HEXAGON TRANSPORTATION CONSULTANTS, INC.

2470 Alvin Avenue Mixed-Use Project

Local Transportation Analysis

Prepared for:

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Executive Summary

This report presents the results of the Local Transportation Analysis (LTA) conducted for a proposed residential mixed-use project at 2470 Alvin Avenue in San Jose, California. The project site is located within the future Tully Road/South King Road Urban Village per the Envision San Jose 2040 General Plan. The project would demolish an existing commercial building and construct a new building with 138 multifamily residential units above three levels of parking and approximately 4,992 square feet (s.f.) of ground floor retail space. The residential dwelling units would consist of 24 studios, 83 one-bedroom units, 26 two-bedroom units, and 5 three-bedroom units. Of the 138 total units, 28 units (20%) would be affordable units. Access to the parking garage would be provided via a single driveway on Burdette Drive. Access to the on-site loading area would be provided via a driveway on Alvin Avenue.

This study was conducted for the purpose of identifying the potential transportation impacts and operational issues related to the proposed 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 2023. Based on the City of San Jose's Transportation Analysis Policy (Council Policy 5-1) and the *Transportation Analysis Handbook,* the study includes a non-CEQA local transportation analysis (LTA).

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

Vehicle Miles Traveled (VMT) Analysis

The City of San Jose's *Transportation Analysis Handbook, 2023* includes screening criteria for projects that are expected to result in a less-than-significant VMT impact based on the project description, characteristics and/or location. Projects that meet the screening criteria do not require a CEQA transportation analysis but are typically required to provide a Local Transportation Analysis (LTA) to identify potential operational issues that may arise due to the project. The mixed-use project meets the residential and retail screening criteria set forth in the City's *Transportation Analysis Handbook.* Therefore, the project is exempt from preparing a detailed VMT analysis.

Project Trip Generation

After applying the appropriate ITE trip rates and applicable trip adjustments and reductions, the proposed mixed-use project is estimated to generate 141 net new daily vehicle trips, with 16 new trips (-4 inbound and 20 outbound) occurring during the AM peak hour and 28 new trips (26 inbound and 2 outbound) occurring during the PM peak hour.

Intersection Traffic Operations

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

Other Transportation Issues

The proposed site plan shows generally adequate site access and on-site circulation. The project would not have an adverse effect on the existing pedestrian, bicycle or transit facilities in the study area. Below are recommendations resulting from the site plan review.

Recommendations

- Assign the tandem parking spaces on level 3 of the parking garage to individual residential units.
- Confirm the parking garage ramps would have grades of 20% or less with transition grades of 10% or less.
- Future apartment building staff should coordinate with residents wishing to use the on-site loading space so that no conflicts would occur with garbage collection activities.
- Provide 12-foot-wide sidewalks along both the Alvin Avenue and Burdette Drive project frontages.
- Reconstruct the existing curb ramp on the northeast corner (project corner) of the Alvin Avenue/Burdette Drive intersection to include an ADA compliant directional curb ramp and construct a half bulb-out along the Burdette Drive frontage.
- Provide a fair-share monetary contribution of $37,440 toward the future Class IV separated bikeway improvements that are planned along Alvin Avenue as described in the San Jose Better Bike Plan 2025.

1. Introduction

This report presents the results of the Local Transportation Analysis (LTA) conducted for a proposed residential mixed-use project at 2470 Alvin Avenue in San Jose, California (see Figure 1). The project site is located within the future Tully Road/South King Road Urban Village per the Envision San Jose 2040 General Plan. The project would demolish an existing commercial building and construct a new building with 138 multifamily residential units above three levels of parking and approximately 4,992 square feet (s.f.) of ground floor retail space. The residential dwelling units would consist of 24 studios, 83 one-bedroom units, 26 two-bedroom units, and 5 three-bedroom units. Of the 138 total units, 28 units (20%) would be affordable units. Access to the parking garage would be provided via a single driveway on Burdette Drive. Access to the on-site loading space would be provided via a driveway on Alvin Avenue. The project site plan is shown on Figure 2.

This study was conducted for the purpose of identifying the potential transportation impacts and operational issues related to the proposed 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 2023. Based on the City of San Jose's Transportation Analysis Policy (Council Policy 5-1) and the *Transportation Analysis Handbook,* the study includes a non-CEQA local transportation analysis (LTA). An analysis to satisfy the City's new Parking and TDM Ordinance was also prepared.

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 Transportation Analysis Policy, Council Policy 5-1. The Policy establishes the thresholds for transportation impacts under CEQA based on vehicle miles traveled (VMT) instead of intersection level of service (LOS). The intent of this change is to shift the focus of transportation analysis under CEQA from vehicle delay and roadway auto capacity to a reduction in vehicle emissions, and the creation of robust multimodal networks that support integrated land uses. Council Policy 5-1 requires all projects to analyze transportation impacts using the VMT metric.

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

The project site is located within the future Tully Road/South King Road Urban Village, according to the Envision San Jose 2040 General Plan. Urban Villages are walkable, bicycle-friendly, transit-oriented, mixed-use settings that provide high-density housing and promote job growth, thus supporting the General Plan's policies and goals.

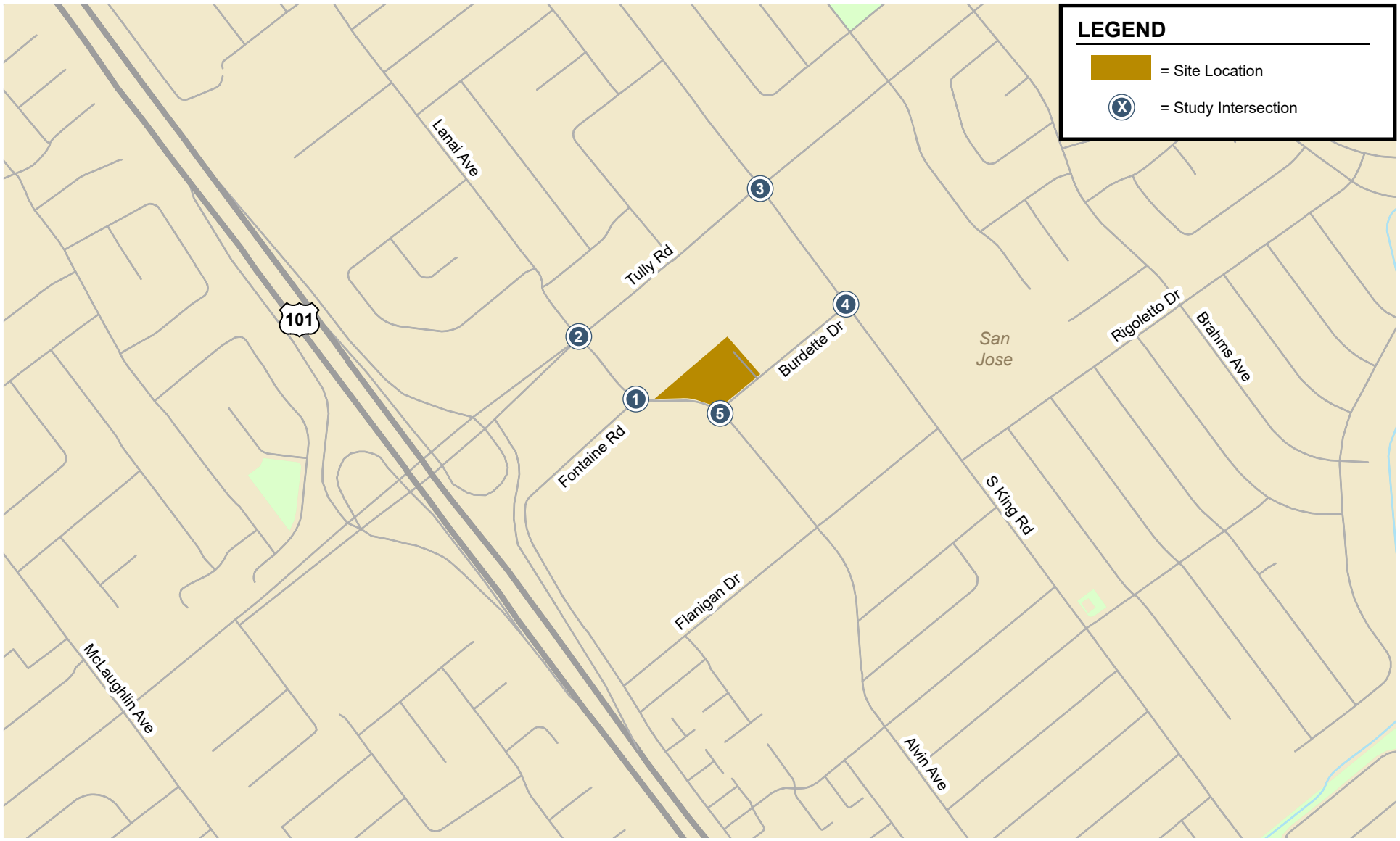


Figure 1
Site Location and Study Intersections

NORTH
Not to Scale

Figure 2
Site Plan

NORTH
Not to Scale

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

- Accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and VMT (TR-1.1);
- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Increase substantially the proportion of commute travel using modes other than the single-occupant vehicle in order to meet the City's mode split targets for San Jose residents and workers (TR-1.3);
- Through the entitlement process for new development, projects shall be required to fund or construct needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling, walking and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- Actively coordinate with regional transportation, land use planning, and transit agencies to develop a transportation network with complementary land uses that encourage travel by bicycling, walking and transit, and ensure that regional greenhouse gas emissions standards are met (TR-1.8);
- Give priority to the funding of multimodal projects that provide the most benefit to all users. Evaluate new transportation projects to make the most efficient use of transportation resources and capacity (TR-1.9);
- Coordinate the planning and implementation of citywide bicycle and pedestrian facilities and supporting infrastructure. Give priority to bicycle and pedestrian safety and access improvements at street crossings and near areas with higher pedestrian concentrations (school, transit, shopping, hospital, and mixed-use areas) (TR-2.1);
- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments. Eliminate or minimize physical obstacles and barriers that impede pedestrian and bicycle movement on City streets. Include consideration of grade-separated crossings at railroad tracks and freeways. Provide safe bicycle and pedestrian connections to all facilities regularly accessed by the public, including the Mineta San Jose International Airport (TR-2.2);
- Integrate the financing, design and construction of pedestrian and bicycle facilities with street projects. Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation (TR-2.5);
- Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements (TR-2.8);
- Coordinate and collaborate with local School Districts to provide enhanced, safer bicycle and pedestrian connections to school facilities throughout San Jose (TR-2.10);
- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership, and require that new development is designed to accommodate and provide direct access to transit facilities (TR-3.3);

- Support the development of amenities and land use and development types and intensities that increase daily ridership on the VTA, BART, Caltrain, ACE and Amtrak California systems and provide positive fiscal, economic, and environmental benefits to the community (TR-4.1);
- Promote transit-oriented development with reduced parking requirements and promote amenities around transit hubs and stations to facilitate the use of transit services (TR-8.1);
- Support using parking supply limitations and pricing as strategies to encourage the use of non-automobile modes (TR-8.3);
- 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).

CEQA Transportation Analysis Exemption

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

Figure 3 shows the current VMT levels estimated by the City for residents based on the locations of residences. Developments in the green-colored areas are estimated to have VMT levels that are below the thresholds of significance, while the yellow-colored areas are estimated to have VMT levels at the City average. The orange- and pink-colored areas are estimated to have VMT levels that are above the thresholds of significance. The project is subject to the VMT screening criteria as described below.

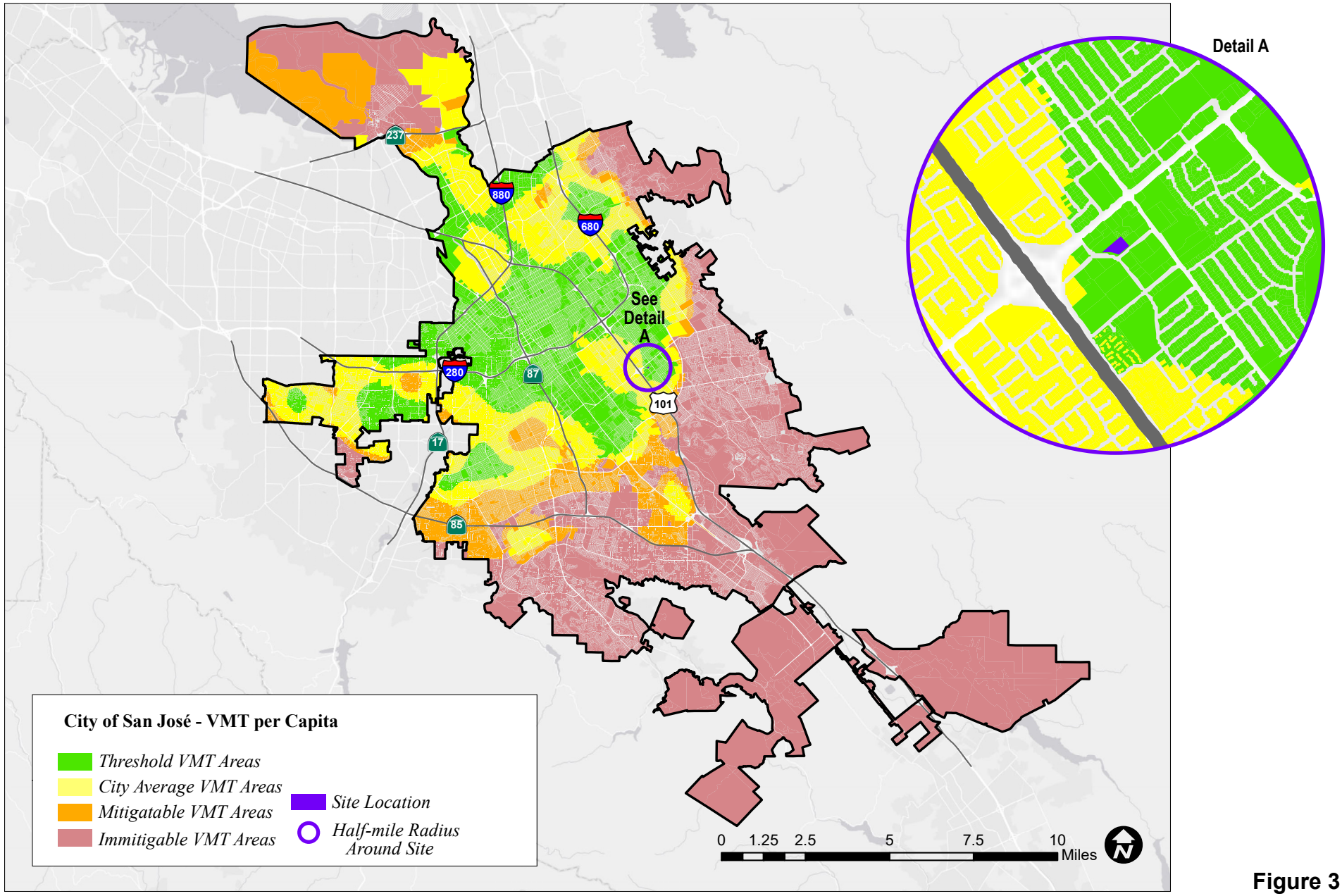


Figure 3
VMT Heat Map for Residents in San Jose

Screening Criteria for VMT Analysis Exemption

The City of San Jose's *Transportation Analysis Handbook, 2023* includes screening criteria for projects that are expected to result in a less-than-significant VMT impact based on the project description, characteristics and/or location. Projects that meet the screening criteria do not require a CEQA transportation analysis but are typically required to provide a Local Transportation Analysis (LTA) to identify potential operational issues that may arise due to the project.

The City's screening criteria set forth in the *Transportation Analysis Handbook* for residential projects and local-serving retail projects are described below.

VMT Screening Criteria for Residential Projects

1. **Planned Growth Areas**: Located within a Planned Growth Area as defined in the Envision San Jose 2040 General Plan; and
2. **High-Quality Transit**: Located within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor; and
3. **Transit-Supporting Project Density**:
   - Minimum of 35 units per acre for residential projects or components;
   - If located in a General Plan Land Use Designation with 35 units per acre, the maximum density allowed in the General Plan Land Use Designation must be met; and
4. **Active Transportation**: Not negatively impact transit, bike or pedestrian infrastructure.

The project would meet all the above screening criteria as follows:

- Is located within a Planned Growth Area = Criterion 1 met;
- Is located within ½-mile of high-quality transit (see Chapter 2 for details) = Criterion 2 met;
- Would have a density of 148 DU/AC (138 DU / 0.93 AC = 148.39 DU/AC) = Criterion 3 met;
- Would not negatively impact transit, bike or ped infrastructure = Criterion 4 met.

VMT Screening Criteria for Local-Serving Retail Projects

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

The retail component of the project, which consists of 4,992 s.f. of retail space and no drive-through facilities, meets the screening criterion set forth in the City's *Transportation Analysis Handbook*.

Since the project would meet the City's residential and local-serving retail screening criteria, no CEQA-level Transportation Analysis (i.e., VMT analysis) is required. Although the project is exempt from a VMT analysis, a Local Transportation Analysis (LTA) must be prepared to identify potential operational issues that may arise due to the project. Projects must also demonstrate consistency with the Envision San Jose 2040 General Plan, as described below.

Cumulative Analysis (Compliance with the General Plan)

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

The Circulation Element of the General Plan includes a set of balanced, long-range, multi-modal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts). These transportation

goals and policies are intended to improve multi-modal accessibility to all land uses and create a city where people are less reliant on driving to meet their daily needs. The Envision San Jose 2040 General Plan contains the following policies to encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT:

- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- 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 the improvement of biking, walking and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- 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);
- 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. In addition, require that new development be designed to accommodate and to provide direct access to transit facilities (TR-3.3);
- 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 Villages and Corridors and other growth areas (TR-8.6);

The project site is located within the future Tully Road/South King Road Urban Village, according to the Envision San Jose 2040 General Plan. Urban Villages are walkable, bicycle-friendly, transit-oriented, mixed-use settings that provide high-density housing and promote job growth, thus supporting the General Plan's policies and goals. The site is currently identified with a General Plan designation of Neighborhood/Community Commercial (NCC), which does not permit residential uses and allows a maximum commercial building height of 5 stories. Accordingly, a General Plan Amendment (GPA) is planned for the site.

The proposed project consists of a high-density 8-story residential mixed-use development (148 DU/AC development density) and is located within walking distance of high quality transit. The Local Transportation Analysis chapter of this report includes an evaluation of the project's effects on the surrounding multi-modal transportation facilities including bicycle, pedestrian, and transit facilities. The evaluation includes a review of the project to ensure that it does not prohibit the completion of any planned improvements to multi-modal facilities in the study area and recommends potential project contributions towards future improvements of the facilities. Therefore, based on the project description, and following approval of the planned General Plan Amendment, the proposed project would be consistent with the General Plan and would be considered part of the cumulative solution to meet the City's long-range multi-modal transportation goals and policies.

