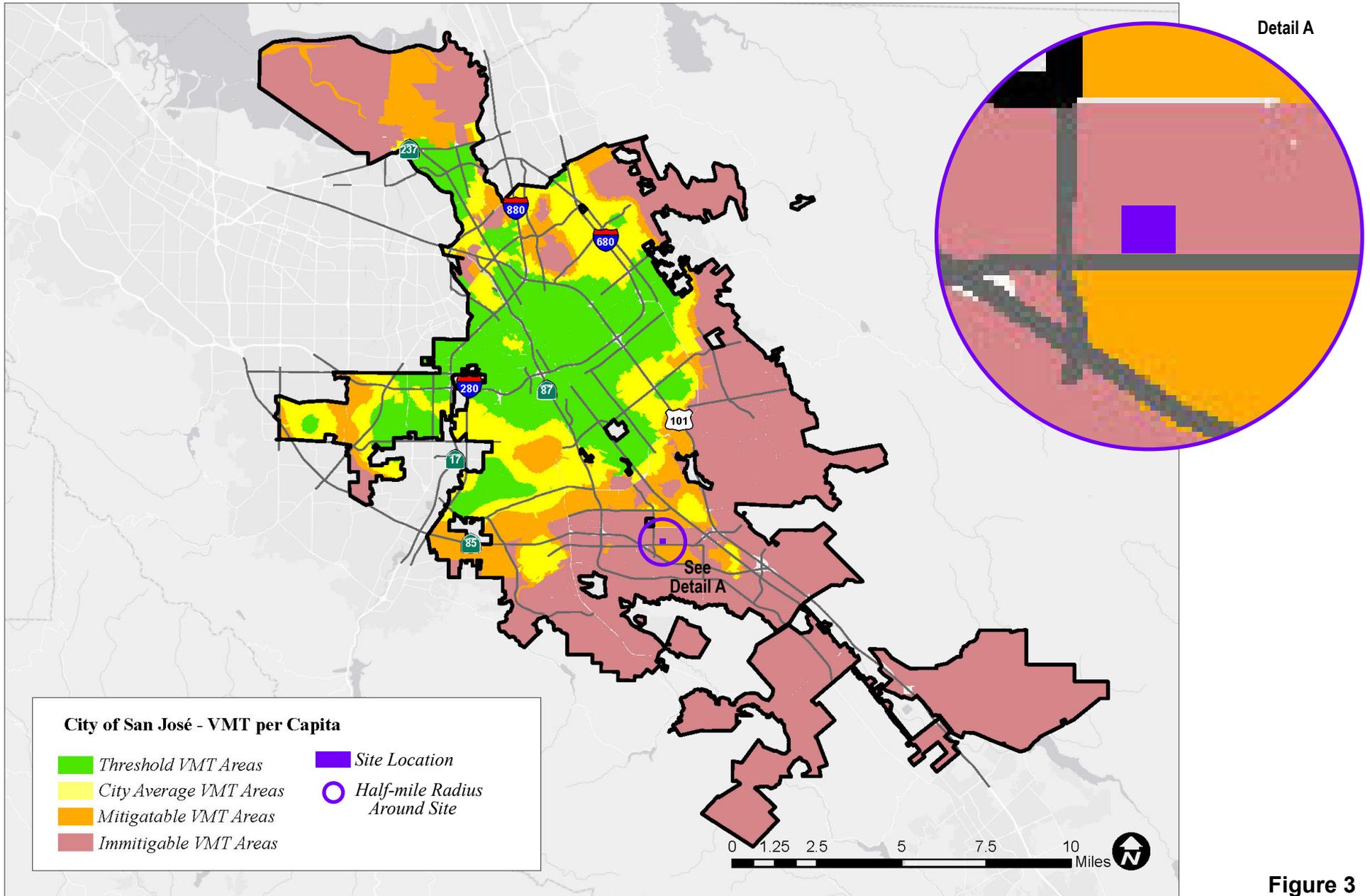


Figure 3
VMT Heat Map for Residents in San Jose

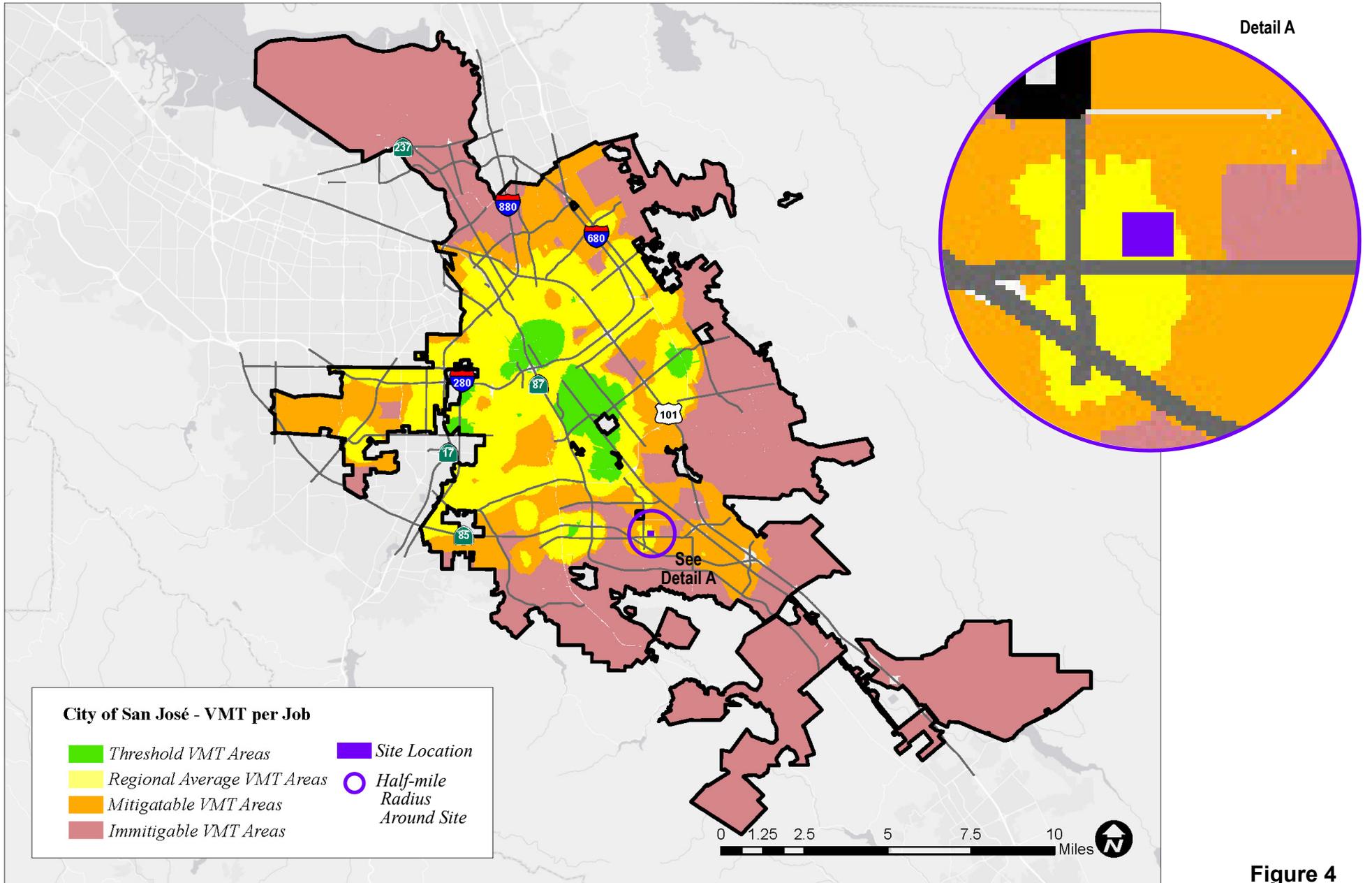


Figure 4
VMT Heat Map for Workers in San Jose

Screening for VMT Analysis

The City of San Jose's *Transportation Analysis Handbook, 2018* includes screening criteria for projects that are expected to result in less-than-significant VMT impacts based on the project description, characteristics and/or location. Projects that meet the screening criteria do not require a CEQA transportation analysis but may be required to provide a Local Transportation Analysis (LTA).

The residential component of the proposed project, which is a restricted affordable residential development located within a Planned Growth Area (Blossom Hill and Snell Urban Village), meets the screening criteria set forth in the *Transportation Analysis Handbook*. The office component of the project does not meet the screening criteria because it would be more than 10,000 s.f. in size. The sketch tool was used to estimate the project VMT (see Chapter 3). The City's screening criteria for CEQA transportation analysis for Restricted Affordable Residential Projects are described below.

Screening Criteria for Restricted Affordable Residential Projects

Affordability: 100% restricted affordable units, excluding unrestricted manager units; affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes; and

Planned Growth Areas: Located within a Planned Growth Area as defined in the Envision San Jose 2040 General Plan; and

High-Quality Transit: Located within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor; and

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 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; and

Transportation Demand Management (TDM): If located in an area in which the per capita VMT is higher than the CEQA significance threshold, a robust TDM Plan must be included; and

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

Active Transportation: Not negatively impact transit, bike or pedestrian infrastructure.

Local Transportation Analysis Scope

The 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, circulation, and other safety-related elements in the proximate area of the project.

As part of the LTA, a project is 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 and is currently operating at LOS D or worse. Based on these criteria, as outlined in the City's *Transportation Analysis Handbook*, a list of study intersections is developed. Note that signalized intersections that do not meet all the criteria may be added to the list of study intersections at the City's discretion. The LTA comprises an analysis of AM and PM peak hour traffic conditions for the following eight signalized intersections:

Study Intersections:

1. SR 85 SB Off-Ramp/Blossom Avenue and Blossom Hill Road (CMP)
2. SR 85 NB Off-Ramp/Entrada Cedros and Blossom Hill Road (CMP)
3. Snell Avenue and Chynoweth Avenue
4. Snell Avenue and Tradewinds Drive/Avenida del Roble
5. Snell Avenue and Giuffrida Avenue
6. Snell Avenue and Blossom Hill Road (CMP)
7. Judith Street and Blossom Hill Road
8. Lean Avenue and Blossom Hill Road

Traffic conditions at the study intersections were analyzed for the weekday AM and PM peak hours. The weekday AM peak hour is generally between 7:00 and 9:00 AM and the weekday PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on a typical weekday. Traffic conditions were evaluated for the following scenarios:

- **Existing Conditions.** Existing AM and PM peak hour traffic volumes were obtained from the 2016 CMP Annual Monitoring Report and new manual turning-movement counts (included in Appendix A). The new count data have been reviewed and approved by City of San Jose Department of Transportation staff for use in this traffic study. The signalized study intersections were evaluated with a level of service analysis using TRAFFIX software in accordance with the *2000 Highway Capacity Manual* methodology.
- **Background Conditions.** Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed developments. The added traffic from approved but not yet completed 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 B.
- **Background Plus Project Conditions.** Background plus project conditions reflect projected traffic volumes on the planned roadway network with completion of the project and approved developments. Background plus project traffic volumes were estimated by adding to background traffic volumes the additional traffic generated by the project.

The LTA also includes an analysis of site access, on-site circulation, vehicle queuing, and effects to transit, bicycle, and pedestrian facilities.

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 (“sketch tool”) to streamline the analysis for residential, office, and industrial projects with local traffic. For non-residential or non-office projects, very large projects or projects that can potentially shift travel patterns, the City’s Travel Demand Model can be used to determine project VMT. Because the proposed project is a relatively small residential mixed-use development that would generate local traffic, the sketch 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 sketch tool identifies the existing average VMT per capita and VMT per employee for the area. Based on the project location, type of development, project description, and proposed trip reduction measures, the sketch 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 sketch 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 sketch 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.

Thresholds of Significance

Table 1 shows the VMT thresholds of significance for development projects, as established in the Transportation Analysis Policy. The VMT impact thresholds are 15 percent below the regional average for office developments and 15 percent below the citywide average for residential developments. Thus, projects that include general employment uses (office) are said to create a significant adverse impact when the estimated project-generated VMT exceeds the existing regional average VMT per employee minus 15 percent. Currently, the reported regional average is 14.37 VMT per employee. This equates to a significant impact threshold of 12.21 VMT per employee. 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 VMT per capita. This equates to a significant impact threshold of 10.12 VMT per capita.

Projects that trigger a significant VMT impact can assess a variety of the four strategies described above to reduce the impact. A significant impact is said to be satisfactorily mitigated when the strategies and VMT reductions implemented render the VMT impact less than significant.

As previously noted, the proposed affordable residential use meets the screening criteria set forth in the City’s *Transportation Analysis Handbook*. Thus, the VMT impact analysis results for the residential component of the project are presented in this report for informational purposes only (at the City’s request). The standard VMT impact analysis was conducted for the office component of the project because it does not meet the screening criteria.

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.

All study intersections are located within the City of San Jose and were evaluated based on the City of San Jose level of service standard.

Table 1
VMT Thresholds of Significance for Development Projects (March 2018)

Project Types	Significance Criteria	Current Level	Threshold
Residential Uses	Project VMT per capita exceeds existing citywide average VMT per capita minus 15 percent, <u>or</u> 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.

Data Requirements

The data required for the analysis were obtained from previous traffic studies, new traffic counts, the City of San Jose, the 2016 CMP Annual Monitoring Report, and field observations. The following data were collected from these sources:

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

Analysis Methodologies and Level of Service Standard

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.

Signalized Intersections

The signalized study intersections are subject to the City of San Jose's level of service standards. The City of San Jose level of service methodology is TRAFFIX, which is based on the 2000 *Highway Capacity Manual* (HCM) method for signalized intersections. TRAFFIX evaluates signalized intersections operations on the basis of average delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersections level of service methodology, the City of San Jose methodology employs the CMP defaults values for the analysis parameters. The City of San Jose level of service standard for intersections is LOS D or better. The correlation between average delay and level of service is shown in Table 2.

Table 2
Signalized Intersection Level of Service Definitions Based on 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, 2018*, an adverse effect on 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 are negative. In this case, the threshold is when the project increases the critical v/c value by 0.01 or more.

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

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

Intersection Vehicle Queuing Analysis

The analysis of intersection operations is typically supplemented with a vehicle queuing analysis at study intersections where the project would add a substantial number of vehicle trips to the left-turn movements or stop-controlled approaches. The analysis provides a basis for estimating future left-turn pocket storage requirements at the study intersections and is presented for informational purposes only, since the City of San Jose has not defined a policy related to queuing. However, since the project would not add a noteworthy number of trips (10 new peak hour trips or more per hour per lane) to the left-turn movements at any of the study intersections, an intersection queuing/left-turn pocket storage analysis was not prepared. Based on the project trip generation estimates and the distribution of trips (see Chapter 4), the maximum number of new vehicle trips added to any single left-turn lane at the study intersections would equate to 5 peak hour vehicle trips or less.

Report Organization

This report has a total of five chapters. Chapter 2 describes existing transportation conditions including VMT of the existing land uses in the proximity of the project, the existing roadway network, transit service, bicycle and pedestrian facilities. 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 including operations of study intersections, the methods used to estimate project-generated traffic, the project’s effects on the transportation system, and an analysis of other transportation issues including site access and circulation, parking, transit services, and bicycle and pedestrian facilities. 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 presents the vehicle miles traveled (VMT) of the existing land uses in the proximity of the project and 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 Land 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 (“sketch tool”) to streamline the analysis for residential, office, and industrial projects. Based on the sketch tool and the project’s APN, the existing VMT for residential uses in the project vicinity is 13.41 per capita, and the existing VMT for office uses in the project vicinity is 13.99 per employee. The current citywide average VMT for residential uses is 11.91 per capita and the regional average VMT for employment uses is 14.37 per employee (see Table 1 in Chapter 1). Thus, the VMT levels of existing residential uses in the project vicinity are greater than the citywide average VMT levels, and the VMT levels of existing employment uses in the project vicinity are less than the regional average VMT levels. The sketch tool summary report for the project is included in Chapter 3.

Existing Roadway Network

Regional access to the project site is provided via US 101 and SR 85. Direct access to the site is provided via Blossom Hill Road. Other roadways in the project vicinity include Snell Avenue and Lean Avenue. These facilities are described below.

US 101 is an eight-lane freeway (three mixed-flow lanes and one HOV lane in each direction) in the vicinity of the site. US 101 extends northward through San Francisco and southward through Gilroy. Access to and from the site is provided via full interchanges at Blossom Hill Road/Silver Creek Valley Road and SR 85.

SR 85 is a predominantly north-south freeway that is oriented in an east-west direction in the vicinity of the project. It extends from Mountain View to south San Jose, terminating at US 101. SR 85 is a six-lane freeway with four mixed-flow lanes and two HOV lanes. It connects to I-280, SR 17, SR 87, and US 101. SR 85 provides access to the project site via an interchange at Blossom Hill Road.

Blossom Hill Road is a six-lane divided arterial that runs in an east-west direction in the vicinity of the site. Blossom Hill Road extends westward to Los Gatos and eastward to US 101, where it transitions into Silver Creek Valley Road. Blossom Hill Road includes sidewalks on both sides of the street and has a posted speed limit of 40 mph. Bike lanes exist west of Snell Avenue, but there are no bike lanes adjacent to the project site. This roadway includes full interchanges at US 101 and SR 85.

Snell Avenue is a north/south undivided roadway with a posted speed limit of 40 mph. It extends from Hillsdale Avenue in the north to the Santa Teresa foothills, south of Santa Teresa Boulevard. Snell Avenue has four lanes in the project study area (between Branham Lane and Santa Teresa Boulevard), has six lanes between Branham Lane and south of Capitol Expressway, and has four lanes north of Capitol Expressway. South of Santa Teresa Boulevard, it is a two-lane residential street. Snell Avenue provides access to the project site via its intersection with Blossom Hill Road. Snell Avenue has sidewalks and bike lanes on both sides of the street.

Lean Avenue is a two-lane, north/south undivided roadway that extends from Chynoweth Avenue in the north to the Santa Teresa foothills, south of Santa Teresa Boulevard. Lean Avenue has a posted speed limit of 35 mph north of Blossom Hill Road and 30 mph south of Blossom Hill Road. Lean Avenue provides access to the project site via its intersection with Blossom Hill Road. Sidewalks are provided on both sides of the street, but bike lanes are only provided between Blossom Hill Road and Chynoweth Avenue.

Existing Pedestrian, Bicycle and Transit Facilities

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

Existing Pedestrian Facilities

Pedestrian facilities in the study area consist of sidewalks along the network of public streets. Crosswalks with pedestrian signal heads and push buttons are located at all signalized intersections in the study area. The existing network of sidewalks provides good connectivity for pedestrians.

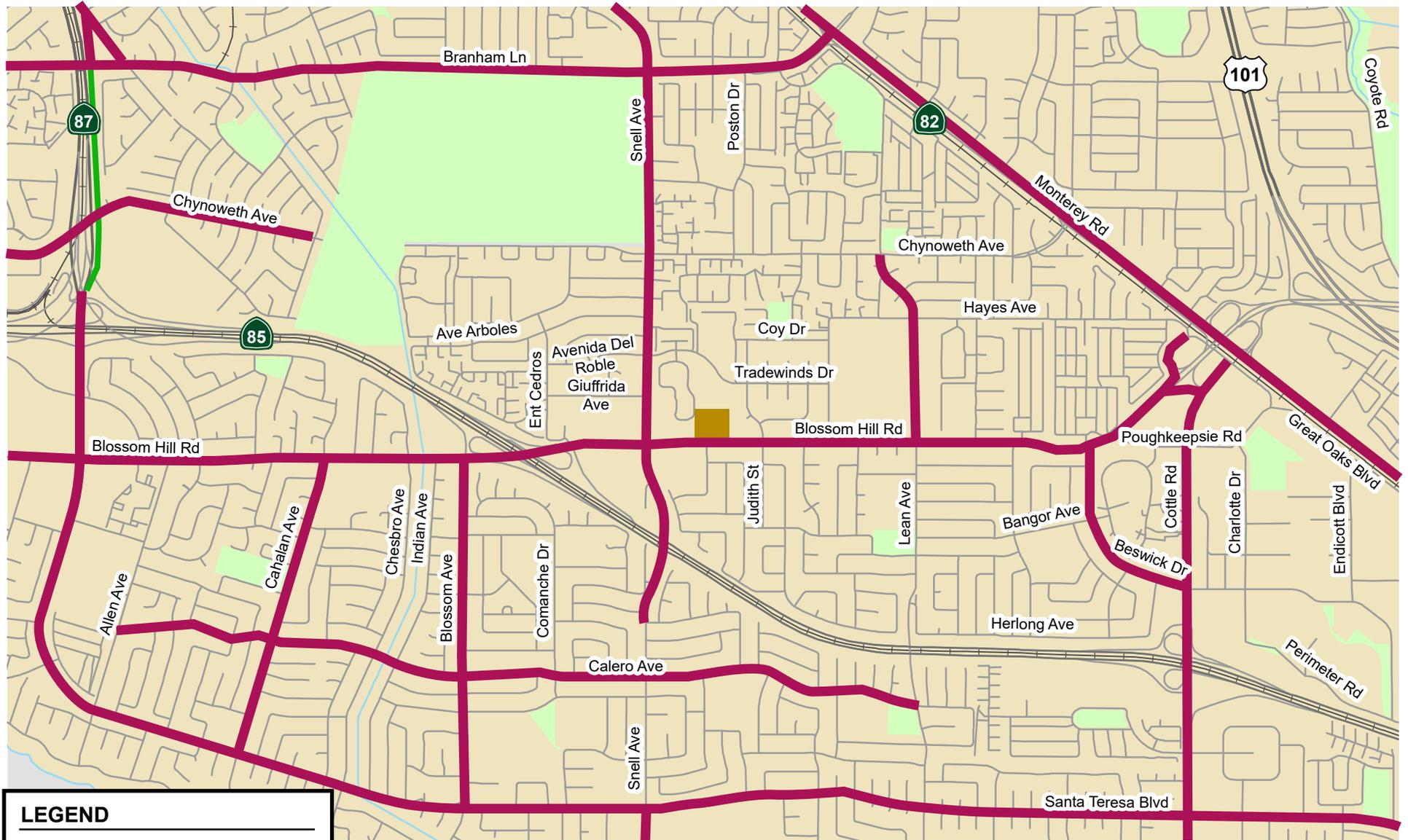
Existing Bicycle Facilities

There are a number of roadways in the project study area that have Class II bike lanes (see Figure 5). Bike lanes currently exist on the following roadway segments:

- Blossom Hill Road, between Snell Avenue and Almaden Expressway
- Snell Avenue, between Ariel Drive (south of SR 85) and Capitol Expressway
- Lean Avenue, between Blossom Hill Road and Chynoweth Avenue
- Monterey Road
- Beswick Drive, between Blossom Hill Road and Cottle Road
- Cottle Road, south of Blossom Hill Road
- Blossom Avenue, between Blossom Hill Road and Santa Teresa Boulevard
- Cahalan Avenue, between Blossom Hill Road and Santa Teresa Boulevard
- Branham Lane, between Monterey Road and Cherry Avenue
- Chynoweth Avenue, between Barron Park Drive and Coleman Road
- Calero Avenue, between Lean Avenue and Allen Avenue
- Santa Teresa Boulevard

Existing Transit Services

Existing transit services near the project site are provided by the Santa Clara Valley Transportation Authority (VTA) and Caltrain (see Figure 6). Local bus route 27 operates along Blossom Hill Road and stops just east and west of the project site. The Snell Light Rail Transit (LRT) Station is located within walking distance of the project site and is served by LRT trains and four VTA bus routes: local route 66, express route 102, express route 122, and limited stop route 304. All the VTA bus routes within the project vicinity and their headways are summarized in Table 3.



LEGEND

-  = Site Location
-  = Existing Class I Bike Paths
-  = Existing Class II Bike Lanes

Figure 5
Existing Bicycle Facilities



LEGEND

- = Site Location
- = Local Bus Route
- = Limited Stop Bus Route
- = Express Bus Route
- = Light Rail: Alum Rock - Santa Teresa
- = Light Rail Station
- = Route Terminus (final destination of specific route)

Figure 6
Existing Transit Services

Table 3
Existing Bus Routes

Bus Route	Route Description	Headway ¹
Local Route 27	Good Samaritan Hospital to Kaiser Hospital San Jose	30 min
Local Route 42	Kaiser San Jose Hospital to Evergreen Valley College	45 min
Local Route 66	Kaiser San Jose Hospital to Dixon Road in Milpitas	15 min
Local Route 68	Gilroy Transit Center to San Jose Diridon Station	15 min
Express Route 102	Santa Teresa LRT Station to Hansen and Page Mill in Palo Alto	20 - 30 min ²
Express Route 122	Santa Teresa LRT Station to Lockheed Martin Transit Center	--- ³
Express Route 168	Gilroy Transit Center to San Jose Diridon Station	15 - 30 min ⁴
Express Route 182	IBM Bailey Ave Facility to Page Mill and El Camino in Palo Alto	--- ⁵
Limited Stop Route 304	South San Jose to Sunnyvale Transit Center	30 min ⁶

Notes:

¹ Approximate headways during peak weekday commute periods.

² Express Route 102 operates between 5:50am and 9:00am in the northbound direction, and between 3:15pm and 7:00pm in the southbound direction. It stops 7 times each day at each stop in each direction.

³ Express Route 122 operates one bus between 5:50am and 6:45am in the northbound direction, and one bus between 4:50pm and 6:00pm in the southbound direction.

⁴ Express Route 168 operates between 5:50am and 9:00am in the northbound direction, and between 3:40pm and 7:00pm in the southbound direction. It stops 7 times each day at each stop in each direction.

⁵ Express Route 182 operates one bus between 5:00pm and 6:10pm in the northbound direction, and one bus between 7:30am and 8:30am in the southbound direction.

⁶ Limited Stop Route 304 operates between 5:50am and 8:50am in the northbound direction, and between 3:30pm and 7:10pm in the southbound direction. It stops 4 times each day at each stop in each direction.

VTA Light Rail Transit (LRT) Service

The VTA operates the light rail transit (LRT) line system that extends from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Mountain View and Sunnyvale. Service operates nearly 24-hours, every 15 minutes during much of the day, and carries approximately 30,000 riders on an average weekday.

The Alum Rock-Santa Teresa LRT line (901) provides service to the Snell LRT station. The Snell LRT station is located on Snell Avenue south of Blossom Hill Road and is just under one-half mile walking distance from the project site. This is the closest LRT station to the project site. Sidewalks are present, as well as striped bike lanes, on both sides of Snell Avenue south of Blossom Hill Road.

Caltrain Service

Commuter rail service between San Francisco and Gilroy is provided by Caltrain. Caltrain provides weekday service to the Blossom Hill station, which is the closest Caltrain station to the project site. The Blossom Hill Caltrain station is located on Monterey Highway approximately 2 miles east of the project site near the Ford Road intersection. The associated Park-and-Ride lot is located on the east side of Monterey Highway south of Ford Road. The Blossom Hill station is served by three northbound trains

during the weekday morning commute (6:36am, 6:58am, and 7:36am) and three southbound trains during the weekday evening commute (5:03pm, 6:44pm, and 7:24pm).

Currently, no bus service is provided between the project site and the Blossom Hill Caltrain station. However, the 27 line, which serves the project site, operates along Cottle Road and Poughkeepsie Road near the Caltrain station. The 27 line stops on Cottle Road south of Poughkeepsie Road approximately ½ mile walking distance from the Blossom Hill Caltrain station. The Blossom Hill station provides 10 bike racks and 10 bike lockers.

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 7.

Observed Existing Traffic Conditions

Traffic conditions were observed in the field to identify existing operational deficiencies. Overall, the study intersections operate adequately during the weekday AM and PM peak hours. However, field observations showed that some operational issues currently occur near the project site as described below.

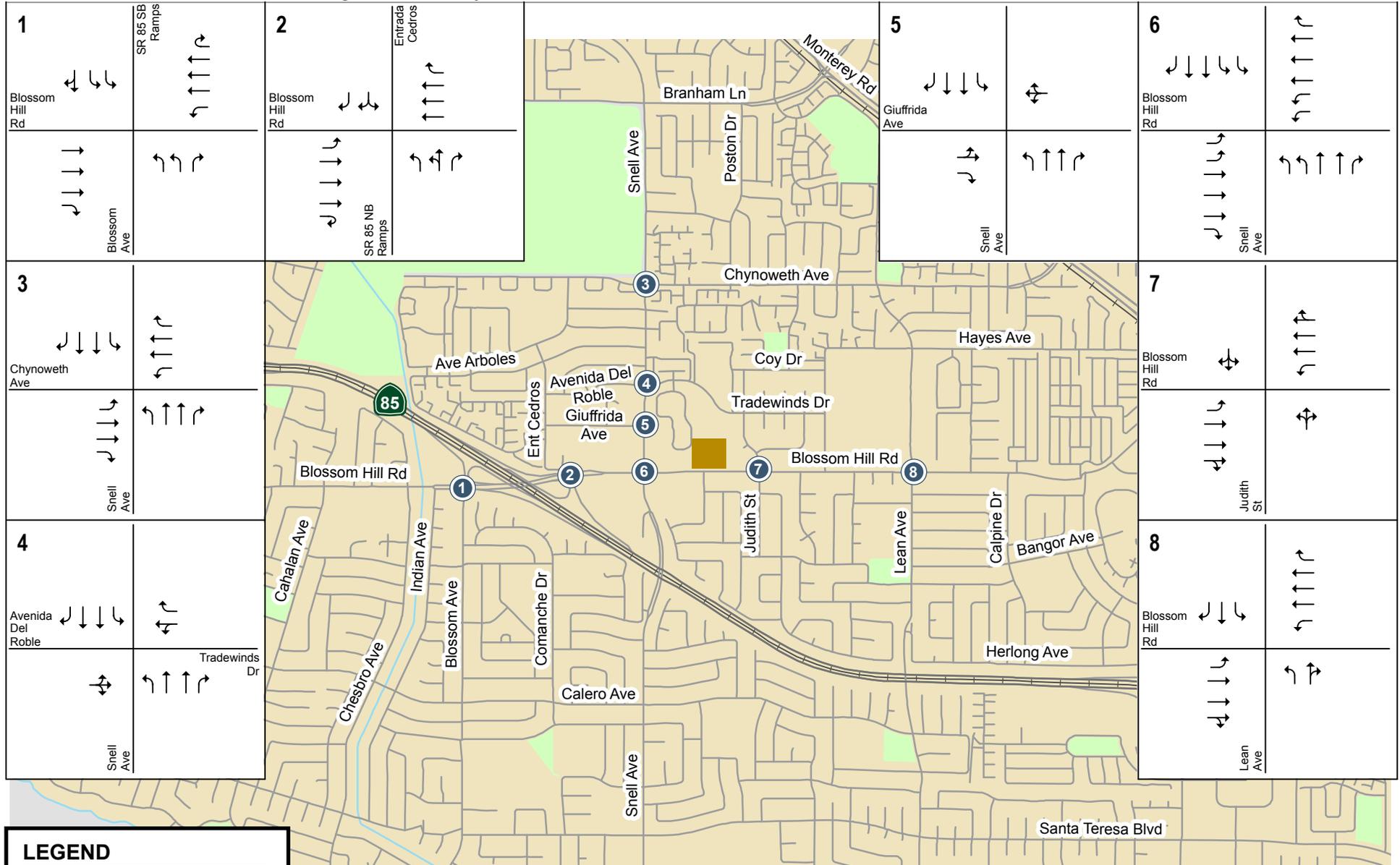
AM Peak Hour Observations (Between 7:00 AM and 9:00 AM)

During the AM peak hour, long vehicle queues develop on westbound Blossom Hill Road due to the metered on-ramp onto northbound SR 85. The vehicle queues occasionally extend to Snell Avenue, but typically have no effect on the overall operation of the Snell Avenue/Blossom Hill Road intersection. Occasionally, long queues develop on northbound Snell Avenue at Chynoweth Avenue. The queue sometimes takes two signal cycles to clear.

PM Peak Hour Observations (Between 4:00 PM and 6:00 PM)

Long vehicle queues develop on westbound Blossom Hill Road during the PM peak hour as well, due mostly to high westbound traffic volumes and disproportionate lane usage. All the vehicles preparing to enter northbound SR 85 use the outside through lane (curb lane) on Blossom Hill Road, though because the on-ramp is not metered during the PM peak hour, the queue does not back up as far as the morning peak commute period.

397 Blossom Hill Road Affordable Housing Mixed-Use Project



LEGEND

- = Site Location
- X = Study Intersection

Figure 7
Existing Lane Configurations

3. CEQA Transportation Analysis

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

Project-Level VMT Impact Analysis

The project-level impact analysis under CEQA uses the VMT metric to evaluate a project's transportation impacts by comparing against the VMT thresholds of significance as established in the Transportation Analysis Policy. The San Jose VMT Evaluation Tool (sketch tool) is used to estimate the project VMT based on the project location (APN), type of development, project description, and proposed trip reduction measures. The thresholds of significance for residential and general employment uses (see Table 1 in Chapter 1) are used for the VMT analysis. The VMT threshold for residential uses is the existing citywide average VMT level (11.91 per capita) minus 15 percent, which is 10.12 VMT per capita. The VMT threshold for general employment uses is the existing regional average VMT level (14.37 per capita) minus 15 percent, which is 12.22 VMT per employee.

The City of San Jose's *Transportation Analysis Handbook, 2018* includes screening criteria for projects that are expected to result in less-than-significant VMT impacts based on the project description, characteristics and/or location. The proposed project, which consists of a restricted affordable residential development located within a Planned Growth Area (Blossom Hill and Snell Urban Village area), meets the screening criteria set forth in the *Transportation Analysis Handbook*. The office component of the project does not meet the screening criteria.

For the proposed project to meet the City's screening criteria for CEQA transportation analysis for Restricted Affordable Residential Projects, the project must implement a Transportation Demand Management (TDM) Plan (per criterion #5 below). The proposed TDM plan is contained in Appendix E.

Screening Criteria for Restricted Affordable Residential Projects

- 1. Affordability:** 100% restricted affordable units, excluding unrestricted manager units; affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes; and
- 2. Planned Growth Areas:** Located within a Planned Growth Area as defined in the Envision San Jose 2040 General Plan; and
- 3. High-Quality Transit:** Located within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor; and

4. Transit-Supporting Project Density:

- Minimum of 35 units per acre for residential projects or components;
- If located in a Planned Growth Area with a maximum density below 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; and

5. Transportation Demand Management (TDM): If located in an area in which the per capita VMT is higher than the CEQA significance threshold, a robust TDM Plan must be included; and

6. Parking:

- No more than the minimum number of parking spaces required;
- If located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or “unbundled”, the number of parking spaces can be up to the zoned minimum; and

7. Active Transportation: Not negatively impact transit, bike or pedestrian infrastructure.

Project VMT Impact Analysis Results

The project VMT estimated by the sketch tool for the office component of the project is 13.68 per employee. The project VMT, therefore, exceeds the threshold of 12.22 VMT per employee.

Figure 8 shows the VMT evaluation summary report generated by the City of San Jose’s VMT Evaluation Tool for the residential and office components of the project. Note that with implementation of a robust TDM Plan and the minimum number of parking spaces provided per the Urban Village designation, the residential component of the project meets the screening criteria set forth in the City’s *Transportation Analysis Handbook*. The VMT analysis results for the residential component are presented in the figure for informational purposes at the City’s request.

Project (Office) Impacts and Mitigation Measures

Impact: The VMT generated by the office component of the project (13.68 VMT per employee) would exceed the threshold of 12.22 VMT per employee; therefore, the project would result in a significant transportation impact on VMT, and mitigation measures are required to reduce the VMT impact. According to the *Transportation Analysis Handbook*, projects located in areas where the existing VMT is above the established threshold (such as the project study area) are referred to as being in “high-VMT areas”, and 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.

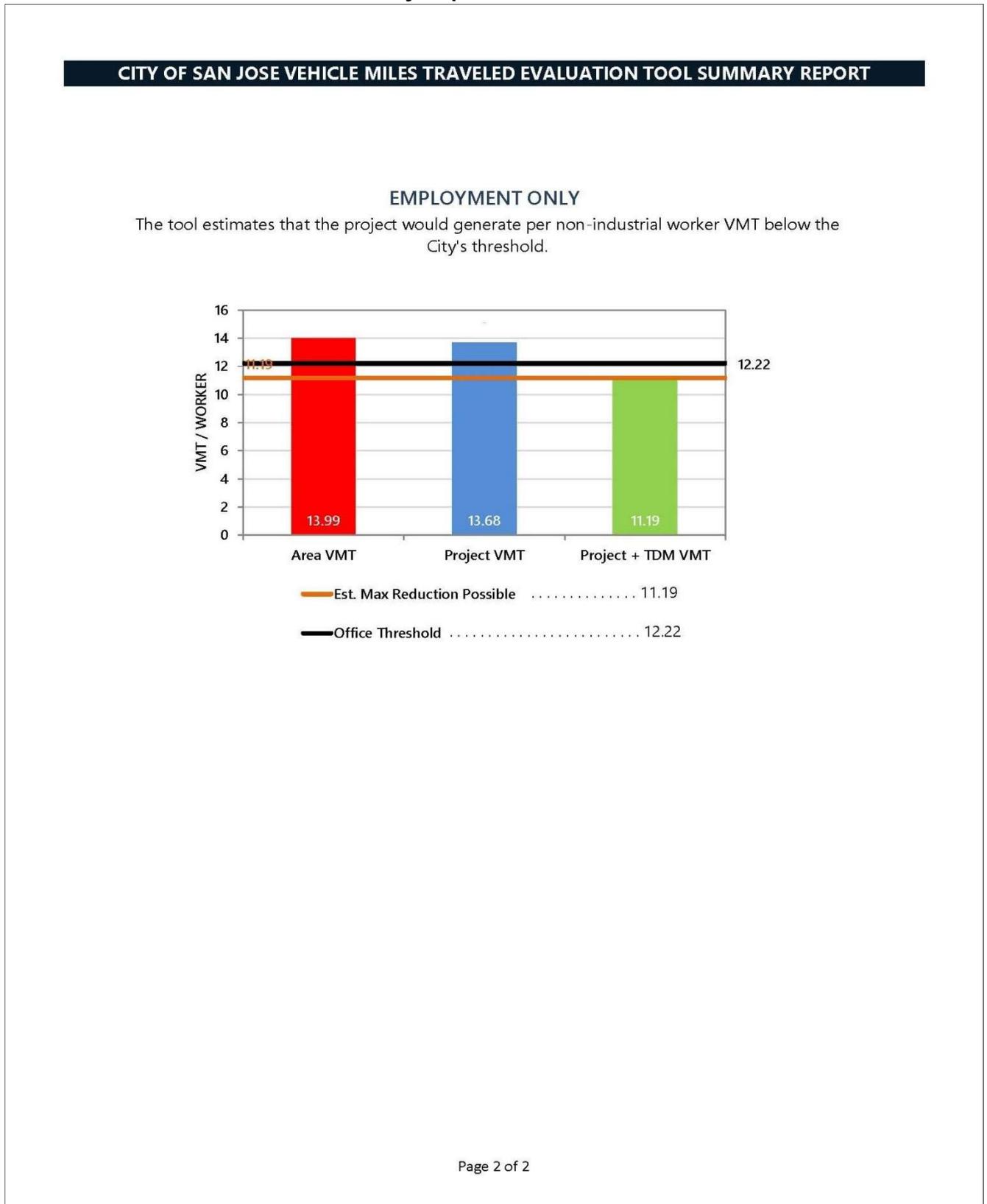
Mitigation: Based on the four VMT reduction strategy tiers included in the sketch tool, it is recommended the project implement a Transportation Demand Management (TDM) plan to mitigate the significant VMT impact. Providing a Ride-Sharing Program for 100% of the office employees of the project would lower the project VMT to 11.19, which is below the threshold of 12.22 VMT per employee and is the maximum VMT reduction possible. The goal of a ride-sharing program is to match individuals interested in carpooling who have similar commute patterns, thereby reducing the number of single-occupant vehicle trips and associated VMT per employee. The proposed TDM Plan is contained in Appendix E. Additional measures as part of the TDM Plan include the following:

- Bicycle facilities and bicycle-sharing program,
- On-site showers and lockers (end of trip facilities),
- Preferential parking with charging stations for electric vehicles,
- Special Needs Public Transportation Coordinator, and
- On-site TDM Coordinator and services (including carpool/ride matching assistance and trip planning resources).

**Figure 8
San Jose VMT Evaluation Tool Summary Report**

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT			
PROJECT:			
Name:	397 Blossom Hill Rd Affordable Senior Apts	Tool Version:	2/29/2019
Location:	397 Blossom Hill Road, San Jose CA	Date:	10/23/2019
Parcel:	69025021	Parcel Type:	Suburb with Multifamily Housing
Proposed Parking Spaces	Vehicles: 109	Bicycles:	42
LAND USE:			
Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	33 % Affordable
Multi Family	147 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	66 % Affordable
Subtotal	147 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	16.07 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)		8
Increase Development Diversity			
	Existing Activity Mix Index		0.27
	With Project Activity Mix Index		0.27
Integrate Affordable and Below Market Rate			
	Extremely Low Income BMR units		33 %
	Very Low Income BMR units		66 %
	Low Income BMR units		0 %
Increase Employment Density			
	Existing Density (Jobs/Commercial Acres in half-mile buffer)		11
	With Project Density (Jobs/Commercial Acres in half-mile buffer)		12
Tier 2 - Multimodal Infrastructure			
Tier 3 - Parking			
End of Trip Bike Facilities			
	Bicycle Parking Spaces Provided by Project		42 spaces
	Project Provides Additional End-of-Trip Facilities Beyond Parking?		Yes
Tier 4 - TDM Programs			
Ride-Sharing Programs			
	Percent of Eligible Employees		100 %

Figure 8 (Continued)
San Jose VMT Evaluation Tool Summary Report



Cumulative Impact Analysis

Projects must demonstrate consistency with the Envision San Jose 2040 General Plan to address 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 San Jose 2040 General Plan, the project is designated as *Neighborhood/Community Commercial*. This designation supports a very broad range of commercial activity, including commercial uses that serve the communities in neighboring areas, such as neighborhood serving retail and services and commercial/ professional office development. Neighborhood/Community Commercial uses typically have a strong connection to and provide services and amenities for the nearby community and should be designed to promote that connection with an appropriate urban form that supports walking, transit use and public interaction. General office uses, hospitals and private community gathering facilities are also allowed in this designation. Development in this land use designation would typically be one to four stories in height.

The project site is also located within the Blossom Hill and Snell Urban Village area. The Blossom Hill and Snell Urban Village, which is centered around the intersection of Blossom Hill Road and Snell Avenue, is currently in the planning stage. Although the proposed project is in a non-approved Urban Village, it consists of 100% affordable housing and is a mixed-use project. According to Implementation Policy 5.12 (IP-5.12), residential projects in a non-approved Urban Village can develop on sites with a commercial land use designation if they apply as a mixed-use development under the category of Signature Projects or are 100% affordable housing and comply to Policy IP-5.12 of the General Plan.

Policy IP-5.12 allows affordable housing projects that are 100% affordable to low (up to 60% Area Median Income (AMI)), very low (30-50% AMI) and extremely low income (up to 30% AMI) to proceed within an Urban Village ahead of a Growth Horizon, or in a Village in a current Horizon that does not have a Council-approved Urban Village Plan, if the project meets certain criteria (see Chapter 1 for a description of the specific criteria).

Therefore, although the Blossom Hill and Snell Urban Village land use plan has not yet been approved, the proposed affordable housing mixed-use development would be allowed to occur under the current *Neighborhood/Community Commercial* land use designation.

The project as proposed would consist of three stories of 100% affordable housing over one level of office space and parking at a residential development density of approximately 74 DU/AC. Based on IP-5.12, the project conforms to the current General Plan designation and would not require a General Plan Amendment.

The project is consistent with the General Plan goals and policies for the following reasons:

- The project would be located in a Planned Growth Area as defined in the Envision San Jose 2040 General Plan.
- The high density residential mixed-use project would be situated within 2,000 feet of a major transit station, which would contribute toward the following:
 - Increase in the proportion of commute travel using modes other than the single-occupant vehicle;
 - Increase in daily transit ridership in the area; and
 - Provide environmental benefits to the community due to the project's proximity to transit.

- The project would provide the minimum amount of parking required to adequately serve the residential and office parking demand of the project, thereby avoiding excessive parking supply.
- The project would create a pedestrian-friendly environment internal to the site, as well as provide convenient and accessible external connections between the project site the adjoining neighborhood, parks, and transit facilities (Snell LRT Station).
- The project would be integrated with the City’s transportation system, including transit, roads, and pedestrian facilities.
- The project would be located in an area consisting of a mix of households and jobs (Blossom Hill and Snell Urban Village area), which would provide new residents and office employees with the opportunity to live and work in the same community.
- The project would implement Transportation Demand Management (TDM) measures that provide incentives and services to encourage alternatives to the single-occupant vehicle (see Appendix E).
- The project would not negatively impact existing transit, bicycle or pedestrian infrastructure, nor would it conflict with any adopted plans or policies for new transit, bicycle or pedestrian facilities.

Therefore, based on the project description, the proposed residential mixed-use project would be consistent with the *Envision San Jose 2040 General Plan*. The 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 for existing, background and background plus project conditions, any adverse effects to intersection level of service caused by the project, site access and on-site circulation review, effects on bicycle, pedestrian and transit facilities, and parking supply. The transportation network under background and background plus project conditions would be the same as the existing transportation network.

Intersection Operations Analysis

The intersection operations analysis is intended to quantify the operations of San Jose 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.

Project Trip Estimates

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

Trip Generation

Through empirical research, data have been collected that quantify the amount of traffic produced by common land uses. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates by the size of the development. Trip generation resulting from new development proposed within the City of San Jose typically is estimated using the trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 10th Edition* (2017). Trips that would be generated by the proposed residential apartment units were estimated using the ITE trip rates for "Multifamily Housing Mid-Rise" (ITE Land Use 221) located in a General Urban/Suburban setting. Trips that would be generated by the proposed office space were estimated using the ITE trip rates for "General Office Building" (ITE Land Use 710).

The “Multifamily Housing Mid-Rise” ITE land use category includes apartment, townhouse and condominium developments with a total of at least four (4) dwelling units and that have between three (3) and ten (10) levels. The project as proposed includes three stories of residential over one story of parking, commercial uses and amenity areas. It should be noted that the project is proposing affordable senior housing and affordable special needs housing. It is likely that these residents would not own as many cars or travel as frequently as residents of regular apartments. Therefore, by using the standard ITE trip generation rates for apartments, the traffic study is using a conservatively high traffic estimate.

Trip Adjustments and Reductions

In accordance with San Jose’s *Transportation Analysis Handbook* (April 2018, Section 4.8, “Intersection Operations Analysis”), the project is eligible for adjustments and reductions from the baseline trip generation. Based on the 2018 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 per the San Jose Travel Demand Model. The project’s place type was obtained from the San Jose VMT Evaluation Tool (“sketch tool”). Based on the sketch tool, the project site is located within a designated Suburban with Multifamily Housing place type. Therefore, the baseline project trips were adjusted to reflect a Suburban with Multifamily Housing mode share.

Residential developments within Suburban with Multifamily Housing areas have a vehicle mode share of 88 percent (according to Table 6 of the City’s *Transportation Analysis Handbook*). Thus, a 12 percent reduction was applied to the residential trip generation estimates based on the location-based vehicle mode share outputs produced from the San Jose Travel Demand Model. Office developments within Suburban with Multifamily Housing areas have a vehicle mode share of 92 percent. Thus, an 8 percent location-based vehicle mode share reduction was applied to the office trip generation estimates.

According to the *Transportation Analysis Handbook*, the VMT reduction resulting from implementing the VMT reduction strategies in the sketch tool should be included as part of the trip generation estimates for both the residential and office components of the project. The VMT reduction strategies include the following project characteristics: increase residential density, increase employment density, increase development diversity, and integrate affordable and below market rate units. A 10% reduction was applied to both proposed land uses based on the project-specific VMT reductions obtained from the City’s VMT sketch tool.

Existing Trip Credits

The project site is currently occupied by a furniture store building that will be demolished as part of the proposed project. Trips that are generated by existing uses to be removed can be subtracted from the gross project trip generation estimates. Trips generated by the existing furniture store were calculated based on applying the average rates contained in the ITE Trip Generation Manual, 10th Edition, for “Furniture Store” (Land Use 890). The trip credits were adjusted to account for the location-based vehicle mode share percentage outputs produced from the San Jose Travel Demand Model, as well as the pass-by trip reduction percentages for Furniture Store contained in the ITE Trip Generation Handbook (Third Edition), as described below.

A pass-by trip reduction can be applied to the net peak hour trip generation estimates for the existing retail use (furniture store). Pass-by-trips are trips that would already be on the adjacent roadways (and so are already counted in the background traffic) but would turn into the site while passing by. Justification for applying the pass-by-trip reduction is founded on the observation that such retail traffic is not actually generated by the retail uses but is already part of the ambient traffic levels.

A PM peak hour pass-by trip reduction of 53 percent was applied to the furniture store based on the ITE Trip Generation Handbook (Third Edition). No AM peak hour pass-by trip reduction is provided for

Furniture Store. The daily pass-by trip reduction was calculated based on the average of the AM and PM pass-by reduction percentages, which equates to 26.5 percent.

Net Project Trips

After applying the ITE trip rates to the proposed project and applying the appropriate trip adjustments and credits, the project would generate 632 new daily vehicle trips, with 50 new trips occurring during the AM peak hour and 59 new trips occurring during the PM peak hour. Using the inbound/outbound splits contained in the ITE *Trip Generation Manual*, the project would produce 19 new inbound and 31 new outbound trips during the AM peak hour, and 31 new inbound and 28 new outbound trips during the PM peak hour (see Table 4).

**Table 4
Project Trip Generation Estimates**

Land Use	Size	Daily Rate	Daily Trips	AM Peak Hour			PM Peak Hour				
				Pk-Hr Rate	In	Out	Total	Pk-Hr Rate	In	Out	Total
Proposed Uses											
Apartments ¹	147 DU	5.44	800	0.36	14	39	53	0.44	40	25	65
<i>Location-Based Vehicle Mode Share (12%)</i> ³			(96)		(2)	(5)	(7)		(5)	(3)	(8)
<i>Project-Specific Trip Reduction (10%)</i> ⁴			(70)		(1)	(4)	(5)		(4)	(2)	(6)
Residential Subtotal:			634		11	30	41		31	20	51
Office ²	16,066 s.f.	9.74	156	1.16	16	3	19	1.15	3	15	18
<i>Location-Based Vehicle Mode Share (8%)</i> ³			(13)		(1)	0	(1)		0	(1)	(1)
<i>Project-Specific Trip Reduction (10%)</i> ⁴			(14)		(2)	0	(2)		0	(2)	(2)
Office Subtotal:			129		13	3	16		3	12	15
Existing Uses											
Furniture Store ⁵	32,000 s.f.	6.30	202	0.26	6	2	8	0.52	8	9	17
<i>Location-Based Vehicle Mode Share (12%)</i> ⁶			(24)		(1)	0	(1)		(1)	(1)	(2)
<i>Retail Pass-By External Trip Reduction</i> ⁷			(47)		0	0	0		(4)	(4)	(8)
Existing Subtotal:			131		5	2	7		3	4	7
Net New Trips:			632		19	31	50		31	28	59

Notes:

- ¹ Trip generation based on average rates contained in the *ITE Trip Generation Manual, 10th Edition*, for Multifamily Housing Mid-Rise (Land Use 221) located in a General Urban/Suburban setting. Rates are expressed in trips per dwelling unit (DU).
- ² Trip generation based on average rates contained in the *ITE Trip Generation Manual, 10th Edition*, for General Office Building (Land Use 710). Rates are expressed in trips per 1,000 square feet (s.f.).
- ³ A 12% reduction for the residential component and an 8% reduction for the office component were 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 Suburban with Multifamily Homes.
- ⁴ A 10% reduction for both the residential and office components was applied based on the external trip adjustments obtained from the City's VMT sketch tool.
- ⁵ Trips generated by the existing furniture store use on site are based on average rates contained in the *ITE Trip Generation Manual, 10th Edition*, for Furniture Store (Land Use 890). Rates are expressed in trips per 1,000 square feet (s.f.).
- ⁶ A 12% reduction was applied to the existing furniture store based on the location-based vehicle mode share percentage outputs (Table 6 of TA Handbook) produced from the San Jose Travel Demand Model.
- ⁷ The PM peak hour pass-by trip reduction percentage (53% for Furniture Store) was based on the *ITE Trip Generation Handbook (Third Edition)*. There is no AM peak hour pass-by trip reduction. The daily pass-by reduction (26.5%) was calculated based on the average of the AM and PM pass-by reduction percentages.

Trip Distribution and Assignment

The trip distribution patterns for the residential and office components of the project were estimated based on existing travel patterns on the surrounding roadway network that reflect typical weekday AM and PM peak commute patterns for each land use, the locations of complementary land uses, and freeway access points (see Figure 9). The net peak hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution patterns for each land use. Note that since the project driveways would be restricted to right turns in and out due to the raised median island along Blossom Hill Road, some U-turns would occur at the existing unsignalized left-turn pockets on Blossom Hill Road. Figures 10, 11 and 12 show the residential, office and net trip assignments, respectively.

Traffic Volumes Under All Scenarios

Existing Traffic Volumes

Existing AM and PM peak hour traffic volumes were obtained from new traffic count data (see Appendix A) and the VTA CMP count database. New AM and PM peak hour turning movement counts were collected on November 7th and 8th, 2018 for intersections where the available count data was outdated (more than two years old). As required by the VTA CMP, the PM peak hour traffic volumes at the three CMP study intersections were obtained from the latest version of the CMP Annual Monitoring Report. The existing peak hour intersection volumes are shown on Figure 13.

Background Traffic Volumes

Background AM and PM peak hour traffic volumes were estimated by adding to existing traffic volumes the trips generated by nearby approved but not yet completed or occupied projects (see Figure 14). The approved projects are listed as part of the Approved Trips Inventory (ATI) in Appendix B.

Background Plus Project Traffic Volumes

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

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

397 Blossom Hill Road Affordable Housing Mixed-Use Project

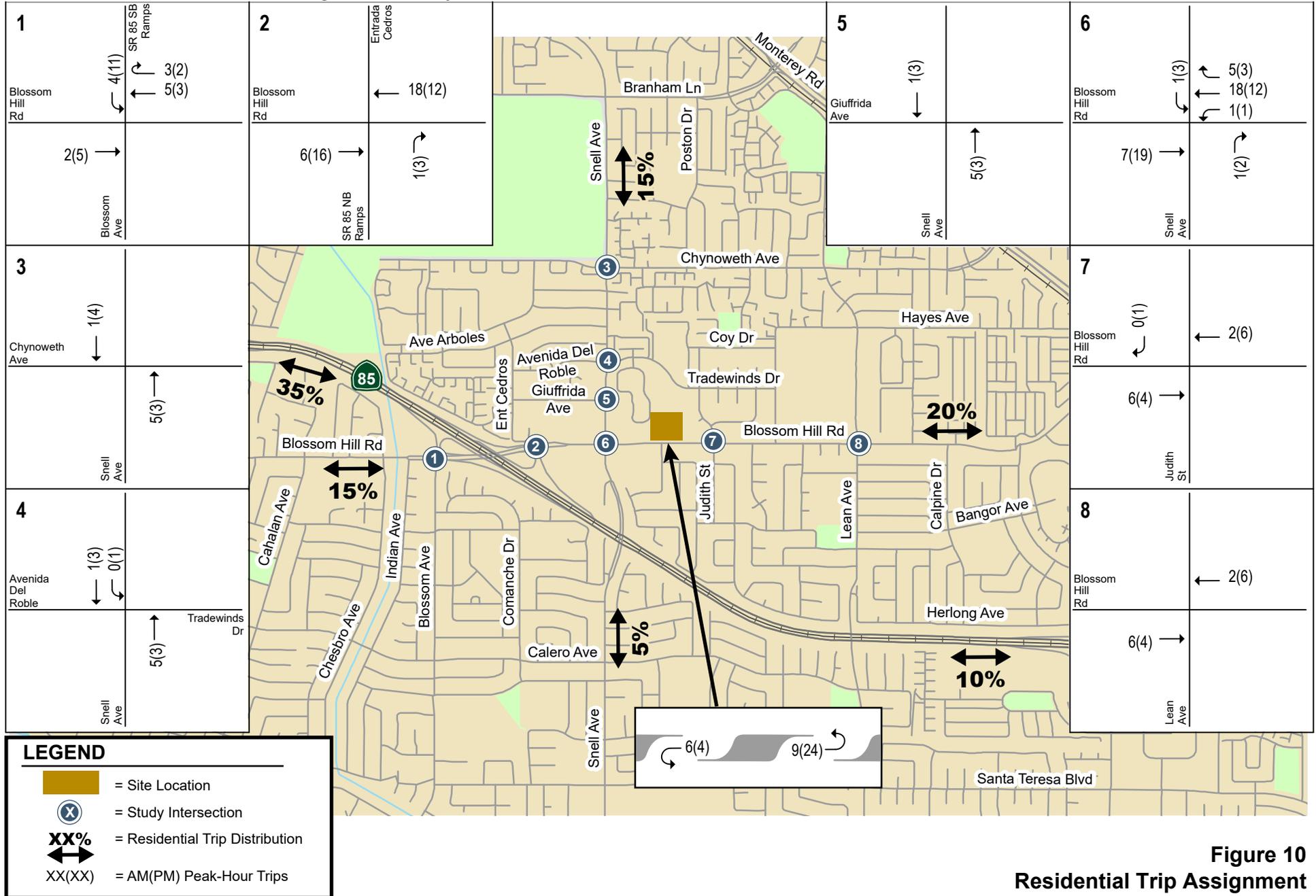


Figure 10
Residential Trip Assignment

397 Blossom Hill Road Affordable Housing Mixed-Use Project

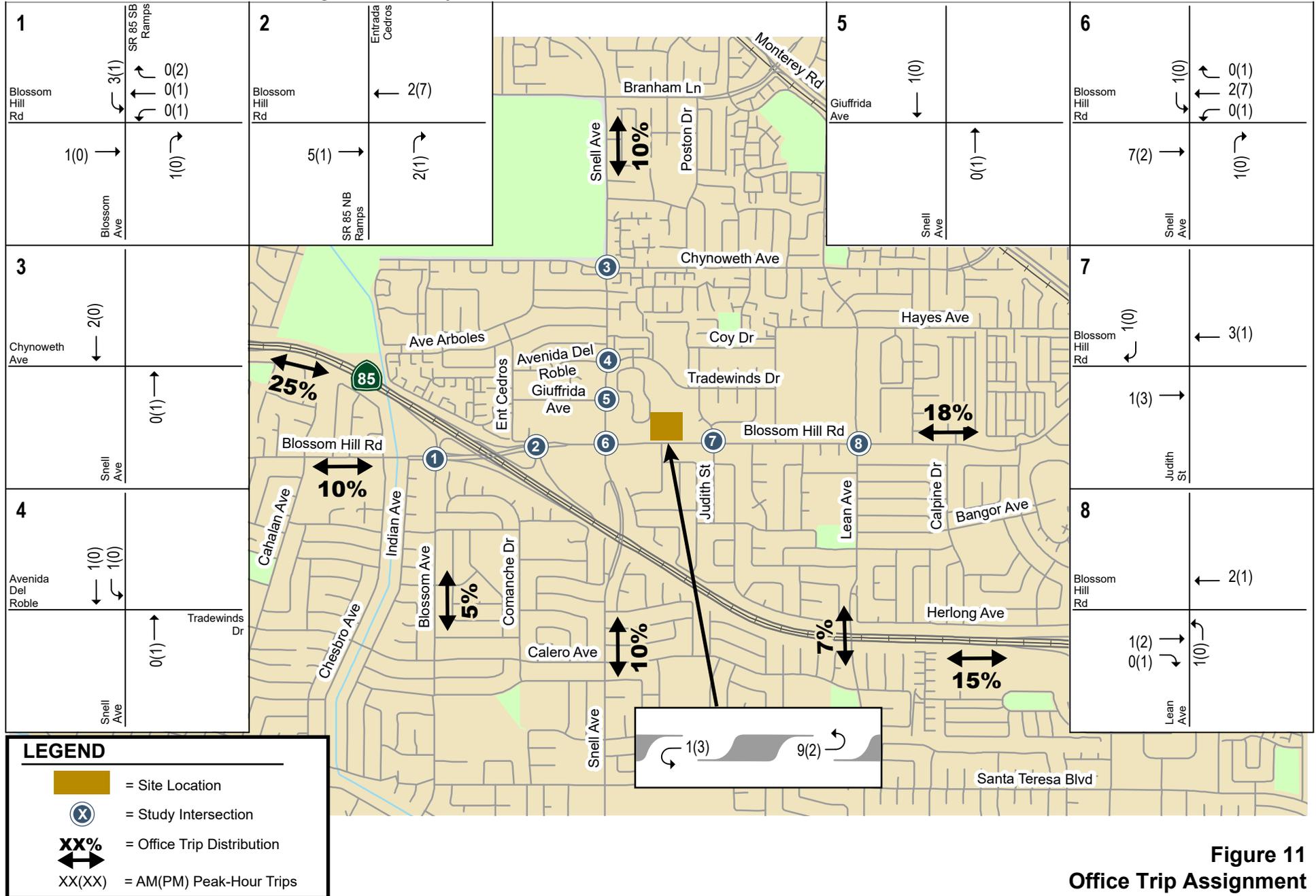


Figure 11
Office Trip Assignment

397 Blossom Hill Road Affordable Housing Mixed-Use Project

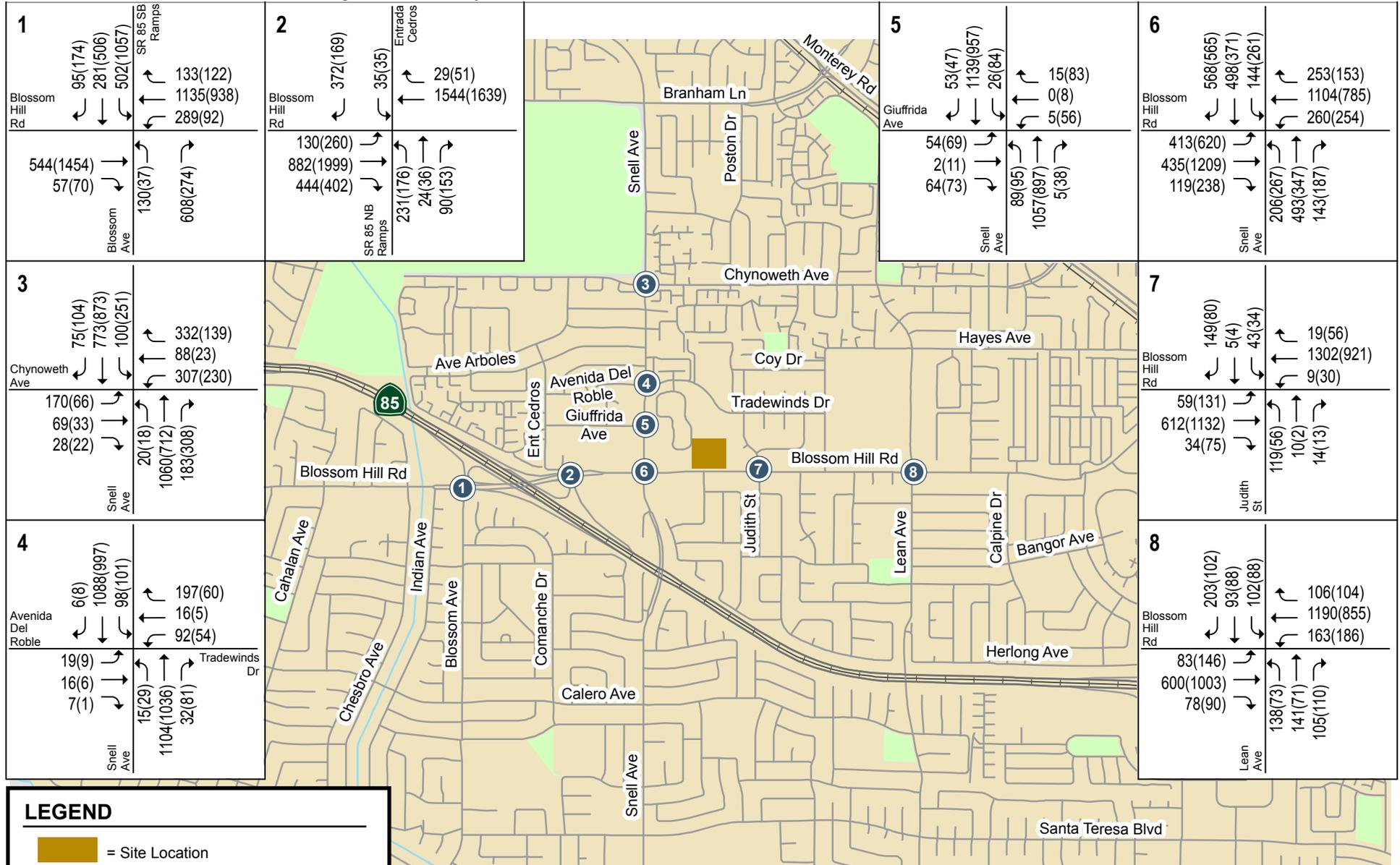


Figure 13
Existing Traffic Volumes

397 Blossom Hill Road Affordable Housing Mixed-Use Project

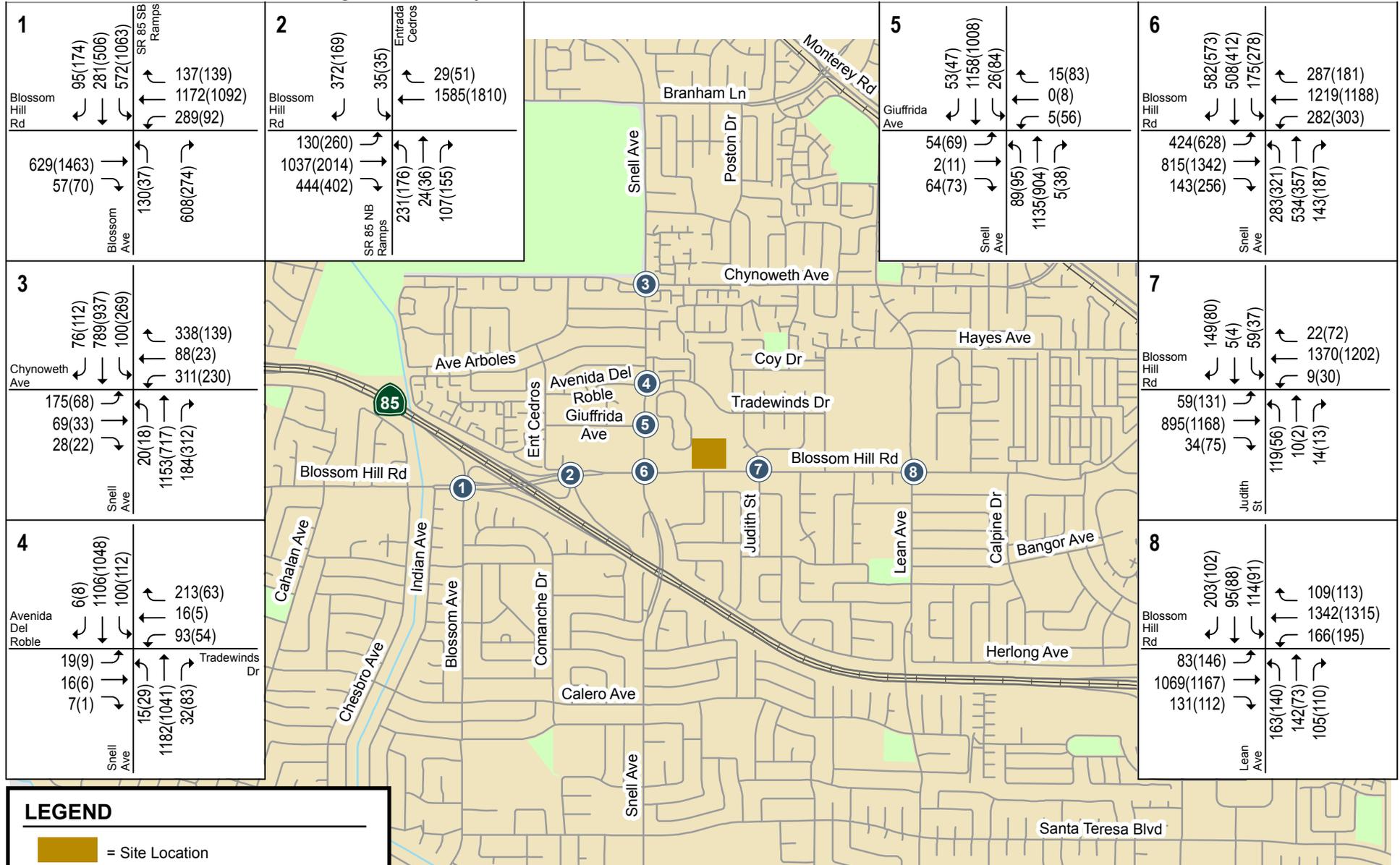


Figure 14
Background Traffic Volumes

397 Blossom Hill Road Affordable Housing Mixed-Use Project

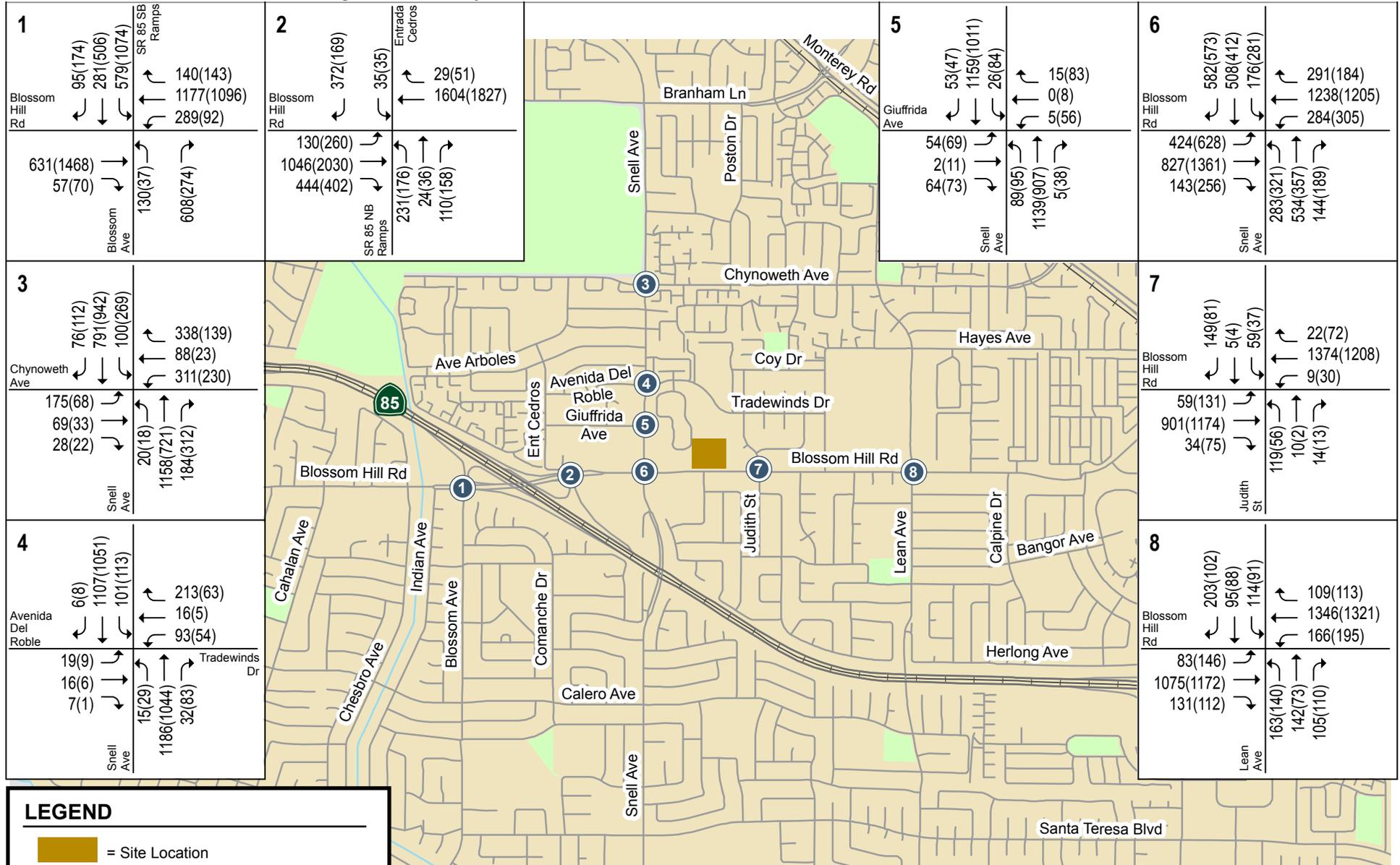


Figure 15
Background Plus Project Traffic Volumes

Intersection Traffic Operations

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 all but one study intersection would continue to operate acceptably under background and background plus project conditions (see Table 5).

**Table 5
Intersection Level of Service Summary**

ID	Intersection	Peak Hour	Existing		Background		Background + Project			
			Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. In Crit. Del. (sec)	Incr. In Crit. V/C
1	SR 85 SB Ramps and Blossom Hill Road *	AM	48.8	D	51.2	D	51.4	D	0.2	0.003
		PM	52.2	D	57.0	E	57.2	E	0.2	0.005
2	SR 85 NB Ramps and Blossom Hill Road *	AM	30.3	C	29.8	C	29.7	C	-0.1	0.004
		PM	30.4	C	28.8	C	28.9	C	0.1	0.005
3	Snell Avenue and Chynoweth Avenue	AM	31.9	C	32.1	C	32.1	C	0.0	0.001
		PM	29.4	C	29.5	C	29.4	C	0.0	0.001
4	Snell Avenue and Tradewinds Dr/Avenida del Roble	AM	20.2	C	20.5	C	20.5	C	0.0	0.002
		PM	12.9	B	12.2	B	12.2	B	0.0	0.001
5	Snell Avenue and Giuffrida Avenue	AM	11.5	B	11.3	B	11.3	B	0.0	0.000
		PM	19.8	B	19.4	B	19.4	B	0.0	0.001
6	Snell Avenue and Blossom Hill Road *	AM	40.7	D	42.1	D	42.2	D	0.1	0.004
		PM	44.7	D	46.9	D	47.0	D	0.1	0.003
7	Judith Street and Blossom Hill Road	AM	23.1	C	22.4	C	22.4	C	0.0	0.001
		PM	18.1	B	18.3	B	18.4	B	0.0	0.002
8	Lean Avenue and Blossom Hill Road	AM	37.0	D	35.4	D	35.4	D	0.0	0.001
		PM	33.2	C	31.3	C	31.2	C	0.0	0.001

Notes:
 * Denotes VTA CMP intersection
Bold indicates a substandard level of service.

The results of the intersection level of service analysis under background conditions show that the intersection of SR 85 Southbound Ramps and Blossom Hill Road would operate at an unacceptable LOS E during the PM peak hour as a result of approved projects in the study area. Although this intersection would continue to operate at LOS E under background plus project conditions, the project would not cause the intersection critical-movement delay to increase by four or more seconds and the V/C to increase by 0.01 or more. Therefore, according to the City of San Jose’s *Transportation Analysis Handbook, 2018*, the project would not result in an adverse effect on intersection operations.

The detailed intersection level of service calculation sheets are included in Appendix D.

Vehicular Site Access and On-Site Circulation

The site access and circulation evaluations are based on the site plan prepared by Studio E Architects (see Figure 2 in Chapter 1) and submitted to the City of San Jose as part of the March 26, 2019 Conditional Use Permit resubmittal. Site access was evaluated to determine the adequacy of the site’s driveways with regard to the following: traffic volume, vehicle queues, geometric design, and stopping sight distance. On-site vehicular circulation and parking layout were reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Project Driveways

As proposed, vehicular access to the project site would be provided via two driveways along Blossom Hill Road. The project plans to eliminate the existing centrally-located driveway and construct two new driveways: one on the west end and one on the east end of the property. Both driveways would continue to be restricted to right-turn only movements due to the raised median island along Blossom Hill Road. The new eastern project driveway would share an easement with the adjacent commercial property.

According to the City of San Jose Department of Transportation (DOT) Geometric Design Guidelines, the typical width for a two-way driveway that serves a multi-family residential development is 26 feet wide. This provides adequate width for vehicular ingress and egress and provides a reasonably short crossing distance for pedestrians. Both driveways are shown to be 26 feet wide, which would meet this standard.

The total project-generated trips that are estimated to occur at the project driveways are 24 inbound trips and 33 outbound trips during the AM peak hour, and 34 inbound trips and 32 outbound trips during the PM peak hour. All vehicles would be turning right in and out of the project driveways, with slightly more vehicles utilizing the western driveway since this driveway provides more direct access to the residential parking garage.

Due to the relatively low number of project-generated trips at each driveway, significant operational issues related to vehicle queueing and/or vehicle delay are not expected to occur at the driveways. Some minor on-site vehicle queuing could occur due to a combination of the inherent unpredictability of vehicle arrivals at driveways and the random occurrence of gaps in traffic along Blossom Hill Road.

The City typically requires developments to provide adequate stacking space for at least two inbound vehicles (approximately 50 feet) between the sidewalk and any entry gates or on-site parking spaces. This prevents vehicles from queuing onto the street. Based on the site plan, the eastern driveway would provide adequate inbound stacking space. However, the western driveway shows only 25 feet of vehicle stacking space between the sidewalk and the first 90-degree parking stall (labeled stall 1).

Recommendation: Provide 50 feet of inbound vehicle stacking space at the western driveway by removing the parking stalls labeled 1, 2 and 3 on the site plan. Note that this improvement would result in the loss of three off-street parking spaces.

Project Driveway Alignment

As proposed, the western project driveway would line up with a break in the existing raised median on Blossom Hill Road. The break is in the form of an unsignalized westbound left-turn pocket that serves the retail center directly across the street, as well as U-turns. Based on the current design of the left-turn pocket and the location of the western project driveway, this combination poses a potential safety issue. Nothing would physically prevent vehicles from exiting the western project driveway and proceeding directly across three lanes of traffic (completely perpendicular to the flow of traffic on westbound Blossom Hill Road) in order to enter the left-turn pocket. This dangerous maneuver also could potentially block the flow of traffic in the inside through lane on westbound Blossom Hill Road if the back of a vehicle were to stick out into the lane.