Local Transportation Analysis Scope

The non-CEQA Local Transportation Analysis (LTA) identifies potential adverse operational effects that may arise due to a new development, as well as evaluating the effects of a new development on site access, on-site circulation, vehicle queuing, and transit, bicycle, and pedestrian facilities in the proximate area of the project. As part of the LTA, a project is generally required to conduct an intersection operations analysis if the project is expected to add 10 or more vehicle trips per hour per lane to any signalized intersection that is located within a half-mile of the project site. Based on these

criteria, as outlined in the City's *Transportation Analysis Handbook,* a list of study intersections is then developed for the LTA. Note, however, that signalized intersections that do not meet all the criteria may still be added to the list of study intersections at the City's discretion. Unsignalized intersections may also be added; though, unlike signalized intersections, unsignalized intersections typically are not evaluated for level of service.

The LTA analyzes AM and PM peak hour traffic conditions for the following five intersections:

1. Alvin Avenue & Fontaine Road
2. Alvin Avenue & Tully Road
3. King Road & Tully Road (CMP)
4. King Road & Burdette Drive
5. Alvin Avenue & Burdette Drive (unsignalized)

The list of study intersections was approved by City of San Jose staff. Traffic conditions at the study intersections were analyzed for both the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour typically occurs between 7:00 AM and 9:00 AM and the PM peak hour typically occurs between 4:00 PM and 6:00 PM on a regular weekday. 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 for 4 of the 5 study intersections were obtained from new turning movement counts conducted on January 11, 2024, and have been approved by City of San Jose staff. The City provided October 11, 2023 AM and PM peak hour counts for the study intersection of King Road and Burdette Drive.
- ***Background Conditions*.** Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed or occupied developments. The added traffic from approved but not yet completed or occupied developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining potential adverse operational effects of the project. The ATI sheets are contained in Appendix A.
- ***Background Plus Project Conditions.*** Project conditions reflect traffic volumes with completion of the project and approved developments. Background plus project traffic volumes were estimated by adding to background traffic volumes the additional trips generated by the project.

TDM Requirement

All projects requiring a development permit that are not exempt per Section 20.90.900.B of the San Jose Municipal Code are required to adhere to the new Parking and TDM Ordinance (Ordinance No. 30857), which includes new mandatory TDM requirements. To be consistent with the goals of the Envision 2040 General Plan and the Climate Smart San Jose Plan, most projects are required to provide a TDM Plan that meets the "TDM Points Target" as detailed in the City's new Ordinance. The City of San Jose's TDM Points Checklist is used to calculate the TDM points associated with each TDM measure included in the TDM Plan.

TDM Screening Criteria

The City of San Jose *Transportation Analysis Handbook, 2023* provides TDM screening criteria for development projects. The TDM screening criteria for residential projects and local-serving retail projects are described below.

TDM Screening Criteria for Residential Projects

1. **Affordability**: Includes 100% affordable units; and
2. **High-Quality Transit**: Located within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor; and
3. **Transit-Supporting Project Density**:
   - Minimum of 35 units per acre for residential projects or components;
   - If located in a General Plan Land Use Designation with 35 units per acre, the maximum density allowed in the General Plan Land Use Designation must be met.

The project would meet all but one of the above residential screening criteria as follows:

- Is a 100% affordable housing development = Criterion 1 not met;
- Is located within ½-mile of high-quality transit = Criterion 2 met;
- Would have a density of 148 DU/AC (138 DU / 0.93 AC = 148.39 DU/AC) = Criterion 3 met.

TDM Screening Criteria for Local-Serving Retail Projects

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

The retail component of the project, which consists of 4,992 s.f. of retail space and no drive-through facilities, meets the TDM screening criterion set forth in the City's *Transportation Analysis Handbook*.

The project would not meet the City's residential screening criteria because it would not include 100% restricted affordable residential units. Therefore, a TDM Checklist that meets the TDM Points Target and associated TDM Plan are required. The project meets the definition of a Level 1 residential project (residential projects of 16 to 299 dwelling units) and is categorized as a Level 1 Home-End Use per the San Jose Municipal Code. Accordingly, annual TDM Plan compliance documentation is required but annual monitoring reports are not.

Intersection Operations Analysis Methodology

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

Data Requirements

The data required for the study were obtained from new traffic counts, the City of San Jose, the 2018 CMP Annual Monitoring Report, previous traffic counts in the area, and field observations. The following data were collected from these sources:

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

Analysis Methodologies and Level of Service Standards

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions

with little or no delay, to LOS F, or jammed conditions with excessive delays. The analysis methods are described below.

City of San Jose Signalized Intersections

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

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

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

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

CMP Signalized Intersections

Since TRAFFIX is the designated level of service methodology for the CMP and the City of San Jose, CMP study intersections are not analyzed separately, but rather is among the signalized intersections analyzed using TRAFFIX. The only difference between the City of San Jose and CMP analyses is that the CMP level of service standard for signalized intersections is LOS E or better.

Unsignalized Intersections

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

Adverse Intersection Operations Effects

According to the City of San Jose's *Transportation Analysis Handbook, 2023*, an adverse effect on signalized intersection operations would occur if for either peak hour:

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

For CMP intersections, an adverse effect on signalized intersection operations would occur if for either peak hour:

1. The level of service at the intersection degrades from an acceptable level (LOS E or better) under background conditions to an unacceptable LOS F under background plus project conditions, or
2. The level of service at the intersection is an unacceptable level (LOS 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 the thresholds listed as #2 above is when the addition of project traffic reduces the amount of average control delay for critical movements, i.e., the change in average control delay for critical movements is negative. In this case, the threshold is when the project increases the critical v/c value by 0.01 or more.

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

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

Intersection Vehicle Queuing Analysis

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

queuing analysis is presented for informational purposes only, since the City of San Jose has not defined a policy related to queuing. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

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

Where:

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

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

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

Report Organization

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

2. Existing Transportation Conditions

This chapter describes the existing conditions of the transportation system within the study area of the project. It describes transportation facilities in the vicinity of the project 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 3).

Existing Roadway Network

Regional access to the project site is provided via US 101. Local access to the project site is provided via Tully Road, King Road, Alvin Avenue/Lanai Avenue, and Burdette Drive. These facilities are described below.

US 101 is a north/south freeway that extends northward through San Francisco and southward through Gilroy. In the vicinity of the project, US 101 is eight lanes wide (three mixed-flow lanes and one HOV lane in each direction). Access to and from the project is provided via a full interchange with Tully Road.

Tully Road is an east-west City Connector Street between US 101 and Monterey Road. East of US 101, Tully Road is classified as a Main Street extending east to White Road. East of White Road it is classified as a City Connector to Ruby Road. East of Ruby Road, it transitions into a Local Connector Street called Murillo Avenue. Tully Road has a posted speed limit of 40 mph and consists of six travel lanes with a raised median in the project vicinity. Tully Road has sidewalks on both sides of the street, bike lanes in both directions, and no on-street parking permitted in the study area. Tully Road provides access to the project site via Alvin Avenue.

King Road is a north/south City Connector Street that runs through east San Jose. To the north, King Road becomes Lundy Avenue near Berryessa Road, and to the south, King Road becomes Silver Creek Road near Capitol Expressway. In the vicinity of the project site, King Road is four lanes wide (two lanes in each direction) with a two-way center left-turn lane and a posted speed limit of 35 mph. King Road has sidewalks on both sides of the street, bike lanes in both directions, and no on-street parking permitted in the study area. Access to the site from King Road is provided via Burdette Drive.

Alvin Avenue/Lanai Avenue is a two-lane north/south local street that provides access to the project site via its intersection with Burdette Drive. Alvin Avenue begins at Aldrich Way in the south and extends north to Tully Road where it transitions into Lanai Avenue. Lanai Avenue terminates at Cunningham Avenue in the north. Alvin Avenue/Lanai Avenue has sidewalks on both sides of the street and is a designated bike route with shared lane markings (Sharrows). Parking is not allowed on either side of Alvin Avenue in the project vicinity. South of Tully Road, Alvin Avenue has a posted speed limit of 30 mph. North of Tully Road, Lanai Avenue has a posted speed limit of 25 mph.

Burdette Drive is a short, two-lane, east-west local street that provides direct access to the project site via its intersections with Alvin Avenue and King Road. Burdette Drive has a posted speed limit of 25 mph and has sidewalks on both sides of the street. Parking is allowed on both sides of the street. Burdette Drive has no bicycle facilities.

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 4. Note that although the Alvin Avenue/Burdette Drive intersection does not have a striped southbound left-turn lane on Alvin Avenue, the existing roadway width allows vehicles to continue southbound through the intersection while a vehicle is waiting to turn left onto Burdette Drive.

Existing Pedestrian, Bicycle and Transit Facilities

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

Existing Pedestrian Facilities

Pedestrian facilities in the project area consist primarily of sidewalks along the streets and crosswalks with pedestrian signal heads at intersections. Sidewalks are found along all previously described local roadways in the study area. The existing network of sidewalks and crosswalks provides adequate connectivity for pedestrians between the project site and other surrounding land uses and transit stops. Crosswalks with pedestrian signal heads and push buttons are located at the signalized intersections in the study area, although crosswalks do not exist on the following study intersection approaches:

- Alvin Avenue & Tully Road – Eastbound approach
- King Road & Burdette Drive – Southbound approach
- Alvin Avenue & Fontaine Road – Southbound approach

Curb ramps with truncated domes are also provided at all crosswalks for the intersections near the site. Truncated domes are the standard ADA design requirement for detectable warnings which enable people with visual disabilities to determine the boundary between the sidewalk and the street.

Existing Bicycle Facilities

Bicycle facilities in the project area are shown on Figure 5 and are described below.

- Tully Road – Class II bicycle facilities (striped bike lanes) along its entirety
- Alvin Avenue/Lanai Avenue – Designated bike route with Sharrows along its entirety
- King Road – Class II bicycle facilities (striped bike lanes) along its entirety

Existing Transit Service

Existing transit service in the project vicinity is provided by the Santa Clara Valley Transportation Authority (VTA). The project area is served by four local bus routes: Routes 22, 26, 70 and 77. All four bus routes operate within a ½-mile of the project site, with bus stops located within walking distance on Alvin Avenue and King Road (see Figure 6).

Local Route 22 provides frequent service between Eastridge Mall and the Palo Alto Transit Center. Route 22 operates along Tully Road and King Road (north of Tully Road) in the study area, with 15-minute headways during the weekday peak commute periods. Bus stops are located at the intersection of King Road and Tully Road.

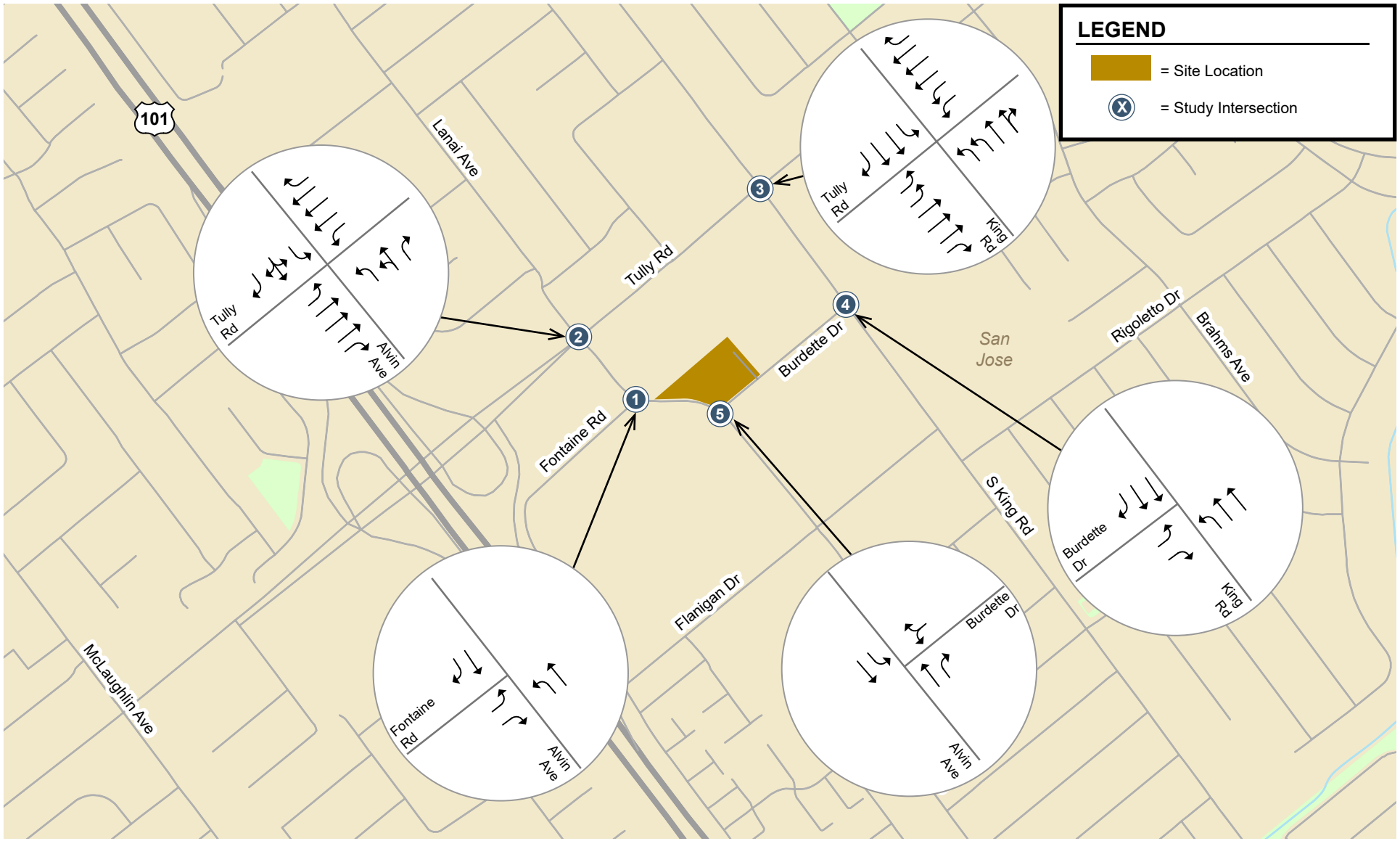


Figure 4
Existing Intersection Lane Configurations

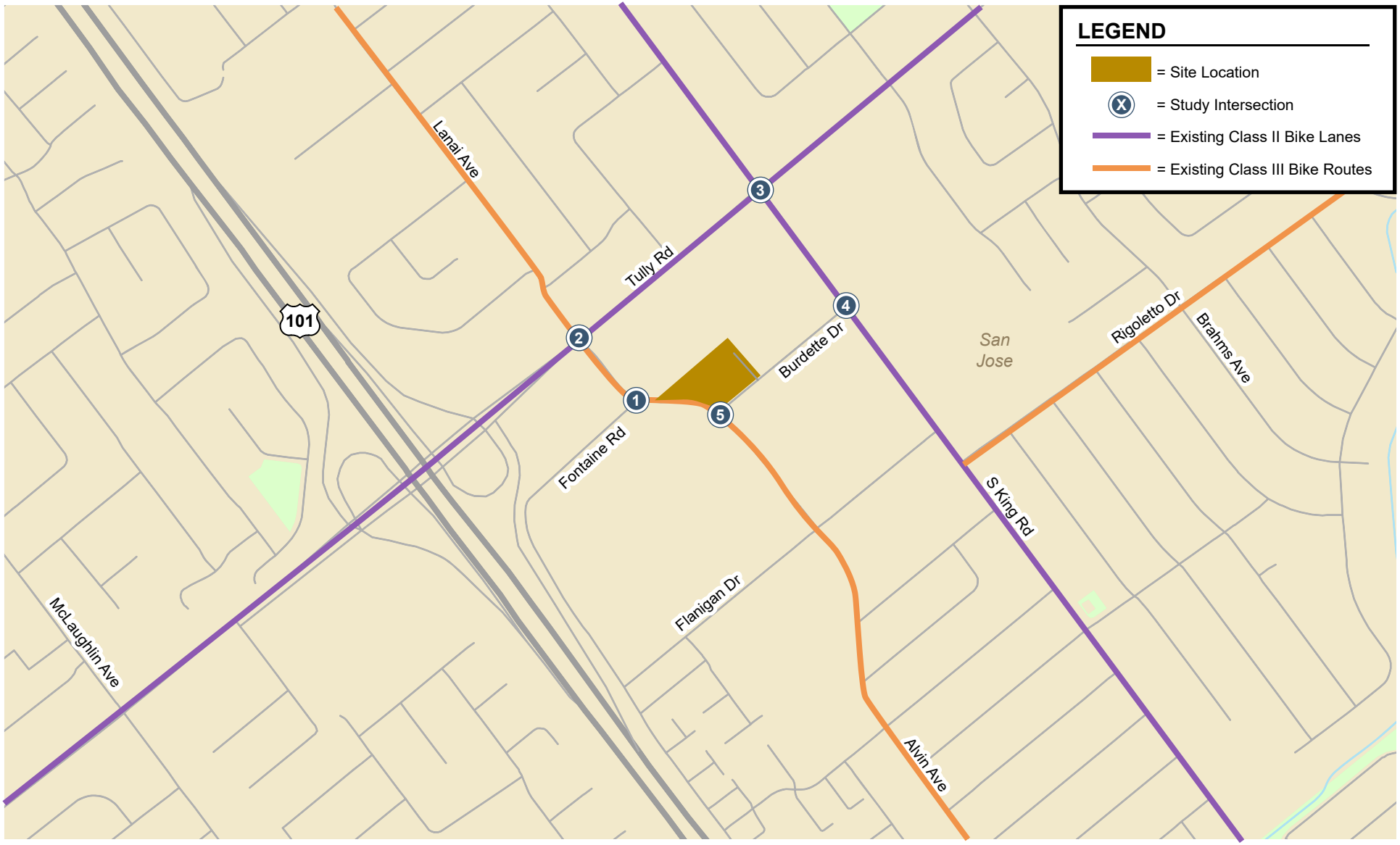


Figure 5
Existing Bicycle Facilities

NORTH
Not to Scale

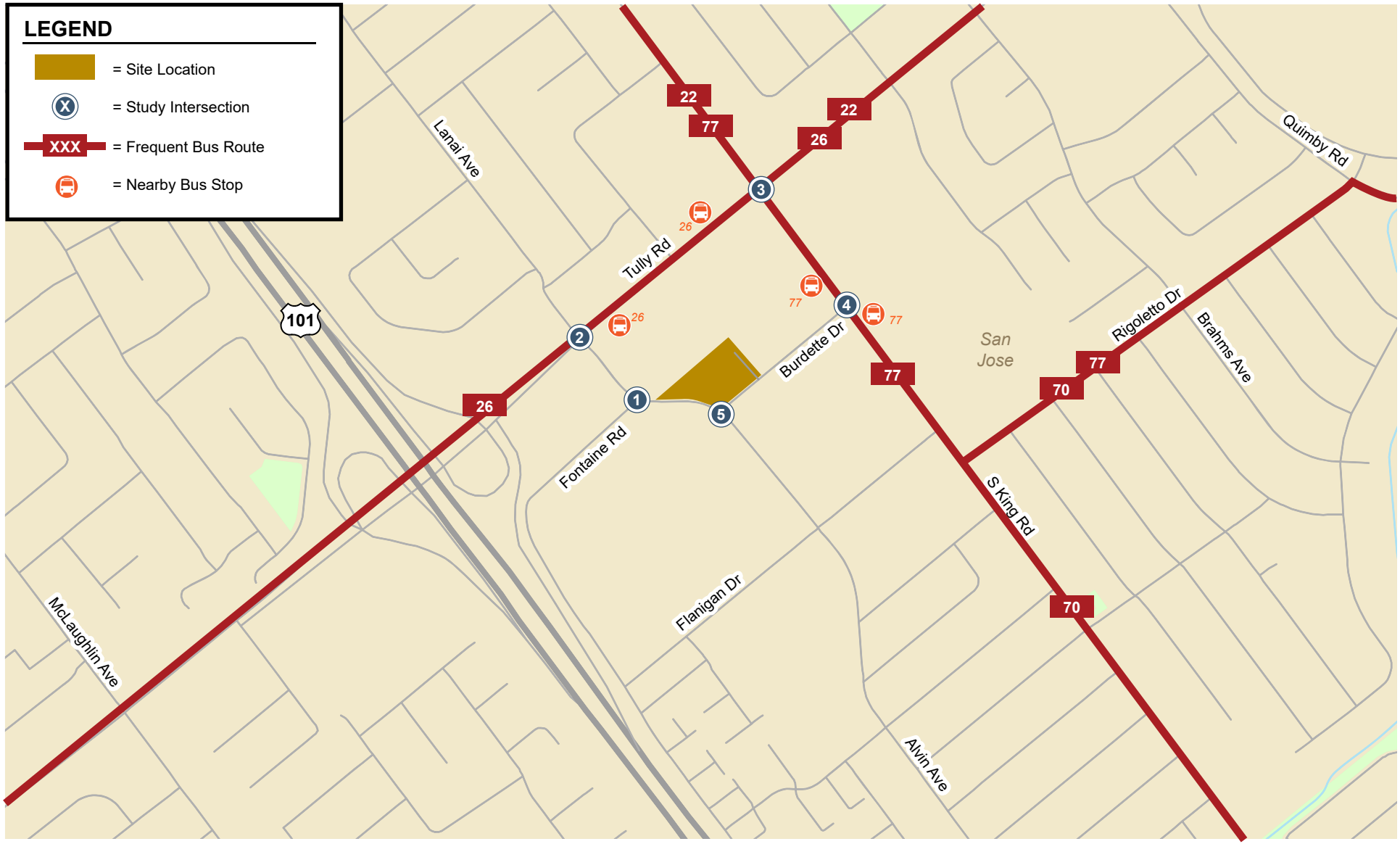


Figure 6
Existing Transit Services

NORTH
Not to Scale

Local Route 26 provides frequent service between Eastridge Mall and West Valley College. Route 26 operates along Tully Road in the study area, with 15-minute headways during the weekday peak commute periods. Bus stops are located on Tully Road between Alvin Avenue and King Road.

Local Route 70 provides frequent service between the Milpitas BART station and the Capitol LRT station. Route 70 operates along King Road (south of Rigoletto Drive) and Rigoletto Drive in the study area, with 15-minute headways during the weekday peak commute periods. Bus stops are located on Rigoletto Drive east of King Road and on King Road just north of Enesco Avenue.

Local Route 77 provides frequent service between the Milpitas BART station and Eastridge Mall. Route 77 operates along King Road (north of Rigoletto Drive) and Rigoletto Drive in the study area, with 15-minute headways during the weekday peak commute periods. Bus stops are located on King Road north and south of Tully Road, with the closest bus stops located near Burdette Drive.

Observed Existing Traffic Conditions

Traffic conditions were observed in the field during the weekday AM (7:00-9:00 AM) and PM (4:00-6:00 PM) peak traffic periods to identify any existing operational deficiencies occurring within an approximately ½-mile radius of the project site. Overall, the study intersections operated adequately during both the weekday AM and PM peak commute periods. However, the following operational issues were observed during the field observation periods:

Alvin Avenue/Lanai Avenue and Tully Road

During the AM and PM peak hours of traffic, the northbound vehicle queues on Alvin Avenue often back up past Fontaine Road and occasionally extend to Burdette Drive. However, the northbound vehicle queues consistently clear the intersection in one signal cycle length. The eastbound left-turn movement on Tully Road and the southbound movements on Lanai Avenue are relatively heavy during the AM peak hour of traffic. As a result, it often takes two signal cycles for the queued vehicles for these movements to clear the intersection during the AM peak hour. The westbound vehicle queues along Tully Road are long and often extend past King Road during both the AM and PM peak hours. No other noteworthy operational issues were observed at this intersection.

King Road and Tully Road

During the AM and PM peak hours of traffic, the westbound vehicle queues are long along Tully Road. The westbound queues begin at Alvin Avenue/Lanai Avenue and extend past King Road. As a result, it occasionally takes two signal cycles for all the queued vehicles to clear the intersection. During the AM peak hour, the northbound through movement vehicle queues on King Road will sometimes momentarily block westbound traffic on Tully Road due to upstream backups along northbound King Road. However, this happens infrequently. No other noteworthy operational issues were observed at this intersection.

3. Local Transportation Analysis

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

Intersection Operations Analysis

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

Project Trip Estimates

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

Trip Generation

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

Trips that would be generated by the project were estimated using the ITE average trip rates for "Multifamily Housing Mid-Rise Not Close to Rail Transit" (ITE Land Use 221) located in a General Urban/Suburban setting. These rates were used because the residential building would have a height of between 4 and 10 floors and would not be situated within a ½-mile walk of a rail station. Trips that would be generated by the retail component of the project were estimated using the ITE average trip rates for "Strip Retail Plaza <40,000 s.f." (ITE Land Use 822) located in a General Urban/Suburban setting.

Trip Adjustments and Reductions

In accordance with San Jose's *Transportation Analysis Handbook* (April 2023, Section 4.8, "Intersection Operations Analysis"), the project is eligible for adjustments and reductions from the baseline trip generation described above. The applicable trip adjustments and reductions are described below.

Internal Mixed-Use Trip Reduction

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

Location-Based Trip Adjustment

Based on the 2023 San Jose guidelines, the project qualifies for a location-based adjustment. The location-based adjustment reflects the project's vehicle mode share based on the "place type" in which the project is located as per the San Jose Travel Demand Model. The project's place type was obtained from the San Jose VMT Evaluation Tool. Based on the tool, the project site is located within the place type "Suburban with Multifamily Homes". Therefore, the baseline project trips were adjusted to reflect the corresponding mode share. Residential and retail developments within Suburban with Multifamily Homes areas have a vehicle mode share of 88% (according to Table 17 of the City's *Transportation Analysis Handbook*). Thus, a 12% reduction was applied to the project trip generation estimates based on the location-based vehicle mode share outputs produced from the Travel Demand Model. The 12% trip reduction is based on the percent mode share for other modes of travel besides motor vehicles.

Retail Pass-By Trip Reduction

A pass-by trip reduction can be applied to the net peak hour trip generation estimates for the proposed retail uses. 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. A PM peak hour pass-by trip reduction of 34% was applied to the retail space based on the ITE *Trip Generation Handbook* (Third Edition) for a Shopping Center land use. No AM peak hour pass-by trip reduction is provided in the handbook, since many retail uses are not open during the weekday morning hours. A daily pass-by trip reduction of 17% was calculated based on the average of the AM (0%) and PM (34%) pass-by trip reduction percentages.

Existing Trip Credits

Trips that are generated by existing occupied uses can be subtracted from the gross project trip generation estimates. Accordingly, trip credits were applied to account for the commercial building that would be removed as part of the project. The trip credits are based on AM and PM peak hour trip generation counts (i.e., driveway counts) of the existing occupied commercial building conducted on January 11, 2024 (see Appendix G).

Net Project Trips

After applying the appropriate ITE trip rates and applicable trip adjustments and reductions described above, the proposed mixed-use project is estimated to generate 141 new daily vehicle trips, with 16 new trips (-4 inbound and 20 outbound) occurring during the AM peak hour and 28 new trips (26 inbound and 2 outbound) occurring during the PM peak hour (see Table 2).

Table 2
Project Trip Generation Estimates

Land Use	Size	Daily Rate	Daily Trips	AM Peak Hour Pk-Hr Rate	AM In	AM Out	AM Total	PM Peak Hour Pk-Hr Rate	PM In	PM Out	PM Total
Multifamily Housing (Mid-Rise) [1]	138 DU	4.54	627	0.37	12	39	51	0.39	33	21	54
Residential & Retail Internal Capture [3]			*(41)*		*(1)*	*(1)*	*(2)*		*(2)*	*(2)*	*(4)*
Location-Based Vehicle Mode Share (12%) [4]			*(70)*		*(1)*	*(5)*	*(6)*		*(4)*	*(2)*	*(6)*
Net Residential Trips:			**516**		**10**	**33**	**43**		**27**	**17**	**44**
Retail [2]	4,992 SF	54.45	272	2.36	7	5	12	6.59	17	16	33
Residential & Retail Internal Capture (15%) [3]			*(41)*		*(1)*	*(1)*	*(2)*		*(2)*	*(2)*	*(4)*
Location-Based Vehicle Mode Share (12%) [4]			*(28)*		*(1)*	*0*	*(1)*		*(2)*	*(2)*	*(4)*
Retail Pass-By External Trip Reduction [5]			*(34)*		*0*	*0*	*0*		*(4)*	*(4)*	*(8)*
Net Retail Trips:			**169**		**5**	**4**	**9**		**9**	**8**	**17**
Existing Commercial Building (to be removed) [6]			(544)		(19)	(17)	(36)		(10)	(23)	(33)
Total Net Project Trips:			**141**		**(4)**	**20**	**16**		**26**	**2**	**28**

Notes:
[1] Trip generation for the residential component of the project based on avg. rates contained in *ITE Trip Generation Manual, 11th Edition*, for Multifamily Housing Mid-Rise Not Close to Rail Transit (Land Use 221) located in General Urban/Suburban setting. Rates expressed in trips per dwelling unit (DU).

[2] Trip generation for the retail component of the project based on average rates contained in the *ITE Trip Generation Manual, 11th Edition*, for Strip Retail Plaza <40 ksf (Land Use 822) located in a General Urban/Suburban setting. Rates are expressed in trips per 1,000 square feet (SF).

[3] A 15% residential/retail internal mixed-use trip reduction was applied to the project per the 2014 Santa Clara VTA TIA Guidelines. The 15% reduction was first applied to the smaller generator (retail). The same number of trips were subtracted from the larger generator (residential) to account for both trip ends.

[4] A 12% reduction was applied to the residential and retail components of the project based on the location-based vehicle mode share percentage outputs (Table 17 of the TA Handbook) produced from the San Jose Travel Demand Model for the place type: Suburban with Multifamily Housing.

[5] The PM peak hour pass-by trip reduction (34% for Shopping Center) was based on the ITE Trip Generation Handbook (3rd Edition). There is no AM peak hour pass-by trip reduction. The daily pass-by trip reduction (17%) was calculated based on the average of the AM and PM pass-by trip reduction percentages.

[6] The AM and PM peak hour trips generated by the existing commercial building to be removed are based on driveway counts conducted on January 11, 2024. Existing daily trips were estimated.

Trip Distribution and Assignment

The trip distribution patterns for the residential and retail components of the project were estimated based on existing travel patterns on the surrounding roadway network that reflect typical weekday AM and PM commute patterns, the locations of complementary land uses, and freeway access points. The peak hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution patterns. Figures 7 and 8 show the residential and retail project trip distribution patterns and trip assignments, respectively. Figure 9 shows the trips generated by the existing commercial building to be removed. Figure 10 shows the net project trips after applying the existing trip credits associated with the existing commercial building.

Traffic Volumes Under All Scenarios

Existing Traffic Volumes

Existing AM and PM peak hour traffic volumes for 4 of the 5 study intersections were obtained from new turning movement counts conducted on January 11, 2024, and have been approved by City of San Jose Department of Transportation staff. The City provided October 11, 2023 AM and PM peak hour counts for the study intersection of King Road and Burdette Drive. The existing peak hour intersection volumes are shown on Figure 11.