Recommendation: The existing westbound left-turn pocket on Blossom Hill Road should be further channelized/separated with a raised curb design to prevent vehicles from attempting to enter the left-turn pocket from the western project driveway. The median island should be extended at least 75 feet.

Sight Distance at the Driveways

The project driveways should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles and bicycles traveling on Blossom Hill Road. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to exit a driveway or locate sufficient gaps in traffic. The minimum acceptable sight distance is considered the Caltrans stopping sight distance. Sight distance requirements vary depending on roadway speeds. For driveways on Blossom Hill Road, which has a posted speed limit of 40 mph, the Caltrans stopping sight distance is 360 feet (based on a design speed of 45 mph). Thus, a driver must be able to see 360 feet along Blossom Hill Road in order to stop and avoid a collision. According to the site plan, the project would need to remove a few existing bushes located at the planned eastern driveway location. There is no other existing landscaping or other visual obstructions along the project frontage that could obscure sight distance at the project driveways. The landscape plan shows street trees would be added along the project frontage on Blossom Hill Road. The type and location of the street trees would be determined by the City of San Jose Public Works Department at the implementation stage. Note that street trees have a high canopy and would not obstruct the view of drivers exiting the project driveways. It can be concluded that the project driveways would meet the Caltrans stopping sight distance standard.

On-Site Circulation

The driveways would provide access to the drive aisle that would encircle the project building. The continuous 26-foot wide drive aisle loop would provide access to the residential and office surface parking spaces (uniform parking spaces) around the site and the residential parking garage entrance on the west end of the site. As proposed, the width of the loop drive aisle would be adequate to serve two-way traffic generated by the project. Note that the City's standard width for two-way drive aisles is 26 feet where 90-degree parking is provided to allow sufficient room for vehicles to back out.

Residential Parking Garage

The residential parking garage entrance would be located along the western edge of the project building and would be accessed via the two-way 26-foot wide drive aisle loop. The garage entrance is shown to be 20 feet wide and would serve two-way traffic. The parking garage would provide 30 parking spaces, of which 26 spaces would be part of a bi-level mechanical-stack parking system. The remaining 4 parking spaces would consist of 2 standard spaces and 2 handicapped spaces, for a total of 30 spaces.

According to the site plan, the two-way drive aisle within the parking garage measures 24 feet wide. The drive aisle would dead-end on the east end of the garage. However, the cross-hatched area provided for the van-accessible parking space could be used to turn around if necessary. Although the 24-foot wide drive aisle would provide adequate on-site circulation, the City's standard minimum width for two-way drive aisles is 26 feet wide where 90-degree parking is provided.

Recommendation: The project requires City approval for any proposed reduction in drive aisle width.

Note that the parking spaces labeled 20, 21, and 22 are situated adjacent to a wall with no additional width (door space) provided.

Recommendation: Additional width should be provided for parking stalls labeled 20, 21, and 22.

Parking Stall Dimensions

The City's off-street parking design standard for 90-degree uniform parking stalls is 8.5 feet wide by 17 feet long. The 90-degree parking stalls along the outer drive aisle loop measure 8.5 feet wide by either 17 feet long or 15 feet long. The 15-foot long stalls include a two-foot overhang and, thus, would meet the City's off-street parking design standards for uniform parking stalls. The handicap stalls all measure 9 feet wide by 18 feet long and include access aisles of 6 feet or more for van accessibility. The five on-site parallel parking stalls located along the eastern drive aisle all measure 8 feet wide by 21 feet long and would meet the City's off-street parking design standards for uniform car spaces.

Mechanical-Stack Parking Stall Dimensions

The 37 mechanical-stack parking spaces that would be located within the residential parking garage are shown to be 8.5 feet wide by 18 feet long. The City of San Jose Zoning Code does not include standards for mechanical-stack parking systems, and the type of mechanical parking system is not specified on the site plan.

Recommendation: The mechanical-stack parking system should be designed to provide adequate vertical clearance to accommodate all vehicle types, including passenger cars, trucks, and most SUVs and vans.

Truck Access and Circulation

The project site plan was reviewed for truck access using truck turning-movement templates for a SU-30 truck type (single unit trucks), which represents small emergency vehicles, garbage trucks, and small to medium delivery trucks, as well as large WB-40 trucks (intermediate semitrailers) with up to a 50-foot turning radius. Based on the site plan configuration, adequate access would be provided for both truck types to access the site from Blossom Hill Road and maneuver through the site via the loop drive aisle provided. Trucks would not have access to the parking garage.

Residential Move-In and Commercial Loading Operations

The site plan shows a designated loading zone along the east side of the building for residential move-in and general loading purposes. The loading zone would be conveniently located near the residential lobby and elevators and adjacent to the proposed office space.

Garbage Collection

Garbage collection activities for the project are expected to occur on site. The site plan shows two trash rooms: one on the west side of the building and one on the east side of the building. It is assumed that the trash bins would be wheeled out to designated areas along the loop drive aisle on garbage collection days. The garbage bins should be returned to the trash rooms immediately after garbage pick-up. Since garbage collection would occur on-site, traffic operations along Blossom Hill Road would not be affected during garbage collection activities.

Emergency Vehicle Access

Blossom Hill Road and the loop drive aisle would provide emergency vehicle access to all sides of the project building. The City of San Jose Fire Department requires that all portions of the buildings be within 150 feet of a fire department access road and requires a minimum of 6 feet clearance from the property line along all sides of the buildings. According to the project site plan, the project would meet the 6-foot clearance requirement and the 150-foot fire access requirement.

Construction Activities

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

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.

Bike and Pedestrian Access and On-Site Circulation

Pedestrian facilities consist of sidewalks along the streets in the immediate vicinity of the project site. The existing sidewalk on Blossom Hill Road would be reconstructed along the entire project frontage. The new sidewalk would be 15 feet wide. The project would construct a continuous 6-foot wide sidewalk around the building that would connect to the new sidewalk on Blossom Hill Road. The sidewalks would provide pedestrian access to the residential lobby and common areas, including the elevators, as well as access to other resident serving support spaces such as the Adult Daycare and Behavioral Health Program facilities. A public plaza would also be constructed along the project frontage on Blossom Hill Road, consistent with the Blossom Hill and Snell Urban Village Plan (which is currently in the planning stage).

The continuous network of sidewalks and crosswalks in the study area exhibits good connectivity and would provide residents with safe routes to transit stops and other points of interest in the project area. Marked crosswalks are provided with pedestrian signal heads across all legs of the signalized intersections in the surrounding area. The nearby intersections have ADA compliant curb ramps with truncated domes. Truncated domes are the standard design requirement for detectable warnings which enable people with visual disabilities to determine the boundary between the sidewalk and the street.

The site plan shows 6 short-term bicycle parking spaces (bike racks) along the project frontage on Blossom Hill Road, 20 feet west of the eastern project driveway, and a centrally-located bike room providing 36 long-term bicycle parking spaces. The bike storage room would be accessed from the residential parking garage. Providing adequate and convenient bike parking would help to create a bicycle-friendly environment and encourage bicycling by residents and employees of the project.

The project would not remove any bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities. The City's General Plan identifies both walk and bicycle commute mode split targets as 15 percent or more for the year 2040. This level of pedestrian and bicycle mode share is a reasonable goal for this project, particularly if transit is utilized in combination with bicycle commuting.

Pedestrian and Bicycle Access to Schools

Based on the school district boundary maps, the public neighborhood schools include Del Roble Elementary School, Leonard Herman Middle School, and Oak Grove High School. Del Roble Elementary School (K-6) is located northwest of the project site on Avenida Almendros, approximately $\frac{3}{4}$ miles walking distance from the site. Herman Middle School (grades 5-8) is located south of the project site on Blossom Avenue, approximately $1\frac{1}{2}$ miles walking distance from the site. Oak Grove High School (grades 9-12) is located east of the project site on Blossom Hill Road, less than $\frac{1}{2}$ mile walking distance from the site.

Safe pedestrian access to all three schools is provided via a continuous network of sidewalks along the streets in the surrounding area. Crosswalks with pedestrian signal heads are provided at all signalized intersections along the school routes. Wheel chair ramps are provided at all corners of the signalized intersections, though some do not meet the current ADA design standards. Bicycle access to the elementary and middle schools is provided via bike lanes on Snell Avenue, although bike lanes are missing between Ariel Drive and Santa Teresa Boulevard near Herman school. Although no bike lanes exist on Blossom Hill Road between the project site and Oak Grove High School, students who choose to ride their bike to Oak Grove could utilize Judith Street and Tradewinds Drive.

The project should consider working with these nearby schools to implement a Safe Routes to Schools program, if one does not already exist, since the project would add traffic to the area and 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 and sidewalks.

Nearby Parks

Coy Park is a 4.5-acre City of San Jose neighborhood park located on Coy Drive less than $\frac{1}{2}$ mile walking distance from the project site. Residents could access the park by utilizing the continuous network of sidewalks provided on Blossom Hill Road, Judith Street and Coy Drive. Coy Park includes two youth playgrounds, picnic tables (covered and uncovered), benches, a par course, a large open field and on-street parking.

Transit Services

The Snell LRT station is located on Snell Avenue south of Blossom Hill Road and is just under one-half mile walking distance from the project site. The Alum Rock-Santa Teresa LRT line (901) provides service to this LRT station. Sidewalks are present, as well as striped bike lanes, on both sides of Snell Avenue between Blossom Hill Road and the LRT station. Local bus route 27 operates along Blossom Hill Road with bus stops within walking distance of the project site.

Due to the project site's proximity to transit stops, it is reasonable to assume that some residents would utilize the transit services provided. The City's General Plan identifies the transit commute mode split target as 20 percent or more for the year 2040. This level of transit ridership is attainable for an affordable housing project such as this. It is estimated that the increased transit demand generated by the proposed project could be accommodated by the current available ridership capacities of the transit services in the study area.

Vision Zero San Jose

The segment of Blossom Hill Road between Meridian Avenue and US 101 has been identified as a Vision Zero Corridor (*Vision Zero San Jose*, April 2015). The goal of Vision Zero San Jose is to create a community culture that prioritizes traffic safety. Vision Zero is designed to create policies that focus on roadway safety for all modes, particularly non-automobile modes. Streets with these “Safety Priority Street” designations are given priority within the City’s Transportation Capital Improvement Program (CIP) to provide safer transportation systems for all users.

Blossom Hill Road Improvements

Recent improvements to Blossom Hill Road between Meridian Avenue and US 101 include upgrading streetlights to LED lighting. Planned improvements include adding safe routes for walking and bicycling at the US 101 / Blossom Hill Road interchange overpass and further evaluation of safety issues to determine other feasible improvements along the Blossom Hill corridor.

New Signalized Crosswalk on Blossom Hill Road

The project is proposing to install a signalized pedestrian crossing along or near the project frontage on Blossom Hill Road in response to neighborhood concerns associated with jaywalking in the area. Accordingly, City of San Jose staff have requested that Hexagon evaluate the potential for a new signalized pedestrian crossing on Blossom Hill Road, approximately midway between Snell Avenue and Judith Street, and provide a recommendation as to the most suitable location with regard to sight distance, the effects of the crosswalk on the channelized westbound left-turn pocket on Blossom Hill Road, the potential for issues associated with vehicle queuing along westbound Blossom Hill Road, and the position of the crosswalk in relation to nearby intersections and driveways. The following three potential locations have been identified (as shown on Figure 16):

- Location A – Pedestrian signal crossing that aligns with the west side of Keymar Drive;
- Location B – Pedestrian signal crossing that aligns with the west property line; and
- Location C – Pedestrian signal crossing that aligns with the adjacent commercial property.

Field Observations

Westbound Blossom Hill Road

Hexagon observed weekday traffic conditions along this segment of Blossom Hill Road between 7:30-8:30 AM and 5:00-6:00 PM, which is when the heaviest traffic conditions typically occur during the week. Based on field observations, long vehicle queues develop on the westbound approach of the Snell Avenue and Blossom Hill Road intersection. The queues that develop are longest during the weekday AM peak hour of traffic due to the high volume of vehicles headed for the northbound SR 85 on-ramp located ¼-mile west of Snell Avenue. On a few occasions, the westbound vehicle queue was observed to extend from Snell Avenue to nearly the eastern property line of the project site, or approximately 900 feet. Thus, the AM westbound vehicle queue occasionally extends past the three potential crosswalk locations that are being considered. However, most of the time the AM westbound queue extends only about 500 feet, or to the Mountain Mike’s Pizza location.

The westbound vehicle queue is shorter during the PM peak hour of traffic, typically extending only 300 to 400 feet near the Jack in the Box restaurant location.

Westbound Left-Turn Pocket Serving Downing Square Shopping Center

The westbound left-turn vehicle queue is short during the weekday AM peak hour, with a maximum observed queue of only three cars. This is to be expected, since many businesses in the shopping

center are not open during the early morning hours, and the opposing traffic volume on eastbound Blossom Hill Road is relatively low (compared to the PM peak hour of traffic). When queues do occur during the AM peak hour, typical queue lengths are one to two vehicles.

The average westbound left-turn queue is between two and three vehicles during the PM peak hour of traffic, due mostly to the opposing through traffic volume on eastbound Blossom Hill Road. The maximum vehicle queue observed in the field during the PM peak hour was seven vehicles in length and nearly filled the left-turn pocket; however, this occurred just once. Typical queue lengths are four vehicles or less during the PM peak hour of traffic.

Evaluation of Crosswalk Locations

The AM peak hour westbound vehicle queue occasionally extends past all three potential crosswalk locations that are being considered. While most drivers likely would not block the crosswalk, the crosswalk could be blocked on occasion during the AM peak hour when the westbound vehicle queues are longest on Blossom Hill Road, regardless of the crosswalk location. Since this segment of Blossom Hill Road has no vertical curve and the horizontal s-curve between the project site and Snell Avenue is only minor, all three signal locations would be highly visible to vehicles traveling in either direction on Blossom Hill Road.

Crosswalk Location A

A pedestrian signal crossing that aligns with the west side of Keymar Drive would cross the westbound left-turn pocket that serves the nearby shopping center. Based on field observations, this left-turn pocket nearly fills during the PM peak hour on occasion. As a result, a crosswalk at this location would affect the vehicle storage and operation of the unsignalized westbound left-turn movement.

Recommendation: Shifting the crosswalk to the east side of Keymar Drive would have very little effect on the westbound left-turn pocket storage length and operations and is less likely to be blocked by vehicle queues along westbound Blossom Hill Road since it's the farthest location from Snell Avenue. A signalized crossing at this alternate location would have the least effect on traffic operations along Blossom Hill Road. Note that the westbound left-turn pocket taper would need to be shifted approximately 50 feet to the west.

Crosswalk Location B

A pedestrian signal crossing that aligns with the west property line is not feasible because the crosswalk would line up with an existing residential driveway on the south side of Blossom Hill Road. In general, a signalized crosswalk located anywhere between the western property line and Keymar Drive would not be desirable because of the presence of residential properties and driveways along the south side of Blossom Hill Road.

Crosswalk Location C

A pedestrian signal crossing that aligns with the adjacent Commercial property (Chase Bank) and Downer Square shopping center is feasible but may require relocating an existing streetlight and removing existing street trees. This location would be most affected by vehicle queues along westbound Blossom Hill Road since it is closest to Snell Avenue. However, this location would have no affect on the operation of the westbound left-turn pocket serving the shopping center.

Signalized Crosswalk Conclusions

Hexagon recommends the project install the signalized pedestrian crosswalk at either Location C or Alternate Location A (east side of Keymar Drive). However, Alternate Location A would result in the loss of approximately 50 feet of left-turn pocket storage length. Location B is not feasible.



Figure 16
Potential Pedestrian Crossing Locations

Parking

Vehicle Parking Requirements

The vehicle parking requirements for the residential and office components of the project are described below.

Residential Vehicle Parking Requirement

The City of San Jose's off-street parking requirements as described in the City's Zoning Code (Chapter 20.90, Table 20-210) for multiple dwellings with all open parking are as follows: 1.25 parking spaces for studio and one-bedroom units, 1.7 parking spaces for two-bedroom units, and 2.0 parking spaces for three-bedroom units. Based on the City's off-street parking requirement and prior to applying any relevant parking reductions, the 147-unit project would require a total of 191 parking spaces calculated as follows:

- 132 studio/one-bedroom units x 1.25 spaces = 165 parking spaces
- 13 two-bedroom units x 1.7 spaces = 22 parking spaces
- 2 three-bedroom units x 2.0 spaces = 4 parking spaces

Residential Parking Reductions

The project site is located within 2,000 feet of an existing rail station (Snell Light Rail Transit station) and the project would provide adequate bicycle parking. Thus, the project qualifies for a 20 percent reduction in the City's parking requirement (per San Jose Municipal Code). Since the project would consist of affordable senior units and special needs units, the project is eligible for an even larger parking reduction per Assembly Bill (AB) 744. AB 744 states that for 100% affordable housing developments located within one-half mile of a major transit stop, the parking requirement cannot exceed 0.5 spaces per unit. Furthermore, for special needs projects with access to transit, the parking requirement cannot exceed 0.3 spaces per unit.

The project includes 96 affordable senior units, 49 affordable special needs units, and 2 unrestricted three-bedroom units. After applying the reduced parking rates (state bonus density) to the affordable senior and special needs units, 48 spaces ($96 \times 0.5 = 48$) would be required to serve the affordable senior apartments and 15 spaces ($49 \times 0.3 = 15$) would be required to serve the special needs units. Four spaces would be required to serve the 2 three-bedroom unrestricted residential units ($2 \times 2.0 \times 0.8 = 4$). Thus, the project is required to provide a total of 67 parking spaces to serve the residential component of the project.

Office Vehicle Parking Requirement

According to the City of San Jose's off-street parking requirements (Chapter 20.90, Table 20-190 of the City's Zoning Code), the vehicle parking requirement for the office component of the project is 1 space per 250 s.f. of floor area, where floor area is calculated as 85% of the gross floor area. Based on the proposed size of the project, the project would be required to provide a total of 55 vehicle parking spaces. After applying the 20 percent parking reduction due to the project's proximity to an existing rail station, the project would be required to provide 44 parking spaces. The office parking requirement for the project is calculated as follows:

$$16,066 \text{ s.f.} \times 0.85 = 13,656 \text{ s.f.} / 250 = 55 \text{ spaces} \times 0.8 = 44 \text{ office parking spaces}$$

Vehicle Parking Supply

The site plan shows 109 off-street vehicle parking spaces, which is 2 fewer spaces than the 111 vehicle parking spaces that are required. In addition, we are recommending that the project remove 3 on-site parking spaces near the western project driveway in order to provide adequate inbound vehicle

stacking space. This would result in a net parking supply of 106 spaces, which would fall short of the City's off-street vehicle parking requirements by 5 spaces. However, the project is proposing to implement various parking reduction strategies as part of a comprehensive Transportation Demand Management (TDM) plan. The TDM plan would support the small reduction in the project parking supply (5 spaces, or 4.5 percent) that would be needed. The TDM measures proposed by the project were developed based on the parking reduction strategies outlined in the San Jose Code of Ordinances. The detailed TDM Plan is included in Appendix E.

Motorcycle and Bicycle Parking Requirements

The motorcycle and bicycle parking requirements for the residential and office components of the project are described below.

Motorcycle Parking Requirement

The City requires one motorcycle parking space for every four residential units and one motorcycle parking space for every 50 code-required vehicle parking spaces for office uses (per Chapter 20.90, Table 20-250 of the City's Zoning Code). Thus, the project is required to provide a total of 38 motorcycle spaces.

Bicycle Parking Requirement

The City requires one bicycle parking space for every four residential units and one bicycle parking space for every 4,000 s.f. of office space (per Chapter 20.90, Tables 20-190 and 20-210 of the City's Zoning Code). Thus, the project is required to provide 41 bicycle spaces.

Motorcycle and Bicycle Parking Supply

The project is not proposing to provide any motorcycle parking spaces.

The project is proposing to provide 42 bicycle parking spaces, which would meet the City's bicycle parking requirement.

Recommendation: The project should provide 38 motorcycle parking spaces to meet the City's motorcycle parking requirement.

5. Conclusions

This report presents the results of the transportation analysis conducted for a proposed affordable senior housing mixed-use development at 397 Blossom Hill Road in San Jose, California. The project site is located within the Blossom Hill and Snell Urban Village boundary. This study was conducted for the purpose of identifying the potential transportation impacts related to the proposed residential mixed-use development.

The potential transportation impacts of the project were evaluated in accordance with the standards and methodologies set forth by the City of San Jose. Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the *Transportation Analysis Handbook 2018*, the transportation analysis report for the project includes a CEQA transportation analysis (TA) and a local transportation analysis (LTA). The CEQA transportation analysis comprises an evaluation of Vehicle Miles Traveled (VMT). VMT is defined in Chapter 1 of this report. The LTA supplements the CEQA transportation analysis by identifying transportation operational issues via an evaluation of weekday AM and PM peak hour traffic conditions for signalized intersections. The LTA also includes an analysis of site access, on-site circulation, parking, and effects to transit, bicycle, and pedestrian facilities.

CEQA Transportation Analysis

Residential Project VMT Analysis Results

With implementation of a robust TDM Plan and the minimum number of parking spaces provided per the Urban Village designation, the proposed affordable residential development would meet the City's screening criteria set forth in the *Transportation Analysis Handbook*. Thus, a VMT impact analysis is not required for the residential component of the project.

Office Project VMT Impact Analysis Results

The project VMT estimated by the sketch tool for the office component of the project is 13.68 per employee. The project VMT, therefore, exceeds the threshold of 12.22 VMT per employee.

Mitigation

Based on the four VMT reduction strategy tiers included in the sketch tool, it is recommended the project implement a Transportation Demand Management (TDM) plan to mitigate the significant VMT impact. Providing a Ride-Sharing Program for 100% of the office employees of the project would lower the project VMT to 11.19, which is below the threshold of 12.22 VMT per employee and is the maximum VMT reduction possible. The goal of a ride-sharing program is to match individuals interested in carpooling who have similar commute patterns, thereby reducing the number of single-occupant vehicle trips and associated VMT per employee. Additional measures as part of the TDM Plan (which is included as Appendix E of this Transportation Analysis) include the following:

- Bicycle facilities and bicycle-sharing program,
- On-site showers and lockers (end of trip facilities),
- Preferential parking with charging stations for electric vehicles,
- Special Needs Public Transportation Coordinator, and
- On-site TDM Coordinator and services (including carpool/ride matching assistance and trip planning resources).

Local Transportation Analysis

Project Trip Generation

After applying the ITE trip rates to the proposed residential and office components of the project and applying the appropriate trip adjustments and credits, the project would generate 632 new daily vehicle trips, with 50 new trips occurring during the AM peak hour and 59 new trips 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 or bicycle facilities in the study area.

Recommendations

- Provide 50 feet of inbound vehicle stacking space at the western project driveway by removing the parking stalls labeled 1, 2 and 3 on the site plan. Note that this improvement would result in the loss of three off-street parking spaces.
- The existing westbound left-turn pocket on Blossom Hill Road should be further channelized/separated with a raised curb design to prevent vehicles from attempting to enter the left-turn pocket from the western project driveway. The median island should be extended at least 75 feet.
- The City's standard minimum width for two-way drive aisles is 26 feet where 90-degree parking is provided. The project is proposing a 24-foot wide drive aisle within the parking garage. The project requires City approval for any proposed reduction in drive aisle width.
- Additional width should be provided for parking stalls labeled 20, 21 and 22 on the site plan.
- The mechanical-stack parking system should be designed to provide adequate vertical clearance to accommodate all vehicle types, including passenger cars, trucks, and most SUVs and vans.
- Provide 38 motorcycle parking spaces to meet the City's motorcycle parking requirement.

**397 Blossom Hill Road Affordable Housing TA
Technical Appendices**

October 23, 2019

Appendix A

Traffic Counts



(303) 216-2439
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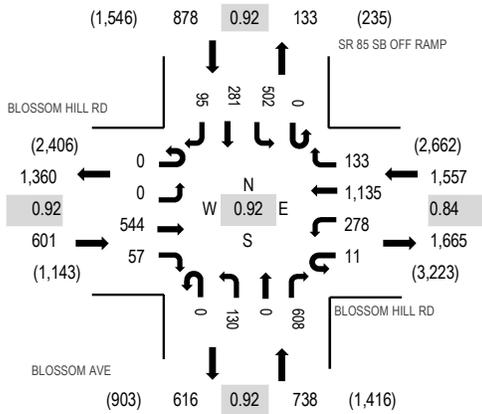
Location: 1 BLOSSOM AVE & BLOSSOM HILL RD AM

Date: Thursday, November 8, 2018

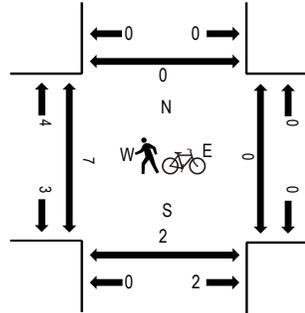
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	BLOSSOM HILL RD Eastbound				BLOSSOM HILL RD Westbound				BLOSSOM AVE Northbound				SR 85 SB OFF RAMP Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	116	4	10	15	222	15	0	10	0	154	0	89	51	10	696	3,352	2	0	0	0
7:15 AM	0	0	132	4	9	23	294	22	0	20	0	158	0	96	39	16	813	3,616	1	0	2	0
7:30 AM	0	0	103	7	6	28	287	25	0	24	0	132	0	130	60	17	819	3,774	2	0	1	0
7:45 AM	0	0	140	10	1	107	320	36	0	18	0	169	0	135	62	26	1,024	3,695	2	0	0	0
8:00 AM	0	0	149	19	3	65	259	40	0	46	0	141	0	129	83	26	960	3,415	3	0	0	0
8:15 AM	0	0	152	21	1	78	269	32	0	42	0	166	0	108	76	26	971		0	0	1	0
8:30 AM	0	0	139	4	2	30	184	32	0	26	0	161	0	91	51	20	740		0	0	0	0
8:45 AM	0	0	136	7	1	14	199	33	0	11	0	138	0	126	45	34	744		1	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	9	0	0	0	0	0	0	0	0	0	11
Lights	0	0	525	57	11	276	1,098	132	0	130	0	607	0	494	277	92	3,699
Mediums	0	0	17	0	0	2	28	1	0	0	0	1	0	8	4	3	64
Total	0	0	544	57	11	278	1,135	133	0	130	0	608	0	502	281	95	3,774



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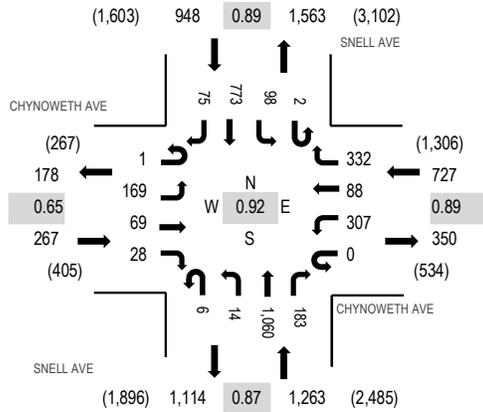
Location: 3 SNELL AVE & CHYNOWETH AVE AM

Date: Thursday, November 8, 2018

Peak Hour: 07:30 AM - 08:30 AM

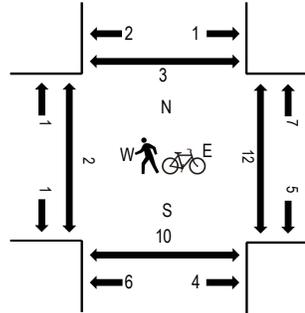
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	CHYNOWETH AVE Eastbound				CHYNOWETH AVE Westbound				SNELL AVE Northbound				SNELL AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	26	3	2	1	57	5	116	1	7	314	24	0	7	134	9	706	2,955	0	1	1	2
7:15 AM	0	32	5	0	1	54	4	114	2	6	344	26	0	7	98	17	710	3,122	1	2	1	0
7:30 AM	0	35	13	0	0	65	27	92	1	5	251	32	1	27	135	10	694	3,205	1	4	0	1
7:45 AM	0	48	12	8	0	89	43	78	2	5	236	54	0	30	208	32	845	3,101	0	2	5	2
8:00 AM	1	49	36	17	0	77	11	64	2	2	294	53	1	19	225	22	873	2,844	1	0	3	0
8:15 AM	0	37	8	3	0	76	7	98	1	2	279	44	0	22	205	11	793		0	5	2	0
8:30 AM	0	34	5	2	0	59	2	55	0	3	214	30	0	15	160	11	590		0	1	1	1
8:45 AM	0	16	5	8	1	50	10	50	0	1	223	27	1	27	155	14	588		0	2	1	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
Lights	1	168	68	28	0	304	87	327	6	13	1,040	180	2	96	758	75	3,153
Mediums	0	1	1	0	0	3	1	5	0	1	20	3	0	2	12	0	49
Total	1	169	69	28	0	307	88	332	6	14	1,060	183	2	98	773	75	3,205



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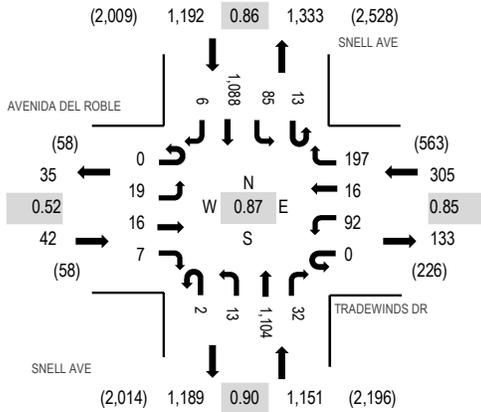
Location: 4 SNELL AVE & TRADEWINDS DR AM

Date: Thursday, November 8, 2018

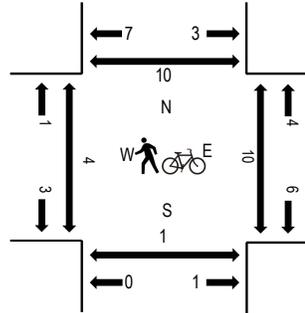
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	AVENIDA DEL ROBLE Eastbound				TRADEWINDS DR Westbound				SNELL AVE Northbound				SNELL AVE Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	2	2	0	0	32	0	72	0	1	1	249	10	2	35	159	4	569	2,364	2	3	0	1
7:15 AM	0	5	0	0	0	14	2	63	0	3	3	303	9	3	4	154	0	560	2,572	2	2	0	1
7:30 AM	0	7	0	2	0	23	8	47	0	2	2	246	4	3	8	185	2	537	2,690	1	4	0	4
7:45 AM	0	5	4	1	0	25	3	64	1	6	6	275	5	2	23	281	3	698	2,666	0	1	0	3
8:00 AM	0	7	11	4	0	23	1	48	0	4	4	313	9	3	32	322	0	777	2,462	0	2	0	2
8:15 AM	0	0	1	0	0	21	4	38	1	1	1	270	14	5	22	300	1	678		3	3	1	1
8:30 AM	0	3	1	1	0	13	2	28	1	1	1	223	8	0	8	219	5	513		1	1	0	0
8:45 AM	0	1	0	1	0	14	1	17	0	0	0	224	12	0	4	216	4	494		0	2	0	0

Peak Rolling Hour Flow Rates

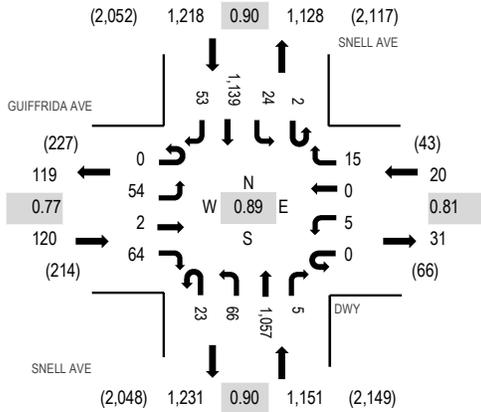
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	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Lights	0	19	16	7	0	92	16	194	2	13	1,086	32	13	82	1,071	6	2,649
Mediums	0	0	0	0	0	0	0	3	0	0	18	0	0	3	15	0	39
Total	0	19	16	7	0	92	16	197	2	13	1,104	32	13	85	1,088	6	2,690



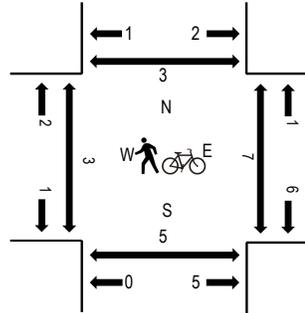
(303) 216-2439
www.alltrafficdata.net

Location: 5 SNELL AVE & DWY AM
Date: Thursday, November 8, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	GUIFFRIDA AVE Eastbound				DWY Westbound				SNELL AVE Northbound				SNELL AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	15	0	6	0	0	2	0	2	15	231	0	0	0	203	11	485	2,139	1	2	1	0
7:15 AM	0	9	0	9	0	1	2	3	3	8	267	0	0	1	157	7	467	2,356	0	0	3	0
7:30 AM	0	6	0	12	0	1	0	2	5	12	248	2	0	4	225	12	529	2,509	1	2	2	2
7:45 AM	0	8	1	16	0	0	0	3	7	18	265	0	0	7	321	12	658	2,473	0	1	1	1
8:00 AM	0	18	0	25	0	2	0	3	3	18	296	2	1	6	311	17	702	2,319	0	3	0	0
8:15 AM	0	22	1	11	0	2	0	7	8	18	248	1	1	7	282	12	620		2	1	2	0
8:30 AM	0	14	0	14	0	3	0	3	6	16	206	1	0	6	207	17	493		0	1	4	0
8:45 AM	0	14	3	10	0	3	0	6	2	14	221	6	0	18	191	16	504		0	3	0	0

Peak Rolling Hour Flow Rates

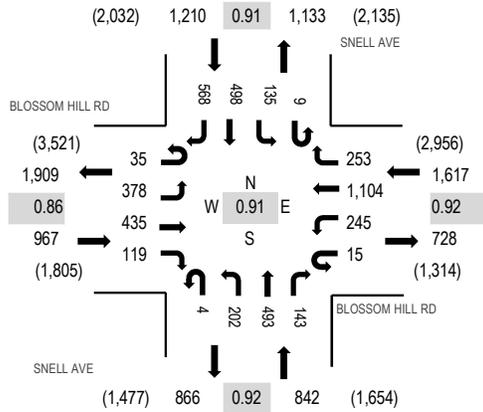
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	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	5
Lights	0	53	2	64	0	5	0	15	23	65	1,040	4	2	23	1,124	52	2,472
Mediums	0	1	0	0	0	0	0	0	0	0	17	1	0	1	11	1	32
Total	0	54	2	64	0	5	0	15	23	66	1,057	5	2	24	1,139	53	2,509



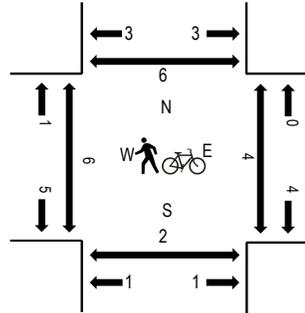
(303) 216-2439
www.alltrafficdata.net

Location: 6 SNELL AVE & BLOSSOM HILL RD AM
Date: Thursday, November 8, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	BLOSSOM HILL RD Eastbound				BLOSSOM HILL RD Westbound				SNELL AVE Northbound				SNELL AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	4	72	76	27	2	63	259	55	1	46	115	39	6	13	94	97	969	4,139	2	0	1	1
7:15 AM	12	106	61	18	4	35	320	66	0	33	121	22	1	23	39	98	959	4,442	1	1	0	2
7:30 AM	9	75	73	21	1	47	336	76	0	39	109	26	2	19	82	105	1,020	4,636	1	2	0	1
7:45 AM	11	92	89	33	6	77	261	65	0	48	138	32	1	36	147	155	1,191	4,595	2	0	1	2
8:00 AM	7	113	136	42	4	66	261	70	1	53	140	47	1	51	136	144	1,272	4,308	0	1	0	1
8:15 AM	8	98	137	23	4	55	246	42	3	62	106	38	5	29	133	164	1,153		3	1	1	2
8:30 AM	17	91	98	22	5	52	208	30	1	59	121	37	1	30	86	121	979		5	1	1	1
8:45 AM	13	81	112	28	8	58	152	22	5	66	113	33	1	23	82	107	904		3	1	0	4

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	4	0	0	0	11	0	0	3	0	2	0	0	1	2	23
Lights	34	369	417	117	14	242	1,069	250	4	195	484	139	9	132	493	561	4,529
Mediums	1	9	14	2	1	3	24	3	0	4	9	2	0	3	4	5	84
Total	35	378	435	119	15	245	1,104	253	4	202	493	143	9	135	498	568	4,636



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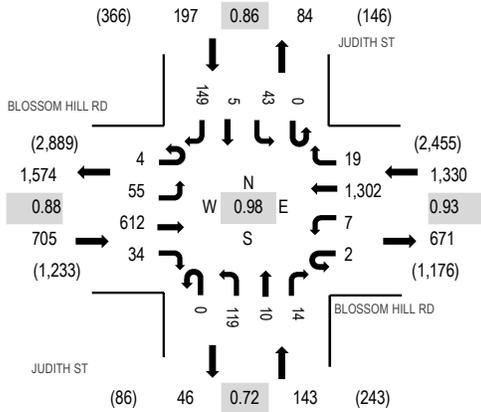
Location: 7 JUDITH ST & BLOSSOM HILL RD AM

Date: Thursday, November 8, 2018

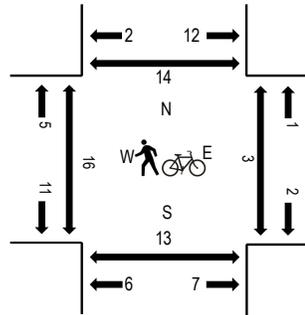
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	BLOSSOM HILL RD Eastbound				BLOSSOM HILL RD Westbound				JUDITH ST Northbound				JUDITH ST Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	4	14	103	6	3	1	309	8	0	28	2	0	0	0	6	0	43	527	2,252	1	2	1	1
7:15 AM	1	7	89	2	4	6	365	4	0	20	2	0	0	7	0	34	541	2,327	1	1	2	3	
7:30 AM	0	5	93	5	1	1	365	7	0	38	6	6	0	15	0	35	577	2,375	2	2	2	3	
7:45 AM	2	15	159	11	0	1	325	6	0	37	1	2	0	9	4	35	607	2,239	5	0	4	6	
8:00 AM	2	16	187	9	0	1	315	4	0	21	2	3	0	11	1	30	602	2,045	4	1	3	1	
8:15 AM	0	19	173	9	1	4	297	2	0	23	1	3	0	8	0	49	589		3	0	4	4	
8:30 AM	1	8	128	10	1	1	233	2	0	21	1	1	0	9	1	24	441		1	0	1	0	
8:45 AM	0	9	135	11	1	2	180	5	0	20	0	5	0	13	0	32	413		1	0	1	0	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	5	0	0	0	9	0	0	0	0	0	0	0	0	0	14
Lights	4	55	590	32	2	6	1,267	19	0	118	10	10	0	43	4	148	2,308
Mediums	0	0	17	2	0	1	26	0	0	1	0	4	0	0	1	1	53
Total	4	55	612	34	2	7	1,302	19	0	119	10	14	0	43	5	149	2,375