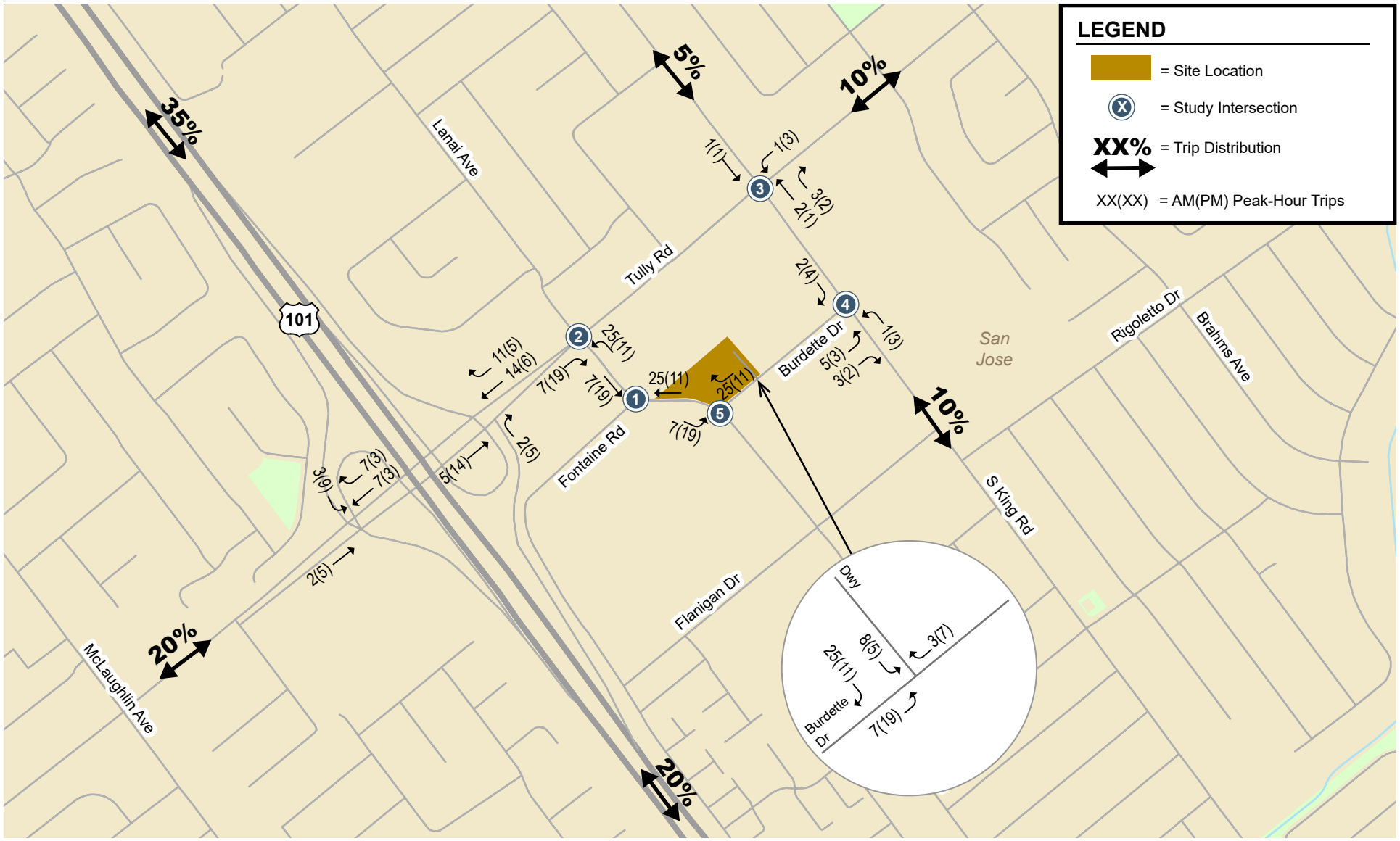


Figure 7
Residential Trip Distribution Pattern and Trip Assignment

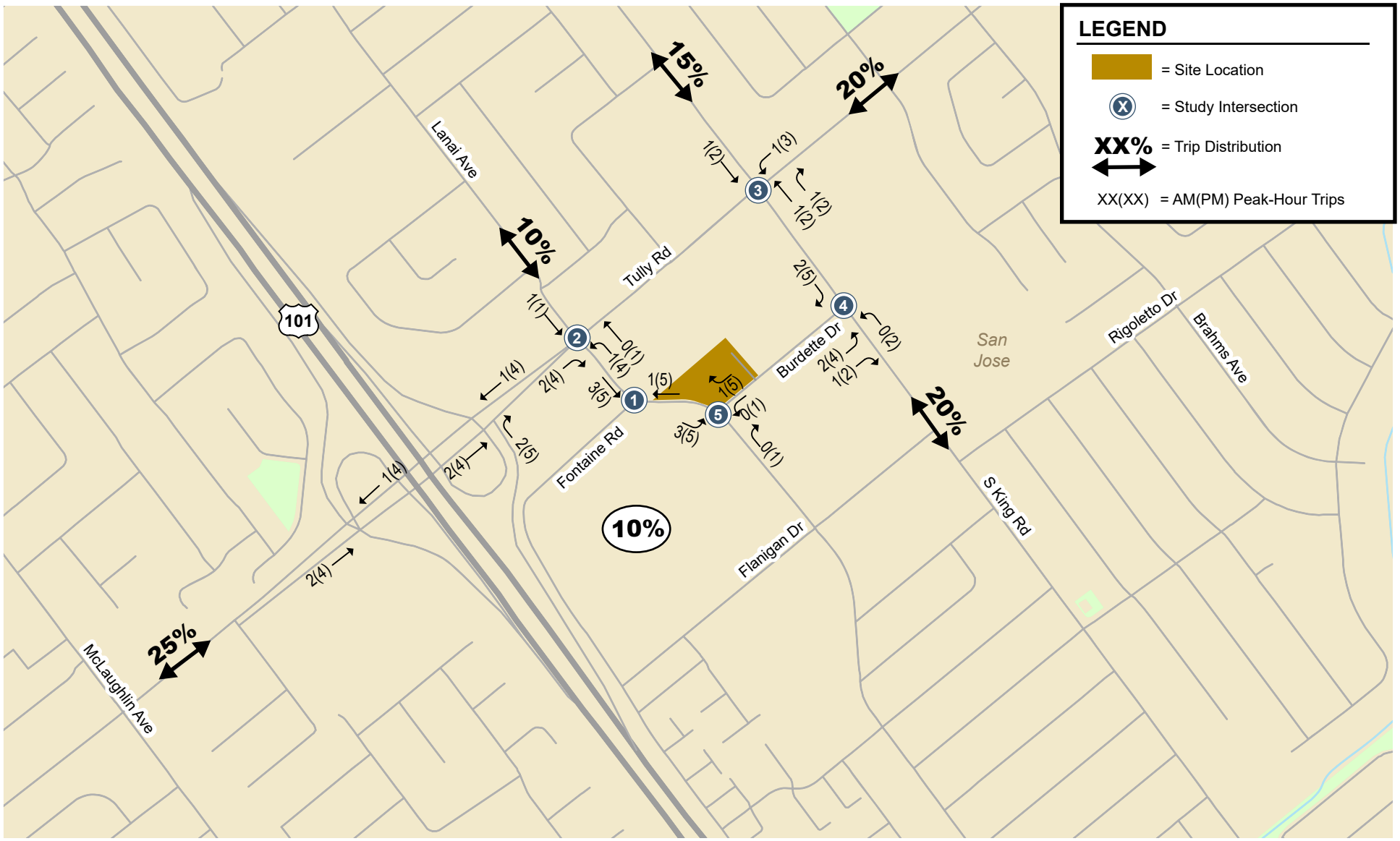


Figure 8
Retail Trip Distribution Pattern and Trip Assignment

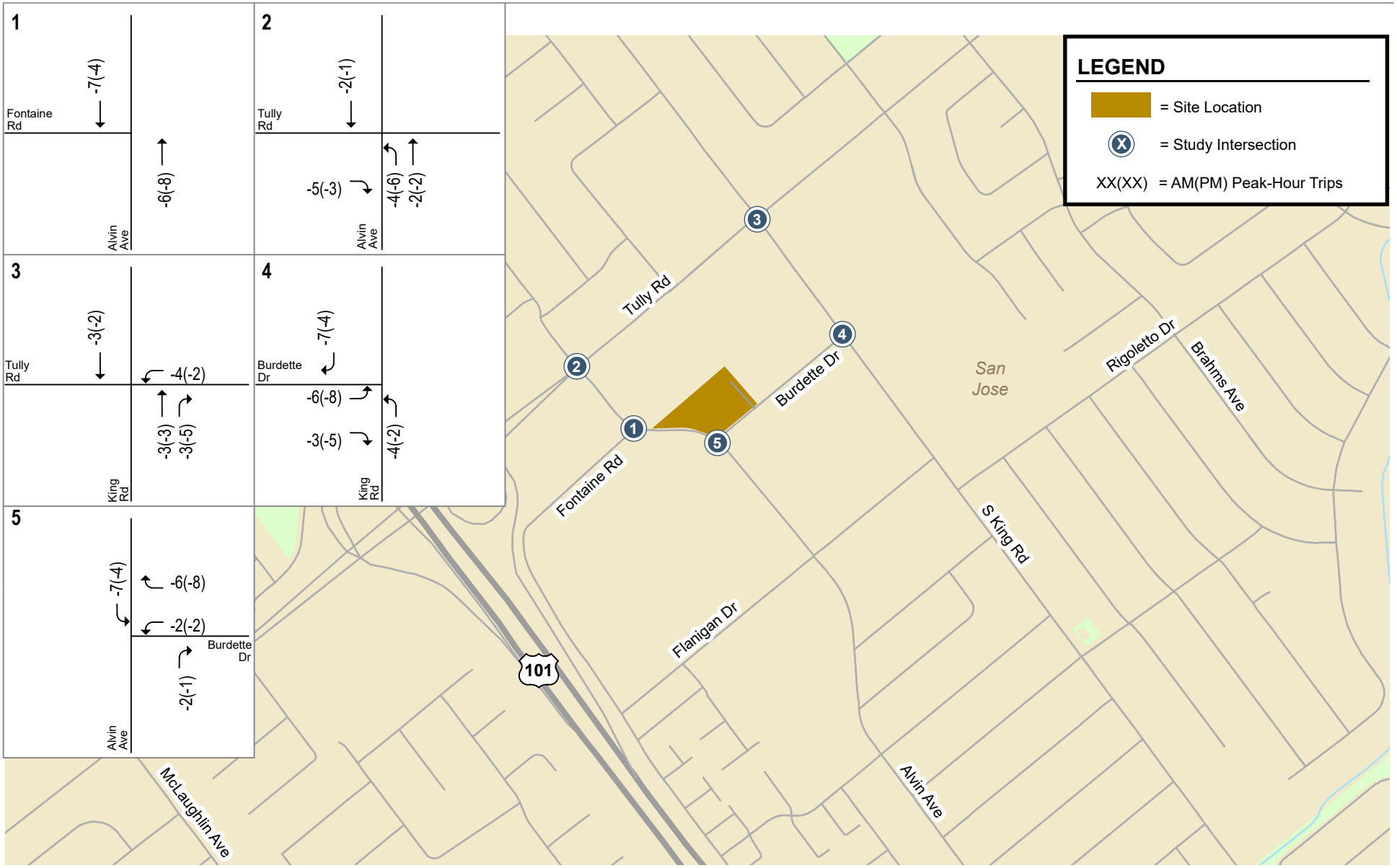


Figure 9
Existing Trip Credits

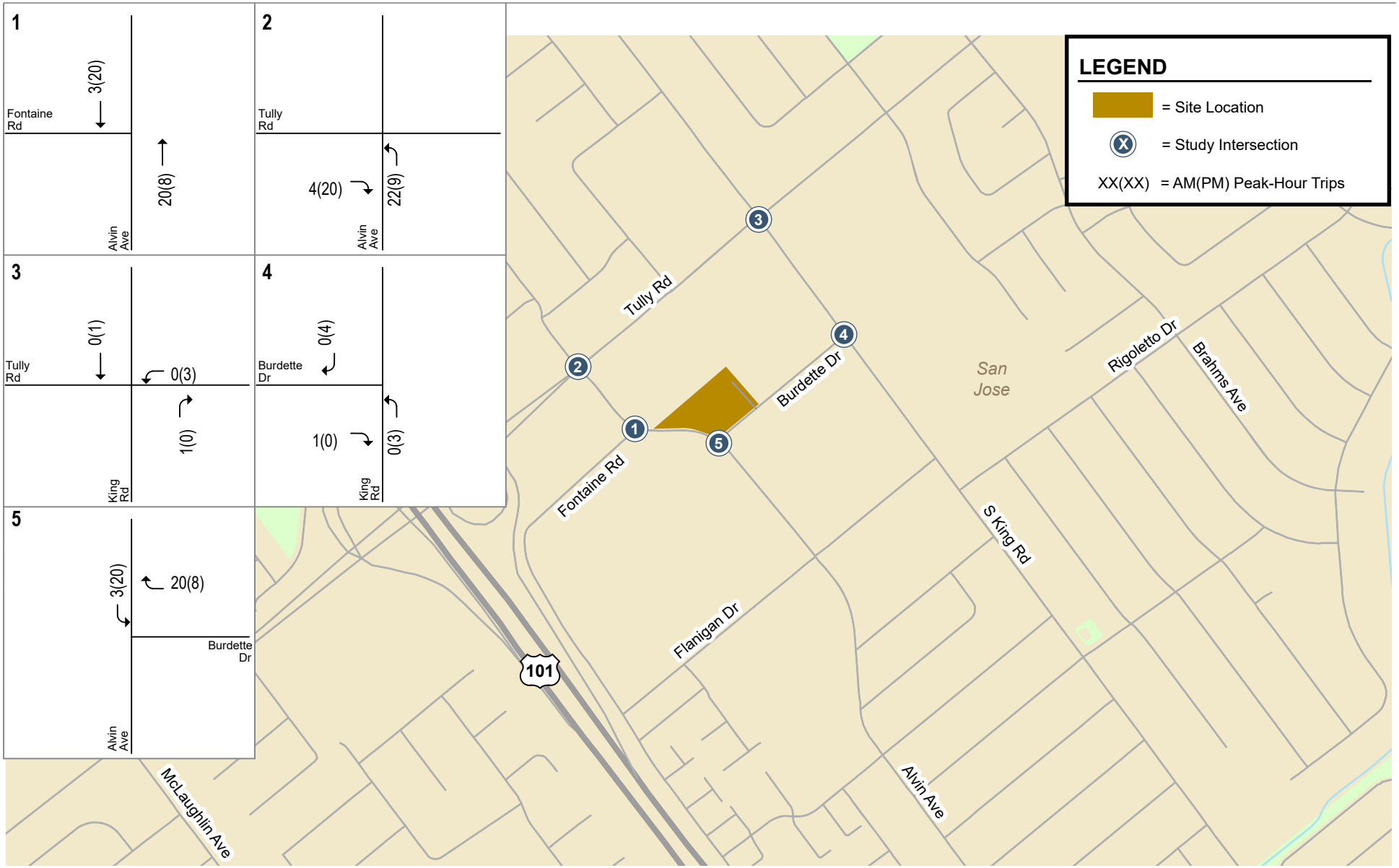


Figure 10
Net Project Trips

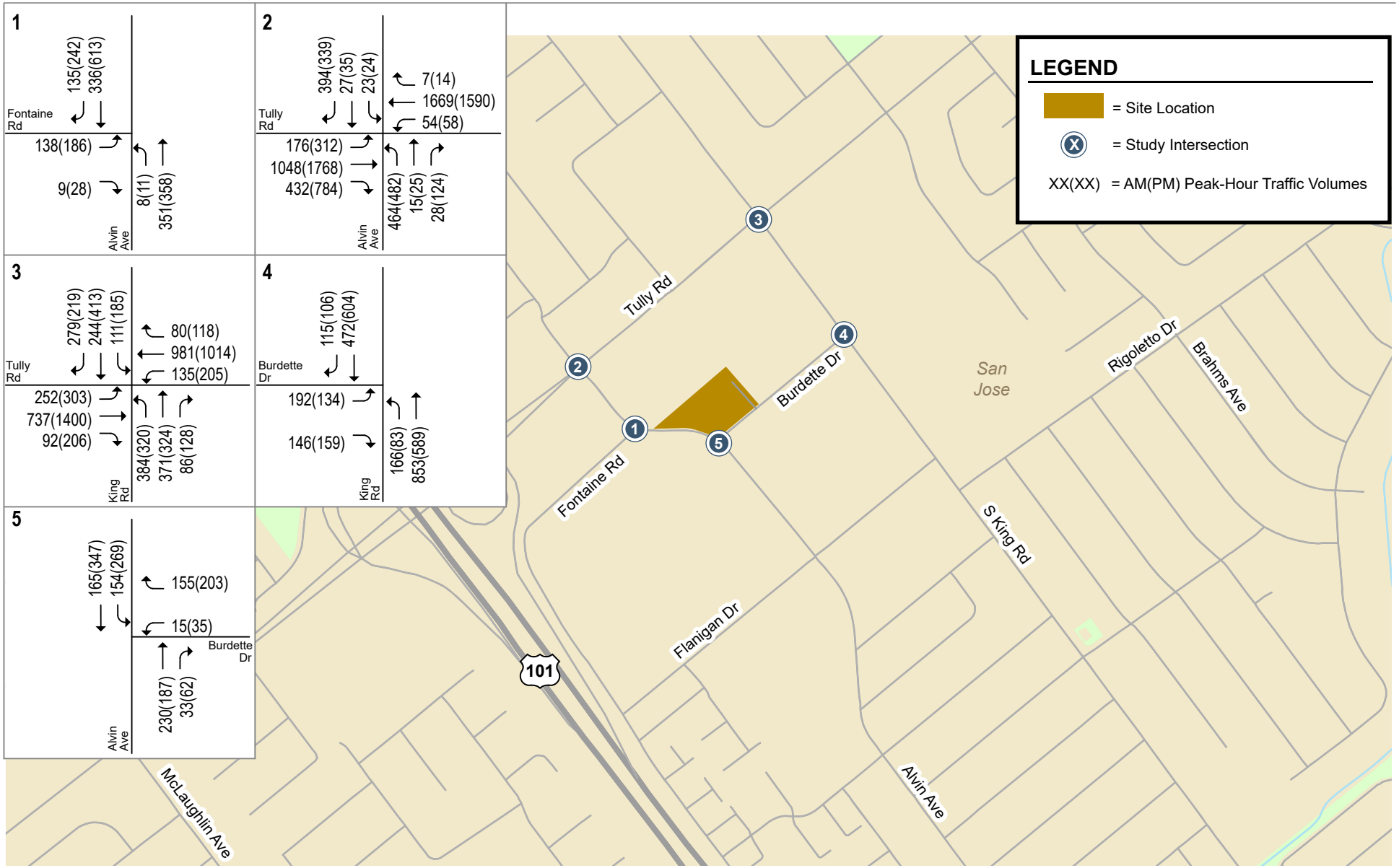


Figure 11
Existing Traffic Volumes

NORTH
Not to Scale

Background Traffic Volumes

Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed or occupied developments. The added traffic from approved but not yet completed or occupied developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). The ATI sheets are contained in Appendix A. Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining potential adverse operational effects of the project. The background peak-hour intersection volumes are shown on Figure 12.

Background Plus Project Traffic Volumes

Project peak hour trips were added to background peak hour traffic volumes to obtain background plus project peak hour traffic volumes (see Figure 13).

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

Signalized Intersection Traffic Operations

Signalized intersection levels of service were evaluated against the standards of the City of San Jose and VTA (for the CMP intersection). The results of the analysis show that all the signalized study intersections are currently operating at acceptable levels of service during the AM and PM peak hours of traffic and would continue to operate acceptably under background and background plus project conditions (see Table 3). The detailed intersection level of service calculation sheets are included in Appendix C.

Table 3
Intersection Level of Service Summary

				Existing		Background		Background Plus Project			
#	Intersection	Peak Hour	Count Date	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. in Crit. Delay (sec)	Incr. in Critical V/C
1	Alvin Av & Fontaine Rd	AM	1/11/24	9.6	A	9.6	A	9.5	A	0.0	0.002
		PM	1/11/24	10.3	B	10.3	B	10.4	B	0.0	0.012
2	Alvin Av/Lanai Av & Tully Rd	AM	1/11/24	38.0	D	37.7	D	38.0	D	0.4	0.006
		PM	1/11/24	41.0	D	40.9	D	41.1	D	0.2	0.002
3	King Rd & Tully Rd	AM	1/11/24	42.6	D	42.7	D	42.7	D	0.0	0.000
		PM	1/11/24	47.7	D	48.8	D	48.8	D	0.1	0.000
4	King Rd & Burdette Dr	AM	10/11/23	17.0	B	17.0	B	17.0	B	0.0	0.000
		PM	10/11/23	17.5	B	17.3	B	17.2	B	0.1	0.000

Intersection Queuing Analysis

The intersection queuing analysis (see Table 4) is based on vehicle queuing for left-turn movements at intersections near the project site where the project would add a noteworthy number of trips (10 or more peak hour vehicle trips). Based on the project trip generation and trip distribution pattern, the signalized intersection of Alvin Avenue/Tully Road and the unsignalized intersection of Alvin Avenue/Burdette Drive were evaluated as part of the queuing analysis for this project. The project would not add a noteworthy number of trips to left-turn movements at any other study intersection. Locations where vehicle queuing storage is insufficient are described below.