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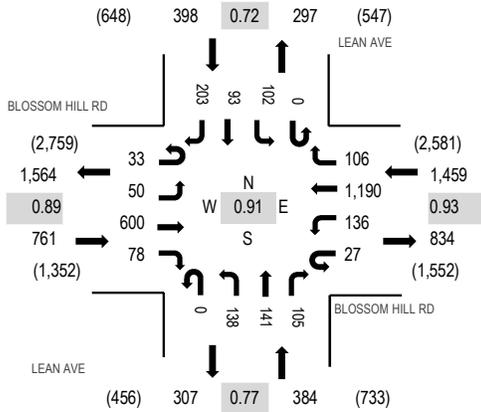
Location: 8 LEAN AVE & BLOSSOM HILL RD AM

Date: Thursday, November 8, 2018

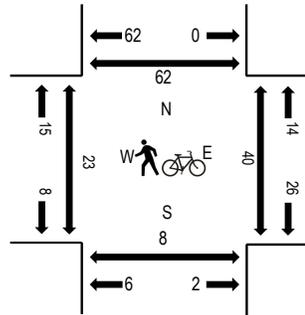
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	BLOSSOM HILL RD Eastbound				BLOSSOM HILL RD Westbound				LEAN AVE Northbound				LEAN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	8	3	106	7	5	21	255	34	0	42	42	16	0	15	3	86	643	2,735	9	1	1	15
7:15 AM	9	7	138	10	6	14	330	23	0	22	37	30	0	17	8	32	683	2,919	4	2	0	8
7:30 AM	3	4	113	11	3	27	282	27	0	30	43	14	0	19	12	43	631	3,002	5	4	1	1
7:45 AM	12	8	160	17	11	37	326	28	0	28	30	16	0	24	26	55	778	2,872	10	12	2	22
8:00 AM	10	18	153	29	6	45	309	21	0	39	30	29	0	31	32	75	827	2,579	4	16	1	32
8:15 AM	8	20	174	21	7	27	273	30	0	41	38	46	0	28	23	30	766		0	5	1	7
8:30 AM	2	7	143	11	6	24	161	20	0	21	30	36	0	13	11	16	501		3	3	0	8
8:45 AM	3	7	121	9	13	22	171	17	0	16	23	34	0	19	9	21	485		0	0	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	1	0	4	0	0	0	14	0	0	0	0	0	0	0	1	0	20
Lights	31	48	583	78	27	131	1,154	103	0	138	139	102	0	102	90	201	2,927
Mediums	1	2	13	0	0	5	22	3	0	0	2	3	0	0	2	2	55
Total	33	50	600	78	27	136	1,190	106	0	138	141	105	0	102	93	203	3,002



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Location: 3 SNELL AVE & CHYNOWETH AVE PM

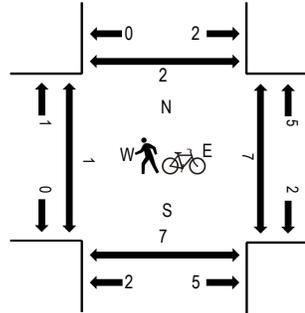
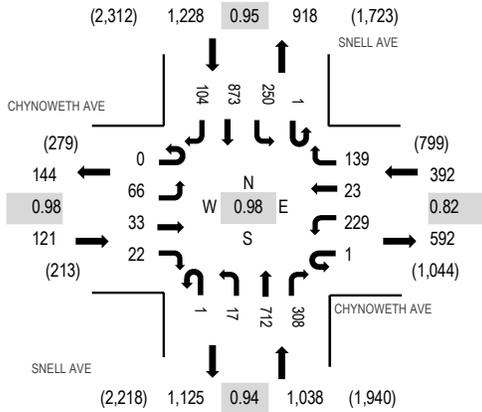
Date: Wednesday, November 7, 2018

Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	CHYNOWETH AVE Eastbound				CHYNOWETH AVE Westbound				SNELL AVE Northbound				SNELL AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	8	7	7	0	61	9	29	0	2	163	75	2	41	198	18	620	2,485	0	2	3	1
4:15 PM	0	7	6	11	1	55	9	26	1	7	153	63	0	38	193	15	585	2,536	2	1	2	3
4:30 PM	1	8	10	3	1	47	12	29	2	2	165	56	0	45	218	20	619	2,656	0	0	2	0
4:45 PM	0	12	2	10	0	80	7	41	0	6	161	46	1	61	207	27	661	2,747	1	1	3	2
5:00 PM	0	18	8	5	0	60	2	40	1	3	180	67	1	51	212	23	671	2,779	1	3	2	1
5:15 PM	0	14	7	7	1	65	3	27	0	5	191	61	0	73	222	29	705		0	3	2	1
5:30 PM	0	16	9	6	0	45	8	42	0	5	176	95	0	59	220	29	710		0	0	3	0
5:45 PM	0	18	9	4	0	59	10	30	0	4	165	85	0	67	219	23	693		0	1	0	0

Peak Rolling Hour Flow Rates

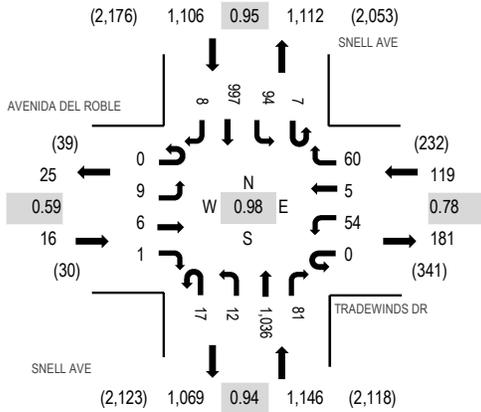
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Lights	0	66	33	22	1	228	23	135	1	17	703	306	1	247	868	104	2,755
Mediums	0	0	0	0	0	1	0	4	0	0	9	2	0	2	5	0	23
Total	0	66	33	22	1	229	23	139	1	17	712	308	1	250	873	104	2,779



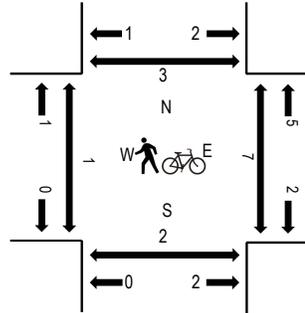
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Location: 4 SNELL AVE & TRADEWINDS DR PM
Date: Wednesday, November 7, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	AVENIDA DEL ROBLE Eastbound				TRADEWINDS DR Westbound				SNELL AVE Northbound				SNELL AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	1	1	0	0	15	0	20	5	1	231	20	2	18	223	1	538	2,169	5	1	4	0
4:15 PM	0	1	2	0	0	16	0	11	1	1	215	21	2	23	237	2	532	2,238	0	6	1	0
4:30 PM	0	2	3	0	0	16	0	14	4	1	222	16	0	17	249	3	547	2,318	3	1	0	2
4:45 PM	0	2	2	0	0	11	1	9	0	2	209	23	0	14	277	2	552	2,366	2	5	1	2
5:00 PM	0	0	2	0	0	23	0	15	8	4	257	20	1	25	251	1	607	2,387	1	1	0	2
5:15 PM	0	6	1	1	0	9	0	19	2	4	245	26	4	22	271	2	612		0	1	0	0
5:30 PM	0	0	0	0	0	14	1	14	2	1	285	17	0	21	239	1	595		0	0	1	1
5:45 PM	0	3	3	0	0	8	4	12	5	3	249	18	2	26	236	4	573		0	1	0	0

Peak Rolling Hour Flow Rates

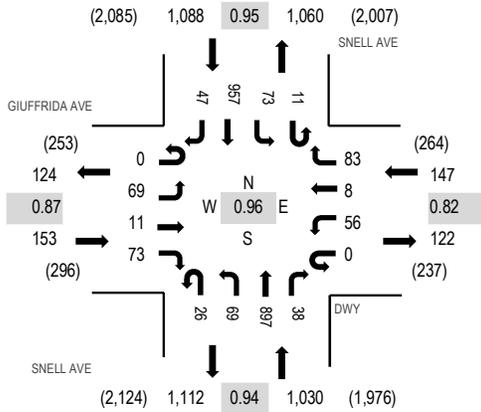
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	9	6	1	0	53	5	60	17	12	1,025	81	7	94	991	8	2,369
Mediums	0	0	0	0	0	1	0	0	0	0	10	0	0	0	6	0	17
Total	0	9	6	1	0	54	5	60	17	12	1,036	81	7	94	997	8	2,387



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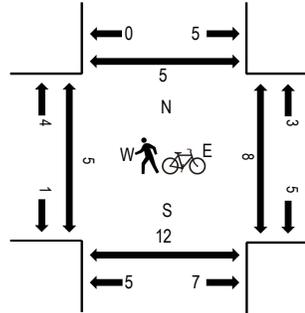
Location: 5 SNELL AVE & DWY PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	GIUFFRIDA AVE Eastbound				DWY Westbound				SNELL AVE Northbound				SNELL AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	17	1	23	0	15	4	17	4	22	204	10	3	14	212	11	557	2,238	4	0	0	1
4:15 PM	0	19	2	13	0	17	2	13	11	13	175	8	4	19	225	16	537	2,313	3	0	4	1
4:30 PM	0	14	0	21	0	7	2	18	10	15	209	17	3	21	210	14	561	2,376	1	2	3	0
4:45 PM	0	15	2	17	0	15	2	16	5	15	202	7	2	20	252	13	583	2,418	1	3	5	1
5:00 PM	0	20	4	13	0	10	2	19	6	21	237	15	0	17	259	9	632	2,383	2	1	0	2
5:15 PM	0	20	4	20	0	13	2	23	10	17	218	9	5	17	230	12	600		1	3	5	0
5:30 PM	0	14	1	23	0	18	2	25	5	16	240	7	4	19	216	13	603		0	1	2	2
5:45 PM	0	12	1	20	0	8	3	11	2	17	223	6	5	16	214	10	548		1	3	4	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	68	11	71	0	56	8	83	26	69	891	38	11	73	950	47	2,402
Mediums	0	1	0	2	0	0	0	0	0	0	5	0	0	0	7	0	15
Total	0	69	11	73	0	56	8	83	26	69	897	38	11	73	957	47	2,418



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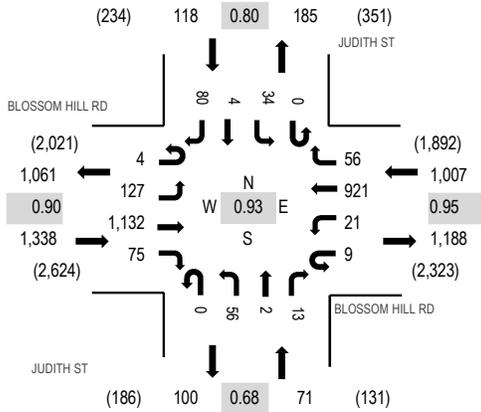
Location: 7 JUDITH ST & BLOSSOM HILL RD PM

Date: Wednesday, November 7, 2018

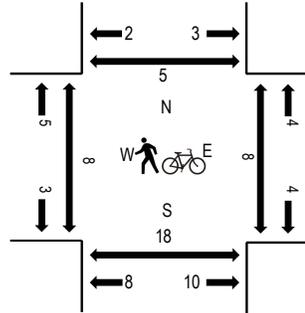
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	BLOSSOM HILL RD Eastbound				BLOSSOM HILL RD Westbound				JUDITH ST Northbound				JUDITH ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	2	29	269	21	1	2	207	13	0	8	2	1	0	8	1	27	591	2,347	3	0	1	1
4:15 PM	2	23	268	14	2	2	182	10	0	15	1	2	0	4	3	22	550	2,367	2	1	4	3
4:30 PM	1	27	285	18	1	2	229	12	0	13	0	4	0	8	1	17	618	2,497	0	0	2	1
4:45 PM	2	35	271	19	2	2	204	14	0	13	0	1	0	8	1	16	588	2,528	0	1	3	5
5:00 PM	2	28	257	13	3	6	236	10	0	15	0	2	0	13	1	25	611	2,534	0	3	4	0
5:15 PM	2	35	320	20	4	3	245	12	0	8	0	3	0	9	1	18	680		5	1	3	1
5:30 PM	0	37	292	24	1	6	222	17	0	13	1	3	0	7	2	24	649		1	3	4	1
5:45 PM	0	27	263	18	1	6	218	17	0	20	1	5	0	5	0	13	594		0	0	5	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Lights	4	127	1,124	75	9	20	909	56	0	55	2	13	0	34	4	80	2,512
Mediums	0	0	7	0	0	1	11	0	0	1	0	0	0	0	0	0	20
Total	4	127	1,132	75	9	21	921	56	0	56	2	13	0	34	4	80	2,534



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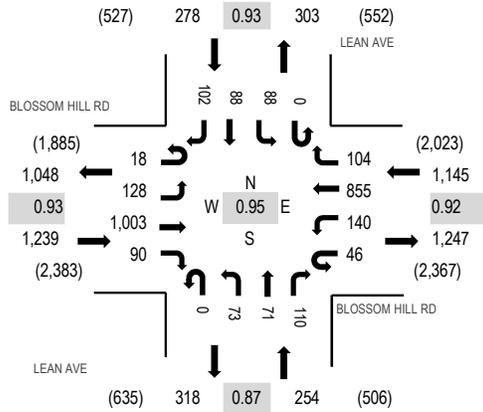
Location: 8 LEAN AVE & BLOSSOM HILL RD PM

Date: Wednesday, November 7, 2018

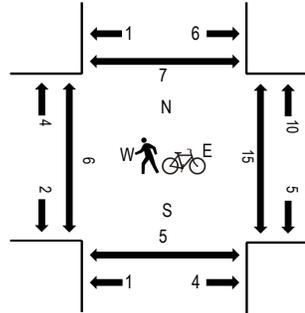
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	BLOSSOM HILL RD Eastbound				BLOSSOM HILL RD Westbound				LEAN AVE Northbound				LEAN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	4	27	234	28	5	26	166	17	0	10	12	22	0	18	25	23	617	2,523	2	2	1	4
4:15 PM	6	35	196	19	14	30	130	14	0	28	25	23	0	19	12	14	565	2,610	2	3	1	5
4:30 PM	3	20	258	38	6	25	175	24	0	24	12	33	0	21	30	25	694	2,815	2	7	0	5
4:45 PM	1	21	225	29	6	33	181	26	0	28	16	19	0	21	22	19	647	2,886	5	2	0	7
5:00 PM	7	21	259	22	12	28	207	20	0	15	17	23	0	20	26	27	704	2,916	2	5	2	4
5:15 PM	1	43	262	28	14	35	229	25	0	21	18	22	0	21	26	25	770		2	4	0	2
5:30 PM	7	33	241	21	13	47	218	34	0	18	22	37	0	26	19	29	765		1	5	2	0
5:45 PM	3	31	241	19	7	30	201	25	0	19	14	28	0	21	17	21	677		0	1	1	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
Lights	17	128	995	90	46	140	842	103	0	73	71	109	0	87	87	102	2,890
Mediums	1	0	6	0	0	0	12	1	0	0	0	1	0	1	1	0	23
Total	18	128	1,003	90	46	140	855	104	0	73	71	110	0	88	88	102	2,916

Appendix B
San Jose ATI

AM APPROVED TRIPS

11/13/2018

Intersection of: BLOSSOM HILL/SNELL

Page No: 1

Traffic Node Number: 3081

Permit No. / 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
EDENVALE1 EDENVALE ZONE 1 EAST OF 101, NORTH OF SILVER CREEK VALLEY RD	0	0	0	0	0	0	0	44	0	0	10	0
EDENVALE2 EDENVALE ZONE 2 W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND	0	0	0	0	0	0	0	80	0	0	19	0
EDENVALE3-4 EDENVALE ZONE 3&4 EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD	0	0	0	0	0	0	0	92	0	0	22	0
EDENVALE3-4POOL EDENVALE AREA 3-4 POOL EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD	0	0	0	0	0	0	0	11	0	0	3	0
HITACHI CREDIT HITACHI CREDIT 5600 COTTLE RD	67	0	0	12	0	0	0	49	0	20	12	3
NORTH COYOTE NORTH COYOTE VALLEY CAMPUS INDUSTRIAL NORTH COYOTE VALLEY	0	0	0	16	0	0	0	48	0	0	10	3
PDC04-100R&D ISTAR - R&D PORTION ROUTE 85/GREAT OAKS	5	1	0	0	5	0	0	19	19	0	5	0
PDC04-100RETAIL ISTAR - RETAIL PORTION ROUTE 85/GREAT OAKS	2	1	0	0	2	0	0	20	5	0	8	0
PDC12-028 RES ISTAR MIXED-USE	0	0	0	2	0	0	0	15	0	0	26	4
PDC13-009 (IND) COMMUNICATION HILL	3	25	0	1	3	10	8	2	0	2	0	16
PDC13-009 (RES) COMMUNICATIONS HILL	0	14	0	0	0	4	3	0	0	0	0	8

AM APPROVED TRIPS

11/13/2018

Intersection of: BLOSSOM HILL/SNELL

Page No: 2

Traffic Node Number: 3081

Permit No. / 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
PDC13-009 (RET) COMMUNICATIONS HILL	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL: 77 41 0 31 10 14 11 380 24 22 115 34

	LEFT	THRU	RIGHT
NORTH	31	10	14
EAST	22	115	34
SOUTH	77	41	0
WEST	11	380	24

PM APPROVED TRIPS

11/13/2018

Intersection of: BLOSSOM HILL/SNELL

Page No: 3

Traffic Node Number: 3081

Permit No. / 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
EDENVALE1 EDENVALE ZONE 1 EAST OF 101, NORTH OF SILVER CREEK VALLEY RD	0	0	0	0	0	0	0	4	0	0	43	0
EDENVALE2 EDENVALE ZONE 2 W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND	0	0	0	0	0	0	0	8	0	0	79	0
EDENVALE3-4 EDENVALE ZONE 3&4 EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD	0	0	0	0	0	0	0	9	0	0	92	0
EDENVALE3-4POOL EDENVALE AREA 3-4 POOL EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD	0	0	0	0	0	0	0	1	0	0	11	0
HITACHI CREDIT HITACHI CREDIT 5600 COTTLE RD	18	0	0	3	0	0	0	13	0	49	36	9
NORTH COYOTE NORTH COYOTE VALLEY CAMPUS INDUSTRIAL NORTH COYOTE VALLEY	0	0	0	3	0	0	0	10	0	0	48	16
PDC04-100R&D ISTAR - R&D PORTION ROUTE 85/GREAT OAKS	19	5	0	0	1	0	0	2	2	0	19	0
PDC04-100RETAIL ISTAR - RETAIL PORTION ROUTE 85/GREAT OAKS	16	5	0	0	5	0	0	63	16	0	63	0
PDC12-028 RES ISTAR MIXED-USE	0	0	0	3	0	0	0	23	0	0	11	2
PDC13-009 (IND) COMMUNICATION HILL	1	0	0	6	21	6	6	0	0	0	1	1
PDC13-009 (RES) COMMUNICATIONS HILL	0	0	0	2	13	2	2	0	0	0	0	0

PM APPROVED TRIPS

11/13/2018

Intersection of: BLOSSOM HILL/SNELL

Page No: 4

Traffic Node Number: 3081

Permit No. / 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
PDC13-009 (RET) COMMUNICATIONS HILL	0	0	0	0	1	0	0	0	0	0	0	0

TOTAL: 54 10 0 17 41 8 8 133 18 49 403 28

	LEFT	THRU	RIGHT
NORTH	17	41	8
EAST	49	403	28
SOUTH	54	10	0
WEST	8	133	18

AM APPROVED TRIPS

11/13/2018

Intersection of: CHYNOWETH/SNELL

Page No: 1

Traffic Node Number: 3404

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PDC13-009 (IND) COMMUNICATION HILL	0	60	1	0	11	1	4	0	0	4	0	5

PDC13-009 (RES) COMMUNICATIONS HILL	0	32	0	0	5	0	1	0	0	0	0	1

PDC13-009 (RET) COMMUNICATIONS HILL	0	1	0	0	0	0	0	0	0	0	0	0

TOTAL:	0	93	1	0	16	1	5	0	0	4	0	6
				LEFT	THRU	RIGHT						
				NORTH	0	16	1					
				EAST	4	0	6					
				SOUTH	0	93	1					
				WEST	5	0	0					

PM APPROVED TRIPS

11/13/2018

Intersection of: CHYNOWETH/SNELL

Page No: 2

Traffic Node Number: 3404

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PDC13-009 (IND) COMMUNICATION HILL	0	4	3	12	40	6	2	0	0	0	0	0

PDC13-009 (RES) COMMUNICATIONS HILL	0	1	0	6	23	2	0	0	0	0	0	0

PDC13-009 (RET) COMMUNICATIONS HILL	0	0	1	0	1	0	0	0	0	0	0	0

TOTAL:	0	5	4	18	64	8	2	0	0	0	0	0
				LEFT	THRU	RIGHT						
				NORTH	18	64	8					
				EAST	0	0	0					
				SOUTH	0	5	4					
				WEST	2	0	0					

AM APPROVED TRIPS

11/13/2018

Intersection of: BLOSSOM HILL/LEAN

Page No: 1

Traffic Node Number: 3324

Permit No. / 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
EDENVALE1 EDENVALE ZONE 1 EAST OF 101, NORTH OF SILVER CREEK VALLEY RD	0	0	0	0	0	0	0	44	0	0	10	0
EDENVALE2 EDENVALE ZONE 2 W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND	11	0	0	0	0	0	0	33	47	0	8	0
EDENVALE3-4 EDENVALE ZONE 3&4 EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD	0	0	0	0	0	0	0	92	0	0	22	0
EDENVALE3-4POOL EDENVALE AREA 3-4 POOL EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD	0	0	0	0	0	0	0	11	0	0	3	0
HITACHI CREDIT HITACHI CREDIT 5600 COTTLE RD	12	0	0	12	0	0	0	140	0	3	38	3
NORTH COYOTE NORTH COYOTE VALLEY CAMPUS INDUSTRIAL NORTH COYOTE VALLEY	0	0	0	0	0	0	0	88	0	0	22	0
PDC04-100R&D ISTAR - R&D PORTION ROUTE 85/GREAT OAKS	0	1	0	0	2	0	0	19	0	0	5	0
PDC04-100RETAIL ISTAR - RETAIL PORTION ROUTE 85/GREAT OAKS	2	0	0	0	0	0	0	15	6	0	7	0
PDC12-028 RES ISTAR MIXED-USE	0	0	0	0	0	0	0	19	0	0	33	0
PDC98-08-063 SILVER CREEK CROSSING ***MITIGATIONS*** BLOSSOM HILL NB OFFRAMP & 101 (SE/C)	0	0	0	0	0	0	0	8	0	0	4	0

TOTAL: 25 1 0 12 2 0 0 469 53 3 152 3

LEFT THRU RIGHT

NORTH 12 2 0
 EAST 3 152 3
 SOUTH 25 1 0
 WEST 0 469 53

PM APPROVED TRIPS

11/13/2018

Intersection of: BLOSSOM HILL/LEAN

Page No: 2

Traffic Node Number: 3324

Permit No. / 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
EDENVALE1 EDENVALE ZONE 1 EAST OF 101, NORTH OF SILVER CREEK VALLEY RD	0	0	0	0	0	0	0	4	0	0	43	0
EDENVALE2 EDENVALE ZONE 2 W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND	46	0	0	0	0	0	0	3	4	0	32	0
EDENVALE3-4 EDENVALE ZONE 3&4 EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD	0	0	0	0	0	0	0	9	0	0	92	0
EDENVALE3-4POOL EDENVALE AREA 3-4 POOL EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD	0	0	0	0	0	0	0	1	0	0	11	0
HITACHI CREDIT HITACHI CREDIT 5600 COTTLE RD	3	0	0	3	0	0	0	34	0	9	103	9
NORTH COYOTE NORTH COYOTE VALLEY CAMPUS INDUSTRIAL NORTH COYOTE VALLEY	0	0	0	0	0	0	0	22	0	0	88	0
PDC04-100R&D ISTAR - R&D PORTION ROUTE 85/GREAT OAKS	0	2	0	0	0	0	0	2	0	0	19	0
PDC04-100RETAIL ISTAR - RETAIL PORTION ROUTE 85/GREAT OAKS	18	0	0	0	0	0	0	50	18	0	50	0
PDC12-028 RES ISTAR MIXED-USE	0	0	0	0	0	0	0	29	0	0	14	0

PM APPROVED TRIPS

11/13/2018

Intersection of: BLOSSOM HILL/LEAN

Page No: 3

Traffic Node Number: 3324

Permit No. / 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
PDC98-08-063	0	0	0	0	0	0	0	10	0	0	8	0
SILVER CREEK CROSSING ***MITIGATIONS***												
BLOSSOM HILL NB OFFRAMP & 101 (SE/C)												

TOTAL: 67 2 0 3 0 0 0 164 22 9 460 9

	LEFT	THRU	RIGHT
NORTH	3	0	0
EAST	9	460	9
SOUTH	67	2	0
WEST	0	164	22

AM APPROVED TRIPS

11/13/2018

Intersection of: BLOSSOM HILL/JUDITH

Page No: 1

Traffic Node Number: 3322

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
EDENVALE1 EDENVALE ZONE 1 EAST OF 101, NORTH OF SILVER CREEK VALLEY RD	0	0	0	0	0	0	0	44	0	0	10	0
EDENVALE2 EDENVALE ZONE 2 W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND	0	0	0	0	0	0	0	80	0	0	19	0
EDENVALE3-4 EDENVALE ZONE 3&4 EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD	0	0	0	0	0	0	0	92	0	0	22	0
EDENVALE3-4POOL EDENVALE AREA 3-4 POOL EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD	0	0	0	0	0	0	0	11	0	0	3	0
NORTH COYOTE NORTH COYOTE VALLEY CAMPUS INDUSTRIAL NORTH COYOTE VALLEY	0	0	0	16	0	0	0	56	0	0	14	3
TOTAL:	0	0	0	16	0	0	0	283	0	0	68	3

	LEFT	THRU	RIGHT
NORTH	16	0	0
EAST	0	68	3
SOUTH	0	0	0
WEST	0	283	0

PM APPROVED TRIPS

11/13/2018

Intersection of: BLOSSOM HILL/JUDITH

Page No: 2

Traffic Node Number: 3322

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
EDENVALE1 EDENVALE ZONE 1 EAST OF 101, NORTH OF SILVER CREEK VALLEY RD	0	0	0	0	0	0	0	4	0	0	43	0
EDENVALE2 EDENVALE ZONE 2 W/O 101, BOUNDED BY COTTLE RD, SANTA TERESA AND	0	0	0	0	0	0	0	8	0	0	79	0
EDENVALE3-4 EDENVALE ZONE 3&4 EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD	0	0	0	0	0	0	0	9	0	0	92	0
EDENVALE3-4POOL EDENVALE AREA 3-4 POOL EAST OF 101, SOUTH OF SILVER CREEK VALLEY RD	0	0	0	0	0	0	0	1	0	0	11	0
NORTH COYOTE NORTH COYOTE VALLEY CAMPUS INDUSTRIAL NORTH COYOTE VALLEY	0	0	0	3	0	0	0	14	0	0	56	16
TOTAL:	0	0	0	3	0	0	0	36	0	0	281	16

	LEFT	THRU	RIGHT
NORTH	3	0	0
EAST	0	281	16
SOUTH	0	0	0
WEST	0	36	0

AM APPROVED TRIPS

11/13/2018

Intersection of: AVENIDA DEL ROBLE/SNELL

Page No: 1

Traffic Node Number: 3272

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PDC13-009 (IND) COMMUNICATION HILL	0	50	0	2	12	0	0	0	0	1	0	11

PDC13-009 (RES) COMMUNICATIONS HILL	0	27	0	0	6	0	0	0	0	0	0	5

PDC13-009 (RET) COMMUNICATIONS HILL	0	1	0	0	0	0	0	0	0	0	0	0
TOTAL:	0	78	0	2	18	0	0	0	0	1	0	16
				LEFT	THRU	RIGHT						
				NORTH	2	18	0					
				EAST	1	0	16					
				SOUTH	0	78	0					
				WEST	0	0	0					

PM APPROVED TRIPS

11/13/2018

Intersection of: AVENIDA DEL ROBLE/SNELL

Page No: 2

Traffic Node Number: 3272

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PDC13-009 (IND) COMMUNICATION HILL	0	4	2	8	31	0	0	0	0	0	0	3

PDC13-009 (RES) COMMUNICATIONS HILL	0	1	0	3	19	0	0	0	0	0	0	0

PDC13-009 (RET) COMMUNICATIONS HILL	0	0	0	0	1	0	0	0	0	0	0	0

TOTAL:	0	5	2	11	51	0	0	0	0	0	0	3
				LEFT	THRU	RIGHT						
				NORTH	11	51	0					
				EAST	0	0	3					
				SOUTH	0	5	2					
				WEST	0	0	0					

Appendix C
Volume Summary Sheets

Intersection Number: **1**
 Traffic Node Number: 3005
 Intersection Name: SR 85 SB Off-Ramp & Blossom Hill Road (CMP)
 Peak Hour: AM
 Count Date: 11/08/18
 Scenario: 147 Affordable DU + 16,066 SF Office
 Date of Analysis: 02/06/19

(SJ) Growth Factor: Future Growth % Per Year: 0.000
 (SJ) Number of Months: Number of Years to Buildout: 0

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	95	281	502	133	1135	289	608	0	130	57	544	0	3774
Approved Project Trips													
San Jose ATI	0	0	70	4	37	0	0	0	0	0	85	0	196
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
<i>Total Approved Trips</i>	0	0	70	4	37	0	0	0	0	0	85	0	196
Background Conditions	95	281	572	137	1172	289	608	0	130	57	629	0	3970
<i>Bkgrd check</i>	95	281	572	137	1172	289	608	0	130	57	629	0	
Project Trips													
Residential Project Trips	0	0	4	3	5	0	0	0	0	0	2	0	14
Office Project Trips	0	0	3	0	0	0	1	0	0	0	1	0	5
Existing Furniture Store Trips	0	0	-1	0	0	0	0	0	0	0	-1	0	-2
<i>Net New Project Trips</i>	0	0	6	3	5	0	1	0	0	0	2	0	17
Background + Project Conditions	95	281	578	140	1177	289	609	0	130	57	631	0	3987
<i>Bkgrd+Proj check</i>	95	281	579	140	1177	289	608	0	130	57	631	0	

Intersection Number: **2**
 Traffic Node Number: 3004
 Intersection Name: SR 85 NB Off-Ramp & Blossom Hill Road (CMP)
 Peak Hour: AM
 Count Date: 11/08/18
 Scenario: 147 Affordable DU + 16,066 SF Office
 Date of Analysis: 02/06/19

(SJ) Growth Factor: Future Growth % Per Year: 0.000
 (SJ) Number of Months: Number of Years to Buildout: 0

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	372	0	35	29	1544	0	90	24	231	444	882	130	3781
Approved Project Trips													
San Jose ATI	0	0	0	0	41	0	17	0	0	0	155	0	213
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
<i>Total Approved Trips</i>	0	0	0	0	41	0	17	0	0	0	155	0	213
Background Conditions	372	0	35	29	1585	0	107	24	231	444	1037	130	3994
<i>Bkgrd check</i>	372	0	35	29	1585	0	107	24	231	444	1037	130	
Project Trips													
Residential Project Trips	0	0	0	0	18	0	1	0	0	0	6	0	25
Office Project Trips	0	0	0	0	2	0	2	0	0	0	5	0	9
Existing Furniture Store Trips	0	0	0	0	-1	0	0	0	0	0	-1	0	-2
<i>Net New Project Trips</i>	0	0	0	0	19	0	3	0	0	0	10	0	32
Background + Project Conditions	372	0	35	29	1604	0	110	24	231	444	1047	130	4026
<i>Bkgrd+Proj check</i>	372	0	35	29	1604	0	110	24	231	444	1046	130	

Intersection Number: **3**
 Traffic Node Number: 3404
 Intersection Name: Snell Avenue & Chynoweth Avenue
 Peak Hour: AM
 Count Date: 11/08/18
 Scenario: 147 Affordable DU + 16,066 SF Office
 Date of Analysis: 02/06/19

(SJ) Growth Factor: Future Growth % Per Year: 0.000
 (SJ) Number of Months: Number of Years to Buildout: 0

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	75	773	100	332	88	307	183	1060	20	28	69	170	3205
Approved Project Trips													
San Jose ATI	1	16	0	6	0	4	1	93	0	0	0	5	126
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	1	16	0	6	0	4	1	93	0	0	0	5	126
Background Conditions	76	789	100	338	88	311	184	1153	20	28	69	175	3331
Bkgrd check	76	789	100	338	88	311	184	1153	20	28	69	175	
Project Trips													
Residential Project Trips	0	2	0	0	0	0	0	5	0	0	0	0	7
Office Project Trips	0	1	0	0	0	0	0	0	0	0	0	0	1
Existing Furniture Store Trips	0	-1	0	0	0	0	0	0	0	0	0	0	-1
Net New Project Trips	0	2	0	0	0	0	0	5	0	0	0	0	7
Background + Project Conditions	76	791	100	338	88	311	184	1158	20	28	69	175	3338
Bkgrd+Proj check	76	791	100	338	88	311	184	1158	20	28	69	175	

Intersection Number: **4**
 Traffic Node Number: 3272
 Intersection Name: Snell Avenue & Tradewinds Dr/Avenida del Roble
 Peak Hour: AM
 Count Date: 11/08/18
 Scenario: 147 Affordable DU + 16,066 SF Office
 Date of Analysis: 02/06/19

(SJ) Growth Factor: Future Growth % Per Year: 0.000
 (SJ) Number of Months: Number of Years to Buildout: 0

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	6	1088	98	197	16	92	32	1104	15	7	16	19	2690
Approved Project Trips													
San Jose ATI	0	18	2	16	0	1	0	78	0	0	0	0	115
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	18	2	16	0	1	0	78	0	0	0	0	115
Background Conditions	6	1106	100	213	16	93	32	1182	15	7	16	19	2805
Bkgrd check	6	1106	100	213	16	93	32	1182	15	7	16	19	
Project Trips													
Residential Project Trips	0	1	0	0	0	0	0	5	0	0	0	0	6
Office Project Trips	0	1	0	0	0	0	0	0	0	0	0	0	1
Existing Furniture Store Trips	0	-1	0	0	0	0	0	0	0	0	0	0	-1
Net New Project Trips	0	1	0	0	0	0	0	5	0	0	0	0	6
Background + Project Conditions	6	1107	100	213	16	93	32	1187	15	7	16	19	2811
Bkgrd+Proj check	6	1107	101	213	16	93	32	1186	15	7	16	19	

Intersection Number: **5**
 Traffic Node Number: 3556
 Intersection Name: Snell Avenue & Giuffrida Avenue
 Peak Hour: AM
 Count Date: 11/08/18
 Scenario: 147 Affordable DU + 16,066 SF Office
 Date of Analysis: 02/06/19

(SJ) Growth Factor: Future Growth % Per Year: 0.000
 (SJ) Number of Months: Number of Years to Buildout: 0

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	53	1139	26	15	0	5	5	1057	89	64	2	54	2509
Approved Project Trips													
San Jose ATI	0	19	0	0	0	0	0	78	0	0	0	0	97
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	19	0	0	0	0	0	78	0	0	0	0	97
Background Conditions	53	1158	26	15	0	5	5	1135	89	64	2	54	2606
Bkgrd check	53	1158	26	15	0	5	5	1135	89	64	2	54	
Project Trips													
Residential Project Trips	0	1	0	0	0	0	0	5	0	0	0	0	6
Office Project Trips	0	1	0	0	0	0	0	0	0	0	0	0	1
Existing Furniture Store Trips	0	-1	0	0	0	0	0	-1	0	0	0	0	-2
Net New Project Trips	0	1	0	0	0	0	0	4	0	0	0	0	5
Background + Project Conditions	53	1159	26	15	0	5	5	1139	89	64	2	54	2611
Bkgrd+Proj check	53	1159	26	15	0	5	5	1139	89	64	2	54	

Intersection Number: **6**
 Traffic Node Number: 3081
 Intersection Name: Snell Avenue & Blossom Hill Road (CMP)
 Peak Hour: AM
 Count Date: 11/08/18
 Scenario: 147 Affordable DU + 16,066 SF Office
 Date of Analysis: 02/06/19

(SJ) Growth Factor: Future Growth % Per Year: 0.000
 (SJ) Number of Months: Number of Years to Buildout: 0

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	568	498	144	253	1104	260	143	493	206	119	435	413	4636
Approved Project Trips													
San Jose ATI	14	10	31	34	115	22	0	41	77	24	380	11	759
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	14	10	31	34	115	22	0	41	77	24	380	11	759
Background Conditions	582	508	175	287	1219	282	143	534	283	143	815	424	5395
Bkgrd check	582	508	175	287	1219	282	143	534	283	143	815	424	
Project Trips													
Residential Project Trips	0	0	1	5	18	2	1	0	0	0	7	0	34
Office Project Trips	0	0	1	0	2	0	1	0	0	0	7	0	11
Existing Furniture Store Trips	0	0	-1	-1	-1	0	-1	0	0	0	-2	0	-6
Net New Project Trips	0	0	1	4	19	2	1	0	0	0	12	0	39
Background + Project Conditions	582	508	176	291	1238	284	144	534	283	143	827	424	5434
Bkgrd+Proj check	582	508	176	291	1238	284	144	534	283	143	827	424	

Intersection Number: **7**
 Traffic Node Number: 3322
 Intersection Name: Judith Street & Blossom Hill Road
 Peak Hour: AM
 Count Date: 11/08/18
 Scenario: 147 Affordable DU + 16,066 SF Office
 Date of Analysis: 02/06/19

(SJ) Growth Factor: Future Growth % Per Year: 0.000
 (SJ) Number of Months: Number of Years to Buildout: 0

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	149	5	43	19	1302	9	14	10	119	34	612	59	2375
Approved Project Trips													
San Jose ATI	0	0	16	3	68	0	0	0	0	0	283	0	370
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
<i>Total Approved Trips</i>	0	0	16	3	68	0	0	0	0	0	283	0	370
Background Conditions	149	5	59	22	1370	9	14	10	119	34	895	59	2745
Bkgrd check	149	5	59	22	1370	9	14	10	119	34	895	59	
Project Trips													
Residential Project Trips	0	0	0	0	2	0	0	0	0	0	6	0	8
Office Project Trips	0	0	0	0	3	0	0	0	0	0	1	0	4
Existing Furniture Store Trips	-1	0	0	0	-2	0	0	0	0	0	-1	0	-4
<i>Net New Project Trips</i>	-1	0	0	0	3	0	0	0	0	0	6	0	8
Background + Project Conditions	148	5	59	22	1373	9	14	10	119	34	901	59	2753
Bkgrd+Proj check	149	5	59	22	1374	9	14	10	119	34	901	59	

Intersection Number: **8**
 Traffic Node Number: 3324
 Intersection Name: Lean Avenue & Blossom Hill Road
 Peak Hour: AM
 Count Date: 11/08/18
 Scenario: 147 Affordable DU + 16,066 SF Office
 Date of Analysis: 02/06/19

(SJ) Growth Factor: Future Growth % Per Year: 0.000
 (SJ) Number of Months: Number of Years to Buildout: 0

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	203	93	102	106	1190	163	105	141	138	78	600	83	3002
Approved Project Trips													
San Jose ATI	0	2	12	3	152	3	0	1	25	53	469	0	720
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
<i>Total Approved Trips</i>	0	2	12	3	152	3	0	1	25	53	469	0	720
Background Conditions	203	95	114	109	1342	166	105	142	163	131	1069	83	3722
Bkgrd check	203	95	114	109	1342	166	105	142	163	131	1069	83	
Project Trips													
Residential Project Trips	0	0	0	0	2	0	0	0	0	0	6	0	8
Office Project Trips	0	0	0	0	3	0	0	0	1	0	1	0	5
Existing Furniture Store Trips	0	0	0	0	-1	0	0	0	0	0	-1	0	-2
<i>Net New Project Trips</i>	0	0	0	0	4	0	0	0	1	0	6	0	11
Background + Project Conditions	203	95	114	109	1346	166	105	142	164	131	1075	83	3733
Bkgrd+Proj check	203	95	114	109	1346	166	105	142	163	131	1075	83	

Intersection Number: **1**
 Traffic Node Number: 3005
 Intersection Name: SR 85 SB Off-Ramp & Blossom Hill Road (CMP)
 Peak Hour: PM
 Count Date: 11/29/16
 Scenario: 147 Affordable DU + 16,066 SF Office
 Date of Analysis: 02/06/19

(S,J) Growth Factor: Future Growth % Per Year: 0.000
 (S,J) Number of Months: Number of Years to Buildout: 0

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	174	506	1057	122	938	92	274	0	37	70	1454	0	4724
Approved Project Trips													
San Jose ATI	0	0	6	17	154	0	0	0	0	0	9	0	186
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	6	17	154	0	0	0	0	0	9	0	186
Background Conditions	174	506	1063	139	1092	92	274	0	37	70	1463	0	4910
Bkgrd check	174	506	1063	139	1092	92	274	0	37	70	1463	0	
Project Trips													
Residential Project Trips	0	0	11	2	3	0	0	0	0	0	5	0	21
Office Project Trips	0	0	1	2	1	1	0	0	0	0	0	0	5
Existing Furniture Store Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net New Project Trips	0	0	12	4	4	1	0	0	0	0	5	0	26
Background + Project Conditions	174	506	1075	143	1096	93	274	0	37	70	1468	0	4936
Bkgrd+Proj check	174	506	1074	143	1096	92	274	0	37	70	1468	0	

Intersection Number: **2**
 Traffic Node Number: 3004
 Intersection Name: SR 85 NB Off-Ramp & Blossom Hill Road (CMP)
 Peak Hour: PM
 Count Date: 11/29/16
 Scenario: 147 Affordable DU + 16,066 SF Office
 Date of Analysis: 02/06/19

(S,J) Growth Factor: Future Growth % Per Year: 0.000
 (S,J) Number of Months: Number of Years to Buildout: 0

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	169	0	35	51	1639	0	153	36	176	402	1999	260	4920
Approved Project Trips													
San Jose ATI	0	0	0	0	171	0	2	0	0	0	15	0	188
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	171	0	2	0	0	0	15	0	188
Background Conditions	169	0	35	51	1810	0	155	36	176	402	2014	260	5108
Bkgrd check	169	0	35	51	1810	0	155	36	176	402	2014	260	
Project Trips													
Residential Project Trips	0	0	0	0	12	0	3	0	0	0	16	0	31
Office Project Trips	0	0	0	0	7	0	0	0	0	0	1	0	8
Existing Furniture Store Trips	0	0	0	0	-1	0	0	0	0	0	-1	0	-2
Net New Project Trips	0	0	0	0	18	0	3	0	0	0	16	0	37
Background + Project Conditions	169	0	35	51	1828	0	158	36	176	402	2030	260	5145
Bkgrd+Proj check	169	0	35	51	1827	0	158	36	176	402	2030	260	

Intersection Number: **3**
 Traffic Node Number: 3404
 Intersection Name: Snell Avenue & Chynoweth Avenue
 Peak Hour: PM
 Count Date: 11/07/18
 Scenario: 147 Affordable DU + 16,066 SF Office
 Date of Analysis: 02/06/19

(SJ) Growth Factor: Future Growth % Per Year: 0.000
 (SJ) Number of Months: Number of Years to Buildout: 0

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	104	873	251	139	23	230	308	712	18	22	33	66	2779
Approved Project Trips													
San Jose ATI	8	64	18	0	0	0	4	5	0	0	0	2	101
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	8	64	18	0	0	0	4	5	0	0	0	2	101
Background Conditions	112	937	269	139	23	230	312	717	18	22	33	68	2880
Bkgrd check	112	937	269	139	23	230	312	717	18	22	33	68	
Project Trips													
Residential Project Trips	0	5	0	0	0	0	0	3	0	0	0	0	8
Office Project Trips	0	0	0	0	0	0	0	1	0	0	0	0	1
Existing Furniture Store Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net New Project Trips	0	5	0	0	0	0	0	4	0	0	0	0	9
Background + Project Conditions	112	942	269	139	23	230	312	721	18	22	33	68	2889
Bkgrd+Proj check	112	942	269	139	23	230	312	721	18	22	33	68	

Intersection Number: **4**
 Traffic Node Number: 3272
 Intersection Name: Snell Avenue & Tradewinds Dr/Avenida del Roble
 Peak Hour: PM
 Count Date: 11/07/18
 Scenario: 147 Affordable DU + 16,066 SF Office
 Date of Analysis: 02/06/19

(SJ) Growth Factor: Future Growth % Per Year: 0.000
 (SJ) Number of Months: Number of Years to Buildout: 0

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	8	997	101	60	5	54	81	1036	29	1	6	9	2387
Approved Project Trips													
San Jose ATI	0	51	11	3	0	0	2	5	0	0	0	0	72
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	51	11	3	0	0	2	5	0	0	0	0	72
Background Conditions	8	1048	112	63	5	54	83	1041	29	1	6	9	2459
Bkgrd check	8	1048	112	63	5	54	83	1041	29	1	6	9	
Project Trips													
Residential Project Trips	0	3	1	0	0	0	0	3	0	0	0	0	7
Office Project Trips	0	0	0	0	0	0	0	1	0	0	0	0	1
Existing Furniture Store Trips	0	0	0	0	0	0	0	-1	0	0	0	0	-1
Net New Project Trips	0	3	1	0	0	0	0	3	0	0	0	0	7
Background + Project Conditions	8	1051	113	63	5	54	83	1044	29	1	6	9	2466
Bkgrd+Proj check	8	1051	113	63	5	54	83	1044	29	1	6	9	

Intersection Number: **5**
 Traffic Node Number: 3556
 Intersection Name: Snell Avenue & Giuffrida Avenue
 Peak Hour: PM
 Count Date: 11/07/18
 Scenario: 147 Affordable DU + 16,066 SF Office
 Date of Analysis: 02/06/19

(SJ) Growth Factor: Future Growth % Per Year: 0.000
 (SJ) Number of Months: Number of Years to Buildout: 0

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	47	957	84	83	8	56	38	897	95	73	11	69	2418
Approved Project Trips													
San Jose ATI	0	51	0	0	0	0	0	7	0	0	0	0	58
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	51	0	0	0	0	0	7	0	0	0	0	58
Background Conditions	47	1008	84	83	8	56	38	904	95	73	11	69	2476
Bkgrd check	47	1008	84	83	8	56	38	904	95	73	11	69	
Project Trips													
Residential Project Trips	0	3	0	0	0	0	0	3	0	0	0	0	6
Office Project Trips	0	0	0	0	0	0	0	1	0	0	0	0	1
Existing Furniture Store Trips	0	-1	0	0	0	0	0	-1	0	0	0	0	-2
Net New Project Trips	0	2	0	0	0	0	0	3	0	0	0	0	5
Background + Project Conditions	47	1010	84	83	8	56	38	907	95	73	11	69	2481
Bkgrd+Proj check	47	1011	84	83	8	56	38	907	95	73	11	69	

Intersection Number: **6**
 Traffic Node Number: 3081
 Intersection Name: Snell Avenue & Blossom Hill Road (CMP)
 Peak Hour: PM
 Count Date: 10/20/16
 Scenario: 147 Affordable DU + 16,066 SF Office
 Date of Analysis: 02/06/19

(SJ) Growth Factor: Future Growth % Per Year: 0.000
 (SJ) Number of Months: Number of Years to Buildout: 0

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	565	371	261	153	785	254	187	347	267	238	1209	620	5257
Approved Project Trips													
San Jose ATI	8	41	17	28	403	49	0	10	54	18	133	8	769
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	8	41	17	28	403	49	0	10	54	18	133	8	769
Background Conditions	573	412	278	181	1188	303	187	357	321	256	1342	628	6026
Bkgrd check	573	412	278	181	1188	303	187	357	321	256	1342	628	
Project Trips													
Residential Project Trips	0	0	3	3	12	1	2	0	0	0	19	0	40
Office Project Trips	0	0	0	1	7	1	0	0	0	0	2	0	11
Existing Furniture Store Trips	0	0	-1	-1	-1	0	0	0	0	0	-1	0	-4
Net New Project Trips	0	0	2	3	18	2	2	0	0	0	20	0	47
Background + Project Conditions	573	412	280	184	1206	305	189	357	321	256	1362	628	6073
Bkgrd+Proj check	573	412	281	184	1205	305	189	357	321	256	1361	628	

Intersection Number: **7**
 Traffic Node Number: 3322
 Intersection Name: Judith Street & Blossom Hill Road
 Peak Hour: PM
 Count Date: 11/07/18
 Scenario: 147 Affordable DU + 16,066 SF Office
 Date of Analysis: 02/06/19

(SJ) Growth Factor: Future Growth % Per Year: 0.000
 (SJ) Number of Months: Number of Years to Buildout: 0

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	80	4	34	56	921	30	13	2	56	75	1132	131	2534
Approved Project Trips													
San Jose ATI	0	0	3	16	281	0	0	0	0	0	36	0	336
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	3	16	281	0	0	0	0	0	36	0	336
Background Conditions	80	4	37	72	1202	30	13	2	56	75	1168	131	2870
Bkgrd check	80	4	37	72	1202	30	13	2	56	75	1168	131	
Project Trips													
Residential Project Trips	1	0	0	0	6	0	0	0	0	0	4	0	11
Office Project Trips	0	0	0	0	1	0	0	0	0	0	3	0	4
Existing Furniture Store Trips	0	0	0	0	-1	0	0	0	0	0	-1	0	-2
Net New Project Trips	1	0	0	0	6	0	0	0	0	0	6	0	13
Background + Project Conditions	81	4	37	72	1208	30	13	2	56	75	1174	131	2883
Bkgrd+Proj check	81	4	37	72	1208	30	13	2	56	75	1174	131	

Intersection Number: **8**
 Traffic Node Number: 3324
 Intersection Name: Lean Avenue & Blossom Hill Road
 Peak Hour: PM
 Count Date: 11/07/18
 Scenario: 147 Affordable DU + 16,066 SF Office
 Date of Analysis: 02/06/19

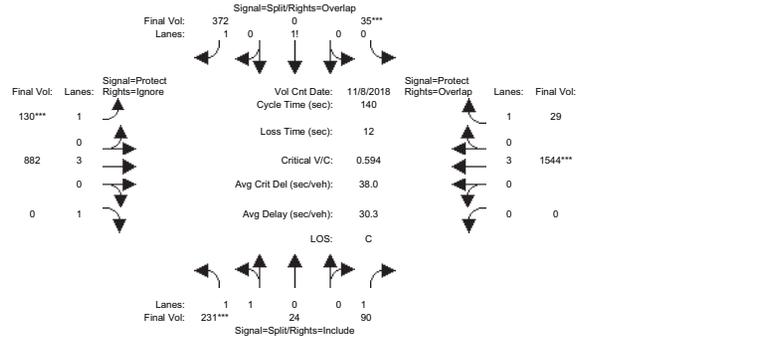
(SJ) Growth Factor: Future Growth % Per Year: 0.000
 (SJ) Number of Months: Number of Years to Buildout: 0

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	102	88	88	104	855	186	110	71	73	90	1003	146	2916
Approved Project Trips													
San Jose ATI	0	0	3	9	460	9	0	2	67	22	164	0	736
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	3	9	460	9	0	2	67	22	164	0	736
Background Conditions	102	88	91	113	1315	195	110	73	140	112	1167	146	3652
Bkgrd check	102	88	91	113	1315	195	110	73	140	112	1167	146	
Project Trips													
Residential Project Trips	0	0	0	0	6	0	0	0	0	0	4	0	10
Office Project Trips	0	0	0	0	1	0	0	0	0	1	2	0	4
Existing Furniture Store Trips	0	0	0	0	-1	0	0	0	0	0	-1	0	-2
Net New Project Trips	0	0	0	0	6	0	0	0	0	1	5	0	12
Background + Project Conditions	102	88	91	113	1321	195	110	73	140	113	1172	146	3664
Bkgrd+Proj check	102	88	91	113	1321	195	110	73	140	113	1172	146	

Appendix D
Level of Service Calculations

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #3004: SR 85 NB Ramps / Blossom Hill Rd



Approach: Movement:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	0	10	7	10	10	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: 8 Nov 2018 << 7:30-8:30AM												
Base Vol:	231	24	90	35	0	372	130	882	444	0	1544	29
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:	231	24	90	35	0	372	130	882	444	0	1544	29
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:	231	24	90	35	0	372	130	882	444	0	1544	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	231	24	90	35	0	372	130	882	0	0	1544	29
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	24	90	35	0	372	130	882	0	0	1544	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	231	24	90	35	0	372	130	882	0	0	1544	29

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.81	0.19	1.00	0.16	0.00	1.84	1.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3216	334	1750	277	0	3223	1750	5700	1750	0	5700	1750

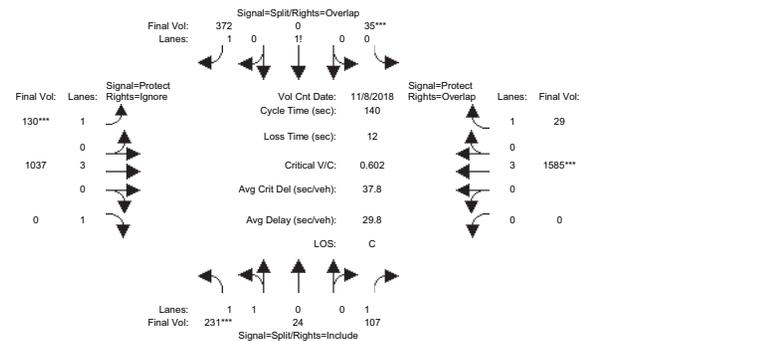
Capacity Analysis Module:

Vol/Sat:	0.07	0.07	0.05	0.13	0.00	0.12	0.07	0.15	0.00	0.00	0.27	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.9	16.9	16.9	29.8	0.0	47.3	17.5	81.3	0.0	0.0	63.8	93.6
Volume/Cap:	0.59	0.59	0.43	0.59	0.00	0.34	0.59	0.27	0.00	0.00	0.59	0.02
Delay/Veh:	60.5	60.5	58.4	51.1	0.0	34.9	62.3	14.6	0.0	0.0	28.8	7.8
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:	60.5	60.5	58.4	51.1	0.0	34.9	62.3	14.6	0.0	0.0	28.8	7.8
LOS by Move:	E	E	E	D	A	C	E	B	A	A	C	A
HCM2k95thQ:	12	12	8	18	0	13	12	12	0	0	28	1

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #3004: SR 85 NB Ramps / Blossom Hill Rd



Approach: Movement:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	0	10	7	10	10	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: 8 Nov 2018 << 7:30-8:30AM												
Base Vol:	231	24	90	35	0	372	130	882	444	0	1544	29
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:	231	24	90	35	0	372	130	882	444	0	1544	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI(extrapo):	0	0	17	0	0	0	0	0	155	0	0	41
Initial Fut:	231	24	107	35	0	372	130	1037	444	0	1585	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	231	24	107	35	0	372	130	1037	0	0	1585	29
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	24	107	35	0	372	130	1037	0	0	1585	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	231	24	107	35	0	372	130	1037	0	0	1585	29

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.81	0.19	1.00	0.16	0.00	1.84	1.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3216	334	1750	277	0	3223	1750	5700	1750	0	5700	1750

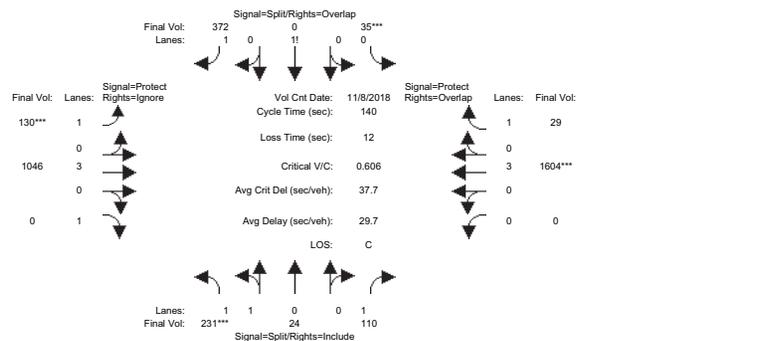
Capacity Analysis Module:

Vol/Sat:	0.07	0.07	0.06	0.13	0.00	0.12	0.07	0.18	0.00	0.00	0.28	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.7	16.7	16.7	29.4	0.0	46.6	17.3	81.9	0.0	0.0	64.7	94.0
Volume/Cap:	0.60	0.60	0.51	0.60	0.00	0.35	0.60	0.31	0.00	0.00	0.60	0.02
Delay/Veh:	60.9	60.9	60.0	51.6	0.0	35.4	62.8	14.8	0.0	0.0	28.5	7.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.9	60.9	60.0	51.6	0.0	35.4	62.8	14.8	0.0	0.0	28.5	7.7
LOS by Move:	E	E	E	D	A	D	E	B	A	A	C	A
HCM2k95thQ:	12	12	10	18	0	13	13	14	0	0	28	1

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #3004: SR 85 NB Ramps / Blossom Hill Rd



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	0	10	7	10	10	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:	8 Nov 2018	<<	7:30-8:30AM						
Base Vol:	231	24	90	35	0	372	130	882	444	0	1544	29
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:	231	24	90	35	0	372	130	882	444	0	1544	29
Added Vol:	0	0	3	0	0	0	0	9	0	0	19	0
ATI (extrap):	0	0	17	0	0	0	0	155	0	0	41	0
Initial Fut:	231	24	110	35	0	372	130	1046	444	0	1604	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	231	24	110	35	0	372	130	1046	0	0	1604	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	24	110	35	0	372	130	1046	0	0	1604	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	231	24	110	35	0	372	130	1046	0	0	1604	29

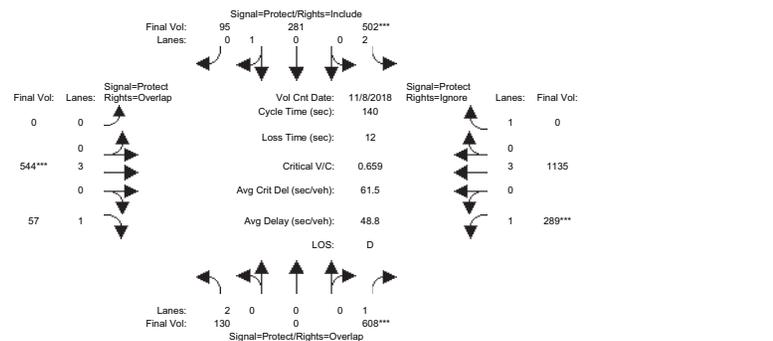
Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	
Lanes:	1.81	0.19	1.00	0.16	0.00	1.84	1.00	3.00	1.00	0.00	3.00	1.00	
Final Sat.:	3216	334	1750	277	0	3223	1750	5700	1750	0	5700	1750	

Capacity Analysis Module:	Vol/Sat:	0.07	0.07	0.06	0.13	0.00	0.12	0.07	0.18	0.00	0.00	0.28	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	
Green Time:	16.6	16.6	16.6	29.2	0.0	46.4	17.2	82.2	0.0	0.0	65.0	94.2	
Volume/Cap:	0.61	0.61	0.53	0.61	0.00	0.35	0.61	0.31	0.00	0.00	0.61	0.02	
Delay/Veh:	61.1	61.1	60.6	51.8	0.0	35.6	63.1	14.7	0.0	0.0	28.3	7.6	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	61.1	61.1	60.6	51.8	0.0	35.6	63.1	14.7	0.0	0.0	28.3	7.6	
LOS by Move:	E	E	E	D	A	D	E	B	A	A	C	A	
HCM2k95thQ:	12	12	11	18	0	13	13	14	0	0	28	1	

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #3005: SR 85 SB Ramps / Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	0	10	7	10	10	0	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:	8 Nov 2018	<<	7:30-8:30AM						
Base Vol:	130	0	608	502	281	95	0	544	57	289	1135	133
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:	130	0	608	502	281	95	0	544	57	289	1135	133
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:	130	0	608	502	281	95	0	544	57	289	1135	133
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:	130	0	608	502	281	95	0	544	57	289	1135	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	608	502	281	95	0	544	57	289	1135	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	130	0	608	502	281	95	0	544	57	289	1135	0

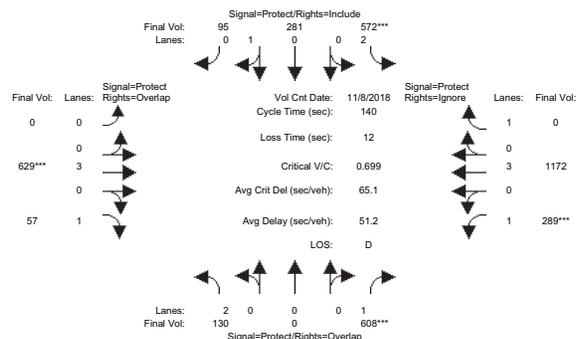
Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	
Lanes:	2.00	0.00	1.00	2.00	0.75	0.25	0.00	3.00	1.00	1.00	3.00	1.00	
Final Sat.:	3150	0	1750	3150	1345	455	0	5700	1750	1750	5700	1750	

Capacity Analysis Module:	Vol/Sat:	0.04	0.00	0.35	0.16	0.21	0.21	0.00	0.10	0.03	0.17	0.20	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	
Green Time:	14.0	0.0	49.1	33.9	58.6	58.6	0.0	20.3	34.3	35.1	55.4	0.0	
Volume/Cap:	0.41	0.00	0.99	0.66	0.50	0.50	0.00	0.66	0.13	0.66	0.50	0.00	
Delay/Veh:	60.0	0.0	78.9	50.0	30.4	30.4	0.0	58.6	41.4	50.7	32.1	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:	60.0	0.0	78.9	50.0	30.4	30.4	0.0	58.6	41.4	50.7	32.1	0.0	
LOS by Move:	E	A	E	D	C	C	A	E	D	D	C	A	
HCM2k95thQ:	7	0	54	22	22	22	0	14	4	23	22	0	

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #3005: SR 85 SB Ramps / Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	7	0	10	7	10	10	0	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:	8 Nov 2018	<<	7:30-8:30AM						
Base Vol:	130	0	608	502	281	95	0	544	57	289	1135	133
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:	130	0	608	502	281	95	0	544	57	289	1135	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI(extrapo:	0	0	0	70	0	0	0	85	0	0	37	4
Initial Fut:	130	0	608	572	281	95	0	629	57	289	1172	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	130	0	608	572	281	95	0	629	57	289	1172	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	608	572	281	95	0	629	57	289	1172	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	130	0	608	572	281	95	0	629	57	289	1172	0

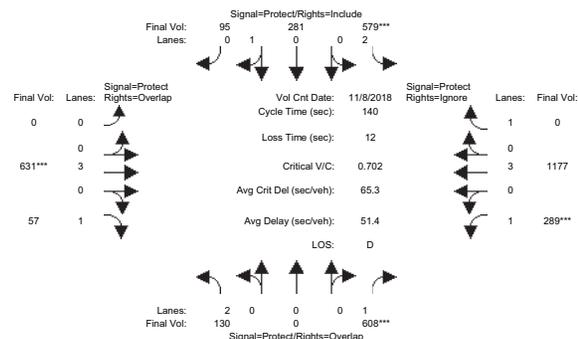
Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	2.00	0.75	0.25	0.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	0	1750	3150	1345	455	0	5700	1750	1750	5700	1750

Capacity Analysis Module:	Vol/Sat:	0.04	0.00	0.35	0.18	0.21	0.21	0.00	0.11	0.03	0.17	0.21	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	
Green Time:	14.1	0.0	47.1	36.4	58.8	58.8	0.0	22.1	36.2	33.1	55.2	0.0	
Volume/Cap:	0.41	0.00	1.03	0.70	0.50	0.50	0.00	0.70	0.13	0.70	0.52	0.00	
Delay/Veh:	59.9	0.0	92.0	49.6	30.3	30.3	0.0	58.3	39.9	54.2	32.6	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:	59.9	0.0	92.0	49.6	30.3	30.3	0.0	58.3	39.9	54.2	32.6	0.0	
LOS by Move:	E	A	F	D	C	C	A	E	D	D	C	A	
HCM2k95thQ:	7	0	57	25	22	22	0	16	4	24	23	0	

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #3005: SR 85 SB Ramps / Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	7	0	10	7	10	10	0	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:	8 Nov 2018	<<	7:30-8:30AM						
Base Vol:	130	0	608	502	281	95	0	544	57	289	1135	133
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:	130	0	608	502	281	95	0	544	57	289	1135	133
Added Vol:	0	0	0	7	0	0	0	2	0	0	5	3
ATI(extrapo:	0	0	0	70	0	0	0	85	0	0	37	4
Initial Fut:	130	0	608	579	281	95	0	631	57	289	1177	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	130	0	608	579	281	95	0	631	57	289	1177	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	608	579	281	95	0	631	57	289	1177	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	130	0	608	579	281	95	0	631	57	289	1177	0

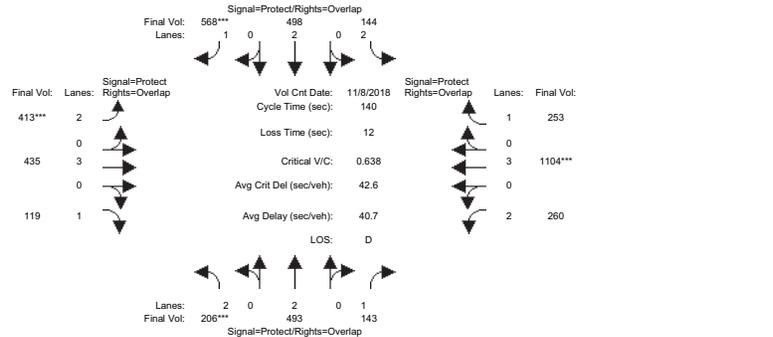
Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	2.00	0.75	0.25	0.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	0	1750	3150	1345	455	0	5700	1750	1750	5700	1750

Capacity Analysis Module:	Vol/Sat:	0.04	0.00	0.35	0.18	0.21	0.21	0.00	0.11	0.03	0.17	0.21	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	
Green Time:	14.1	0.0	47.0	36.7	58.9	58.9	0.0	22.1	36.2	32.9	55.0	0.0	
Volume/Cap:	0.41	0.00	1.03	0.70	0.50	0.50	0.00	0.70	0.13	0.70	0.53	0.00	
Delay/Veh:	59.9	0.0	92.7	49.5	30.2	30.2	0.0	58.4	39.9	54.4	32.7	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:	59.9	0.0	92.7	49.5	30.2	30.2	0.0	58.4	39.9	54.4	32.7	0.0	
LOS by Move:	E	A	F	D	C	C	A	E	D	D	C	A	
HCM2k95thQ:	7	0	57	25	22	22	0	16	4	24	23	0	

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #3081: Snell Av / Blossom Hill Rd

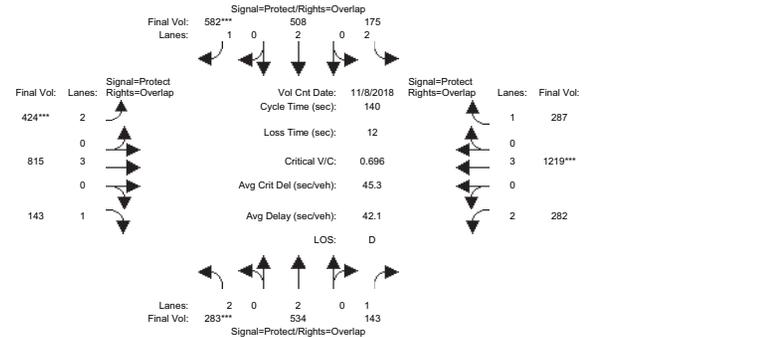


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Nov 2018 << 7:30-8:30AM												
Base Vol:	206	493	143	144	498	568	413	435	119	260	1104	253
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:	206	493	143	144	498	568	413	435	119	260	1104	253
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:	206	493	143	144	498	568	413	435	119	260	1104	253
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:	206	493	143	144	498	568	413	435	119	260	1104	253
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	493	143	144	498	568	413	435	119	260	1104	253
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
Final Volume:	206	493	143	144	498	568	413	435	119	260	1104	253
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.08	0.05	0.13	0.32	0.13	0.08	0.07	0.08	0.19	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	14.3	41.0	78.0	15.8	42.4	71.2	28.8	34.2	48.6	37.0	42.5	58.3
Volume/Cap:	0.64	0.44	0.15	0.41	0.43	0.64	0.64	0.31	0.20	0.31	0.64	0.35
Delay/Veh:	64.6	40.5	15.0	58.5	39.4	26.6	53.0	43.4	32.2	41.5	42.9	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.6	40.5	15.0	58.5	39.4	26.6	53.0	43.4	32.2	41.5	42.9	28.2
LOS by Move:	E	D	B	E	D	C	D	D	C	D	D	C
HCM2k95thQ:	12	16	6	7	15	32	18	10	7	10	25	15

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #3081: Snell Av / Blossom Hill Rd

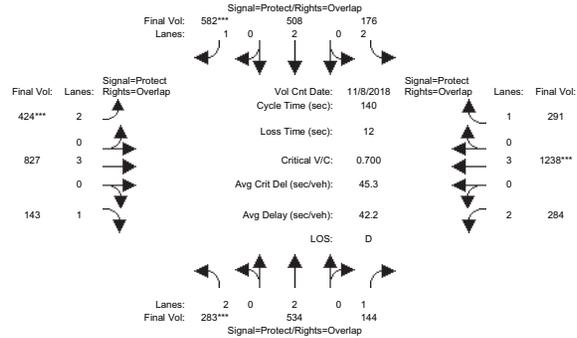


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Nov 2018 << 7:30-8:30AM												
Base Vol:	206	493	143	144	498	568	413	435	119	260	1104	253
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:	206	493	143	144	498	568	413	435	119	260	1104	253
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:	206	493	143	144	498	568	413	435	119	260	1104	253
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:	206	493	143	144	498	568	413	435	119	260	1104	253
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	493	143	144	498	568	413	435	119	260	1104	253
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
Final Volume:	283	534	143	175	508	582	424	815	143	282	1219	287
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.08	0.06	0.13	0.33	0.13	0.14	0.08	0.09	0.21	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	18.1	41.5	68.5	16.4	39.8	66.9	27.1	43.1	61.2	27.0	43.0	59.4
Volume/Cap:	0.70	0.47	0.17	0.47	0.47	0.70	0.70	0.46	0.19	0.46	0.70	0.39
Delay/Veh:	63.5	40.6	20.0	58.7	41.7	31.2	56.1	39.3	24.3	50.7	44.0	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.5	40.6	20.0	58.7	41.7	31.2	56.1	39.3	24.3	50.7	44.0	28.1
LOS by Move:	E	D	B	E	D	C	E	D	C	D	D	C
HCM2k95thQ:	16	17	7	8	16	35	19	17	8	13	28	17

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #3081: Snell Av / Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Nov 2018 << 7:30-8:30AM												
Base Vol:	206	493	143	144	498	568	413	435	119	260	1104	253
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:	206	493	143	144	498	568	413	435	119	260	1104	253
Added Vol:	0	0	1	1	0	0	0	12	0	2	19	4
ATI:	77	41	0	31	10	14	11	380	24	22	115	34
Initial Fut:	283	534	144	176	508	582	424	827	143	284	1238	291
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:	283	534	144	176	508	582	424	827	143	284	1238	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	534	144	176	508	582	424	827	143	284	1238	291
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
Final Volume:	283	534	144	176	508	582	424	827	143	284	1238	291

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

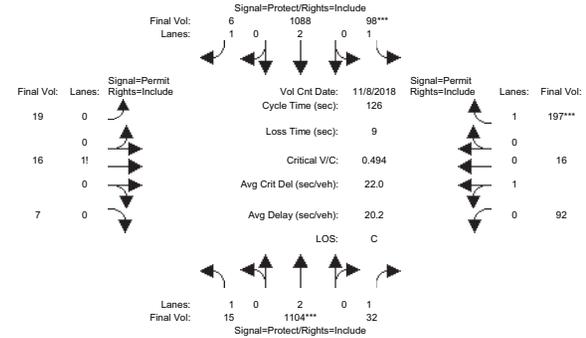
Capacity Analysis Module:

Vol/Sat:	0.09	0.14	0.08	0.06	0.13	0.33	0.13	0.15	0.08	0.09	0.22	0.17
Crit Moves:	****			****		****	****			****		
Green Time:	18.0	41.2	68.2	16.4	39.6	66.6	26.9	43.4	61.4	27.0	43.5	59.9
Volume/Cap:	0.70	0.48	0.17	0.48	0.47	0.70	0.70	0.47	0.19	0.47	0.70	0.39
Delay/Veh:	63.8	40.9	20.2	58.8	41.9	31.5	56.4	39.2	24.1	50.7	43.8	27.9
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:	63.8	40.9	20.2	58.8	41.9	31.5	56.4	39.2	24.1	50.7	43.8	27.9
LOS by Move:	E	D	C	E	D	C	E	D	C	D	D	C
HCM2k95thQ:	16	17	7	8	16	35	19	17	8	13	28	17

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #3272: Snell Av / Avenida del Rode



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Nov 2018 << 7:30-8:30AM												
Base Vol:	15	1104	32	98	1088	6	19	16	7	92	16	197
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:	15	1104	32	98	1088	6	19	16	7	92	16	197
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:	15	1104	32	98	1088	6	19	16	7	92	16	197
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:	15	1104	32	98	1088	6	19	16	7	92	16	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1104	32	98	1088	6	19	16	7	92	16	197
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
Final Volume:	15	1104	32	98	1088	6	19	16	7	92	16	197

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.45	0.38	0.17	0.85	0.15	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	792	667	292	1533	267	1750

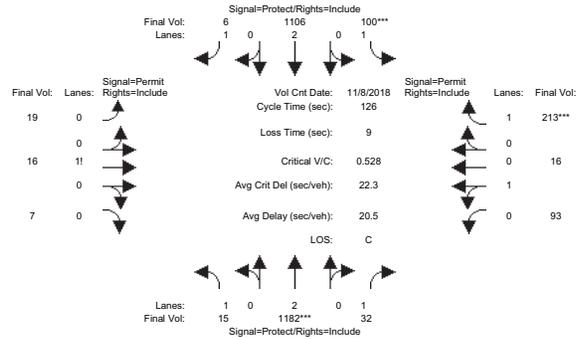
Capacity Analysis Module:

Vol/Sat:	0.01	0.29	0.02	0.06	0.29	0.00	0.02	0.02	0.02	0.06	0.06	0.11
Crit Moves:	****			****			****			****		
Green Time:	14.4	74.0	74.0	14.3	74.0	74.0	28.7	28.7	28.7	28.7	28.7	28.7
Volume/Cap:	0.08	0.49	0.03	0.49	0.49	0.01	0.11	0.11	0.11	0.26	0.26	0.49
Delay/Veh:	50.1	15.3	10.9	54.4	15.2	10.8	38.6	38.6	38.6	40.3	40.3	43.3
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:	50.1	15.3	10.9	54.4	15.2	10.8	38.6	38.6	38.6	40.3	40.3	43.3
LOS by Move:	D	B	B	D	B	B	D	D	D	D	D	D
HCM2k95thQ:	1	22	1	8	21	0	3	3	3	7	7	14

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #3272: Snell Av / Avenida del Roble



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	8 Nov 2018	<<	7:30-8:30AM						
Base Vol:	15	1104	32	98	1088	6	19	16	7	92	16	197
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:	15	1104	32	98	1088	6	19	16	7	92	16	197
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	78	0	2	18	0	0	0	0	1	0	16
Initial Fut:	15	1182	32	100	1106	6	19	16	7	93	16	213
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:	15	1182	32	100	1106	6	19	16	7	93	16	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1182	32	100	1106	6	19	16	7	93	16	213
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
Final Volume:	15	1182	32	100	1106	6	19	16	7	93	16	213

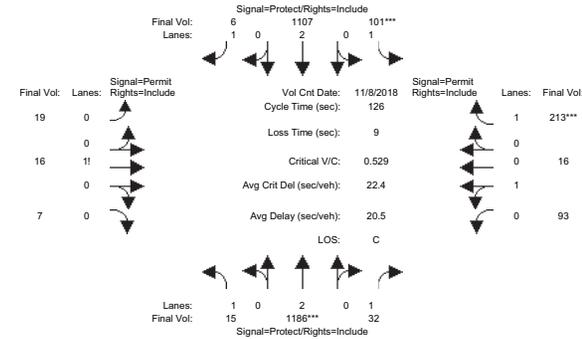
Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.45	0.38	0.17	0.85	0.15	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	792	667	292	1536	264	1750

Capacity Analysis Module:	Vol/Sat:	0.01	0.31	0.02	0.06	0.29	0.00	0.02	0.02	0.02	0.06	0.06	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	14.1	74.3	74.3	13.6	73.8	73.8	29.1	29.1	29.1	29.1	29.1	29.1	29.1
Volume/Cap:	0.08	0.53	0.03	0.53	0.50	0.01	0.10	0.10	0.10	0.26	0.26	0.53	0.53
Delay/Veh:	50.3	15.6	10.8	55.9	15.4	10.8	38.3	38.3	38.3	40.0	40.0	43.8	43.8
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	1.00
AdjDel/Veh:	50.3	15.6	10.8	55.9	15.4	10.8	38.3	38.3	38.3	40.0	40.0	43.8	43.8
LOS by Move:	D	B	B	E	B	B	D	D	D	D	D	D	D
HCM2k95thQ:	1	24	1	8	22	0	3	3	3	7	7	15	15

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #3272: Snell Av / Avenida del Roble



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	8 Nov 2018	<<	7:30-8:30AM						
Base Vol:	15	1104	32	98	1088	6	19	16	7	92	16	197
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:	15	1104	32	98	1088	6	19	16	7	92	16	197
Added Vol:	0	4	0	1	1	0	0	0	0	0	0	0
ATI:	0	78	0	2	18	0	0	0	0	1	0	16
Initial Fut:	15	1186	32	101	1107	6	19	16	7	93	16	213
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:	15	1186	32	101	1107	6	19	16	7	93	16	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1186	32	101	1107	6	19	16	7	93	16	213
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
Final Volume:	15	1186	32	101	1107	6	19	16	7	93	16	213

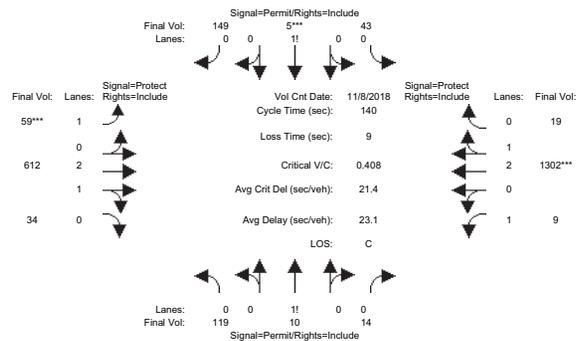
Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.45	0.38	0.17	0.85	0.15	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	792	667	292	1536	264	1750