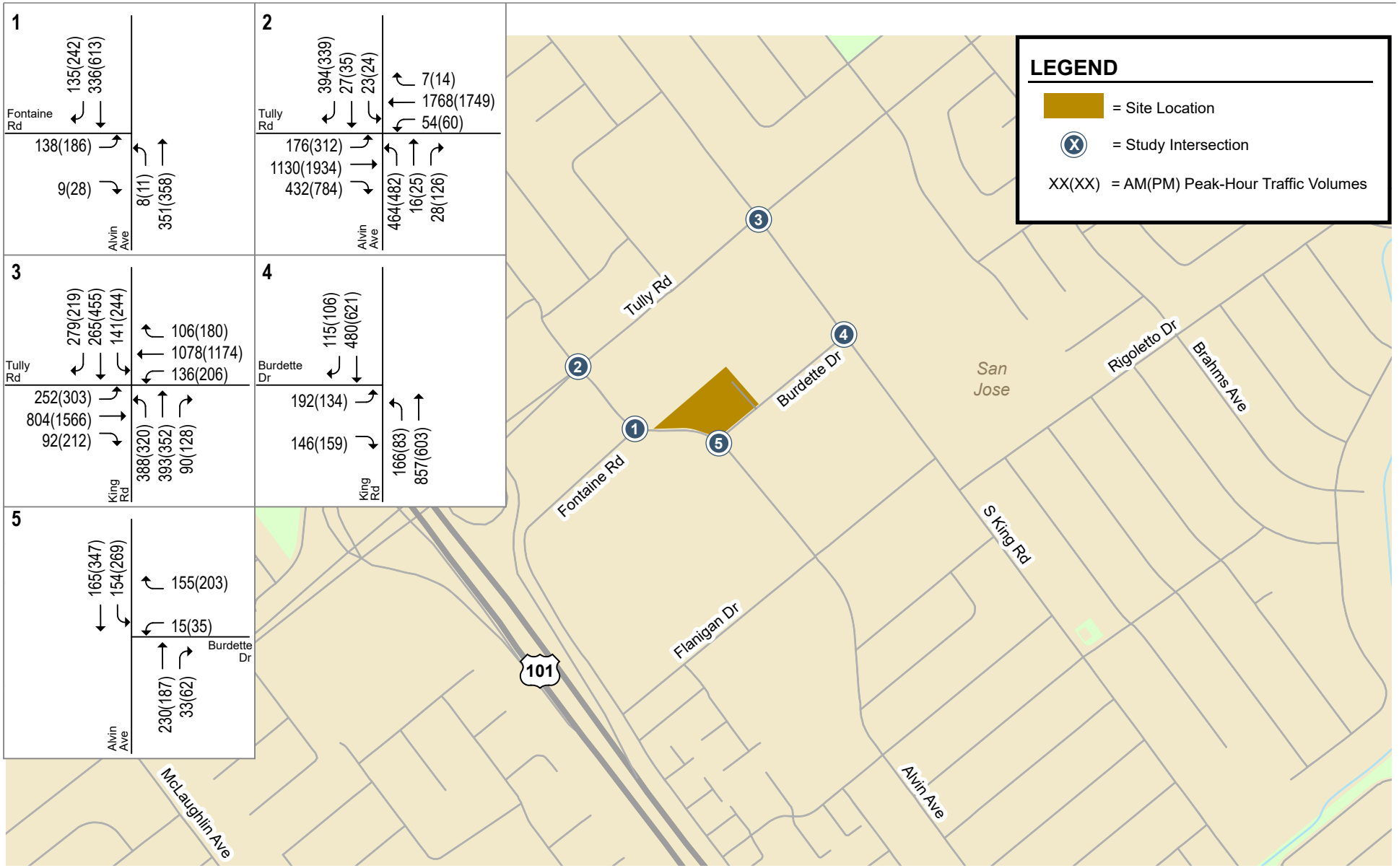


Figure 12
Background Traffic Volumes

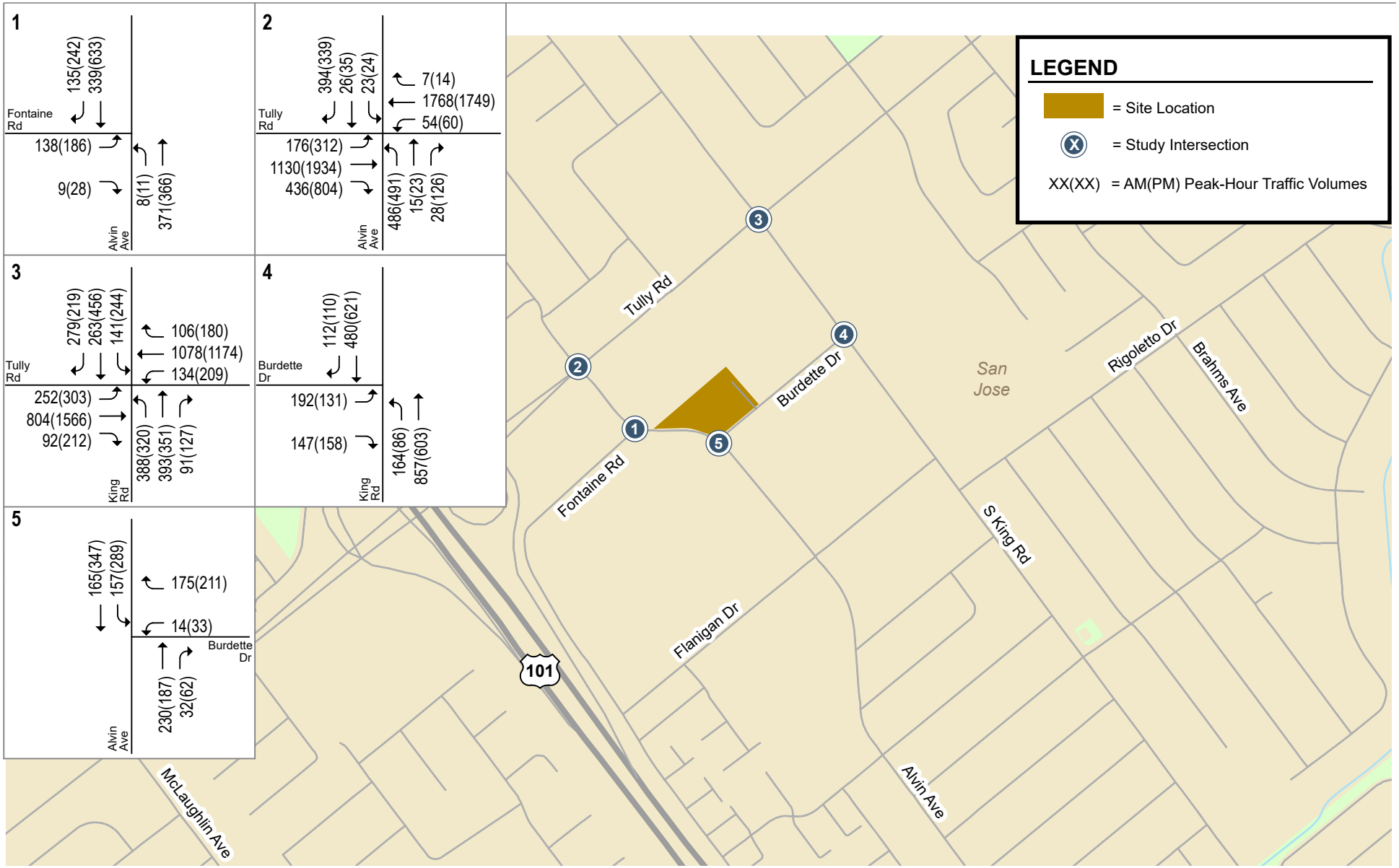


Figure 13
Background Plus Project Traffic Volumes

Alvin Avenue and Tully Road

The existing northbound dual left-turn pocket provides approximately 250 feet of vehicle storage per lane, including the striping plus the portion of the taper that is currently used. The 95th percentile left-turn vehicle queues under both existing and background conditions are 375 feet during the AM peak hour and 450 feet during the PM peak hour. The project would add 22 new vehicle trips during the AM peak hour and 9 new vehicle trips during the PM peak hour to the northbound left-turn movement. The addition of project generated trips would increase the 95th percentile vehicle queue length during the AM peak hour by one vehicle and would not increase the 95th percentile vehicle queue length during the PM peak hour. The northbound left-turn pocket on Alvin Avenue cannot be lengthened due to its proximity to Fontaine Road.

Table 4
Intersection Queuing Analysis Summary

Measurement	Alvin Avenue & Tully Road NBL AM	Alvin Avenue & Tully Road NBL PM	Alvin Avenue & Burdette Drive SBL AM	Alvin Avenue & Burdette Drive SBL PM
Existing				
Cycle/Delay [1] (sec)	150	170	8.1	8.4
Volume (vphpl)	240	254	154	269
95th %. Queue (veh/ln.)	15	18	1	2
95th %. Queue (ft./ln) [2]	375	450	25	50
Storage (ft./ ln.)	250	250	200	200
Adequate (Y/N)	**N**	**N**	Y	Y
Background				
Cycle/Delay [1] (sec)	150	170	8.1	8.4
Volume (vphpl)	240	254	154	269
95th %. Queue (veh/ln.)	15	18	1	2
95th %. Queue (ft./ln) [2]	375	450	25	50
Storage (ft./ ln.)	250	250	200	200
Adequate (Y/N)	**N**	**N**	Y	Y
Background Plus Project				
Cycle/Delay [1] (sec)	150	170	8.1	8.5
Volume (vphpl)	251	258	157	289
95th %. Queue (veh/ln.)	16	18	1	2
95th %. Queue (ft./ln) [2]	400	450	25	50
Storage (ft./ ln.)	250	250	200	200
Adequate (Y/N)	**N**	**N**	Y	Y

Notes:
NBL = northbound left-turn; SBL = southbound left-turn
[1] Vehicle queue calculations based on signal cycle length for signalized intersections.
Vehicle queue calculations based on average approach delay for unsignalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued.

Unsignalized Intersection Evaluation – Alvin Avenue & Burdette Drive

Traffic Operations

Traffic conditions at the unsignalized study intersection of Alvin Avenue and Burdette Drive were evaluated to determine whether the project would create any operational issues. The project would add 20 new PM peak hour trips to the southbound left-turn movement at this study intersection. Under existing and background conditions, the southbound left-turn movement would operate with a delay of 8.4 seconds per vehicle during the PM peak hour. The project would have little effect on the vehicle delay, increasing the delay to just 8.5 seconds per vehicle. Also, as previously shown in Table 4, the project would not increase the southbound left-turn 95th percentile vehicle queue length.

Signal Warrant

Traffic conditions at the unsignalized intersection of Alvin Avenue and Burdette Drive were assessed to determine whether a traffic signal would be warranted based on the peak hour volume signal warrant (Warrant #3) described in the *California Manual on Uniform Traffic Control Devices* (CA MUTCD). The results of the signal warrant check indicate that the AM and PM peak hour volumes at the unsignalized study intersection currently do not meet the signal warrant and would not meet the warrant with the addition of project generated trips. The signal warrant sheets are included in Appendix D.

Site Access and On-Site Circulation

The site access evaluation is based on the April 10, 2024 site plan prepared by Studio Current (see Figure 2). Site access was evaluated to determine the adequacy of the site's driveway on Burdette Drive with regard to the following: traffic volume, geometric design, sight distance, and operations (e.g., queuing and delay). On-site vehicular circulation and parking layout were reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Driveway Design and Operations

A full-access driveway on Burdette Drive would provide ingress and egress for the proposed parking garage serving the residents. Parking for the retail component of the project would not be provided on-site. The driveway on Burdette Drive is shown to be 26 feet wide, and the garage entrance would be 24 feet wide. 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. The proposed 26-foot wide driveway would meet the City's design standard, and the 24-foot wide garage entrance would be adequate to serve residents of the building.

The project-generated trips that are estimated to occur at the project driveway to the residential parking garage are 10 inbound trips and 33 outbound trips during the AM peak hour and 26 inbound trips and 16 outbound trips during the PM peak hour (see Figure 7). This equates to approximately one inbound vehicle trip every 6 minutes and one outbound vehicle trip every 2 minutes during the AM peak hour, and about one inbound vehicle trip every 2 minutes and one outbound vehicle trip every 4 minutes during the PM peak hour. Due to the low number of AM and PM peak hour project-generated trips and the relatively low traffic volumes on Burdette Drive adjacent to the site, operational issues related to vehicle queueing or delays are not expected to occur at the project driveway serving the parking garage.

The City typically requires developments to provide adequate on-site stacking space for at least two inbound vehicles (40 to 50 feet) between the face of curb and any entry gates or on-site drive aisles or parking spaces. This prevents vehicles from queuing onto the street and potentially blocking traffic.

According to the site plan, the distance between the face of curb and the internal security gate is approximately 45 feet. The distance between the face of curb and the first on-site parking space within the garage is approximately 48 feet. Thus, adequate inbound queuing space would be provided at the parking garage entrance for two standard-size vehicles. Note that the project is not proposing to provide retail parking spaces within the garage so only residents would be accessing the garage.

Sight Distance

There are no existing landscaping, roadway curvature, or other visual obstructions along the project frontages that would obscure sight distance at the project driveways. The site plan shows street trees would be added along the project frontages on Alvin Avenue and Burdette Drive. However, none of the street trees would affect sight distance at the project driveways.

Parking is currently prohibited along the entire project frontages on Alvin Avenue and Burdette Drive. The project should maintain the “No Stopping Any Time” signage on Alvin Avenue and the red curb (no parking zones) on Burdette Drive to ensure adequate sight distance is provided at both project driveways.

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

On-Site Vehicular Circulation and Parking Layout

On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and City of San Jose design guidelines. As previously described, access to the parking garage would be provided via one full-access driveway on Burdette Drive. The garage entrance is shown to be 24 feet wide. The City’s standard minimum width for two-way drive aisles is 24 feet wide where 90-degree parking is provided. This allows sufficient room for vehicles to back out of the parking spaces. According to the site plan, the two-way drive aisles within the parking garage measure 24 feet wide, which would meet the City’s minimum standard.

The on-site drive aisles were evaluated for vehicle access by the method of turning-movement templates. Analysis using the appropriate Passenger Car turning templates shows that standard passenger vehicles (turning template “Pm”) and larger passenger vehicles (Passenger Car turning template “P”) could adequately access the on-site parking spaces and circulate through the parking garage efficiently, including the garage ramps.

Parking level 2 would have one dead-end drive aisle and parking level 3 would have two dead-end drive aisles (see Figures 14 and 15). Parking spaces would be provided at the end of the dead-end drive aisles on both levels. One of the dead-end aisles on level 3 would contain tandem parking spaces. The parking spaces at the end of each dead-end drive aisle would be more difficult to access than the other 90-degree parking spaces provided on levels 2 and 3. For this reason, these spaces should be assigned to residents with small vehicles. In addition, each tandem space on level 3 should be assigned to a single residential unit. Note that dead-end drive aisles are common in residential parking garages and would likely not create any significant operational issues since only residents would be utilizing the parking garage.

Figure 14
Parking Level 2

NORTH
Not to Scale

Figure 15
Parking Level 3

NORTH
Not to Scale

Recommendation: Assign the tandem parking spaces on level 3 of the parking garage to individual residential units.

Garage Ramp Slope

Typical engineering design standards require garage ramps without parking to have no greater than a 20% grade with transition grades of half the maximum grade (10% or less), and garage ramps with parking to have grades of no greater than 5%. The site plan shows no parking along the garage ramps but does not indicated the ramp grades.

Recommendation: Confirm the parking garage ramps would have grades of 20% or less with transition grades of 10% or less.

Parking Stall Dimensions

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

Truck Access and Circulation

The project site plan was reviewed for truck access including delivery and moving trucks, garbage trucks and emergency vehicles, as described below.

Residential Move-In and General Loading Operations

The site plan shows one on-site loading space with access provided via Alvin Avenue. The angled driveway providing access to the freight loading space is shown to be 26 feet wide, which would be adequate to serve trucks. According to the City of San Jose Zoning Regulations, the off-street loading space must be no less than 10 feet wide by 30 feet long by 15 feet high, exclusive of driveways for ingress and egress and maneuvering areas. According to the site plan, the loading space is shown to be 12.5 feet wide by at least 30 feet long. Since the loading space would be located outside the building, adequate overhead clearance would also be provided. Thus, the loading space would meet the City's minimum requirements for loading space dimensions.

Note that the project frontage along Burdette Drive could be used for deliveries and passenger loading purposes (e.g., Amazon delivery vehicles, Uber and Lyft vehicles, etc.) despite the red curb. The feasibility of a loading zone along the Burdette Drive project frontage available for public use would be determined during the project implementation phase.

Garbage Collection

The trash staging area is located on-site with access provided via the on-site loading space. Therefore, residents who wish to use the loading space would need to coordinate with future building staff to ensure that move-in/move-out activities do not conflict with garbage collection activities.

Recommendation: Future apartment building staff should coordinate with residents wishing to use the on-site loading space so that no conflicts would occur with garbage collection activities.

The driveway serving the on-site loading space was reviewed for truck access using the truck turning-movement template for a SU-30 truck type, which represents typical moving trucks and garbage trucks. Based on the driveway configuration, adequate access would be provided for SU-30 trucks to access the on-site loading space and trash staging area. The SU-30 truck turning template is provided in Appendix E.

Emergency Vehicle Access

The City of San Jose Fire Department requires that all portions of a building be within 150 feet of a fire department access road and requires a minimum of 3 feet of clearance from the property line along all sides of the building. The Fire Code also requires driveways to provide at least 20 feet of width for fire access.

According to the site plan, all areas of the building would be within 150 feet of a fire access road, a 6-foot-wide dedicated fire access lane would be provided around the perimeter of the building, and both project driveways are shown to be greater than 20 feet wide. Therefore, the project would comply with the City's fire access requirements.

Parking

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

The removal of vehicle parking requirements and addition of TDM requirements are intended to improve consistency with Climate Smart San Jose and the Envision San Jose 2040 General Plan transportation and land use goals. Developers have the flexibility to determine the appropriate number of vehicle parking spaces based on a project's specific needs and market conditions, rather than based on a minimum number of spaces determined by the City.

Though minimum vehicle parking requirements have been removed, Chapter 20.90 of the City's new Municipal Code continues to maintain existing minimum bicycle parking requirements for most land uses. Multifamily residential land uses are required to provide one bicycle parking space for every 4 dwelling units. Retail uses are required to provide one bicycle parking space for every 3,000 s.f. of retail space.

Also included in the Municipal Code are new minimum parking requirements for "two-wheeled motorized vehicles", as opposed to "motorcycles", since not all licensed two-wheeled vehicles are considered motorcycles. The update requires most developments to provide two-wheeled motorized vehicle parking equal to 2.5% of the total vehicle parking provided.

Proposed Vehicle Parking Supply

The site plan shows three levels of above-ground parking with a total of 143 on-site vehicle parking spaces for residents.

Proposed Bicycle and Two-Wheeled Motorized Vehicle Parking

According to the City of San Jose's bicycle parking requirement described above, the mixed-use development is required to provide 35 bicycle parking spaces for residents and 2 bicycle parking spaces (bike racks) for the retail component of the project. The current site plan shows the project would provide 72 bicycle parking spaces and a bike repair station in a secure bike room for residents. The bike room would be located along Alvin Avenue near the loading area with residential access provided via the secondary lobby and parking garage. The site plan also shows two bike racks near the entrance to the ground-floor retail space on Alvin Avenue. Thus, the project would meet the City's bicycle parking requirements for the residential and retail components of the project.

According to the City of San Jose's two-wheeled motorized vehicle parking requirement described above, the mixed-use development is required to provide 4 two-wheeled motorized parking spaces, based on 143 vehicle parking spaces provided. The project would provide 11 two-wheeled motorized vehicle parking spaces within the parking garage. Thus, the project would meet the City's two-wheeled motorized vehicle parking 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., sidewalk closure and detour signs) must be provided to ensure vehicles, pedestrians and bicyclists are able to adequately reach their intended destinations safely. Per City standard practice, the project would be required to submit a construction management plan for City approval that addresses the construction schedule, street closures and/or detours, construction staging areas and parking, and the planned truck routes.

Neighborhood Interface

The project does not propose to alter the existing roadway network in the vicinity of the project site and there are no anticipated changes to existing vehicular travel patterns or usage of roadways due to the project. Most project generated vehicles would utilize Alvin Avenue via Tully Road and Burdette Drive via King Road to access the site. A small percentage of retail-generated trips would originate from the south via Alvin Avenue. Accordingly, the project would not be expected to create any cut-through traffic.

Pedestrian, Bicycle and Transit Evaluation

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

Pedestrian and Bicycle Facilities

Pedestrian Facilities

A complete network of sidewalks and crosswalks is found within the project study area. Crosswalks with pedestrian signal heads and ADA compliant curb ramps are located at all the signalized intersections in the study area. However, crosswalks are not provided on the west leg of Alvin Avenue/Tully Road and on the north leg of King Road/Burdette Drive. Curb ramps and crosswalks are also provided at some unsignalized intersections in the area. The existing pedestrian facilities provide adequate connectivity between the project site and nearby bus stops and other points of interest.

The site plan indicates that the existing 8-foot-wide sidewalk along the project frontage on Alvin Avenue would be retained. The project would widen the sidewalk along the project frontage on Burdette Drive from 8 feet wide to 10 feet wide to match the sidewalk along the adjacent property east of the project site. The sidewalks would provide direct access to the residential lobby and leasing office, as well as the ground-level retail space. The bike storage and repair room could also be accessed directly via a pedestrian entrance along Alvin Avenue.