Capacity Analysis Module:	Vol/Sat:	0.01	0.31	0.02	0.06	0.29	0.00	0.02	0.02	0.02	0.06	0.06	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	14.1	74.3	74.3	13.7	73.9	73.9	29.0	29.0	29.0	29.0	29.0	29.0	29.0
Volume/Cap:	0.08	0.53	0.03	0.53	0.50	0.01	0.10	0.10	0.10	0.26	0.26	0.53	0.53
Delay/Veh:	50.3	15.7	10.8	55.9	15.4	10.8	38.4	38.4	38.4	40.1	40.1	43.9	43.9
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	1.00
AdjDel/Veh:	50.3	15.7	10.8	55.9	15.4	10.8	38.4	38.4	38.4	40.1	40.1	43.9	43.9
LOS by Move:	D	B	B	E	B	B	D	D	D	D	D	D	D
HCM2k95thQ:	1	24	1	8	22	0	3	3	3	7	7	15	15

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #3322: Judith St / Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 8 Nov 2018 << 7:30-8:30AM											
Base Vol:	119	10	14	43	5	149	59	612	34	9	1302	19
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:	119	10	14	43	5	149	59	612	34	9	1302	19
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:	119	10	14	43	5	149	59	612	34	9	1302	19
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:	119	10	14	43	5	149	59	612	34	9	1302	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	10	14	43	5	149	59	612	34	9	1302	19
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
Final Volume:	119	10	14	43	5	149	59	612	34	9	1302	19

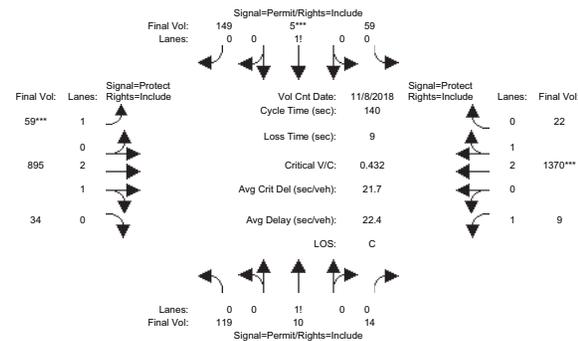
Saturation Flow Module:	Sat/Lane:											
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.83	0.07	0.10	0.22	0.02	0.76	1.00	2.84	0.16	1.00	2.96	0.04
Final Sat.:	1456	122	171	382	44	1324	1750	5305	295	1750	5519	81

Capacity Analysis Module:	Vol/Sat:											
Crit Moves:	****											
Green Time:	38.6	38.6	38.6	38.6	38.6	38.6	11.6	64.5	64.5	27.9	80.9	80.9
Volume/Cap:	0.30	0.30	0.30	0.41	0.41	0.41	0.41	0.25	0.25	0.03	0.41	0.41
Delay/Veh:	40.3	40.3	40.3	42.0	42.0	42.0	62.9	23.1	23.1	45.1	16.4	16.4
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:	40.3	40.3	40.3	42.0	42.0	42.0	62.9	23.1	23.1	45.1	16.4	16.4
LOS by Move:	D	D	D	D	D	D	E	C	C	D	B	B
HCM2k95thQ:	10	10	10	14	14	14	6	11	11	1	19	19

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #3322: Judith St / Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 8 Nov 2018 << 7:30-8:30AM											
Base Vol:	119	10	14	43	5	149	59	612	34	9	1302	19
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:	119	10	14	43	5	149	59	612	34	9	1302	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	16	0	0	0	283	0	0	68	3
Initial Fut:	119	10	14	43	5	149	59	612	34	9	1302	19
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:	119	10	14	43	5	149	59	612	34	9	1302	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	10	14	43	5	149	59	612	34	9	1302	19
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
Final Volume:	119	10	14	43	5	149	59	612	34	9	1302	19

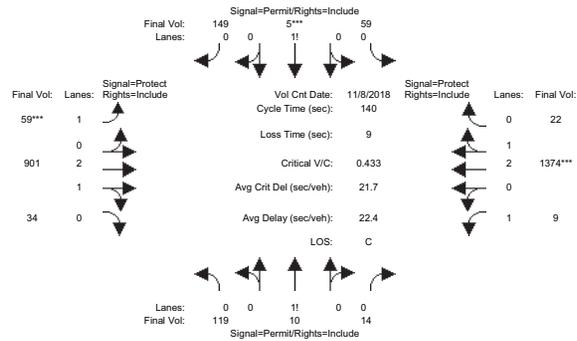
Saturation Flow Module:	Sat/Lane:											
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.83	0.07	0.10	0.28	0.02	0.70	1.00	2.89	0.11	1.00	2.95	0.05
Final Sat.:	1456	122	171	485	41	1224	1750	5395	205	1750	5511	89

Capacity Analysis Module:	Vol/Sat:											
Crit Moves:	****											
Green Time:	39.5	39.5	39.5	39.5	39.5	39.5	10.9	70.3	70.3	21.2	80.6	80.6
Volume/Cap:	0.29	0.29	0.29	0.43	0.43	0.43	0.43	0.33	0.33	0.03	0.43	0.43
Delay/Veh:	39.6	39.6	39.6	41.7	41.7	41.7	63.8	20.8	20.8	50.7	16.9	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	39.6	39.6	41.7	41.7	41.7	63.8	20.8	20.8	50.7	16.9	16.9
LOS by Move:	D	D	D	D	D	D	E	C	C	D	B	B
HCM2k95thQ:	10	10	10	15	15	15	6	15	15	1	20	20

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #3322: Judith St / Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Nov 2018 << 7:30-8:30AM												
Base Vol:	119	10	14	43	5	149	59	612	34	9	1302	19
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:	119	10	14	43	5	149	59	612	34	9	1302	19
Added Vol:	0	0	0	0	0	0	0	6	0	0	4	0
ATI:	0	0	0	16	0	0	0	283	0	0	68	3
Initial Fut:	119	10	14	59	5	149	59	901	34	9	1374	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	10	14	59	5	149	59	901	34	9	1374	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	10	14	59	5	149	59	901	34	9	1374	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	119	10	14	59	5	149	59	901	34	9	1374	22

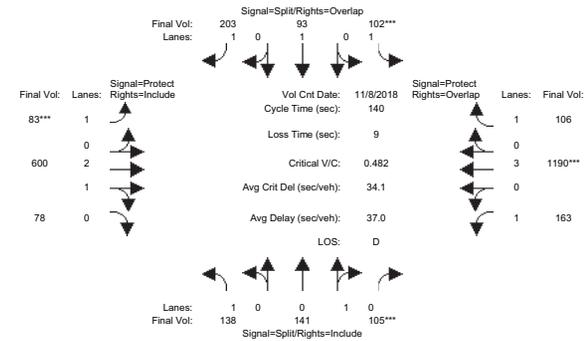
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.83	0.07	0.10	0.28	0.02	0.70	1.00	2.89	0.11	1.00	2.95	0.05
Final Sat.:	1456	122	171	485	41	1224	1750	5396	204	1750	5512	88

Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.12	0.12	0.12	0.03	0.17	0.17	0.01	0.25	0.25
Crit Moves:	****											
Green Time:	39.4	39.4	39.4	39.4	39.4	39.4	10.9	70.5	70.5	21.1	80.7	80.7
Volume/Cap:	0.29	0.29	0.29	0.43	0.43	0.43	0.43	0.33	0.33	0.03	0.43	0.43
Delay/Veh:	39.7	39.7	39.7	41.8	41.8	41.8	63.8	20.8	20.8	50.8	16.8	16.8
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:	39.7	39.7	39.7	41.8	41.8	41.8	63.8	20.8	20.8	50.8	16.8	16.8
LOS by Move:	D	D	D	D	D	D	E	C	C	D	B	B
HCM2k95thQ:	10	10	10	15	15	15	6	15	15	1	20	20

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #3324: Lean Av / Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Nov 2018 << 7:30-8:30AM												
Base Vol:	138	141	105	102	93	203	83	600	78	163	1190	106
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:	138	141	105	102	93	203	83	600	78	163	1190	106
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:	138	141	105	102	93	203	83	600	78	163	1190	106
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:	138	141	105	102	93	203	83	600	78	163	1190	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	141	105	102	93	203	83	600	78	163	1190	106
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
Final Volume:	138	141	105	102	93	203	83	600	78	163	1190	106

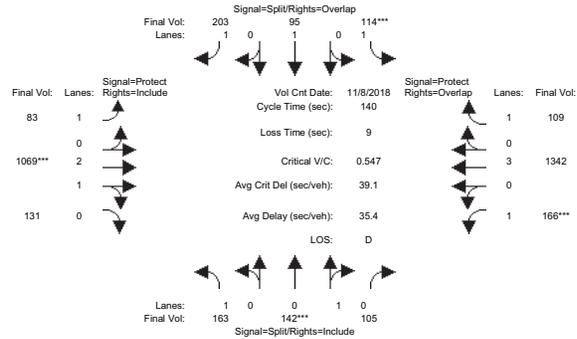
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.57	0.43	1.00	1.00	1.00	1.00	2.64	0.36	1.00	3.00	1.00
Final Sat.:	1750	1032	768	1750	1900	1750	1750	4955	644	1750	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.14	0.06	0.05	0.12	0.05	0.12	0.12	0.09	0.21	0.06
Crit Moves:	****											
Green Time:	39.7	39.7	39.7	19.2	19.2	32.9	13.8	42.0	42.0	32.3	60.6	79.8
Volume/Cap:	0.28	0.48	0.48	0.43	0.36	0.49	0.48	0.40	0.40	0.40	0.48	0.11
Delay/Veh:	39.3	42.4	42.4	56.6	55.7	47.2	61.9	39.1	39.1	46.3	28.6	13.8
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:	39.3	42.4	42.4	56.6	55.7	47.2	61.9	39.1	39.1	46.3	28.6	13.8
LOS by Move:	D	D	D	E	E	D	E	D	D	D	C	B
HCM2k95thQ:	10	17	17	9	8	16	7	14	14	12	21	4

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #3324: Lean Av / Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	8 Nov 2018	<<	7:30-8:30AM						
Base Vol:	138	141	105	102	93	203	83	600	78	163	1190	106
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:	138	141	105	102	93	203	83	600	78	163	1190	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	25	1	0	12	2	0	0	469	53	3	152	3
Initial Fut:	163	142	105	114	95	203	83	1069	131	166	1342	109
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:	163	142	105	114	95	203	83	1069	131	166	1342	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	142	105	114	95	203	83	1069	131	166	1342	109
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
Final Volume:	163	142	105	114	95	203	83	1069	131	166	1342	109

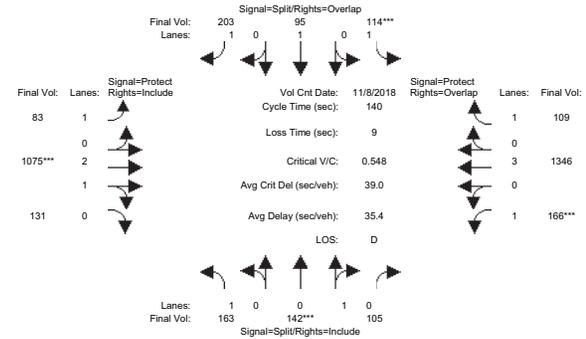
Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	
Lanes:	1.00	0.57	0.43	1.00	1.00	1.00	1.00	2.66	0.34	1.00	3.00	1.00	
Final Sat.:	1750	1035	765	1750	1900	1750	1750	4988	611	1750	5700	1750	

Capacity Analysis Module:	Vol/Sat:	0.09	0.14	0.14	0.07	0.05	0.12	0.05	0.21	0.21	0.09	0.24	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	
Green Time:	35.1	35.1	35.1	16.9	16.9	30.8	13.9	54.9	54.9	24.3	65.3	82.2	
Volume/Cap:	0.37	0.55	0.55	0.54	0.41	0.53	0.48	0.55	0.55	0.55	0.50	0.11	
Delay/Veh:	43.8	46.9	46.9	60.7	58.2	49.6	61.7	33.2	33.2	54.9	26.2	12.8	
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:	43.8	46.9	46.9	60.7	58.2	49.6	61.7	33.2	33.2	54.9	26.2	12.8	
LOS by Move:	D	D	D	E	E	D	E	C	C	D	C	B	
HCM2k95thQ:	12	18	18	11	8	16	7	23	23	13	23	4	

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #3324: Lean Av / Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	8 Nov 2018	<<	7:30-8:30AM						
Base Vol:	138	141	105	102	93	203	83	600	78	163	1190	106
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:	138	141	105	102	93	203	83	600	78	163	1190	106
Added Vol:	0	0	0	0	0	0	0	6	0	0	4	0
ATI:	25	1	0	12	2	0	0	469	53	3	152	3
Initial Fut:	163	142	105	114	95	203	83	1075	131	166	1346	109
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:	163	142	105	114	95	203	83	1075	131	166	1346	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	142	105	114	95	203	83	1075	131	166	1346	109
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
Final Volume:	163	142	105	114	95	203	83	1075	131	166	1346	109

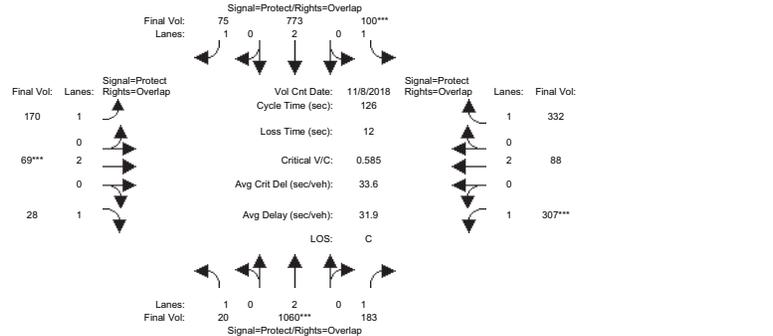
Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	
Lanes:	1.00	0.57	0.43	1.00	1.00	1.00	1.00	2.66	0.34	1.00	3.00	1.00	
Final Sat.:	1750	1035	765	1750	1900	1750	1750	4991	608	1750	5700	1750	

Capacity Analysis Module:	Vol/Sat:	0.09	0.14	0.14	0.07	0.05	0.12	0.05	0.22	0.22	0.09	0.24	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	
Green Time:	35.1	35.1	35.1	16.9	16.9	30.7	13.9	55.0	55.0	24.2	65.4	82.3	
Volume/Cap:	0.37	0.55	0.55	0.54	0.42	0.53	0.48	0.55	0.55	0.55	0.51	0.11	
Delay/Veh:	43.9	47.0	47.0	60.8	58.2	49.6	61.7	33.1	33.1	55.0	26.2	12.7	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	43.9	47.0	47.0	60.8	58.2	49.6	61.7	33.1	33.1	55.0	26.2	12.7	
LOS by Move:	D	D	D	E	E	D	E	C	C	D	C	B	
HCM2k95thQ:	12	18	18	11	8	16	7	24	24	13	23	4	

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #3404: Snell Av / Chynoweth Av

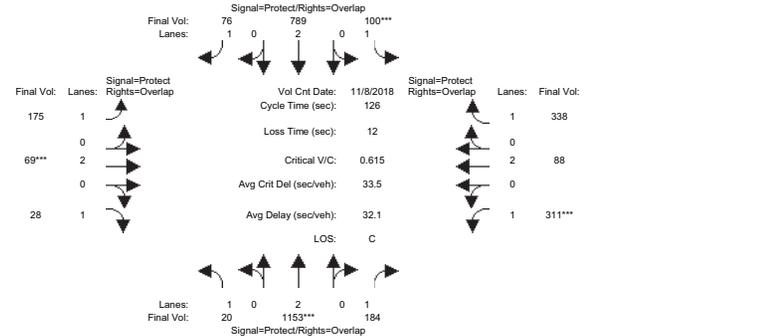


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	Count Date: 8 Nov 2018 << 7:30-8:30AM											
Base Vol:	20	1060	183	100	773	75	170	69	28	307	88	332
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:	20	1060	183	100	773	75	170	69	28	307	88	332
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:	20	1060	183	100	773	75	170	69	28	307	88	332
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:	20	1060	183	100	773	75	170	69	28	307	88	332
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1060	183	100	773	75	170	69	28	307	88	332
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
Final Volume:	20	1060	183	100	773	75	170	69	28	307	88	332
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:	Vol/Sat: 0.01 0.28 0.10 0.06 0.20 0.04 0.10 0.02 0.02 0.18 0.02 0.19											
Crit Moves:	****											
Green Time:	14.7	56.7	92.4	11.6	53.7	73.0	19.3	10.0	24.7	35.7	26.4	38.0
Volume/Cap:	0.10	0.62	0.14	0.62	0.48	0.07	0.63	0.23	0.08	0.62	0.11	0.63
Delay/Veh:	50.0	27.1	5.1	62.2	26.3	11.7	54.9	54.8	41.5	41.7	40.4	40.4
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	27.1	5.1	62.2	26.3	11.7	54.9	54.8	41.5	41.7	40.4	40.4
LOS by Move:	D	C	A	E	C	B	D	D	D	D	D	D
HCM2k95thQ:	1	27	5	10	20	3	14	3	2	21	3	22

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #3404: Snell Av / Chynoweth Av

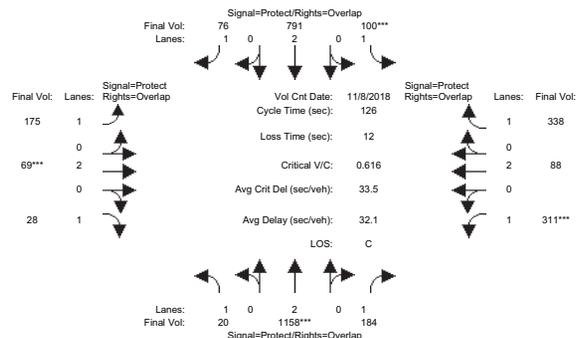


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	Count Date: 8 Nov 2018 << 7:30-8:30AM											
Base Vol:	20	1060	183	100	773	75	170	69	28	307	88	332
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:	20	1060	183	100	773	75	170	69	28	307	88	332
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	93	1	0	16	1	5	0	0	4	0	6
Initial Fut:	20	1153	184	100	789	76	175	69	28	311	88	338
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:	20	1153	184	100	789	76	175	69	28	311	88	338
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1153	184	100	789	76	175	69	28	311	88	338
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
Final Volume:	20	1153	184	100	789	76	175	69	28	311	88	338
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:	Vol/Sat: 0.01 0.30 0.11 0.06 0.21 0.04 0.10 0.02 0.02 0.18 0.02 0.19											
Crit Moves:	****											
Green Time:	14.7	58.6	93.0	11.0	55.0	73.7	18.8	10.0	24.7	34.3	25.5	36.6
Volume/Cap:	0.10	0.65	0.14	0.65	0.48	0.07	0.67	0.23	0.08	0.65	0.11	0.67
Delay/Veh:	49.9	26.7	4.9	65.2	25.5	11.4	57.3	54.8	41.5	43.8	41.1	42.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	26.7	4.9	65.2	25.5	11.4	57.3	54.8	41.5	43.8	41.1	42.6
LOS by Move:	D	C	A	E	C	B	E	D	D	D	D	D
HCM2k95thQ:	1	29	4	10	20	3	15	3	2	22	3	24

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #3404: Snell Av / Chynoweth Av



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	8 Nov 2018	<<	7:30-8:30AM						
Base Vol:	20	1060	183	100	773	75	170	69	28	307	88	332
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:	20	1060	183	100	773	75	170	69	28	307	88	332
Added Vol:	0	5	0	0	2	0	0	0	0	0	0	0
ATI:	0	93	1	0	16	1	5	0	0	4	0	6
Initial Fut:	20	1158	184	100	791	76	175	69	28	311	88	338
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:	20	1158	184	100	791	76	175	69	28	311	88	338
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1158	184	100	791	76	175	69	28	311	88	338
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
Final Volume:	20	1158	184	100	791	76	175	69	28	311	88	338

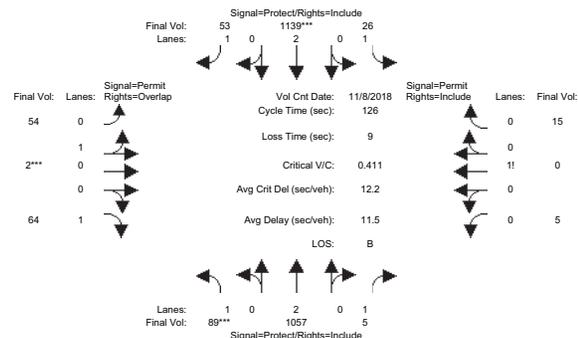
Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:	Vol/Sat:	0.01	0.30	0.11	0.06	0.21	0.04	0.10	0.02	0.02	0.18	0.02	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	14.7	58.7	93.0	11.0	55.1	73.8	18.8	10.0	24.7	34.3	25.5	36.5	
Volume/Cap:	0.10	0.65	0.14	0.65	0.48	0.07	0.67	0.23	0.08	0.65	0.11	0.67	
Delay/Veh:	49.9	26.7	4.9	65.4	25.4	11.3	57.4	54.8	41.5	43.9	41.1	42.8	
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:	49.9	26.7	4.9	65.4	25.4	11.3	57.4	54.8	41.5	43.9	41.1	42.8	
LOS by Move:	D	C	A	E	C	B	E	D	D	D	D	D	
HCM2k95thQ:	1	29	4	10	20	3	15	3	2	22	3	24	

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #3556: Snell Av / Giuffrida Av



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	8 Nov 2018	<<	7:30-8:30AM						
Base Vol:	89	1057	5	26	1139	53	54	2	64	5	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	1057	5	26	1139	53	54	2	64	5	0	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	1057	5	26	1139	53	54	2	64	5	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	1057	5	26	1139	53	54	2	64	5	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	1057	5	26	1139	53	54	2	64	5	0	15
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
Final Volume:	89	1057	5	26	1139	53	54	2	64	5	0	15

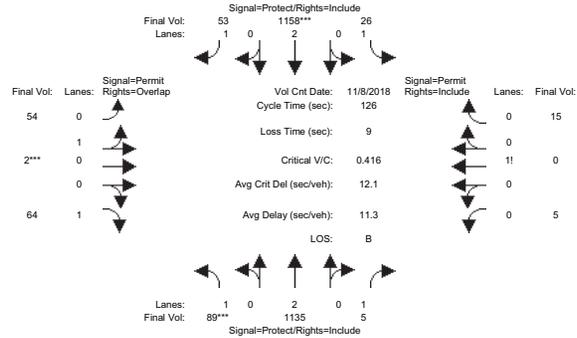
Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.96	0.04	1.00	0.25	0.00	0.75
Final Sat.:	1750	3800	1750	1750	3800	1750	1736	64	1750	438	0	1313

Capacity Analysis Module:	Vol/Sat:	0.05	0.28	0.00	0.01	0.30	0.03	0.03	0.03	0.04	0.01	0.00	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	15.5	89.2	89.2	17.8	91.5	91.5	10.0	10.0	25.5	10.0	0.0	10.0	
Volume/Cap:	0.41	0.39	0.00	0.11	0.41	0.04	0.39	0.39	0.18	0.14	0.00	0.14	
Delay/Veh:	52.3	7.5	5.4	47.3	6.9	4.9	56.9	56.9	41.8	54.5	0.0	54.5	
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:	52.3	7.5	5.4	47.3	6.9	4.9	56.9	56.9	41.8	54.5	0.0	54.5	
LOS by Move:	D	A	A	D	A	A	E	E	D	D	A	D	
HCM2k95thQ:	7	15	0	2	16	1	5	5	5	2	0	2	

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #3556: Snell Av / Giuffrida Av



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Nov 2018 << 7:30-8:30AM												
Base Vol:	89	1057	5	26	1139	53	54	2	64	5	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	1057	5	26	1139	53	54	2	64	5	0	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI (Interpo):	0	78	0	0	19	0	0	0	0	0	0	0
Initial Fut:	89	1135	5	26	1158	53	54	2	64	5	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	1135	5	26	1158	53	54	2	64	5	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	1135	5	26	1158	53	54	2	64	5	0	15
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
Final Volume:	89	1135	5	26	1158	53	54	2	64	5	0	15

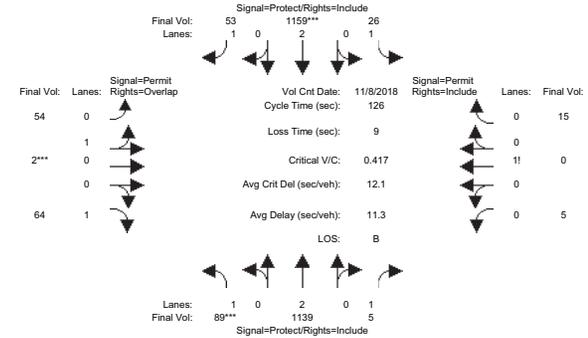
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.96	0.04	1.00	0.25	0.00	0.75
Final Sat.:	1750	3800	1750	1750	3800	1750	1736	64	1750	438	0	1313

Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.00	0.01	0.30	0.03	0.03	0.03	0.04	0.01	0.00	0.01
Crit Moves:	****			****			****					
Green Time:	15.3	90.2	90.2	16.8	91.7	91.7	10.0	10.0	25.3	10.0	0.0	10.0
Volume/Cap:	0.42	0.42	0.00	0.11	0.42	0.04	0.39	0.39	0.18	0.14	0.00	0.14
Delay/Veh:	52.6	7.3	5.1	48.3	6.8	4.8	56.9	56.9	42.0	54.5	0.0	54.5
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:	52.6	7.3	5.1	48.3	6.8	4.8	56.9	56.9	42.0	54.5	0.0	54.5
LOS by Move:	D	A	A	D	A	A	E	E	D	D	A	D
HCM2k95thQ:	7	16	0	2	16	1	5	5	5	2	0	2

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #3556: Snell Av / Giuffrida Av



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Nov 2018 << 7:30-8:30AM												
Base Vol:	89	1057	5	26	1139	53	54	2	64	5	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	1057	5	26	1139	53	54	2	64	5	0	15
Added Vol:	0	4	0	0	1	0	0	0	0	0	0	0
ATI (Interpo):	0	78	0	0	19	0	0	0	0	0	0	0
Initial Fut:	89	1139	5	26	1159	53	54	2	64	5	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	1139	5	26	1159	53	54	2	64	5	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	1139	5	26	1159	53	54	2	64	5	0	15
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
Final Volume:	89	1139	5	26	1159	53	54	2	64	5	0	15

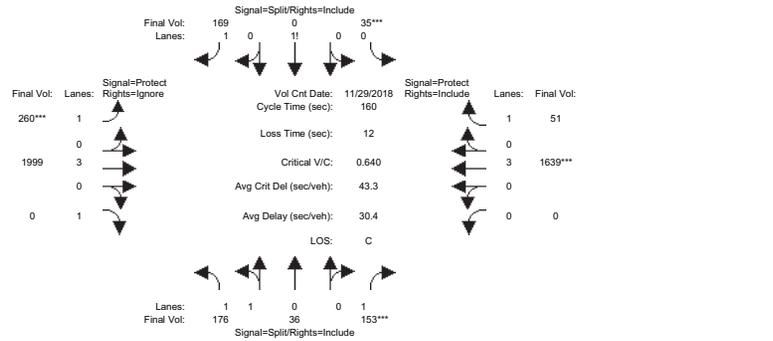
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.96	0.04	1.00	0.25	0.00	0.75
Final Sat.:	1750	3800	1750	1750	3800	1750	1736	64	1750	438	0	1313

Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.00	0.01	0.31	0.03	0.03	0.03	0.04	0.01	0.00	0.01
Crit Moves:	****			****			****					
Green Time:	15.3	90.3	90.3	16.7	91.7	91.7	10.0	10.0	25.3	10.0	0.0	10.0
Volume/Cap:	0.42	0.42	0.00	0.11	0.42	0.04	0.39	0.39	0.18	0.14	0.00	0.14
Delay/Veh:	52.6	7.3	5.1	48.3	6.8	4.8	56.9	56.9	42.0	54.5	0.0	54.5
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:	52.6	7.3	5.1	48.3	6.8	4.8	56.9	56.9	42.0	54.5	0.0	54.5
LOS by Move:	D	A	A	D	A	A	E	E	D	D	A	D
HCM2k95thQ:	7	16	0	2	16	1	5	5	5	2	0	2

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #3004: SR 85 NB Ramps / Blossom Hill Rd



Approach: Movement:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	0	10	7	10	10	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: 29 Nov 2018 << 4:45-5:45PM												
Base Vol:	176	36	153	35	0	169	260	1999	402	0	1639	51
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:	176	36	153	35	0	169	260	1999	402	0	1639	51
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:	176	36	153	35	0	169	260	1999	402	0	1639	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	176	36	153	35	0	169	260	1999	0	0	1639	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	36	153	35	0	169	260	1999	0	0	1639	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	176	36	153	35	0	169	260	1999	0	0	1639	51

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.67	0.33	1.00	0.29	0.00	1.71	1.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2947	603	1750	513	0	2987	1750	5700	1750	0	5700	1750

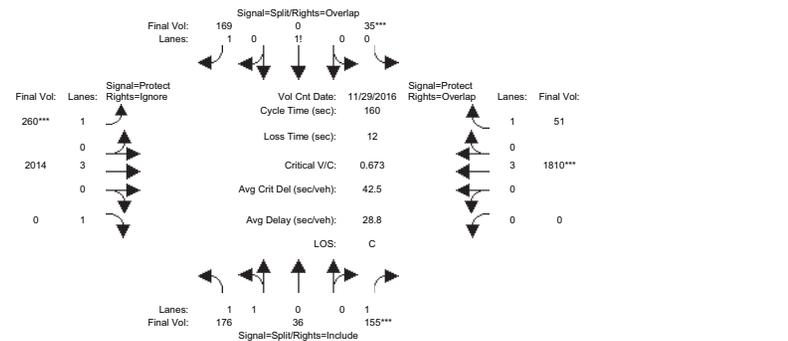
Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.09	0.07	0.00	0.06	0.15	0.35	0.00	0.00	0.29	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	21.9	21.9	21.9	17.1	0.0	17.1	37.2	109	0.0	0.0	71.9	71.9
Volume/Cap:	0.44	0.44	0.64	0.64	0.00	0.53	0.64	0.51	0.00	0.00	0.64	0.06
Delay/Veh:	64.0	64.0	71.1	72.8	0.0	69.1	58.8	12.6	0.0	0.0	34.6	25.0
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:	64.0	64.0	71.1	72.8	0.0	69.1	58.8	12.6	0.0	0.0	34.6	25.0
LOS by Move:	E	E	E	E	A	E	E	B	A	A	C	C
HCM2k95thQ:	10	10	16	13	0	11	23	27	0	0	34	3

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #3004: SR 85 NB Ramps / Blossom Hill Rd



Approach: Movement:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	0	10	7	10	10	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: 29 Nov 2016 << 4:45-5:45PM												
Base Vol:	176	36	153	35	0	169	260	1999	402	0	1639	51
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:	176	36	153	35	0	169	260	1999	402	0	1639	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI(extrapo):	0	0	2	0	0	0	0	15	0	0	171	0
Initial Fut:	176	36	155	35	0	169	260	2014	402	0	1810	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	176	36	155	35	0	169	260	2014	0	0	1810	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	36	155	35	0	169	260	2014	0	0	1810	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	176	36	155	35	0	169	260	2014	0	0	1810	51

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.67	0.33	1.00	0.29	0.00	1.71	1.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2947	603	1750	513	0	2987	1750	5700	1750	0	5700	1750

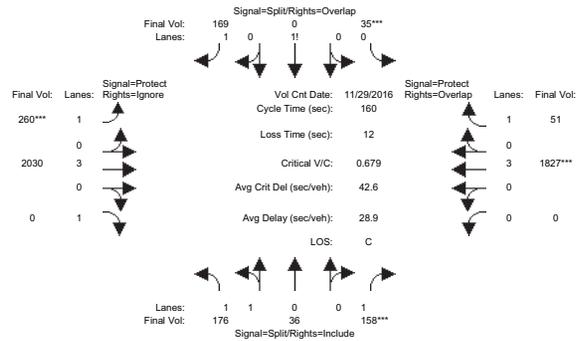
Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.09	0.07	0.00	0.06	0.15	0.35	0.00	0.00	0.32	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	21.0	21.0	21.0	16.2	0.0	16.2	51.5	35.3	111	0.0	0.0	75.4
Volume/Cap:	0.45	0.45	0.67	0.67	0.00	0.18	0.67	0.51	0.00	0.00	0.67	0.05
Delay/Veh:	64.9	64.9	73.8	75.2	0.0	39.1	61.7	11.8	0.0	0.0	33.4	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.9	64.9	73.8	75.2	0.0	39.1	61.7	11.8	0.0	0.0	33.4	15.1
LOS by Move:	E	E	E	E	A	D	E	B	A	A	C	B
HCM2k95thQ:	11	11	17	14	0	7	24	27	0	0	37	2

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #3004: SR 85 NB Ramps / Blossom Hill Rd



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	0	10	7	10	10	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:	29 Nov 2016	<<	4:45-5:45PM
Base Vol:	176	36	153	35	0	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	36	153	35	0	169
Added Vol:	0	0	3	0	0	0
ATI(extrapo):	0	0	2	0	0	0
Initial Fut:	176	36	158	35	0	169
User Adj:	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
PHF Volume:	176	36	158	35	0	169
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	176	36	158	35	0	169
PCE Adj:	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
Final Volume:	176	36	158	35	0	169

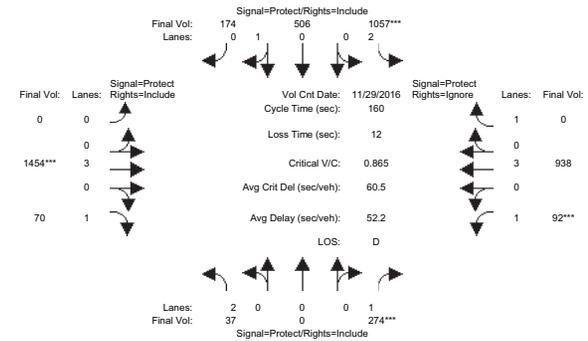
Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	
Lanes:	1.67	0.33	1.00	0.29	0.00	1.71	1.00	3.00	1.00	0.00	3.00	1.00	
Final Sat.:	2947	603	1750	513	0	2987	1750	5700	1750	0	5700	1750	

Capacity Analysis Module:	Vol/Sat:	0.06	0.06	0.09	0.07	0.00	0.06	0.15	0.36	0.00	0.00	0.32	0.03
Crit Moves:		****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	21.3	21.3	21.3	16.1	0.0	51.1	35.0	111	0.0	0.0	75.6	91.7	
Volume/Cap:	0.45	0.45	0.68	0.68	0.00	0.18	0.68	0.52	0.00	0.00	0.68	0.05	
Delay/Veh:	64.6	64.6	73.9	75.6	0.0	39.3	62.2	12.0	0.0	0.0	33.5	15.0	
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:	64.6	64.6	73.9	75.6	0.0	39.3	62.2	12.0	0.0	0.0	33.5	15.0	
LOS by Move:	E	E	E	E	A	D	E	B	A	A	C	B	
HCM2k95thQ:	11	11	17	14	0	7	24	27	0	0	37	2	

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #3005: SR 85 SB Ramps / Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	7	0	10	7	10	10	0	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:	29 Nov 2016	<<	4:45-5:45PM
Base Vol:	37	0	274	1057	506	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	0	274	1057	506	174
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	37	0	274	1057	506	174
User Adj:	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
PHF Volume:	37	0	274	1057	506	174
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	37	0	274	1057	506	174
PCE Adj:	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
Final Volume:	37	0	274	1057	506	174

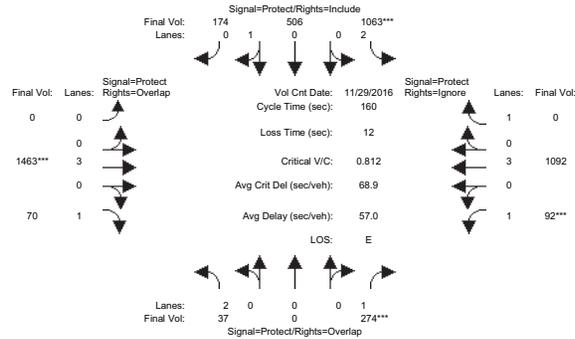
Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	
Lanes:	2.00	0.00	1.00	2.00	0.74	0.26	0.00	3.00	1.00	1.00	3.00	1.00	
Final Sat.:	3150	0	1750	3150	1339	461	0	5700	1750	1750	5700	1750	

Capacity Analysis Module:	Vol/Sat:	0.01	0.00	0.16	0.34	0.38	0.38	0.00	0.26	0.04	0.05	0.16	0.00
Crit Moves:		****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	9.5	0.0	29.0	62.1	81.6	81.6	0.0	47.2	47.2	9.7	56.9	0.0	
Volume/Cap:	0.20	0.00	0.86	0.86	0.74	0.74	0.00	0.86	0.14	0.86	0.46	0.00	
Delay/Veh:	72.2	0.0	84.7	51.7	34.1	34.1	0.0	58.3	41.5	122.0	39.9	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	72.2	0.0	84.7	51.7	34.1	34.1	0.0	58.3	41.5	122.0	39.9	0.0	
LOS by Move:	E	A	F	D	C	C	A	E	D	F	D	A	
HCM2k95thQ:	2	0	29	49	45	45	0	39	5	14	21	0	

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #3005: SR 85 SB Ramps / Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	0	10	7	10	10	0	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: 29 Nov 2016 << 4:45-5:45PM												
Base Vol:	37	0	274	1057	506	174	0	1454	70	92	938	122
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:	37	0	274	1057	506	174	0	1454	70	92	938	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI(extrapo:	0	0	0	6	0	0	0	9	0	0	154	17
Initial Fut:	37	0	274	1063	506	174	0	1463	70	92	1092	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	37	0	274	1063	506	174	0	1463	70	92	1092	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	274	1063	506	174	0	1463	70	92	1092	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	37	0	274	1063	506	174	0	1463	70	92	1092	0

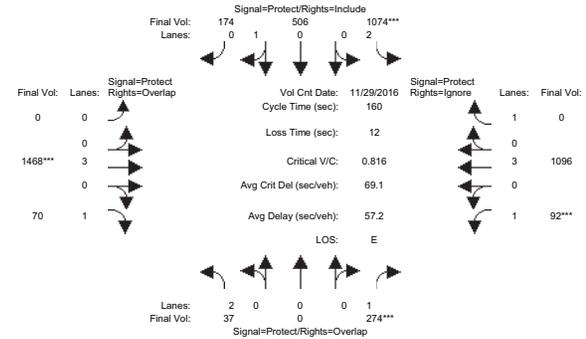
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	2.00	0.74	0.26	0.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	0	1750	3150	1339	461	0	5700	1750	1750	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.16	0.34	0.38	0.38	0.00	0.26	0.04	0.05	0.19	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	9.0	0.0	19.4	66.5	78.0	78.0	0.0	50.6	59.6	10.4	61.0	0.0
Volume/Cap:	0.21	0.00	1.29	0.81	0.77	0.77	0.00	0.81	0.11	0.81	0.50	0.00
Delay/Veh:	72.7	0.0	232.0	45.2	38.1	38.1	0.0	53.2	32.9	107.9	38.1	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:	72.7	0.0	232.0	45.2	38.1	38.1	0.0	53.2	32.9	107.9	38.1	0.0
LOS by Move:	E	A	F	D	D	D	A	D	C	F	D	A
HCM2k95thQ:	2	0	41	47	47	47	0	37	5	13	24	0