As previously discussed, the project site is located within the future Tully Road/South King Road Urban Village per the Envision San Jose 2040 General Plan. Accordingly, the project will be required to provide 12-foot-wide sidewalks along both the Alvin Avenue and Burdette Drive project frontages.

Recommendation: Provide 12-foot-wide sidewalks along both the Alvin Avenue and Burdette Drive project frontages.

City staff have indicated that the project would be required to reconstruct the existing curb ramp on the northeast corner (project corner) of the Alvin Avenue/Burdette Drive intersection to include an ADA compliant directional curb ramp and construct a half bulb-out along the Burdette Drive frontage only (no bulb-out on Alvin Avenue).

Recommendation: Reconstruct the existing curb ramp on the northeast corner (project corner) of the Alvin Avenue/Burdette Drive intersection to include an ADA compliant directional curb ramp and construct a half bulb-out along the Burdette Drive frontage.

Bicycle Facilities

The project would not remove any bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities. Existing bicycle facilities in the study area consist of Class II striped bike lanes along King Road and Tully Road, as well as designated bike routes with Sharrows (shared lane markings) along Alvin Avenue south of Tully Road, Lanai Avenue north of Tully Road, and Rigoletto Drive east of King Road.

City staff have indicated that the project would be required to provide a fair-share monetary contribution toward future Class IV protected bike lanes that are planned along the Alvin Avenue project frontage as identified in the San Jose Better Bikeway Plan 2025. Based on a cost of $144 per linear foot (source: City of San Jose Department of Public Works), the project's total fair-share contribution would equate to $37,440, based on the project having 260 linear feet of frontage along Alvin Avenue.

Recommendation: Provide a fair-share monetary contribution of $37,440 toward the future Class IV separated bikeway improvements that are planned along Alvin Avenue as described in the San Jose Better Bike Plan 2025.

The site plan shows long-term bike parking via a secure bike room situated along Alvin Avenue. Short-term bike parking (bike racks) would be provided near the entrance to the ground-floor retail space on Alvin Avenue.

Pedestrian and Bicycle Access to Schools

The following schools and public facilities are located within approximately a one-mile walking/biking distance of the project site:

- O.B. Whaley Elementary School, located 0.25 miles to the south via Alvin Avenue
- Katherine R. Smith Elementary School, located 0.5 miles to the east via Tully Road
- Blanca Alvarado Elementary School, located 0.6 miles to the north via Lanai Avenue
- George V. Leyva Middle School, located 1 mile to the southeast via King Road
- Hubbard Media Arts Academy Elementary School, located 1 mile to the north via Lanai Avenue
- Overfelt High School, located 1 mile to the north via King Road and Cunningham Avenue
- Jeanne Meadows Elementary School, located 1.25 miles to the northwest via Tully Road and McLaughlin Avenue (west side of US 101)
- Stonegate Elementary School, located 1.25 miles to the west via Tully Road

The following nearby public facilities are also located within walking/biking distance of the project site:

- Tully Community Branch Library
- Coyote Creek Trail
- Coyote Creek Community Garden and Nuestra Tierra Community Garden
- Tully Baseball and Softball Fields

Safe pedestrian access to nearby schools and public facilities is provided via a continuous network of sidewalks in the study area. Crosswalks with pedestrian signal heads are provided at all the signalized intersections. ADA compliant curb ramps are provided at all intersections along the routes between the project site and the schools.

Bicycle facilities in the area connect the project site to the schools. Although Tully Road and King Road have Class II bike lanes, they both carry relatively high traffic volumes so some students may be hesitant to bike to school. According to San Jose Better Bike Plan 2025, Class IV protected bike lanes are planned along Tully Road, King Road, and a portion of Alvin Avenue. The Class IV bike lanes, once constructed, would provide a safer route to the nearby schools.

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

Transit Services

Existing transit service in the project vicinity is provided by the Santa Clara Valley Transportation Authority (VTA). The project area is served by four local bus routes: Routes 22, 26, 70 and 77. All four bus routes operate within a ½-mile of the project site, and bus stops are located on Alvin Avenue and King Road (within walking distance of the site).

Since the study area is well-served by local bus routes, it is reasonable to assume that some residents would utilize transit service. It is estimated that the small increase in transit demand generated by the project could be accommodated by the current available ridership capacity of the VTA bus service.

4. TDM Requirements

All projects requiring a development permit that are not exempt per Section 20.90.900.B of the San Jose Municipal Code are required to adhere to the new Parking and TDM Ordinance (Ordinance No. 30857), which includes mandatory TDM requirements. To be consistent with the goals of the *Envision 2040 General Plan* and the Climate Smart San Jose Plan, most projects are required to provide a TDM Plan that meets the "TDM Points Target" as detailed in the City's new Ordinance.

Since the residential component of the project would not meet the City's residential screening criteria (is not a small infill residential project and is not 100% affordable), a TDM Checklist and associated TDM Plan are required. The project meets the definition of a Level 1 residential project (residential projects of 16 to 299 dwelling units) and is categorized as a Level 1 Home-End Use per the San Jose Municipal Code. Accordingly, a TDM Checklist and associated TDM Plan with a target of 25 TDM points (based on the Home-End Use category) was prepared. The project will be responsible for implementing measures identified in the TDM Checklist and TDM Plan to reduce the number of vehicle trips generated by the project. Annual TDM Plan compliance documentation is required but annual monitoring reports are not for Level 1 projects. The draft TDM Plan is contained in Appendix F.

TDM Checklist

The City of San Jose's TDM Points Checklist was used to calculate the TDM points for the proposed residential project (see Table 5). As shown in the checklist, the project would achieve the 25-point TDM requirement by providing the following project characteristics, parking attributes, and programmatic TDM measures:

- PC03: Provide 20% Affordable Residential Units – 1 TDM Point
- PK01: Right-Size Off-Site Vehicle Parking Supply – 20 TDM points
- PK02: Provide Bike Parking Facilities – 1 TDM Point
- TP04: Provide Education, Marketing and Outreach – 1 TDM Point
- TP16: Unbundle Parking Costs from Property Costs – 2 TDM Points

Affordable Housing (PC03)

Of the 138 multifamily residential units, 28 units (20% of the units) would be affordable units. Since the project would provide 5% more affordable residential units than the City's 15% Inclusionary Housing Ordinance obligation, the project is eligible to receive **1 TDM point**. Households with incomes at or below 80% of the Santa Clara County Area Median Income (AMI) tend to make fewer single-occupant vehicle (SOV) trips than higher-income households. Thus, affordable housing tends to reduce VMT.

Table 5
TDM Checklist

ID	TDM Measure Description	Points Values	Home-End Uses 25
	A. PROJECT CHARACTERISTICS		
PC03	Provide Affordable Housing	1 - 4	1
	B. MULTIMODAL NETWORK IMPROVEMENTS		
MI01	Provide Bike Network Improvements	1 - 4	0
		Cost of measure	$ -
MI03	Provide Transit Network Improvements	1 - 4	0
		Cost of measure	$ -
MI04	Provide Residential Street Improvements	1 - 4	0
		Cost of measure	$ -
MI05	Provide Pedestrian Network Improvements	1 - 4	0
		Cost of measure	$ -
	C. PARKING		
PK01	Off-Street Vehicle Parking Spaces (please enter):		*143*
	Project Size:		138
	Vehicle Parking Ratio:		1.036232
	Right-size Vehicle Parking Supply	1 - 20	20
PK02	Provide Bike Parking Facilities	1 - 2	1
PK03	Provide Shared Parking	1 - 2	0
	D. PROGRAMMATIC TDM		
TP01	Provide School Pool Programs	1	0
TP02	Provide Bike Share Stations	1 - 2	0
TP03	Provide Car Share Station	1 - 4	0
TP04	Provide Education, Marketing & Outreach	1 - 2	1
TP05	Join Transportation Mgmt. Association (TMA)	See Note	See Note
TP06	Provide Parking Cash-out	2	n/a
TP07	Provide Transit Subsidies	1 - 8	0
TP08	Provide Flexible Work Schedules	1 - 4	n/a
TP09	Provide Private Shuttle/ Transit Service	4 - 8	0
TP10	Price Workplace Parking	1 - 2	n/a
TP11	Provide Alternative Transportation Benefits	1 - 8	0
TP12	Provide a Neighborhood School	2	0
TP13	Provide Ride-Share Programs	1	0
TP14	Subsidize Transit Service Upgrade/Expansion	1 - 4	0
TP15	Provide Targeted Behavioral Interventions	1 - 2	0
TP16	Unbundle Parking Costs from Property Cost	1 - 2	2
TP17	Provide Vanpool Incentives	1 - 4	0
TP18	Provide Voluntary Travel Behavior Change Prg.	1 - 2	0

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

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

Right-Size Off-Street Vehicle Parking Supply (PK01)

The project will provide off-street automobile parking supply at a ratio that is lower than those documented in the Institute of Transportation Engineers (ITE) Parking Generation Manual. The project will provide parking at a ratio of 1.036 spaces per dwelling unit. According to the City's *Transportation Analysis Handbook*, the project is eligible to receive **20 TDM points** (maximum possible), since the proposed parking ratio would fall within the range of 0 - 1.24 parking spaces per dwelling unit. This parking ratio range is applicable to Home-End Uses located in high-quality transit areas.

Bike Parking Facilities (PK02)

The project will provide on-site bicycle facilities within a secure bike room to promote bicycle travel by future residents. The project will provide a total of 72 long-term bike parking spaces and a bike repair station within the secure bike room. Since the project will provide twice as much on-site bike parking than is required by the San Jose Municipal Code (35 bike parking spaces are required) and will provide a secure bike repair station, the project is eligible to receive **1 TDM point** (per the City's *Transportation Analysis Handbook*).

Education, Marketing and Outreach (TP04)

Welcome packets will be provided to all new residents with information about nearby amenities (e.g., bus stops, parks and multi-use trails, schools, nearby retail uses, etc.), travel options (e.g., transit services, bike facilities/maps, walking routes, VTA's Guaranteed Ride Home program, etc.), and transit schedules (e.g., VTA, Caltrain, BART, etc.). The new resident TDM welcome packets will aim to welcome and introduce new residents to the community's sustainable transportation initiatives. In support of the project's commitment to reducing traffic congestion and promoting eco-friendly commuting options, the packets will include a commuter resource flier and information links, providing essential resources such as transit schedules, bike maps, and 511 resources. Equipping new homeowners with these valuable tools will encourage and empower residents to make informed and environmentally conscious transportation choices. The project is eligible to receive **1 TDM point** for providing resident welcome packets.

Unbundled Parking (TP16)

The project will provide 100 percent unbundled parking for residents for the life of the project. Unbundled parking means separating the cost of parking from residential leases and allowing tenants to choose whether to lease a parking space. Policy TR-8.8 of the *Envision San Jose 2040 General Plan* calls for San Jose to "Promote use of unbundled private off-street parking associated with existing or new development, so that the sale or rental of a parking space is separated from the rental or sale price for a residential unit or for non-residential building square footage." With this approach those tenants without a vehicle will not be required to pay for parking that they do not want or need. Unbundling residential parking costs from the cost of housing can reduce tenant vehicle ownership and parking demand, which in turn reduces vehicle trips. With a lease, tenants receive a monthly bill showing how much they are spending on a parking space and have the option to give up the space if they no longer need it. Since the project site is located within a High-Quality Transit Area, the project is eligible to receive **2 TDM points** for providing unbundled parking.

5. Conclusions

This report presents the results of the Local Transportation Analysis (LTA) conducted for a proposed residential mixed-use project at 2470 Alvin Avenue in San Jose, California. The project site is located within the future Tully Road/South King Road Urban Village per the Envision San Jose 2040 General Plan. The project would demolish an existing commercial building and construct a new building with 138 multifamily residential units above three levels of parking and approximately 4,992 square feet (s.f.) of ground floor retail space. The residential dwelling units would consist of 24 studios, 83 one-bedroom units, 26 two-bedroom units, and 5 three-bedroom units. Of the 138 total units, 28 units (20%) would be affordable units. Access to the parking garage would be provided via a single driveway on Burdette Drive. Access to the on-site loading area would be provided via a driveway on Alvin Avenue.

This study was conducted for the purpose of identifying the potential transportation impacts and operational issues related to the proposed 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 2023. Based on the City of San Jose's Transportation Analysis Policy (Council Policy 5-1) and the *Transportation Analysis Handbook,* the study includes a non-CEQA local transportation analysis (LTA).

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

Vehicle Miles Traveled (VMT) Analysis

The City of San Jose's *Transportation Analysis Handbook, 2023* includes screening criteria for projects that are expected to result in a less-than-significant VMT impact based on the project description, characteristics and/or location. Projects that meet the screening criteria do not require a CEQA transportation analysis but are typically required to provide a Local Transportation Analysis (LTA) to identify potential operational issues that may arise due to the project. The mixed-use project meets the residential and retail screening criteria set forth in the City's *Transportation Analysis Handbook.* Therefore, the project is exempt from preparing a detailed VMT analysis.

Project Trip Generation

After applying the appropriate ITE trip rates and applicable trip adjustments and reductions, the proposed mixed-use project is estimated to generate 141 net new daily vehicle trips, with 16 new trips (-4 inbound and 20 outbound) occurring during the AM peak hour and 28 new trips (26 inbound and 2 outbound) occurring during the PM peak hour.

Intersection Traffic Operations

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

Other Transportation Issues

The proposed site plan shows generally adequate site access and on-site circulation. The project would not have an adverse effect on the existing pedestrian, bicycle or transit facilities in the study area. Below are recommendations resulting from the site plan review.

Recommendations

- Assign the tandem parking spaces on level 3 of the parking garage to individual residential units.
- Confirm the parking garage ramps would have grades of 20% or less with transition grades of 10% or less.
- Future apartment building staff should coordinate with residents wishing to use the on-site loading space so that no conflicts would occur with garbage collection activities.
- Provide 12-foot-wide sidewalks along both the Alvin Avenue and Burdette Drive project frontages.
- Reconstruct the existing curb ramp on the northeast corner (project corner) of the Alvin Avenue/Burdette Drive intersection to include an ADA compliant directional curb ramp and construct a half bulb-out along the Burdette Drive frontage.
- Provide a fair-share monetary contribution of $37,440 toward the future Class IV separated bikeway improvements that are planned along Alvin Avenue as described in the San Jose Better Bike Plan 2025.

2470 Alvin Avenue Mixed-Use LTA

Technical Appendices

Appendix A
San Jose Approved Trips Inventory (ATI)

AM PROJECT TRIPS

12/21/2023

Intersection of : S King Rd & Tully Rd

Traffix Node Number : 3105

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EDPZONEC Residential EVERGREEN EDP ZONE C	0	0	0	0	0	0	0	2	0	0	4	0
EDPZONED Residential EVERGREEN EDP ZONE D	0	0	0	0	0	0	0	0	0	0	2	0
EDPZONEJ Residential EVERGREEN EDP ZONE J	0	0	0	0	0	0	0	0	0	0	1	0
EDPZONEL Residential EVERGREEN EDP ZONE L	0	0	0	0	0	0	0	0	0	0	2	0
EDPZONEN Residential EVERGREEN EDP ZONE N	0	0	0	0	0	0	0	0	0	0	0	0
EDPZONEP Residential EVERGREEN EDP ZONE P	0	0	0	3	0	0	0	13	0	0	24	6
EDPZONES Residential EVERGREEN EDP ZONE S	0	0	0	0	0	0	0	0	0	0	0	0

AM PROJECT TRIPS

12/21/2023

Intersection of : S King Rd & Tully Rd

Traffix Node Number : 3105

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EEHDP (OFFICE) Office/Industrial EVERGREEN EEHDP (OFFICE)	0	0	0	2	1	0	0	5	0	0	0	0
EEHDP (RES) Residential EVERGREEN EEHDP (RESIDENTIAL)	0	1	0	2	1	0	0	4	0	0	9	5
EEHDP (RETAIL) Retail/Commercial EVERGREEN EEHDP (RETAIL)	0	3	0	14	6	0	0	24	0	0	12	8
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PDC02-066 (3-16147) Residential GOBLE LN & MONTEREY RD (SW/C) GOBLE LANE	0	0	0	0	0	0	0	2	0	0	1	0
PDC03-093 (3-03081) Retail/Commercial MCKEE RD AND N JACKSON AV SJ REGIONAL MEDICAL CENTER	0	14	0	0	10	0	0	0	0	0	0	0
PDC04-045 (3-14400) Retail/Commercial N/S STORY ROAD, 720' SW OF MCLAUGHLIN VIETNAMTOWN	0	4	0	4	3	0	0	0	0	0	24	6

AM PROJECT TRIPS

12/21/2023

Intersection of : S King Rd & Tully Rd

Traffix Node Number : 3105

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC13-009 (IND) (3-18407) LEGACY COMMUNICATION HILL	0	0	0	0	0	0	0	0	0	0	0	0
PDC13-009 (RES) (3-18407) LEGACY COMMUNICATIONS HILL	5	0	0	0	0	0	0	0	0	0	0	0
PDC13-009 (RET) (3-18407) LEGACY COMMUNICATIONS HILL	0	0	0	0	0	0	0	0	0	0	0	0
PDC81-03-017 (3-06434) Office/Industrial YERBA BUENA & FOWLER CAMPUS INDUSTRIAL	0	0	0	0	0	0	0	0	0	0	0	0
PDC99-11-086 (3-13395) Retail/Commercial MURILLO AV (N/S), OPP GROESBECK HILL DR MURILLO CHURCH AND SCHOOL	-1	0	4	5	0	-1	0	17	0	1	18	1
TOTAL:	**4**	**22**	**4**	**30**	**21**	**(1)**	**0**	**67**	**0**	**1**	**97**	**26**

	LEFT	THRU	RIGHT
NORTH	30	21	(1)
EAST	1	97	26
SOUTH	4	22	4
WEST	0	67	0

PM PROJECT TRIPS

12/21/2023

Intersection of : S King Rd & Tully Rd

Traffix Node Number : 3105

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EDPZONEC Residential EVERGREEN EDP ZONE C	0	0	0	0	0	0	0	4	0	0	2	0
EDPZONED Residential EVERGREEN EDP ZONE D	0	0	0	0	0	0	0	2	0	0	0	0
EDPZONEJ Residential EVERGREEN EDP ZONE J	0	0	0	0	0	0	0	1	0	0	0	0
EDPZONEL Residential EVERGREEN EDP ZONE L	0	0	0	0	0	0	0	2	0	0	0	0
EDPZONEN Residential EVERGREEN EDP ZONE N	0	0	0	0	0	0	0	0	0	0	0	0
EDPZONEP Residential EVERGREEN EDP ZONE P	0	0	0	6	0	0	0	24	0	0	13	3
EDPZONES Residential EVERGREEN EDP ZONE S	0	0	0	0	0	0	0	0	0	0	0	0

PM PROJECT TRIPS

12/21/2023

Intersection of : S King Rd & Tully Rd

Traffix Node Number : 3105

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EEHDP (OFFICE) Office/Industrial EVERGREEN EEHDP (OFFICE)	0	2	0	0	0	0	0	1	0	0	5	1
EEHDP (RES) Residential EVERGREEN EEHDP (RESIDENTIAL)	0	0	0	2	1	0	0	7	0	0	4	1
EEHDP (RETAIL) Retail/Commercial EVERGREEN EEHDP (RETAIL)	0	12	0	38	16	0	0	71	0	0	74	42
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PDC02-066 (3-16147) Residential GOBLE LN & MONTEREY RD (SW/C) GOBLE LANE	0	0	0	0	0	0	0	1	0	0	2	0
PDC03-093 (3-03081) Retail/Commercial MCKEE RD AND N JACKSON AV SJ REGIONAL MEDICAL CENTER	0	6	0	0	16	0	0	0	0	0	0	0
PDC04-045 (3-14400) Retail/Commercial N/S STORY ROAD, 720' SW OF MCLAUGHLIN VIETNAMTOWN	0	8	0	13	7	0	0	50	0	0	50	13

PM PROJECT TRIPS

12/21/2023

Intersection of : S King Rd & Tully Rd

Traffix Node Number : 3105

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC13-009 (IND) (3-18407) LEGACY COMMUNICATION HILL	0	0	0	0	0	0	0	0	0	0	0	0
PDC13-009 (RES) (3-18407) LEGACY COMMUNICATIONS HILL	0	0	0	0	1	0	0	0	5	0	0	0
PDC13-009 (RET) (3-18407) LEGACY COMMUNICATIONS HILL	0	0	0	0	1	0	0	0	1	0	0	0
PDC81-03-017 (3-06434) Office/Industrial YERBA BUENA & FOWLER CAMPUS INDUSTRIAL	0	0	0	0	0	0	0	0	0	0	0	0
PDC99-11-086 (3-13395) Retail/Commercial MURILLO AV (N/S), OPP GROESBECK HILL DR MURILLO CHURCH AND SCHOOL	0	0	0	0	0	0	0	3	0	1	10	2
TOTAL:	**0**	**28**	**0**	**59**	**42**	**0**	**0**	**166**	**6**	**1**	**160**	**62**

	LEFT	THRU	RIGHT
NORTH	59	42	0
EAST	1	160	62
SOUTH	0	28	0
WEST	0	166	6

AM PROJECT TRIPS

12/21/2023

Intersection of : Lanai Av / Alvin Av & Tully Rd

Traffix Node Number : 3261

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EDPZONEC Residential EVERGREEN EDP ZONE C	0	1	0	0	0	0	0	2	0	0	4	0
EDPZONED Residential EVERGREEN EDP ZONE D	0	0	0	0	0	0	0	0	0	0	2	0
EDPZONEJ Residential EVERGREEN EDP ZONE J	0	0	0	0	0	0	0	0	0	0	1	0
EDPZONEL Residential EVERGREEN EDP ZONE L	0	0	0	0	0	0	0	0	0	0	2	0
EDPZONEP Residential EVERGREEN EDP ZONE P	0	0	0	0	0	0	0	13	0	0	24	0
EDPZONES Residential EVERGREEN EDP ZONE S	0	0	0	0	0	0	0	0	0	0	0	0
EEHDP (OFFICE) Office/Industrial EVERGREEN EEHDP (OFFICE)	0	0	0	0	0	0	0	5	0	0	0	0

AM PROJECT TRIPS

12/21/2023

Intersection of : Lanai Av / Alvin Av & Tully Rd

Traffix Node Number : 3261

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EEHDP (RES) Residential EVERGREEN EEHDP (RESIDENTIAL)	0	0	0	0	0	0	0	4	0	0	9	0
EEHDP (RETAIL) Retail/Commercial EVERGREEN EEHDP (RETAIL)	0	0	0	0	0	0	0	23	0	0	12	0
PDC02-066 (3-16147) Residential GOBLE LN & MONTEREY RD (SW/C) GOBLE LANE	0	0	0	0	0	0	0	2	0	0	1	0
PDC04-045 (3-14400) Retail/Commercial N/S STORY ROAD, 720' SW OF MCLAUGHLIN VIETNAMTOWN	0	0	0	0	0	0	0	16	0	0	24	0
PDC13-009 (IND) (3-18407) LEGACY COMMUNICATION HILL	0	0	0	0	0	0	0	0	0	0	0	0
PDC13-009 (RES) (3-18407) LEGACY COMMUNICATIONS HILL	0	0	0	0	0	0	0	0	0	0	3	0
PDC13-009 (RET) (3-18407) LEGACY COMMUNICATIONS HILL	0	0	0	0	0	0	0	0	0	0	1	0

AM PROJECT TRIPS

12/21/2023

Intersection of : Lanai Av / Alvin Av & Tully Rd

Traffix Node Number : 3261

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC81-03-017 (3-06434) Office/Industrial YERBA BUENA & FOWLER CAMPUS INDUSTRIAL	0	0	0	0	0	0	0	0	0	0	0	0
PDC99-11-086 (3-13395) Retail/Commercial MURILLO AV (N/S), OPP GROESBECK HILL DR MURILLO CHURCH AND SCHOOL	0	0	0	0	0	0	0	17	0	0	16	0
TOTAL:	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**82**	**0**	**0**	**99**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	99	0
SOUTH	0	1	0
WEST	0	82	0

PM PROJECT TRIPS

12/21/2023

Intersection of : Lanai Av / Alvin Av & Tully Rd

Traffix Node Number : 3261

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EDPZONEC Residential EVERGREEN EDP ZONE C	0	0	0	0	0	0	0	2	0	0	4	0
EDPZONED Residential EVERGREEN EDP ZONE D	0	0	0	0	0	0	0	2	0	0	0	0
EDPZONEJ Residential EVERGREEN EDP ZONE J	0	0	0	0	0	0	0	1	0	0	0	0
EDPZONEL Residential EVERGREEN EDP ZONE L	0	0	0	0	0	0	0	2	0	0	0	0
EDPZONEP Residential EVERGREEN EDP ZONE P	0	0	0	0	0	0	0	24	0	0	13	0
EDPZONES Residential EVERGREEN EDP ZONE S	0	0	0	0	0	0	0	0	0	0	0	0
EEHDP (OFFICE) Office/Industrial EVERGREEN EEHDP (OFFICE)	0	0	0	0	0	0	0	1	0	0	4	0

PM PROJECT TRIPS

12/21/2023

Intersection of : Lanai Av / Alvin Av & Tully Rd

Traffix Node Number : 3261

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EEHDP (RES) Residential EVERGREEN EEHDP (RESIDENTIAL)	0	0	0	0	0	0	0	6	0	0	4	0
EEHDP (RETAIL) Retail/Commercial EVERGREEN EEHDP (RETAIL)	0	0	2	0	0	0	0	68	0	2	72	0
PDC02-066 (3-16147) Residential GOBLE LN & MONTEREY RD (SW/C) GOBLE LANE	0	0	0	0	0	0	0	1	0	0	2	0
PDC04-045 (3-14400) Retail/Commercial N/S STORY ROAD, 720' SW OF MCLAUGHLIN VIETNAMTOWN	0	0	0	0	0	0	0	50	0	0	50	0
PDC13-009 (IND) (3-18407) LEGACY COMMUNICATION HILL	0	0	0	0	0	0	0	0	0	0	0	0
PDC13-009 (RES) (3-18407) LEGACY COMMUNICATIONS HILL	0	0	0	0	0	0	0	5	0	0	0	0
PDC13-009 (RET) (3-18407) LEGACY COMMUNICATIONS HILL	0	0	0	0	0	0	0	1	0	0	0	0

PM PROJECT TRIPS

12/21/2023

Intersection of : Lanai Av / Alvin Av & Tully Rd

Traffix Node Number : 3261

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC81-03-017 (3-06434) Office/Industrial YERBA BUENA & FOWLER CAMPUS INDUSTRIAL	0	0	0	0	0	0	0	0	0	0	0	0
PDC99-11-086 (3-13395) Retail/Commercial MURILLO AV (N/S), OPP GROESBECK HILL DR MURILLO CHURCH AND SCHOOL	0	0	0	0	0	0	0	3	0	0	10	0
TOTAL:	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**166**	**0**	**2**	**159**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	2	159	0
SOUTH	0	0	2
WEST	0	166	0

AM PROJECT TRIPS

12/21/2023

Intersection of : Burdette Dr & S King Rd

Traffix Node Number : 3858

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EDPZONES Residential EVERGREEN EDP ZONE S	0	0	0	0	0	0	0	0	0	0	0	0
EEHDP (OFFICE) Office/Industrial EVERGREEN EEHDP (OFFICE)	0	0	0	0	1	0	0	0	0	0	0	0
EEHDP (RES) Residential EVERGREEN EEHDP (RESIDENTIAL)	0	1	0	0	1	0	0	0	0	0	0	0
EEHDP (RETAIL) Retail/Commercial EVERGREEN EEHDP (RETAIL)	0	3	0	0	6	0	0	0	0	0	0	0
PDC81-03-017 (3-06434) Office/Industrial YERBA BUENA & FOWLER CAMPUS INDUSTRIAL	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**4**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	8	0
EAST	0	0	0
SOUTH	0	4	0
WEST	0	0	0

PM PROJECT TRIPS

12/21/2023

Intersection of : Burdette Dr & S King Rd

Traffix Node Number : 3858

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EDPZONES Residential EVERGREEN EDP ZONE S	0	0	0	0	0	0	0	0	0	0	0	0
EEHDP (OFFICE) Office/Industrial EVERGREEN EEHDP (OFFICE)	0	2	0	0	0	0	0	0	0	0	0	0
EEHDP (RES) Residential EVERGREEN EEHDP (RESIDENTIAL)	0	0	0	0	1	0	0	0	0	0	0	0
EEHDP (RETAIL) Retail/Commercial EVERGREEN EEHDP (RETAIL)	0	12	0	0	16	0	0	0	0	0	0	0
PDC81-03-017 (3-06434) Office/Industrial YERBA BUENA & FOWLER CAMPUS INDUSTRIAL	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**14**	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	17	0
EAST	0	0	0
SOUTH	0	14	0
WEST	0	0	0

Appendix B
Volume Spreadsheets

Intersection Number: 1 — 70 N. 27th Street
Traffix Node Number: 3966
Intersection Name: Alvin Avenue & Fontaine Road
Peak Hour: **AM** — Date of Analysis: 02/07/24
Count Date: 01/11/24
Scenario: 138 DU + 4,992 SF Retail

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

Scenario:	Movements: North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	*Total*
Existing Count	135	336	0	0	0	0	0	351	8	9	0	138	977
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	135	336	0	0	0	0	0	351	8	9	0	138	977
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	135	336	0	0	0	0	0	351	8	9	0	138	977
Bkgrd check	135	336	0	0	0	0	0	351	8	9	0	138	
Project Trips													
Residential Project Trips	0	8	0	0	0	0	0	25	0	0	0	0	33
Retail Project Trips	0	2	0	0	0	0	0	1	0	0	0	0	3
Existing Trip Credits	0	-7	0	0	0	0	0	-6	0	0	0	0	-13
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	3	0	0	0	0	0	20	0	0	0	0	23
Background + Project Conditions	135	339	0	0	0	0	0	371	8	9	0	138	1000
Bkgrd+Proj check	135	339	0	0	0	0	0	371	8	9	0	138	

Intersection Number: 2
Traffix Node Number: 3261
Intersection Name: Alvin Avenue & Tully Road
Peak Hour: **AM** — Date of Analysis: 02/07/24
Count Date: 01/11/24
Scenario: 138 DU + 4,992 SF Retail

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

Scenario:	Movements: North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	*Total*
Existing Count	394	27	23	7	1669	54	28	15	464	432	1048	176	4337
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	394	27	23	7	1669	54	28	15	464	432	1048	176	4337
Approved Project Trips													
San Jose ATI	0	0	0	0	99	0	0	1	0	0	82	0	182
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	99	0	0	1	0	0	82	0	182
Background Conditions	394	27	23	7	1768	54	28	16	464	432	1130	176	4519
Bkgrd check	394	27	23	7	1768	54	28	16	464	432	1130	176	
Project Trips													
Residential Project Trips	0	0	0	0	0	0	0	0	25	8	0	0	33
Retail Project Trips	0	1	0	0	0	0	0	0	1	1	0	0	3
Existing Trip Credits	0	-2	0	0	0	0	0	-2	-4	-5	0	0	-13
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	1	0	0	0	0	1
Total Project Trips	0	-1	0	0	0	0	0	-1	22	4	0	0	24
Background + Project Conditions	394	26	23	7	1768	54	28	15	486	436	1130	176	4543
Bkgrd+Proj check	394	26	23	7	1768	54	28	15	486	436	1130	176	

Intersection Number: 3
Traffix Node Number: 3105
Intersection Name: King Road & Tully Road (CMP)
Peak Hour: **AM** — Date of Analysis: 02/07/24
Count Date: 01/11/24
Scenario: 138 DU + 4,992 SF Retail

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

Scenario:	Movements: North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	*Total*
Existing Count	279	244	111	80	981	135	86	371	384	92	737	252	3752
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	279	244	111	80	981	135	86	371	384	92	737	252	3752
Approved Project Trips													
San Jose ATI	0	21	30	26	97	1	4	22	4	0	67	0	272
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	21	30	26	97	1	4	22	4	0	67	0	272
Background Conditions	279	265	141	106	1078	136	90	393	388	92	804	252	4024
Bkgrd check	279	265	141	106	1078	136	90	393	388	92	804	252	
Project Trips													
Residential Project Trips	0	1	0	0	0	1	3	2	0	0	0	0	7
Retail Project Trips	0	1	0	0	0	1	1	1	0	0	0	0	4
Existing Trip Credits	0	-3	0	0	0	-4	-3	-3	0	0	0	0	-13
TRAFFIX Rounding Adjustment	0	-1	0	0	0	0	0	0	0	0	0	0	-1
Total Project Trips	0	-2	0	0	0	-2	1	0	0	0	0	0	-3
Background + Project Conditions	279	263	141	106	1078	134	91	393	388	92	804	252	4021
Bkgrd+Proj check	279	263	141	106	1078	134	91	393	388	92	804	252	

Intersection Number: 4 — 70 N. 27th Street
Traffix Node Number: 3858
Intersection Name: King Road & Burdette Drive
Peak Hour: **AM** — Date of Analysis: 02/07/24
Count Date: 10/11/23
Scenario: 138 DU + 4,992 SF Retail

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

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	115	472	0	0	0	0	0	853	166	146	0	192	1944
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	115	472	0	0	0	0	0	853	166	146	0	192	1944
Approved Project Trips													
San Jose ATI	0	8	0	0	0	0	0	4	0	0	0	0	12
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	8	0	0	0	0	0	4	0	0	0	0	12
Background Conditions	115	480	0	0	0	0	0	857	166	146	0	192	1956
Bkgrd check	115	480	0	0	0	0	0	857	166	146	0	192	
Project Trips													
Residential Project Trips	2	0	0	0	0	0	0	0	1	3	0	5	11
Retail Project Trips	2	0	0	0	0	0	0	0	1	1	0	1	5
Existing Trip Credits	-7	0	0	0	0	0	0	0	-4	-3	0	-6	-20
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	-3	0	0	0	0	0	0	0	-2	1	0	0	-4
Background + Project Conditions	112	480	0	0	0	0	0	857	164	147	0	192	1952
Bkgrd+Proj check	112	480	0	0	0	0	0	857	164	147	0	192	

Intersection Number: 5
Traffix Node Number: 5000
Intersection Name: Alvin Avenue & Burdette Drive (unsig)
Peak Hour: **AM** — Date of Analysis: 02/07/24
Count Date: 01/11/24
Scenario: 138 DU + 4,992 SF Retail

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

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	0	165	154	155	0	15	33	230	0	0	0	0	752
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	0	165	154	155	0	15	33	230	0	0	0	0	752
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	165	154	155	0	15	33	230	0	0	0	0	752
Bkgrd check	0	165	154	155	0	15	33	230	0	0	0	0	
Project Trips													
Residential Project Trips	0	0	8	25	0	0	0	0	0	0	0	0	33
Retail Project Trips	0	0	2	1	0	0	1	0	0	0	0	0	4
Existing Trip Credits	0	0	-7	-6	0	-2	-2	0	0	0	0	0	-17
TRAFFIX Rounding Adjustment	0	0	0	0	0	1	0	0	0	0	0	0	1
Total Project Trips	0	0	3	20	0	-1	-1	0	0	0	0	0	21
Background + Project Conditions	0	165	157	175	0	14	32	230	0	0	0	0	773
Bkgrd+Proj check	0	165	157	175	0	14	32	230	0	0	0	0	

Intersection Number: 1 — 70 N. 27th Street
Traffix Node Number: 3966
Intersection Name: Alvin Avenue & Fontaine Road
Peak Hour: **PM** — Date of Analysis: 02/07/24
Count Date: 01/11/24
Scenario: 138 DU + 4,992 SF Retail

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

Scenario:	Movements: North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	*Total*
Existing Count	242	613	0	0	0	0	0	358	11	28	0	186	1438
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	242	613	0	0	0	0	0	358	11	28	0	186	1438
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	242	613	0	0	0	0	0	358	11	28	0	186	1438
Bkgrd check	242	613	0	0	0	0	0	358	11	28	0	186	
Project Trips													
Residential Project Trips	0	20	0	0	0	0	0	13	0	0	0	0	33
Retail Project Trips	0	3	0	0	0	0	0	3	0	0	0	0	6
Existing Trip Credits	0	-4	0	0	0	0	0	-8	0	0	0	0	-12
TRAFFIX Rounding Adjustment	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Project Trips	0	20	0	0	0	0	0	8	0	0	0	0	28
Background + Project Conditions	242	633	0	0	0	0	0	366	11	28	0	186	1466
Bkgrd+Proj check	242	633	0	0	0	0	0	366	11	28	0	186	

Intersection Number: 2
Traffix Node Number: 3261
Intersection Name: Alvin Avenue & Tully Road
Peak Hour: **PM** — Date of Analysis: 02/07/24
Count Date: 01/11/24
Scenario: 138 DU + 4,992 SF Retail