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #3005: SR 85 SB Ramps / Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	0	10	7	10	10	0	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: 29 Nov 2016 << 4:45-5:45PM												
Base Vol:	37	0	274	1057	506	174	0	1454	70	92	938	122
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:	37	0	274	1057	506	174	0	1454	70	92	938	122
Added Vol:	0	0	0	0	0	0	0	0	5	0	0	4
ATI(extrapo:	0	0	0	6	0	0	0	9	0	0	154	17
Initial Fut:	37	0	274	1074	506	174	0	1468	70	92	1096	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	37	0	274	1074	506	174	0	1468	70	92	1096	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	274	1074	506	174	0	1468	70	92	1096	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	37	0	274	1074	506	174	0	1468	70	92	1096	0

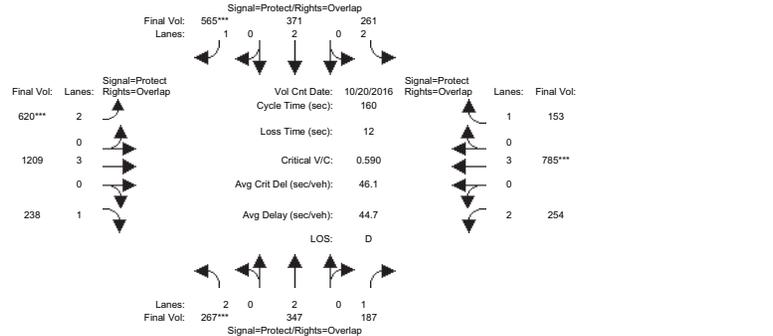
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	2.00	0.74	0.26	0.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	0	1750	3150	1339	461	0	5700	1750	1750	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.16	0.34	0.38	0.38	0.00	0.26	0.04	0.05	0.19	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	9.1	0.0	19.4	66.8	78.2	78.2	0.0	50.5	59.5	10.3	60.8	0.0
Volume/Cap:	0.21	0.00	1.29	0.82	0.77	0.77	0.00	0.82	0.11	0.82	0.51	0.00
Delay/Veh:	72.6	0.0	233.1	45.3	37.9	37.9	0.0	53.5	32.9	109.1	38.3	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:	72.6	0.0	233.1	45.3	37.9	37.9	0.0	53.5	32.9	109.1	38.3	0.0
LOS by Move:	E	A	F	D	D	D	A	D	C	F	D	A
HCM2k95thQ:	2	0	41	47	47	47	0	38	5	13	24	0

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #3081: Snell Av / Blossom Hill Rd

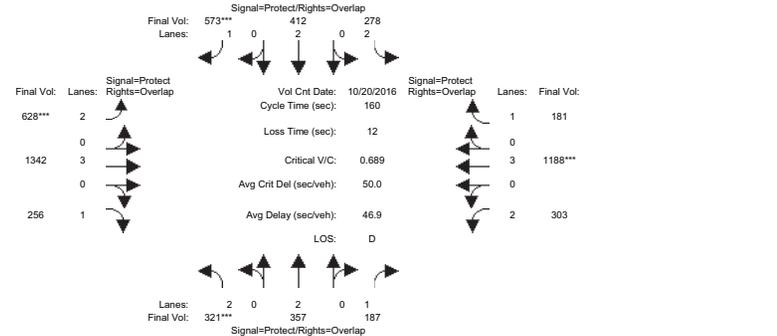


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	20 Oct 2016 << 5:15-6:15PM											
Base Vol:	267	347	187	261	371	565	620	1209	238	254	785	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:	267	347	187	261	371	565	620	1209	238	254	785	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:	267	347	187	261	371	565	620	1209	238	254	785	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 Vol:	267	347	187	261	371	565	620	1209	238	254	785	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	347	187	261	371	565	620	1209	238	254	785	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
Final Volume:	267	347	187	261	371	565	620	1209	238	254	785	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.11	0.08	0.10	0.32	0.20	0.21	0.14	0.08	0.14	0.09
Crit Moves:	****			****			****			****		
Green Time:	23.0	30.0	55.0	27.2	34.2	87.6	53.4	65.8	88.8	25.0	37.4	64.6
Volume/Cap:	0.59	0.49	0.31	0.49	0.46	0.59	0.59	0.52	0.25	0.52	0.59	0.22
Delay/Veh:	66.1	58.7	38.9	60.8	55.2	25.2	45.1	35.4	18.5	62.9	55.2	31.3
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:	66.1	58.7	38.9	60.8	55.2	25.2	45.1	35.4	18.5	62.9	55.2	31.3
LOS by Move:	E	E	D	E	E	C	D	D	B	E	E	C
HCM2k95thQ:	15	15	13	13	14	33	26	25	12	14	21	10

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #3081: Snell Av / Blossom Hill Rd

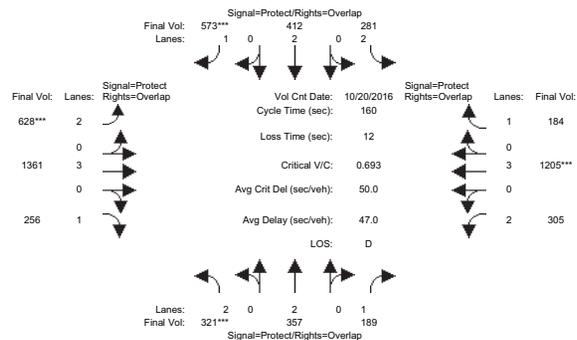


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	20 Oct 2016 << 5:15-6:15PM											
Base Vol:	267	347	187	261	371	565	620	1209	238	254	785	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:	267	347	187	261	371	565	620	1209	238	254	785	153
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	54	10	0	17	41	8	8	133	18	49	403	28
Initial Fut:	321	357	187	278	412	573	628	1342	256	303	1188	181
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 Vol:	321	357	187	278	412	573	628	1342	256	303	1188	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	321	357	187	278	412	573	628	1342	256	303	1188	181
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
Final Volume:	321	357	187	278	412	573	628	1342	256	303	1188	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.11	0.09	0.11	0.33	0.20	0.24	0.15	0.10	0.21	0.10
Crit Moves:	****			****			****			****		
Green Time:	23.6	27.5	55.0	25.8	29.7	76.0	46.3	67.2	90.8	27.4	48.4	74.2
Volume/Cap:	0.69	0.55	0.31	0.55	0.58	0.69	0.69	0.56	0.26	0.56	0.69	0.22
Delay/Veh:	69.0	61.5	38.9	62.9	60.7	35.3	52.7	35.5	17.7	62.1	50.4	25.8
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:	69.0	61.5	38.9	62.9	60.7	35.3	52.7	35.5	17.7	62.1	50.4	25.8
LOS by Move:	E	E	D	E	E	D	D	D	B	E	D	C
HCM2k95thQ:	19	16	13	14	17	39	28	28	13	16	30	11

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #3081: Snell Av / Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Oct 2016	<<	5:15-6:15PM
Base Vol:	267	347	187	261	371	565
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	267	347	187	261	371	565
Added Vol:	0	0	2	3	0	0
ATI:	54	10	0	17	41	8
Initial Fut:	321	357	189	281	412	573
User Adj:	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
PHF Volume:	321	357	189	281	412	573
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	321	357	189	281	412	573
PCE Adj:	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
Final Volume:	321	357	189	281	412	573

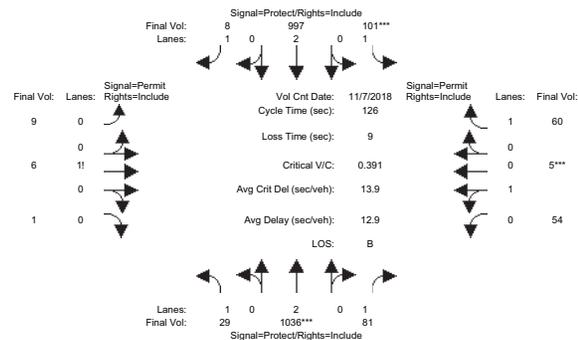
Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750	

Capacity Analysis Module:	Vol/Sat:	0.10	0.09	0.11	0.09	0.11	0.33	0.20	0.24	0.15	0.10	0.21	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	
Green Time:	23.5	27.2	54.6	25.9	29.6	75.6	46.1	67.5	91.0	27.4	48.8	74.7	
Volume/Cap:	0.69	0.55	0.32	0.55	0.59	0.69	0.69	0.57	0.26	0.57	0.69	0.23	
Delay/Veh:	69.3	61.8	39.2	63.0	60.9	35.6	53.0	35.4	17.5	62.3	50.2	25.5	
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:	69.3	61.8	39.2	63.0	60.9	35.6	53.0	35.4	17.5	62.3	50.2	25.5	
LOS by Move:	E	E	D	E	D	D	D	D	B	E	D	C	
HCM2k95thQ:	19	16	14	14	17	39	28	28	13	16	31	11	

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #3272: Snell Av / Avenida del Rode



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2018	<<	5:00-6:00PM
Base Vol:	29	1036	81	101	997	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	1036	81	101	997	8
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	29	1036	81	101	997	8
User Adj:	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
PHF Volume:	29	1036	81	101	997	8
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	29	1036	81	101	997	8
PCE Adj:	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
Final Volume:	29	1036	81	101	997	8

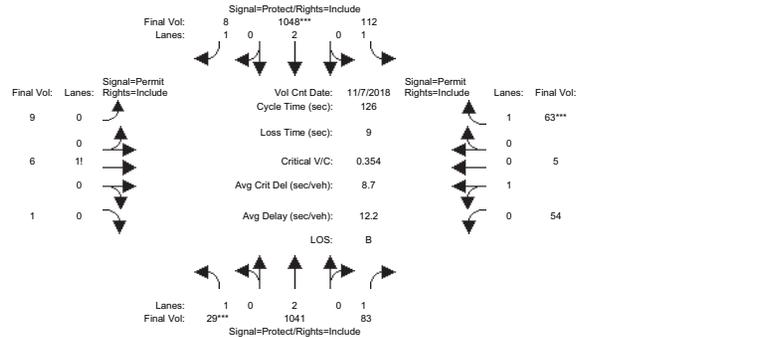
Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.95	0.95	
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.56	0.38	0.06	0.92	0.08	1.00	
Final Sat.:	1750	3800	1750	1750	3800	1750	984	656	109	1647	153	1750	

Capacity Analysis Module:	Vol/Sat:	0.02	0.27	0.05	0.06	0.26	0.00	0.01	0.01	0.01	0.03	0.03	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	
Green Time:	18.6	87.8	87.8	18.6	87.8	87.8	10.6	10.6	10.6	10.6	10.6	10.6	
Volume/Cap:	0.11	0.39	0.07	0.39	0.38	0.01	0.11	0.11	0.11	0.39	0.39	0.41	
Delay/Veh:	46.7	8.0	6.1	49.6	7.9	5.8	53.7	53.7	53.7	56.3	56.3	56.6	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	46.7	8.0	6.1	49.6	7.9	5.8	53.7	53.7	53.7	56.3	56.3	56.6	
LOS by Move:	D	A	A	D	A	A	D	D	D	E	E	E	
HCM2k95thQ:	2	15	2	7	15	0	1	1	1	5	5	6	

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #3272: Snell Av / Avenida del Roble



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2018	<<	5:00-6:00PM						
Base Vol:	29	1036	81	101	997	8	9	6	1	54	5	60
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:	29	1036	81	101	997	8	9	6	1	54	5	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	5	2	11	51	0	0	0	0	0	0	3
Initial Fut:	29	1041	83	112	1048	8	9	6	1	54	5	63
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:	29	1041	83	112	1048	8	9	6	1	54	5	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1041	83	112	1048	8	9	6	1	54	5	63
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
Final Volume:	29	1041	83	112	1048	8	9	6	1	54	5	63

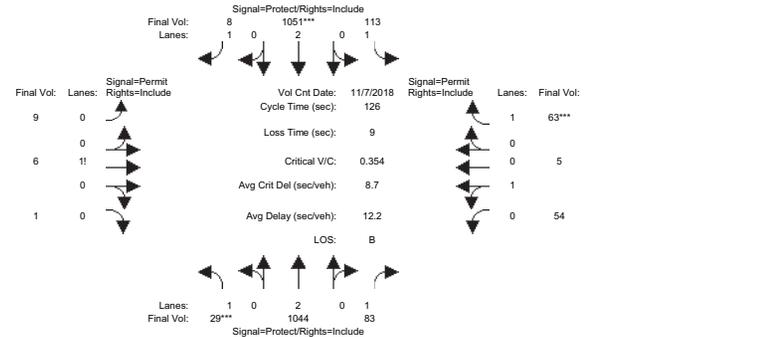
Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.56	0.38	0.06	0.92	0.08	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	984	656	109	1647	153	1750

Capacity Analysis Module:	Vol/Sat:	0.02	0.27	0.05	0.06	0.28	0.00	0.01	0.01	0.01	0.03	0.03	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	7.0	84.5	84.5	19.8	97.3	97.3	12.7	12.7	12.7	12.7	12.7	12.7	12.7
Volume/Cap:	0.30	0.41	0.07	0.41	0.36	0.01	0.09	0.09	0.09	0.33	0.33	0.36	0.36
Delay/Veh:	58.9	9.5	7.2	48.9	4.6	3.3	51.6	51.6	51.6	53.7	53.7	54.1	54.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.9	9.5	7.2	48.9	4.6	3.3	51.6	51.6	51.6	53.7	53.7	54.1	54.1
LOS by Move:	E	A	A	D	A	A	D	D	D	D	D	D	D
HCM2k95thQ:	2	17	2	8	12	0	1	1	1	5	5	6	6

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #3272: Snell Av / Avenida del Roble



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2018	<<	5:00-6:00PM						
Base Vol:	29	1036	81	101	997	8	9	6	1	54	5	60
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:	29	1036	81	101	997	8	9	6	1	54	5	60
Added Vol:	0	3	0	1	3	0	0	0	0	0	0	0
ATI:	0	5	2	11	51	0	0	0	0	0	0	3
Initial Fut:	29	1044	83	113	1051	8	9	6	1	54	5	63
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:	29	1044	83	113	1051	8	9	6	1	54	5	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1044	83	113	1051	8	9	6	1	54	5	63
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
Final Volume:	29	1044	83	113	1051	8	9	6	1	54	5	63

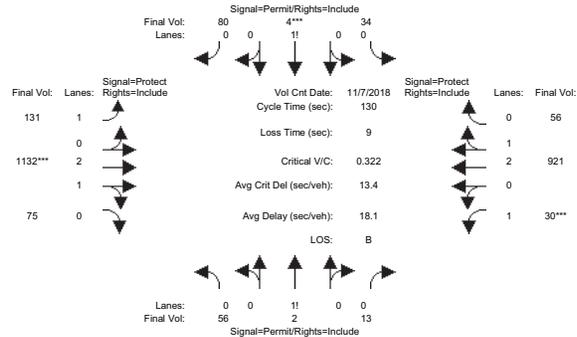
Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.56	0.38	0.06	0.92	0.08	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	984	656	109	1647	153	1750

Capacity Analysis Module:	Vol/Sat:	0.02	0.27	0.05	0.06	0.28	0.00	0.01	0.01	0.01	0.03	0.03	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	7.0	84.5	84.5	19.9	97.3	97.3	12.7	12.7	12.7	12.7	12.7	12.7	12.7
Volume/Cap:	0.30	0.41	0.07	0.41	0.36	0.01	0.09	0.09	0.09	0.33	0.33	0.36	0.36
Delay/Veh:	58.9	9.5	7.2	48.8	4.6	3.3	51.7	51.7	51.7	53.7	53.7	54.1	54.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.9	9.5	7.2	48.8	4.6	3.3	51.7	51.7	51.7	53.7	53.7	54.1	54.1
LOS by Move:	E	A	A	D	A	A	D	D	D	D	D	D	D
HCM2k95thQ:	2	17	2	8	12	0	1	1	1	5	5	6	6

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #3322: Judith St / Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2018 << 5:00-6:00PM												
Base Vol:	56	2	13	34	4	80	131	1132	75	30	921	56
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:	56	2	13	34	4	80	131	1132	75	30	921	56
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:	56	2	13	34	4	80	131	1132	75	30	921	56
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:	56	2	13	34	4	80	131	1132	75	30	921	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	2	13	34	4	80	131	1132	75	30	921	56
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
Final Volume:	56	2	13	34	4	80	131	1132	75	30	921	56

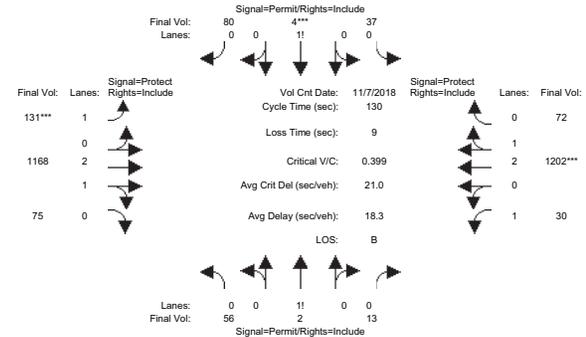
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.79	0.03	0.18	0.29	0.03	0.68	1.00	2.81	0.19	1.00	2.82	0.18
Final Sat.:	1380	49	320	504	59	1186	1750	5252	348	1750	5279	321

Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.07	0.07	0.07	0.07	0.22	0.22	0.02	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	27.2	27.2	27.2	27.2	27.2	27.2	28.2	86.8	86.8	7.0	65.7	65.7
Volume/Cap:	0.19	0.19	0.19	0.32	0.32	0.32	0.35	0.32	0.32	0.32	0.35	0.35
Delay/Veh:	42.7	42.7	42.7	44.1	44.1	44.1	43.7	9.2	9.2	61.2	19.4	19.4
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:	42.7	42.7	42.7	44.1	44.1	44.1	43.7	9.2	9.2	61.2	19.4	19.4
LOS by Move:	D	D	D	D	D	D	A	A	A	E	B	B
HCM2k95thQ:	5	5	5	9	9	9	10	13	13	3	14	14

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #3322: Judith St / Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2018 << 5:00-6:00PM												
Base Vol:	56	2	13	34	4	80	131	1132	75	30	921	56
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:	56	2	13	34	4	80	131	1132	75	30	921	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	3	0	0	0	0	36	0	0	281
Initial Fut:	56	2	13	37	4	80	131	1168	75	30	1202	72
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:	56	2	13	37	4	80	131	1168	75	30	1202	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	2	13	37	4	80	131	1168	75	30	1202	72
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
Final Volume:	56	2	13	37	4	80	131	1168	75	30	1202	72

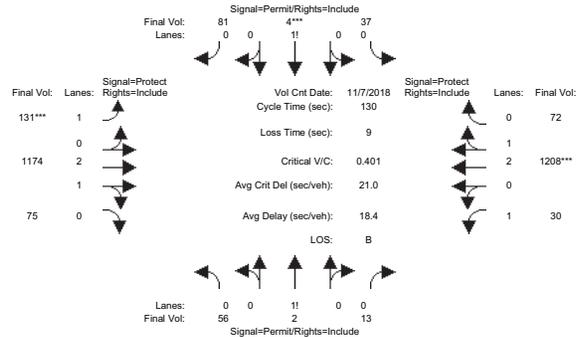
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.79	0.03	0.18	0.31	0.03	0.66	1.00	2.81	0.19	1.00	2.82	0.18
Final Sat.:	1380	49	320	535	58	1157	1750	5262	338	1750	5283	316

Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.07	0.07	0.07	0.07	0.22	0.22	0.02	0.23	0.23
Crit Moves:	****			****			****			****		
Green Time:	22.5	22.5	22.5	22.5	22.5	22.5	24.4	79.3	79.3	19.2	74.1	74.1
Volume/Cap:	0.23	0.23	0.23	0.40	0.40	0.40	0.40	0.36	0.36	0.12	0.40	0.40
Delay/Veh:	46.7	46.7	46.7	48.6	48.6	48.6	47.2	12.8	12.8	48.2	15.6	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	46.7	46.7	48.6	48.6	48.6	47.2	12.8	12.8	48.2	15.6	15.6
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	B
HCM2k95thQ:	5	5	5	10	10	10	10	15	15	2	17	17

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #3322: Judith St / Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2018	<<	5:00-6:00PM							
Base Vol:	56	2	13	34	4	80	131	1132	75	30	921	56	
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:	56	2	13	34	4	80	131	1132	75	30	921	56	
Added Vol:	0	0	0	0	0	0	1	0	6	0	0	6	0
ATI:	0	0	0	3	0	0	0	0	36	0	0	281	16
Initial Fut:	56	2	13	37	4	81	131	1174	75	30	1208	72	
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:	56	2	13	37	4	81	131	1174	75	30	1208	72	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	2	13	37	4	81	131	1174	75	30	1208	72	
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	
Final Volume:	56	2	13	37	4	81	131	1174	75	30	1208	72	

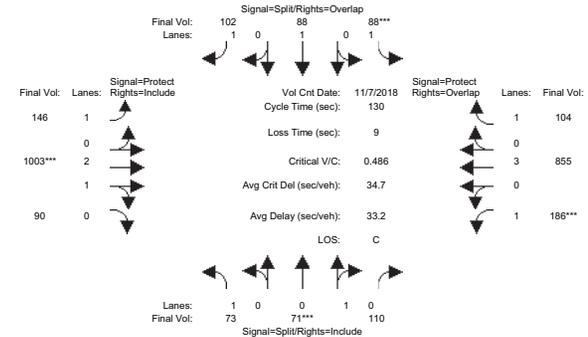
Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95	
Lanes:	0.79	0.03	0.18	0.30	0.03	0.67	1.00	2.81	0.19	1.00	2.83	0.17	
Final Sat.:	1380	49	320	531	57	1162	1750	5263	336	1750	5285	315	

Capacity Analysis Module:	Vol/Sat:	0.04	0.04	0.04	0.07	0.07	0.07	0.07	0.22	0.22	0.02	0.23	0.23
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	
Green Time:	22.6	22.6	22.6	22.6	22.6	22.6	24.3	79.3	79.3	19.1	74.1	74.1	
Volume/Cap:	0.23	0.23	0.23	0.40	0.40	0.40	0.40	0.37	0.37	0.12	0.40	0.40	
Delay/Veh:	46.6	46.6	46.6	48.6	48.6	48.6	47.3	12.8	12.8	48.3	15.7	15.7	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	46.6	46.6	46.6	48.6	48.6	48.6	47.3	12.8	12.8	48.3	15.7	15.7	
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	B	
HCM2k95thQ:	5	5	5	10	10	10	10	16	16	2	17	17	

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #3324: Lean Av / Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2018	<<	5:00-6:00PM							
Base Vol:	73	71	110	88	88	102	146	1003	90	186	855	104	
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:	73	71	110	88	88	102	146	1003	90	186	855	104	
Added Vol:	0	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	0
Initial Fut:	73	71	110	88	88	102	146	1003	90	186	855	104	
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:	73	71	110	88	88	102	146	1003	90	186	855	104	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	71	110	88	88	102	146	1003	90	186	855	104	
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	
Final Volume:	73	71	110	88	88	102	146	1003	90	186	855	104	

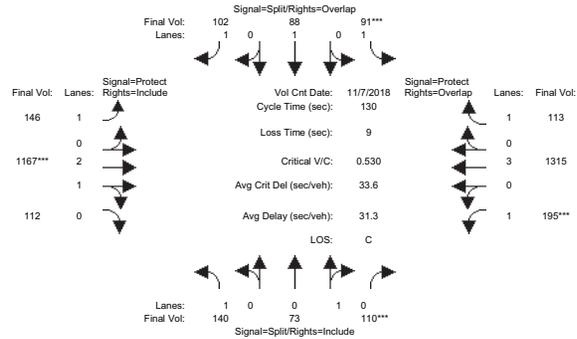
Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	
Lanes:	1.00	0.39	0.61	1.00	1.00	1.00	1.00	2.74	0.26	1.00	3.00	1.00	
Final Sat.:	1750	706	1094	1750	1900	1750	1750	5138	461	1750	5700	1750	

Capacity Analysis Module:	Vol/Sat:	0.04	0.10	0.10	0.05	0.05	0.06	0.08	0.20	0.20	0.11	0.15	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	
Green Time:	26.9	26.9	26.9	13.5	13.5	42.3	28.8	52.2	52.2	28.4	51.8	65.3	
Volume/Cap:	0.20	0.49	0.49	0.49	0.45	0.18	0.38	0.49	0.49	0.49	0.38	0.12	
Delay/Veh:	42.9	46.5	46.5	57.1	56.4	31.6	43.6	29.1	29.1	45.4	27.8	17.2	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	42.9	46.5	46.5	57.1	56.4	31.6	43.6	29.1	29.1	45.4	27.8	17.2	
LOS by Move:	D	D	D	E	E	C	D	C	C	D	C	B	
HCM2k95thQ:	5	13	13	8	7	6	10	19	19	13	15	5	

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

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Intersection #3324: Lean Av / Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2018	<<	5:00-6:00PM						
Base Vol:	73	71	110	88	88	102	146	1003	90	186	855	104
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:	73	71	110	88	88	102	146	1003	90	186	855	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	67	2	0	3	0	0	0	164	22	9	460	9
Initial Fut:	140	73	110	91	88	102	146	1167	112	195	1315	113
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:	140	73	110	91	88	102	146	1167	112	195	1315	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	73	110	91	88	102	146	1167	112	195	1315	113
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
Final Volume:	140	73	110	91	88	102	146	1167	112	195	1315	113

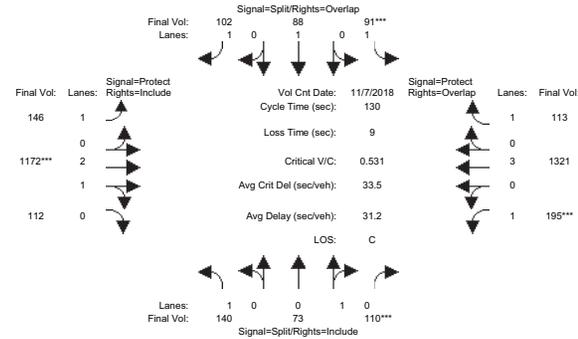
Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	
Lanes:	1.00	0.40	0.60	1.00	1.00	1.00	1.00	2.73	0.27	1.00	3.00	1.00	
Final Sat.:	1750	718	1082	1750	1900	1750	1750	5109	490	1750	5700	1750	

Capacity Analysis Module:	Vol/Sat:	0.08	0.10	0.10	0.05	0.05	0.06	0.08	0.23	0.23	0.11	0.23	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	
Green Time:	24.9	24.9	24.9	12.7	12.7	34.9	22.1	56.0	56.0	27.3	61.2	73.9	
Volume/Cap:	0.42	0.53	0.53	0.53	0.47	0.22	0.49	0.53	0.53	0.53	0.49	0.11	
Delay/Veh:	47.0	48.8	48.8	58.9	57.3	37.2	50.1	27.5	27.5	47.1	23.8	13.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	47.0	48.8	48.8	58.9	57.3	37.2	50.1	27.5	27.5	47.1	23.8	13.0	
LOS by Move:	D	D	D	E	E	D	D	C	C	D	C	B	
HCM2k95thQ:	11	14	14	9	8	7	11	22	22	14	21	4	

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

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Intersection #3324: Lean Av / Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2018	<<	5:00-6:00PM						
Base Vol:	73	71	110	88	88	102	146	1003	90	186	855	104
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:	73	71	110	88	88	102	146	1003	90	186	855	104
Added Vol:	0	0	0	0	0	0	0	5	0	0	6	0
ATI:	67	2	0	3	0	0	0	164	22	9	460	9
Initial Fut:	140	73	110	91	88	102	146	1172	112	195	1321	113
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:	140	73	110	91	88	102	146	1172	112	195	1321	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	73	110	91	88	102	146	1172	112	195	1321	113
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
Final Volume:	140	73	110	91	88	102	146	1172	112	195	1321	113

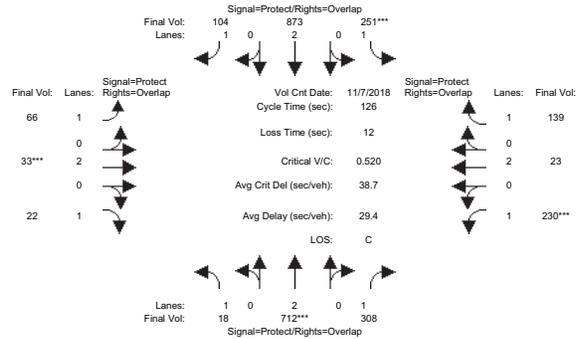
Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	
Lanes:	1.00	0.40	0.60	1.00	1.00	1.00	1.00	2.73	0.27	1.00	3.00	1.00	
Final Sat.:	1750	718	1082	1750	1900	1750	1750	5111	488	1750	5700	1750	

Capacity Analysis Module:	Vol/Sat:	0.08	0.10	0.10	0.05	0.05	0.06	0.08	0.23	0.23	0.11	0.23	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	
Green Time:	24.9	24.9	24.9	12.7	12.7	34.8	22.1	56.1	56.1	27.3	61.3	74.0	
Volume/Cap:	0.42	0.53	0.53	0.53	0.47	0.22	0.49	0.53	0.53	0.53	0.49	0.11	
Delay/Veh:	47.0	48.9	48.9	59.0	57.4	37.3	50.2	27.5	27.5	47.2	23.8	12.9	
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:	47.0	48.9	48.9	59.0	57.4	37.3	50.2	27.5	27.5	47.2	23.8	12.9	
LOS by Move:	D	D	D	E	E	D	D	C	C	D	C	B	
HCM2k95thQ:	11	14	14	9	8	7	11	22	22	14	21	4	

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

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Intersection #3404: Snell Av / Chynoweth Av



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2018	<<	5:00-6:00PM
Base Vol:	18	712	308	251	873	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	712	308	251	873	104
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	18	712	308	251	873	104
User Adj:	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
PHF Volume:	18	712	308	251	873	104
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	18	712	308	251	873	104
PCE Adj:	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
Final Volume:	18	712	308	251	873	104

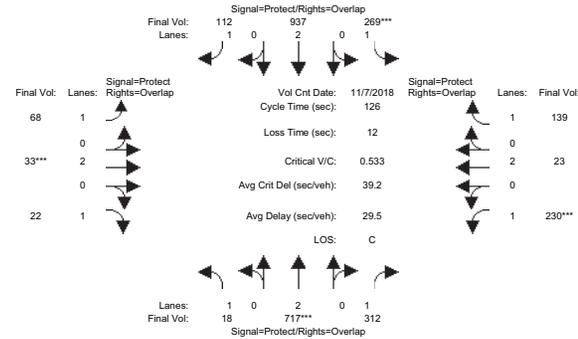
Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750	

Capacity Analysis Module:	Vol/Sat:	0.01	0.19	0.18	0.14	0.23	0.06	0.04	0.01	0.01	0.13	0.01	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	
Green Time:	14.5	42.2	71.7	32.3	59.9	76.2	16.3	10.0	24.5	29.6	23.3	55.5	
Volume/Cap:	0.09	0.56	0.31	0.56	0.48	0.10	0.29	0.11	0.06	0.56	0.03	0.18	
Delay/Veh:	50.0	34.9	14.4	42.3	22.7	10.5	50.4	54.0	41.5	44.2	42.1	21.5	
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:	50.0	34.9	14.4	42.3	22.7	10.5	50.4	54.0	41.5	44.2	42.1	21.5	
LOS by Move:	D	C	B	D	C	B	D	D	D	D	D	C	
HCM2k95thQ:	1	20	12	18	21	4	5	1	2	17	1	7	

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Intersection #3404: Snell Av / Chynoweth Av



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2018	<<	5:00-6:00PM
Base Vol:	18	712	308	251	873	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	712	308	251	873	104
Added Vol:	0	0	0	0	0	0
ATI:	0	5	4	18	64	8
Initial Fut:	18	717	312	269	937	112
User Adj:	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
PHF Volume:	18	717	312	269	937	112
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	18	717	312	269	937	112
PCE Adj:	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
Final Volume:	18	717	312	269	937	112

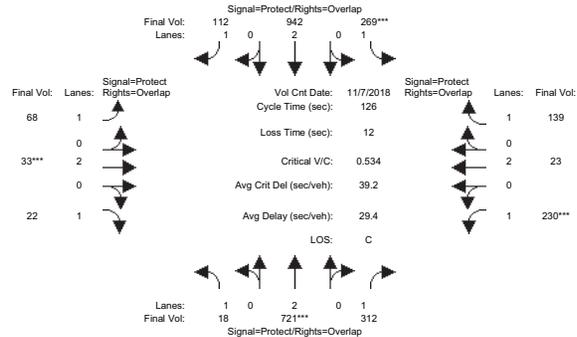
Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750	

Capacity Analysis Module:	Vol/Sat:	0.01	0.19	0.18	0.15	0.25	0.06	0.04	0.01	0.01	0.13	0.01	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	
Green Time:	13.8	41.4	70.3	33.7	61.3	77.3	16.0	10.0	23.8	28.8	22.9	56.6	
Volume/Cap:	0.09	0.57	0.32	0.57	0.51	0.10	0.31	0.11	0.07	0.57	0.03	0.18	
Delay/Veh:	50.7	35.7	15.2	41.7	22.3	10.1	50.7	54.0	42.0	45.2	42.5	20.9	
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:	50.7	35.7	15.2	41.7	22.3	10.1	50.7	54.0	42.0	45.2	42.5	20.9	
LOS by Move:	D	D	B	D	C	B	D	D	D	D	D	C	
HCM2k95thQ:	1	20	13	19	22	4	6	1	2	17	1	7	

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

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Intersection #3404: Snell Av / Chynoweth Av



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2018	<<	5:00-6:00PM
Base Vol:	18	712	308	251	873	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	712	308	251	873	104
Added Vol:	0	4	0	0	5	0
ATI:	0	5	4	18	64	8
Initial Fut:	18	721	312	269	942	112
User Adj:	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
PHF Volume:	18	721	312	269	942	112
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	18	721	312	269	942	112
PCE Adj:	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
Final Volume:	18	721	312	269	942	112

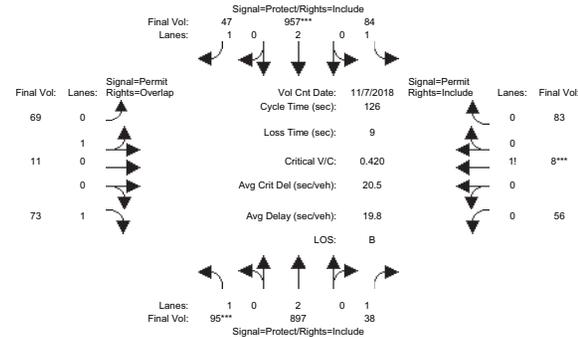
Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750	

Capacity Analysis Module:	Vol/Sat:	0.01	0.19	0.18	0.15	0.25	0.06	0.04	0.01	0.01	0.13	0.01	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	
Green Time:	13.8	41.6	70.3	33.7	61.4	77.4	16.0	10.0	23.8	28.8	22.8	56.5	
Volume/Cap:	0.09	0.58	0.32	0.58	0.51	0.10	0.31	0.11	0.07	0.58	0.03	0.18	
Delay/Veh:	50.7	35.6	15.2	41.7	22.2	10.1	50.8	54.0	42.1	45.2	42.5	20.9	
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:	50.7	35.6	15.2	41.7	22.2	10.1	50.8	54.0	42.1	45.2	42.5	20.9	
LOS by Move:	D	D	B	D	C	B	D	D	D	D	D	C	
HCM2k95thQ:	1	20	13	19	22	4	6	1	2	17	1	7	

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

Charlies Housing Affordable Apartments
 147 Apartments & up to 23,103 SF of Retail
 397 Blossom Hill Road, San Jose, CA
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #3556: Snell Av / Giuffrida Av



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2018	<<	4:45-5:45PM
Base Vol:	95	897	38	84	957	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	897	38	84	957	47
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	95	897	38	84	957	47
User Adj:	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
PHF Volume:	95	897	38	84	957	47
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	95	897	38	84	957	47
PCE Adj:	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
Final Volume:	95	897	38	84	957	47

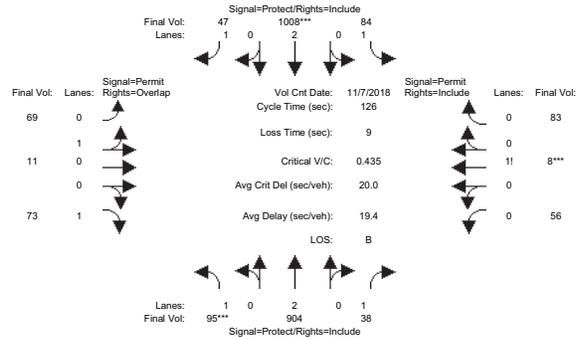
Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92	
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.86	0.14	1.00	0.38	0.05	0.57	
Final Sat.:	1750	3800	1750	1750	3800	1750	1552	247	1750	667	95	988	

Capacity Analysis Module:	Vol/Sat:	0.05	0.24	0.02	0.05	0.25	0.03	0.04	0.04	0.04	0.08	0.08	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	
Green Time:	16.3	74.3	74.3	17.5	75.5	75.5	25.2	25.2	41.5	25.2	25.2	25.2	
Volume/Cap:	0.42	0.40	0.04	0.35	0.42	0.04	0.22	0.22	0.13	0.42	0.42	0.42	
Delay/Veh:	51.8	14.0	10.8	49.9	13.6	10.4	42.5	42.5	29.7	44.8	44.8	44.8	
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:	51.8	14.0	10.8	49.9	13.6	10.4	42.5	42.5	29.7	44.8	44.8	44.8	
LOS by Move:	D	B	B	D	B	B	D	D	C	D	D	D	
HCM2k95thQ:	7	17	1	6	18	2	6	6	4	11	11	11	

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

Charlies Housing Affordable Apartments
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 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #3556: Snell Av / Giuffrida Av

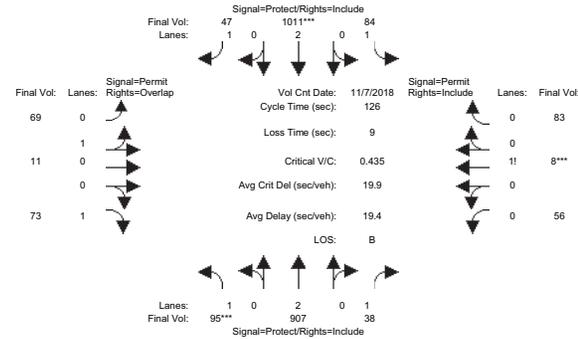


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2018 << 4:45-5:45PM												
Base Vol:	95	897	38	84	957	47	69	11	73	56	8	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	897	38	84	957	47	69	11	73	56	8	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI (Interpo):	0	7	0	0	51	0	0	0	0	0	0	0
Initial Fut:	95	904	38	84	1008	47	69	11	73	56	8	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	904	38	84	1008	47	69	11	73	56	8	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	904	38	84	1008	47	69	11	73	56	8	83
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
Final Volume:	95	904	38	84	1008	47	69	11	73	56	8	83
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	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.86	0.14	1.00	0.38	0.05	0.57
Final Sat.:	1750	3800	1750	1750	3800	1750	1552	247	1750	667	95	988
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.02	0.05	0.27	0.03	0.04	0.04	0.04	0.08	0.08	0.08
Crit Moves:	****			****			****			****		
Green Time:	15.7	75.1	75.1	17.5	76.9	76.9	24.4	24.4	40.1	24.4	24.4	24.4
Volume/Cap:	0.43	0.40	0.04	0.34	0.43	0.04	0.23	0.23	0.13	0.43	0.43	0.43
Delay/Veh:	52.4	13.6	10.5	49.9	13.1	9.8	43.2	43.2	30.7	45.7	45.7	45.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	13.6	10.5	49.9	13.1	9.8	43.2	43.2	30.7	45.7	45.7	45.7
LOS by Move:	D	B	B	D	B	A	D	C	D	D	D	D
HCM2k95thQ:	7	17	1	6	18	2	6	6	4	11	11	11

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

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 147 Apartments & up to 23,103 SF of Retail
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Intersection #3556: Snell Av / Giuffrida Av



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2018 << 4:45-5:45PM												
Base Vol:	95	897	38	84	957	47	69	11	73	56	8	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	897	38	84	957	47	69	11	73	56	8	83
Added Vol:	0	3	0	0	3	0	0	0	0	0	0	0
ATI (Interpo):	0	7	0	0	51	0	0	0	0	0	0	0
Initial Fut:	95	907	38	84	1011	47	69	11	73	56	8	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	907	38	84	1011	47	69	11	73	56	8	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	907	38	84	1011	47	69	11	73	56	8	83
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
Final Volume:	95	907	38	84	1011	47	69	11	73	56	8	83
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	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.86	0.14	1.00	0.38	0.05	0.57
Final Sat.:	1750	3800	1750	1750	3800	1750	1552	247	1750	667	95	988
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.02	0.05	0.27	0.03	0.04	0.04	0.04	0.08	0.08	0.08
Crit Moves:	****			****			****			****		
Green Time:	15.7	75.2	75.2	17.5	77.0	77.0	24.3	24.3	40.0	24.3	24.3	24.3
Volume/Cap:	0.44	0.40	0.04	0.35	0.44	0.04	0.23	0.23	0.13	0.44	0.44	0.44
Delay/Veh:	52.4	13.6	10.5	49.9	13.1	9.8	43.3	43.3	30.7	45.7	45.7	45.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	13.6	10.5	49.9	13.1	9.8	43.3	43.3	30.7	45.7	45.7	45.7
LOS by Move:	D	B	B	D	B	A	D	C	D	D	D	D
HCM2k95thQ:	7	17	1	6	19	2	6	6	4	11	11	11

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

Appendix E
Transportation Demand Management Plan



HEXAGON TRANSPORTATION CONSULTANTS, INC.

397 Blossom Hill Road Affordable Housing Development

Transportation Demand Management (TDM) Plan

Prepared for:

Charities Housing Development Corporation

September 30, 2019



Hexagon Transportation Consultants, Inc.

Hexagon Office: 4 North Second Street, Suite 400

San Jose, CA 95113

Hexagon Job Number: 18BJ17

Phone: 408.971.6100

Client: Charities Housing Development Corporation

San Jose • Gilroy • Pleasanton • Phoenix

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Areawide Circulation Plans Corridor Studies Pavement Delineation Plans Traffic Handling Plans Impact Fees Interchange Analysis Parking
Transportation Planning Traffic Calming Traffic Control Plans Traffic Simulation Traffic Impact Analysis Traffic Signal Design Travel Demand Forecasting

Table of Contents

1.	Introduction	1
2.	Transportation Facilities and Services	4
3.	Compliance with the City Parking Code.....	10
4.	Recommended TDM Measures.....	12
5.	TDM Implementation and Monitoring.....	17

List of Tables

Table 1 Existing VTA Bus Routes	8
---------------------------------------	---

List of Figures

Figure 1 Project Site Location	2
Figure 2 Site Plan	3
Figure 3 Existing Bicycle Facilities	6
Figure 4 Existing Transit Services	7

1. Introduction

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

Project Description

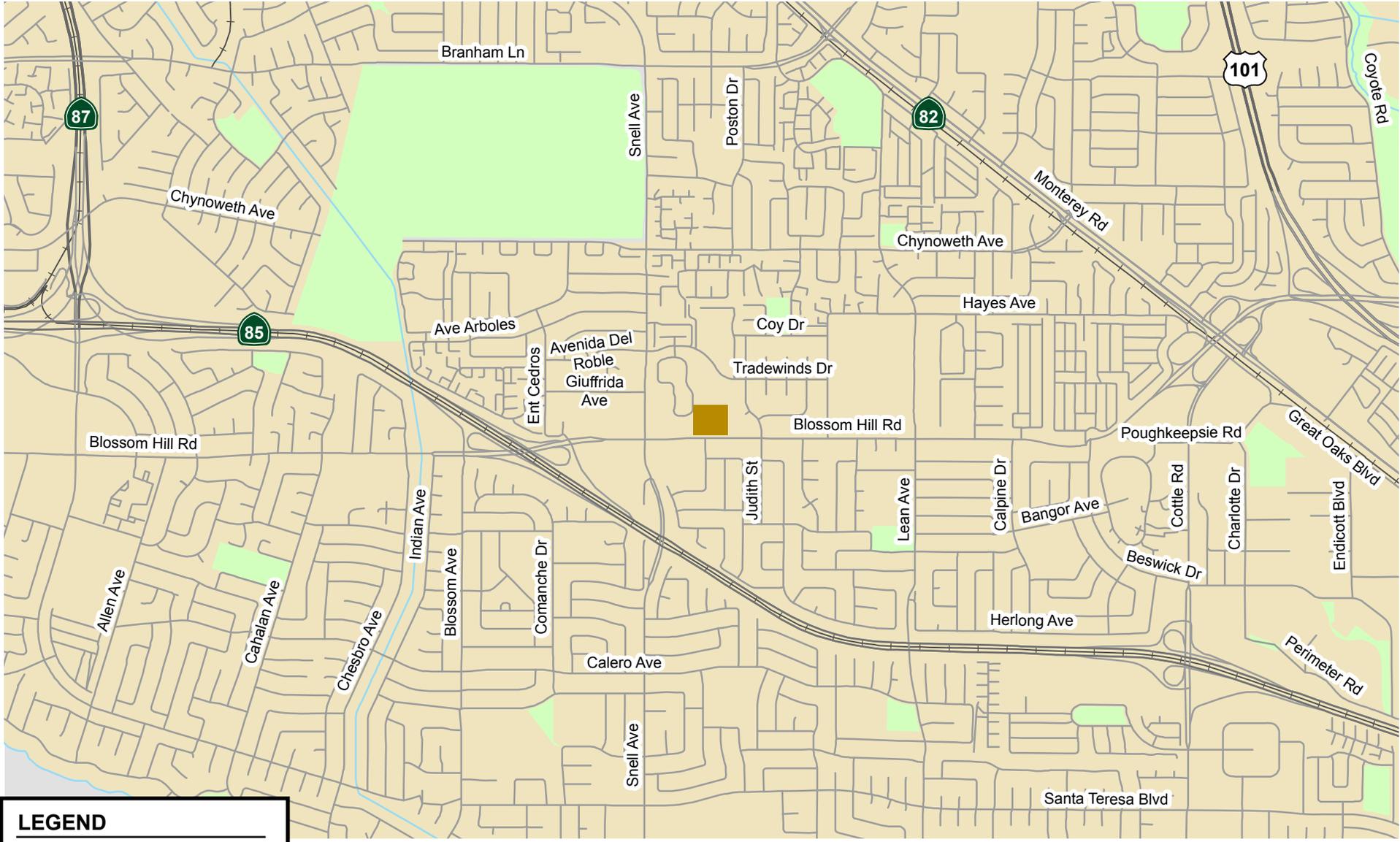
The project site is located at 397 Blossom Hill Road in San Jose, California, and is within the Blossom Hill and Snell Urban Village boundary (see Figure 1). The project proposes to replace a vacant building (previously a furniture store) with 147 affordable apartment units including 96 restricted senior units, 49 restricted special needs units, and 2 unrestricted units. The project would also include 16,066 square feet (s.f.) of social service office space on the ground floor. Vehicular access to the project site would be provided via two driveways on Blossom Hill Road: one on the east side of the building and one on the west side of the building (see Figure 2). The project would include a ground-level parking garage with mechanical lifts and some surface parking around the site, which would provide a total of 120 parking spaces. The project would also provide 42 bicycle parking spaces.

TDM Requirements

This TDM Plan has been prepared for the proposed residential mixed-use project to address the requirements described below.

- The project is required to prepare a TDM plan to meet the City of San Jose's VMT Screening Criteria for Restricted Affordable Residential Projects set forth in the City's *Transportation Analysis Handbook* (2018), and
- The project is required to implement effective and appropriate TDM measures to address the significant VMT impact generated by the office component of the project.

Since the project is proposing to provide adequate off-street parking, the proposed TDM plan is not intended to achieve a parking reduction.



LEGEND

 = Site Location

Figure 1
Site Location

397 Blossom Hill Road Affordable Housing Mixed-Use Project

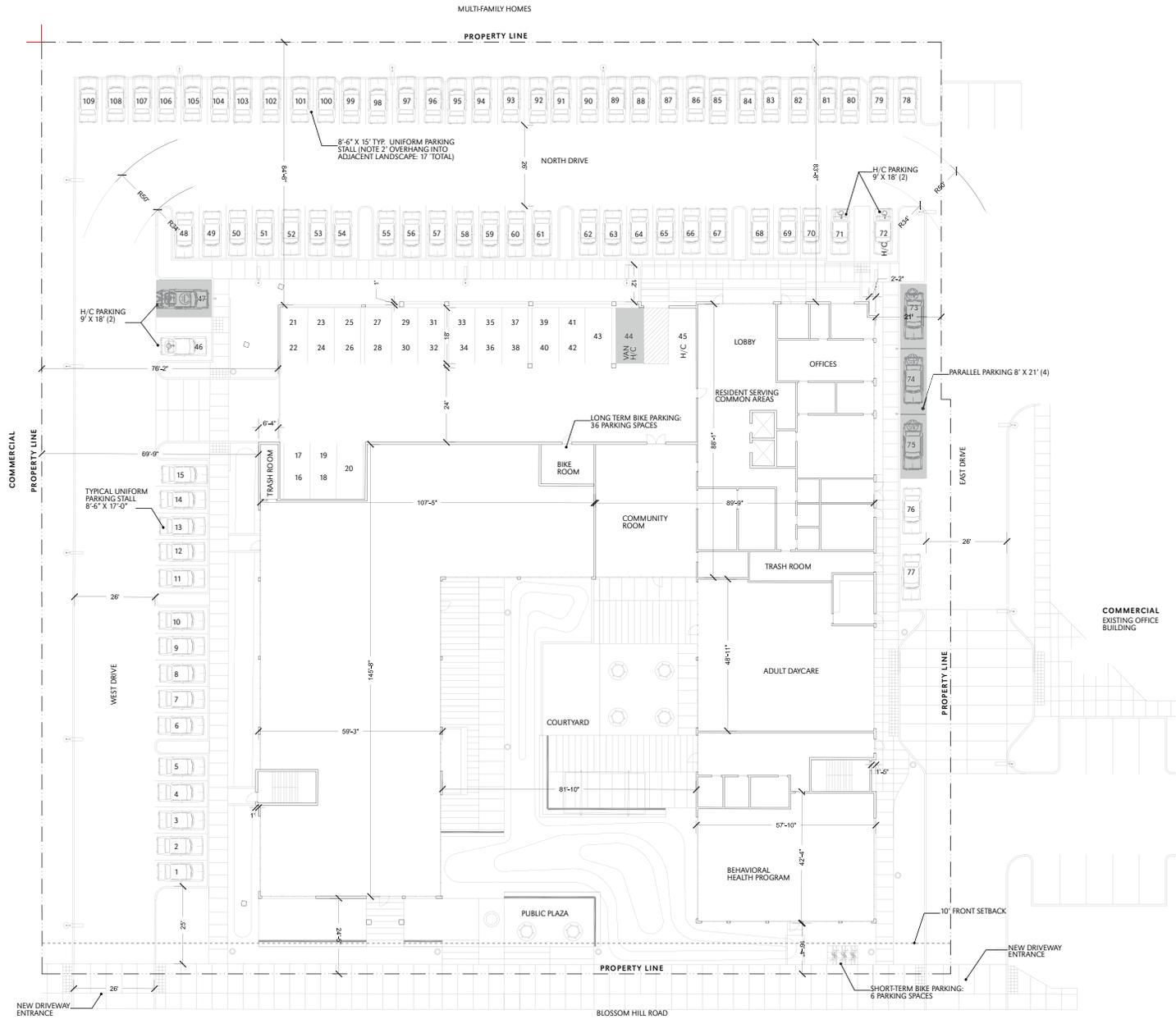


Figure 2
Site Plan

2. Transportation Facilities and Services

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

Bicycle and Pedestrian Facilities

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

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

Pedestrian Facilities

Sidewalks are found along all roadways in the study area. Crosswalks with pedestrian signal heads and push buttons are located at all the signalized intersections in the study area. The nearby intersections have ADA compliant curb ramps with truncated domes. The existing network of sidewalks and crosswalks exhibits good connectivity and would provide new residential and office tenants with safe routes to transit services and other points of interest in the study area. The existing sidewalk on Blossom Hill Road would be reconstructed along the entire project frontage. The new sidewalk would be 15 feet wide. The project would construct a continuous 6-foot wide sidewalk around the building that would connect to the sidewalk on Blossom Hill Road. The sidewalks would provide pedestrian access to the residential lobby and common areas, including the elevators, as well as access to other resident serving support spaces such as the Adult Daycare and Behavioral Health Program facilities. A public plaza would also be constructed along the project frontage on Blossom Hill Road, consistent with the Blossom Hill and Snell Urban Village Plan.



Bicycle Facilities

The existing bicycle facilities near the project site are shown on Figure 3. Class II bicycle facilities (striped bike lanes) currently exist on the following roadway segments:

- Blossom Hill Road, between Snell Avenue and Almaden Expressway
- Snell Avenue, between Ariel Drive (south of SR 85) and Capitol Expressway
- Lean Avenue, between Blossom Hill Road and Chynoweth Avenue
- Monterey Road
- Beswick Drive, between Blossom Hill Road and Cottle Road
- Cottle Road, south of Blossom Hill Road
- Blossom Avenue, between Blossom Hill Road and Santa Teresa Boulevard
- Cahalan Avenue, between Blossom Hill Road and Santa Teresa Boulevard
- Branham Lane, between Monterey Road and Cherry Avenue
- Chynoweth Avenue, between Barron Park Drive and Coleman Road
- Calero Avenue, between Lean Avenue and Allen Avenue
- Santa Teresa Boulevard



The site plan shows 6 short-term bicycle parking spaces (bike racks) along the project frontage on Blossom Hill Road, 20 feet west of the eastern project driveway, and a centrally-located bike room providing 36 long-term bicycle parking spaces. The bike storage room would be accessed from the residential parking garage. Providing adequate and convenient bike parking would help to create a bicycle-friendly environment and encourage bicycling by residents and employees of the project. The availability of bicycle facilities in the study area will provide the project site with viable connections to transit services and will provide for a balanced transportation system as outlined in the Envision 2040 General Plan Goals and Policies.

Transit Services

The project's close proximity to existing transit services will provide the opportunity for multi-modal travel to and from the project site. Thus, it is reasonable to assume that future residents of the project would utilize the transit services in the area. The City's General Plan identifies the transit commute mode split target as 20% or more for the year 2040. This level of transit mode share is attainable for a residential development such as this, and is a reasonable goal for the project.

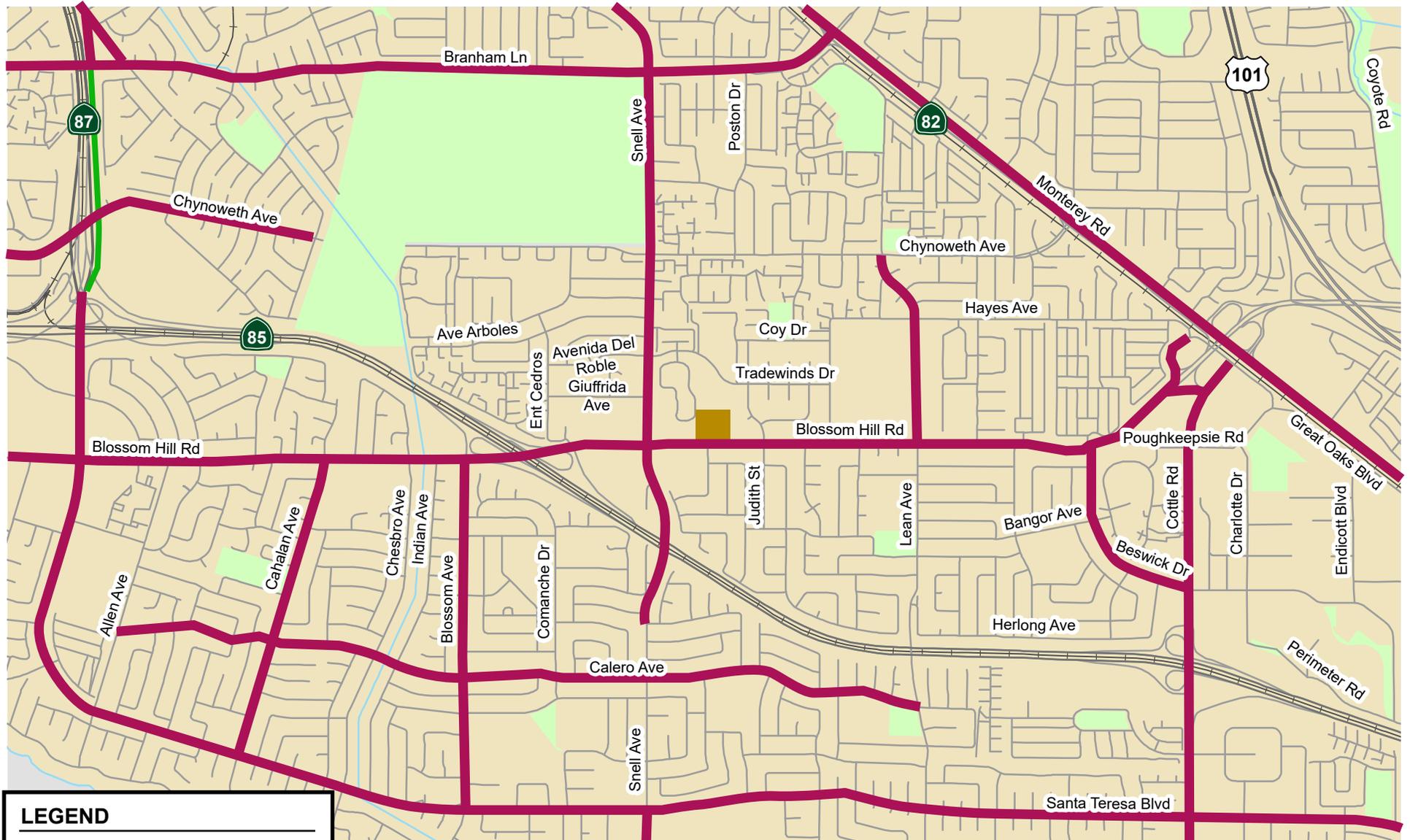
Existing transit services near the project site are provided by the Santa Clara Valley Transportation Authority (VTA) and Caltrain (see Figure 4).

VTA Bus Service



Local bus route 27 operates along Blossom Hill Road and stops just east and west of the project site. The Snell Light Rail Transit (LRT) Station is located within walking distance of the project site and is served by LRT trains and four VTA bus routes: local route 66, express route 102, express route 122, and limited stop route 304.

All the VTA bus routes within the project vicinity and their headways are summarized in Table 1.



LEGEND

-  = Site Location
-  = Existing Class I Bike Paths
-  = Existing Class II Bike Lanes

Figure 3
Existing Bicycle Facilities



LEGEND

- = Site Location
- = Local Bus Route
- = Limited Stop Bus Route
- = Express Bus Route
- = Light Rail: Alum Rock - Santa Teresa
- = Light Rail Station
- XX = Route Terminus (final destination of specific route)

Figure 4
Existing Transit Services

Table 1
Existing VTA Bus Routes

Bus Route	Route Description	Headway ¹
Local Route 27	Good Samaritan Hospital to Kaiser Hospital San Jose	30 min
Local Route 42	Kaiser San Jose Hospital to Evergreen Valley College	45 min
Local Route 66	Kaiser San Jose Hospital to Dixon Road in Milpitas	15 min
Local Route 68	Gilroy Transit Center to San Jose Diridon Station	15 min
Express Route 102	Santa Teresa LRT Station to Hansen and Page Mill in Palo Alto	20 - 30 min ²
Express Route 122	Santa Teresa LRT Station to Lockheed Martin Transit Center	--- ³
Express Route 168	Gilroy Transit Center to San Jose Diridon Station	15 - 30 min ⁴
Express Route 182	IBM Bailey Ave Facility to Page Mill and El Camino in Palo Alto	--- ⁵
Limited Stop Route 304	South San Jose to Sunnyvale Transit Center	30 min ⁶

Notes:

¹ Approximate headways during peak weekday commute periods.

² Express Route 102 operates between 5:50am and 9:00am in the northbound direction, and between 3:15pm and 7:00pm in the southbound direction. It stops 7 times each day at each stop in each direction.

³ Express Route 122 operates one bus between 5:50am and 6:45am in the northbound direction, and one bus between 4:50pm and 6:00pm in the southbound direction.

⁴ Express Route 168 operates between 5:50am and 9:00am in the northbound direction, and between 3:40pm and 7:00pm in the southbound direction. It stops 7 times each day at each stop in each direction.

⁵ Express Route 182 operates one bus between 5:00pm and 6:10pm in the northbound direction, and one bus between 7:30am and 8:30am in the southbound direction.

⁶ Limited Stop Route 304 operates between 5:50am and 8:50am in the northbound direction, and between 3:30pm and 7:10pm in the southbound direction. It stops 4 times each day at each stop in each direction.

VTA Light Rail Transit (LRT) Service

The VTA operates the 42.2-mile light rail transit (LRT) line system that extends from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Mountain View and Sunnyvale. Service operates nearly 24-hours, every 15 minutes during much of the day, and carries approximately 30,000 riders on an average weekday.

The Alum Rock-Santa Teresa LRT line (901) provides service to the Snell LRT station. The Snell LRT station is located on Snell Avenue south of Blossom Hill Road and is under one-half mile walking distance from the project site. This is the closest LRT station to the project site. Sidewalks are present, as well as striped bike lanes, on both sides of Snell Avenue south of Blossom Hill Road.



Caltrain Service

Commuter rail service between San Francisco and Gilroy is provided by Caltrain. Caltrain provides weekday service to the Blossom Hill station, which is the closest Caltrain station to the project site. The Blossom Hill Caltrain station is located on Monterey Highway approximately 2 miles east of the project site near the Ford Road intersection. The associated Park-and-Ride lot is located on the east side of Monterey Highway south of Ford Road. The Blossom Hill station is served by three northbound trains during the weekday morning commute (6:36am, 6:58am, and 7:36am) and three southbound trains during the weekday evening commute (5:03pm, 6:44pm, and 7:24pm).



Currently, no bus service is provided between the project site and the Blossom Hill Caltrain station. However, the 27 line, which serves the project site, operates along Cottle Road and Poughkeepsie Road near the Caltrain station. The 27 line stops on Cottle Road south of Poughkeepsie Road approximately ½ mile walking distance from the Blossom Hill Caltrain station. The Blossom Hill station provides 10 bike racks and 10 bike lockers.

3.

Compliance with the City Parking Code

This chapter describes the City of San Jose's parking requirements and allowable parking reductions as outlined in Chapter 20.90 (Tables 20-190 and 20-210) of the San Jose Code of Ordinances. The proposed parking supply and the project's conformance with the City Parking Code are also described.

City of San Jose Parking Requirements

Proximity to Transit

The project site is located less than a ½-mile walk from the Snell LRT Station and is easily accessible by VTA bus lines operating along Blossom Hill Road and Snell Avenue. Thus, the project would conform to Subsection 20.90.220.A.1.a of the City of San Jose Parking Code.

Bicycle Parking

According to the City's Bicycle Parking Standards (Chapter 20.90, Tables 20-190 and 20-210), the project is required to provide bicycle parking at a rate of one bicycle parking space per every four residential units and one bicycle parking space for every 4,000 s.f. of office space. Based on a project size of 147 units and 16,066 s.f. of office space, the project is required to provide 41 bicycle parking spaces.

The project is proposing to provide 42 bicycle parking spaces, 36 long-term bicycle parking spaces (secure bike room) and 6 short-term bicycle parking spaces (bike racks). Thus, the project would conform to Subsection 20.90.220.A.1.b of the City of San Jose Parking Code.

Vehicle Parking

The City of San Jose's off-street parking requirements as described in the City's Zoning Code (Chapter 20.90, Table 20-210) for multiple dwellings with all open parking are as follows: 1.25 parking spaces for studio and one-bedroom units, 1.7 parking spaces for two-bedroom units, and 2.0 parking spaces for three-bedroom units. Based on the City's off-street parking requirement and prior to applying any relevant parking reductions, the 147-unit project would require a total of 191 parking spaces as follows:

- 132 studio/one-bedroom units x 1.25 spaces = 165 parking spaces
- 13 two-bedroom units x 1.7 spaces = 22 parking spaces
- 2 three-bedroom units x 2.0 spaces = 4 parking spaces

Residential Parking Reductions

The project site is located within 2,000 feet of an existing rail station (Snell Light Rail Transit station) and the project would provide adequate bicycle parking. Thus, the project qualifies for a 20 percent reduction in the City's parking requirement (per San Jose Municipal Code). Since the project would consist of affordable senior units and special needs units, the project is eligible for an even larger parking reduction per Assembly Bill (AB) 744. AB 744 states that for 100% affordable housing developments located within one-half mile of a major transit stop, the parking requirement cannot exceed 0.5 spaces per unit. Furthermore, for special needs projects with access to transit, the parking requirement cannot exceed 0.3 spaces per unit.

The project includes 96 affordable senior units, 49 affordable special needs units, and 2 unrestricted three-bedroom units. After applying the reduced parking rates (state bonus density) to the affordable senior and special needs units, 48 spaces ($96 \times 0.5 = 48$) would be required to serve the affordable senior apartments and 15 spaces ($49 \times 0.3 = 15$) would be required to serve the special needs units. Four spaces would be required to serve the 2 three-bedroom unrestricted residential units ($2 \times 2.0 \times 0.8 = 4$). Thus, the project is required to provide a total of 67 parking spaces to serve the residential component of the project.

Office Vehicle Parking Requirement

According to the City of San Jose's off-street parking requirements (Chapter 20.90, Table 20-190 of the City's Zoning Code), the vehicle parking requirement for the office component of the project is 1 space per 250 s.f. of floor area, where floor area is calculated as 85% of the gross floor area. Based on the proposed size of the project, the project would be required to provide a total of 55 vehicle parking spaces. After applying the 20 percent parking reduction due to the project's proximity to an existing rail station, the project would be required to provide 44 parking spaces. The office parking requirement for the project is calculated as follows:

$$16,066 \text{ s.f.} \times 0.85 = 13,656 \text{ s.f.} / 250 = 55 \text{ spaces} \times 0.8 = 44 \text{ office parking spaces}$$

Vehicle Parking Supply

The project is proposing to provide 109 off-street vehicle parking spaces, which is 2 fewer spaces than the 111 vehicle parking spaces that are required. In addition, we are recommending that the project remove 3 on-site parking spaces near the western project driveway in order to provide adequate inbound vehicle stacking space. This would result in a net parking supply of 106 spaces, which would fall short of the City's off-street vehicle parking requirements by 5 spaces. However, the proposed TDM plan described in the following chapter, which includes various parking reduction strategies, would support the small reduction in the project parking supply (5 spaces, or 4.5 percent) that would be needed.

4. Recommended TDM Measures

This chapter describes TDM measures recommended for the 397 Blossom Hill Road affordable housing project, which would include services that promote sustainable modes of transportation. The TDM measures for the project were developed using the City of San Jose's VMT Evaluation Tool (sketch tool) and Sections 20.90.220 and 20.70.330 of the San Jose Code of Ordinances.

Due to the project characteristics (affordable senior and special needs housing), as well as the project's location and proximity to transit options and bicycle facilities, it is reasonable to assume that not all residential tenants of the proposed development would own a car. It is also reasonable to assume that not all office tenants would choose to drive alone to work. Implementation of the recommended TDM measures would encourage future residential and office tenants to use alternative transportation modes (transit, bicycle, and ride-sharing) to reduce the single-occupant vehicle (SOV) trips generated by the project, thereby reducing vehicle miles traveled (VMT).

Proposed TDM Measures

The recommended TDM measures are intended to encourage future tenants of the residential and office mixed-use development to utilize alternative transportation modes available in the area to reduce single-occupant vehicle trips. The TDM measure would also result in a reduction in parking demand as an added benefit.

The specific TDM measures that are recommended for the project are described below and are based on the measures specified in Subsections 20.90.220.A.1.c and d, and Subsection 20.70.330.A.1 of the Zoning Code. The City's sketch tool was also utilized to develop TDM measures to address the significant VMT impact generated by the office component of the project. The project needs to ensure that the TDM plan will be maintained for the life of the project, in order to be in compliance with Subsection 20.70.330.A.2.

Bicycle Facilities

The project would provide adequate bicycle parking per the City of San Jose Parking Code. Long-term and short-term bicycle parking would be provided for residents and employees of the project, respectively. A centrally-located bike room would provide 36 long-term bicycle parking spaces for residents, and 6 short-term bicycle parking spaces (bike rack) would be located along the project frontage on Blossom Hill Road for office tenants, 20 feet west of the eastern project driveway. The bike storage room would be accessed from the residential parking garage.





Providing adequate and convenient bike parking would help to create a bicycle-friendly environment and encourage bicycling by residents and employees of the project. It is recommended that office employees be given the option to bring their bikes into the building and store the bicycles within their office area. Allowing employees to bring their bicycles into their office space would further encourage employees to bike to work by guaranteeing their bicycles would be secure.

Bike Share Program

In accordance with section 20.90.220.A.1.d.xiii in the City Parking Code, the project plans to provide free use of bikes to all tenants of the site, residents and employees, for the life of the project. The bikes would be checked out from and returned to a secure on-site bike share station. The idea behind bike sharing is to make bikes available to tenants for the short journey between the project site and a transit station. They also are available to transit users and carpoolers in the same way as car sharing vehicles for making a business or personal trip during the day. The Snell LRT station is located less than ½ mile from the project site and would be a short trip by bicycle. Bicycles could also be used for shopping purposes at the nearby retail centers.



On-site Showers and Lockers



In accordance with section 20.90.220.A.1.d.xii in the City Parking Code, the project would include on-site shower facilities with lockers to serve all office tenants. Shower facilities encourage employees to utilize multi-modal travel in order to incorporate fitness into their daily routines. This approach is consistent with the goals of the City's General Plan, which aim to encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled. Providing showers enables active commuters to arrive early and prepare for the day without hygienic concerns. According to LEED standards, shower and changing facilities should be

provided for ½ percent of full-time equivalent employees.

Preferential Parking

On-site amenities can be beneficial in reducing vehicle trips and emissions by offering common needs on-site, such as preferential parking. In accordance with section 20.90.220.A.1.d.iii in the City Parking Code, the project is proposing to provide preferential parking with electric vehicle charging stations. The charging stations would have designated spaces near the building entrances. Electric vehicle charging stations within office developments allow employees to charge their cars while working. Combined with the preferential parking, this initiative encourages employees to rideshare by making parking more convenient for alternative-fuel users, thereby reducing VMT and the overall demand for parking. The availability of electric charging stations at their place of work also enables employees to become prospective electric vehicle buyers.



Ride-Sharing Program

The project would provide a ride-sharing program for 100% of office employees. The goal of a ride-sharing program is to match individuals interested in carpooling who have similar commute patterns. This TDM strategy encourages the use of carpooling, thereby reducing the number of single-occupant vehicle (SOV) trips and associated VMT. Employee benefits from carpooling include cost sharing, less wear-and-tear on vehicles, time savings in areas with high-occupancy vehicle (HOV) lanes, and the ability to talk, eat, sleep, or read while commuting. Carpooling can also lead to less employee stress and improved productivity.

The first step to setting up a ride-sharing program is to match potential carpool partners. Employers can utilize incentives to encourage carpooling among employees. Incentives could include preferential parking or various prizes (e.g., money, gift cards, coupons, etc.). Employers may utilize existing rideshare organizations for help in setting up a ride-sharing program. Some rideshare matching organizations provide free online/app rideshare matching (see Trip Planning Resources below). Using an existing rideshare matching service relieves the employer of having to match potential carpoolers.

Trip Planning Resources

There are several free trip planning resources that office tenants should be made aware of. Information on these services should be included in welcome packets for new office tenants as part of the ride-sharing program. These include:

511 Carpool Calculator

The 511 Carpool Calculator is a 511-sponsored online calculator that determines the cost of commuting by driving alone. Users input commute details such as the number of miles traveled to and from work, vehicle mileage, fuel cost, parking costs, and bridge tolls. The tool then calculates solo commuting costs and vehicle CO₂ emissions, as well as the potential savings by adding carpool partners.

511 RideMatch

The 511 RideMatch service provides an interactive, on-demand system that helps commuters find carpools, vanpools or bicycle partners. This free car and vanpool ride matching service helps commuters find others with similar routes and travel patterns with whom they may share a ride. Registered users are provided with a list of other commuters near their employment or residential ZIP code along with the closest cross street, email, phone number, and hours they are available to commute to and from work. Participants are then able to select and contact others with whom they wish to commute. The service also provides a list of existing carpools and vanpools in their residential area that may have vacancies. Ride matching assistance is also available through a number of peer-to-peer matching programs, such as Zimride, which utilize social networks to match commuters.

Private Ride-Matching Resources

There are many free and commercial applications offering carpooling or discounted taxi services. These applications are created by third-party app developers for smart phone users. Carpooling applications include Carma and Slice Rides. Discounted taxi services include Uber, Lyft, and Sidecar Ride.



511 Transit Trip Planner

Online transit trip planning services are available to the greater San Francisco Bay Area through 511.org. Users enter their starting and ending points, and either the desired starting or ending trip time. The service can build an itinerary that best suits the user's preferences for the fastest trip, fewest transfers, or least walking.

511 Mobile

Many popular features from 511.org can be accessed using smart phones or mobile devices. With 511 Mobile, commuters can: (1) receive real-time transit departure predictions, (2) plan a public transit trip, (3) check real-time traffic conditions on the live traffic map, and (4) get current driving times for the most popular routes in the Bay Area.

Special Needs Public Transportation Coordinator

The project would identify a designated public transportation coordinator that would assist residents with special needs with finding affordable and convenient public transportation options. One such local service is VTA's ACCESS Paratransit program, which provides affordable paratransit service to eligible individuals with disabilities who cannot use conventional fixed route bus and LRT services due to their physical, visual or cognitive disabilities. Paratransit service is shared ride public transportation that operates within the same service area as VTA's bus and LRT services.

On-Site TDM Administration and Services



The project would be required to provide a Transportation Coordinator who is responsible for implementing the TDM programs. We recommend the building owner or management appoint an individual as the Transportation Coordinator or TDM contact person, most likely the property manager, and that person's name and contact information be provided to the City. The TDM coordinator would be a point of contact for tenants should TDM-related questions arise and would be responsible for ensuring that tenants are aware of all transportation options and how to fully utilize the TDM plan. The TDM coordinator would provide the following services and functions to ensure the TDM plan runs smoothly:

- Provide new tenant information packets at the time of move-in. The welcome packets should include information about public transit services and schedules, bicycle maps, on-site bike share program, rideshare/carpool program, and ride-matching services.
- Assist with rideshare/carpool matching. The TDM manager should create a tenant work location map to share with interested tenants, which would provide information about potential carpool matches. Alternatively, or additionally, the TDM manager may utilize existing online rideshare services or apps. The TDM coordinator should monitor the rideshare program and make necessary changes as circumstances require.
- Maintain a supply of up-to-date transit schedules and route maps for VTA and Caltrain and be knowledgeable enough to answer TDM program related questions.

Online Information Kiosk

The Transportation Coordinator should set up and maintain an online kiosk with information regarding non-auto transportation alternatives. The online kiosk would update key transportation information included in the welcome packets. Transportation news and commuter alerts should also be posted online.

The building developer would have responsibility for creating the website so that it is up and running as soon as the new building is ready for leasing. More specific information should be added later to reflect

any programs specific to certain tenants. The Transportation Coordinator would be responsible for adding new information to the website (or providing it to the website designer) so that the online kiosk remains current and informative.

Bicycle Resources

As part of the information available in the online kiosk discussed above, resources useful to cyclists should be included. For example, the local bikeways map should be posted for easy reference.

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

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

Summary of TDM Measures

The TDM measures for the project were developed using the City of San Jose's VMT Evaluation Tool (sketch tool) and Sections 20.90.220 and 20.70.330 of the San Jose Code of Ordinances.

Implementation of the recommended TDM measures would encourage future residential and office tenants to use alternative transportation modes (transit, bicycle, and ride-sharing) to reduce single-occupant vehicle (SOV) trips generated by the project, thereby reducing vehicle miles traveled (VMT). The proposed TDM Plan includes the following measures:

1. Bicycle facilities and bicycle-sharing program,
2. On-site showers and lockers,
3. Preferential parking with charging stations for electric vehicles,
4. Ride-sharing program,
5. Special Needs Public Transportation Coordinator, and
6. On-site TDM coordinator and services (including carpool/ride matching assistance and trip planning resources).

5. TDM Implementation and Monitoring

Implementation of the recommended TDM measures would encourage future residential and office tenants to use alternative transportation modes (transit, bicycle, and ride-sharing) to reduce the single-occupant vehicle (SOV) trips generated by the project, thereby reducing vehicle miles traveled (VMT). Per Sections 20.70.330 and 20.90.220 of the San Jose Code of Ordinances, monitoring will be necessary to ensure that the TDM measures are effective and continue to be successfully implemented for the life of the project.

Implementation

The project applicant must submit this TDM Plan to the City of San Jose and will be responsible for ensuring that the TDM elements are incorporated into the project. After the development is constructed and the units are occupied, the project applicant needs to identify a TDM coordinator. It is assumed that the property manager for the project will be responsible for implementing the ongoing TDM measures. If the TDM coordinator changes for any reason, the City and tenants should be notified of the name and contact information of the new designated TDM coordinator.

Monitoring and Reporting

The TDM Plan will need to be re-evaluated annually for the life of the project. It is recommended that the designated TDM coordinator consult with City staff to ensure the monitoring and reporting meets the City's expectations. Monitoring should include the following components:

- Annual Vehicle Trip Generation Counts
- Annual Mode Share Survey
- Annual Monitoring Report

Annual Vehicle Trip Generation Counts

Annual trip generation counts should be conducted by a third party on a typical weekday (Tuesday, Wednesday, or Thursday) to document the number of vehicles entering and exiting the site during the weekday AM peak traffic period (7:00 - 9:00 AM) and PM peak traffic period (4:00 - 6:00 PM). The project trip generation should be in line with the trip generation estimates included in the Transportation Analysis (TA). If the counts show the project trip generation is higher than the trip generation estimates contained in the TA, then the TDM Plan may need to be altered or enhanced.

Annual Mode Share Survey

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

Annual Monitoring Report

The property manager should submit annual monitoring reports to the City of San Jose (Department of Building and Code Enforcement's Environmental Review) for three years, and then upon request of the Zoning Administrator for the life of the project with the following information:

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