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

Scenario:	Movements: North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	*Total*
Existing Count	339	35	24	14	1590	58	124	25	482	784	1768	312	5555
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	339	35	24	14	1590	58	124	25	482	784	1768	312	5555
Approved Project Trips													
San Jose ATI	0	0	0	0	159	2	2	0	0	0	166	0	329
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	159	2	2	0	0	0	166	0	329
Background Conditions	339	35	24	14	1749	60	126	25	482	784	1934	312	5884
Bkgrd check	339	35	24	14	1749	60	126	25	482	784	1934	312	
Project Trips													
Residential Project Trips	0	0	0	0	0	0	0	0	13	20	0	0	33
Retail Project Trips	0	1	0	0	0	0	0	1	2	2	0	0	6
Existing Trip Credits	0	-1	0	0	0	0	0	-2	-6	-3	0	0	-12
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	-1	0	1	0	0	0
Total Project Trips	0	0	0	0	0	0	0	-2	9	20	0	0	27
Background + Project Conditions	339	35	24	14	1749	60	126	23	491	804	1934	312	5911
Bkgrd+Proj check	339	35	24	14	1749	60	126	23	491	804	1934	312	

Intersection Number: 3
Traffix Node Number: 3105
Intersection Name: King Road & Tully Road (CMP)
Peak Hour: **PM** — Date of Analysis: 02/07/24
Count Date: 01/11/24
Scenario: 138 DU + 4,992 SF Retail

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

Scenario:	Movements: North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	*Total*
Existing Count	219	413	185	118	1014	205	128	324	320	206	1400	303	4835
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	219	413	185	118	1014	205	128	324	320	206	1400	303	4835
Approved Project Trips													
San Jose ATI	0	42	59	62	160	1	0	28	0	6	166	0	524
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	42	59	62	160	1	0	28	0	6	166	0	524
Background Conditions	219	455	244	180	1174	206	128	352	320	212	1566	303	5359
Bkgrd check	219	455	244	180	1174	206	128	352	320	212	1566	303	
Project Trips													
Residential Project Trips	0	1	0	0	0	3	2	1	0	0	0	0	7
Retail Project Trips	0	1	0	0	0	2	2	1	0	0	0	0	6
Existing Trip Credits	0	-2	0	0	0	-2	-5	-3	0	0	0	0	-12
TRAFFIX Rounding Adjustment	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Project Trips	0	1	0	0	0	3	-1	-1	0	0	0	0	2
Background + Project Conditions	219	456	244	180	1174	209	127	351	320	212	1566	303	5361
Bkgrd+Proj check	219	456	244	180	1174	209	127	351	320	212	1566	303	

Intersection Number: 4 — 70 N. 27th Street
Traffix Node Number: 3858
Intersection Name: King Road & Burdette Drive
Peak Hour: **PM** — Date of Analysis: 02/07/24
Count Date: 10/11/23
Scenario: 138 DU + 4,992 SF Retail

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

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	106	604	0	0	0	0	0	589	83	159	0	134	1675
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	106	604	0	0	0	0	0	589	83	159	0	134	1675
Approved Project Trips													
San Jose ATI	0	17	0	0	0	0	0	14	0	0	0	0	31
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	17	0	0	0	0	0	14	0	0	0	0	31
Background Conditions	106	621	0	0	0	0	0	603	83	159	0	134	1706
Bkgrd check	106	621	0	0	0	0	0	603	83	159	0	134	
Project Trips													
Residential Project Trips	4	0	0	0	0	0	0	0	3	2	0	3	12
Retail Project Trips	3	0	0	0	0	0	0	0	2	2	0	3	10
Existing Trip Credits	-4	0	0	0	0	0	0	0	-2	-5	0	-8	-19
TRAFFIX Rounding Adjustment	1	0	0	0	0	0	0	0	0	0	0	-1	0
Total Project Trips	4	0	0	0	0	0	0	0	3	-1	0	-3	3
Background + Project Conditions	110	621	0	0	0	0	0	603	86	158	0	131	1709
Bkgrd+Proj check	110	621	0	0	0	0	0	603	86	158	0	131	

Intersection Number: 5
Traffix Node Number: 5000
Intersection Name: Alvin Avenue & Burdette Drive (unsig)
Peak Hour: **PM** — Date of Analysis: 02/07/24
Count Date: 01/11/24
Scenario: 138 DU + 4,992 SF Retail

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

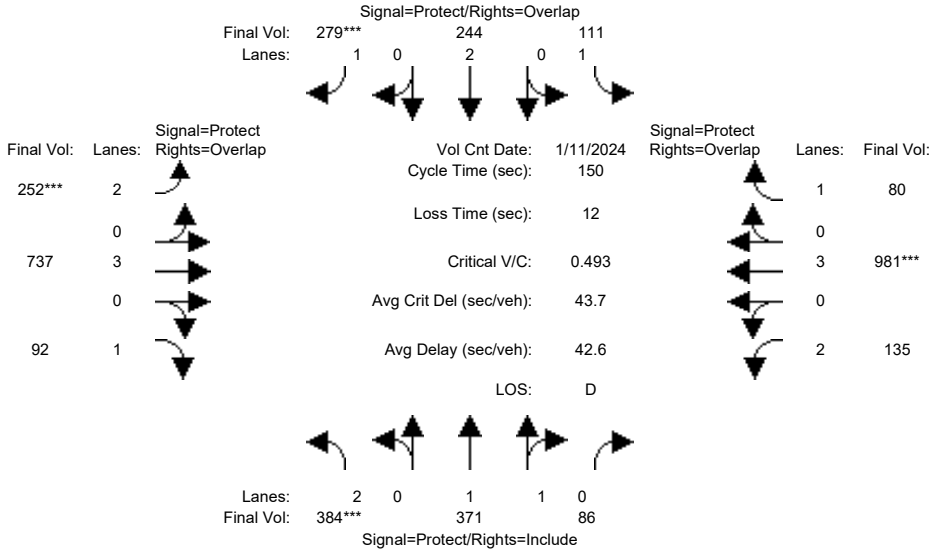
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	0	347	269	203	0	35	62	187	0	0	0	0	1103
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions	0	347	269	203	0	35	62	187	0	0	0	0	1103
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	347	269	203	0	35	62	187	0	0	0	0	1103
Bkgrd check	0	347	269	203	0	35	62	187	0	0	0	0	
Project Trips													
Residential Project Trips	0	0	20	13	0	0	0	0	0	0	0	0	33
Retail Project Trips	0	0	3	3	0	1	1	0	0	0	0	0	8
Existing Trip Credits	0	0	-4	-8	0	-2	-1	0	0	0	0	0	-15
TRAFFIX Rounding Adjustment	0	0	1	0	0	-1	0	0	0	0	0	0	0
Total Project Trips	0	0	20	8	0	-2	0	0	0	0	0	0	26
Background + Project Conditions	0	347	289	211	0	33	62	187	0	0	0	0	1129
Bkgrd+Proj check	0	347	289	211	0	33	62	187	0	0	0	0	

Appendix C
Intersection Level of Service Calculations

2470 Alvin Avenue Mixed-Use
San Jose, CA
138 DU + 4,992 SF Retail

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

Intersection #3105: KING/TULLY



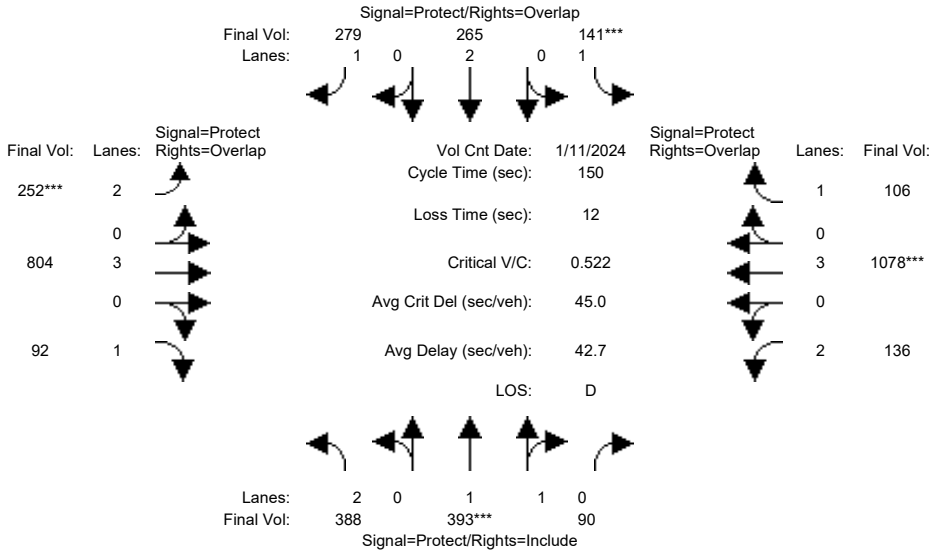
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Jan 2024 << 8:00-9:00												
Base Vol:	384	371	86	111	244	279	252	737	92	135	981	80
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:	384	371	86	111	244	279	252	737	92	135	981	80
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:	384	371	86	111	244	279	252	737	92	135	981	80
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:	384	371	86	111	244	279	252	737	92	135	981	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	371	86	111	244	279	252	737	92	135	981	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	384	371	86	111	244	279	252	737	92	135	981	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.61	0.39	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3003	696	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.06	0.06	0.16	0.08	0.13	0.05	0.04	0.17	0.05
Crit Moves:	****					****	****				****	
Green Time:	37.1	40.5	40.5	20.8	24.2	48.5	24.3	56.4	93.5	20.3	52.4	73.2
Volume/Cap:	0.49	0.46	0.46	0.46	0.40	0.49	0.49	0.34	0.08	0.32	0.49	0.09
Delay/Veh:	48.9	45.9	45.9	60.8	56.8	41.5	58.0	33.7	11.3	59.0	38.6	20.7
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:	48.9	45.9	45.9	60.8	56.8	41.5	58.0	33.7	11.3	59.0	38.6	20.7
LOS by Move:	D	D	D	E	E	D	E	C	B	E	D	C
HCM2k95thQ:	16	16	16	11	10	20	12	15	4	7	21	4

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

2470 Alvin Avenue Mixed-Use
San Jose, CA
138 DU + 4,992 SF Retail

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

Intersection #3105: KING/TULLY



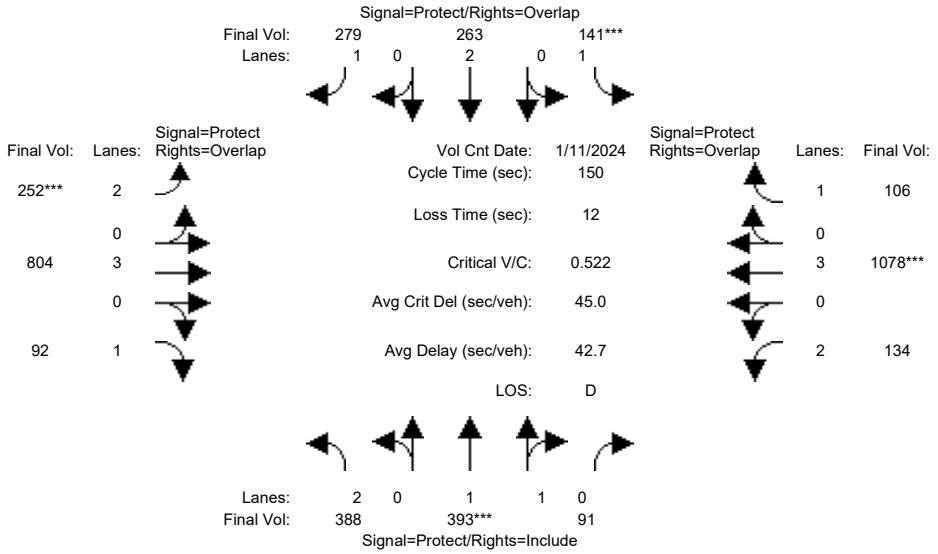
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Jan 2024 << 8:00-9:00												
Base Vol:	384	371	86	111	244	279	252	737	92	135	981	80
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:	384	371	86	111	244	279	252	737	92	135	981	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	4	22	4	30	21	0	0	67	0	1	97	26
Initial Fut:	388	393	90	141	265	279	252	804	92	136	1078	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:	388	393	90	141	265	279	252	804	92	136	1078	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	388	393	90	141	265	279	252	804	92	136	1078	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
FinalVolume:	388	393	90	141	265	279	252	804	92	136	1078	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.62	0.38	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3010	689	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.13	0.08	0.07	0.16	0.08	0.14	0.05	0.04	0.19	0.06
Crit Moves:		****		****			****				****	
Green Time:	36.9	37.5	37.5	23.2	23.8	46.8	23.0	58.1	95.0	19.2	54.3	77.5
Volume/Cap:	0.50	0.52	0.52	0.52	0.44	0.51	0.52	0.36	0.08	0.34	0.52	0.12
Delay/Veh:	49.2	49.0	49.0	60.2	57.6	43.1	59.5	32.9	10.7	60.1	37.9	18.7
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:	49.2	49.0	49.0	60.2	57.6	43.1	59.5	32.9	10.7	60.1	37.9	18.7
LOS by Move:	D	D	D	E	E	D	E	C	B	E	D	B
HCM2k95thQ:	17	18	18	13	11	21	12	16	3	7	23	5

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

2470 Alvin Avenue Mixed-Use
San Jose, CA
138 DU + 4,992 SF Retail

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

Intersection #3105: KING/TULLY



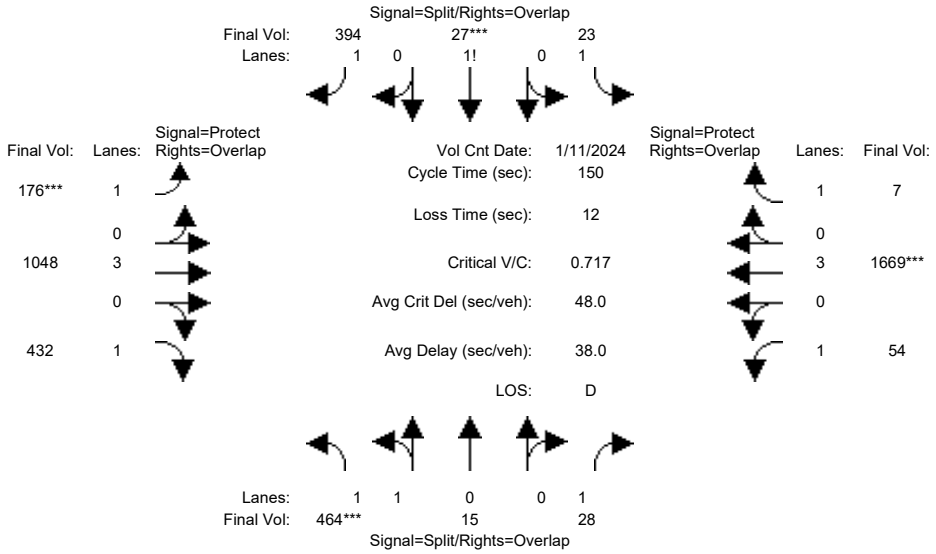
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Jan 2024 << 8:00-9:00												
Base Vol:	384	371	86	111	244	279	252	737	92	135	981	80
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:	384	371	86	111	244	279	252	737	92	135	981	80
Added Vol:	0	0	1	0	-2	0	0	0	0	-2	0	0
ATI:	4	22	4	30	21	0	0	67	0	1	97	26
Initial Fut:	388	393	91	141	263	279	252	804	92	134	1078	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:	388	393	91	141	263	279	252	804	92	134	1078	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	388	393	91	141	263	279	252	804	92	134	1078	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
FinalVolume:	388	393	91	141	263	279	252	804	92	134	1078	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.61	0.39	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3004	696	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.13	0.08	0.07	0.16	0.08	0.14	0.05	0.04	0.19	0.06
Crit Moves:		****		****			****				****	
Green Time:	36.9	37.6	37.6	23.1	23.8	46.8	23.0	58.1	95.0	19.2	54.3	77.5
Volume/Cap:	0.50	0.52	0.52	0.52	0.44	0.51	0.52	0.36	0.08	0.33	0.52	0.12
Delay/Veh:	49.1	49.0	49.0	60.2	57.5	43.1	59.5	32.9	10.7	60.0	37.9	18.7
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:	49.1	49.0	49.0	60.2	57.5	43.1	59.5	32.9	10.7	60.0	37.9	18.7
LOS by Move:	D	D	D	E	E	D	E	C	B	E	D	B
HCM2k95thQ:	17	18	18	13	11	21	12	16	3	7	23	5

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

2470 Alvin Avenue Mixed-Use
San Jose, CA
138 DU + 4,992 SF Retail

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

Intersection #3261: ALVIN/TULLY



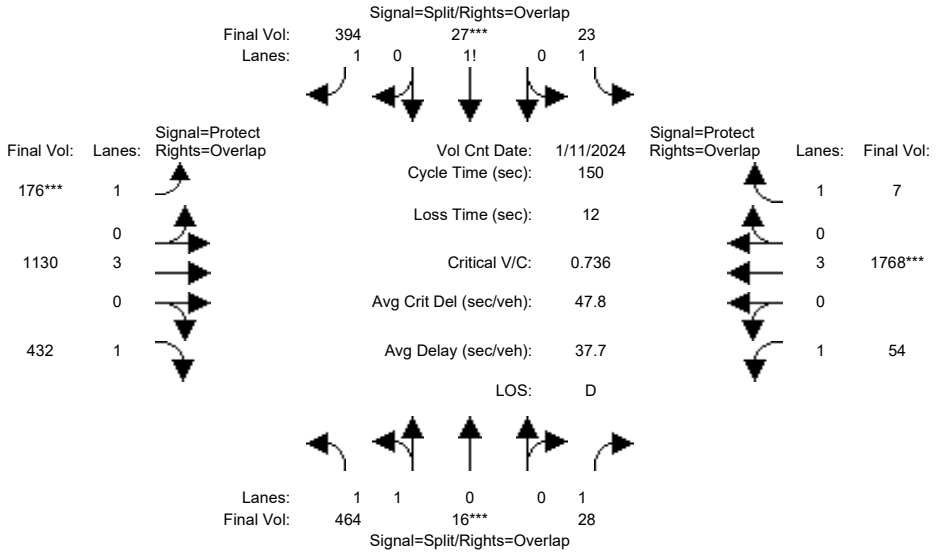
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Jan 2024 << 8:00-9:00												
Base Vol:	464	15	28	23	27	394	176	1048	432	54	1669	7
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:	464	15	28	23	27	394	176	1048	432	54	1669	7
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:	464	15	28	23	27	394	176	1048	432	54	1669	7
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:	464	15	28	23	27	394	176	1048	432	54	1669	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	464	15	28	23	27	394	176	1048	432	54	1669	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	464	15	28	23	27	394	176	1048	432	54	1669	7
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	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.94	0.06	1.00	1.05	0.11	1.84	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3439	111	1750	1838	206	3304	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.02	0.01	0.13	0.12	0.10	0.18	0.25	0.03	0.29	0.00
Crit Moves:	****				****		****				****	
Green Time:	28.2	28.2	44.9	27.4	27.4	48.5	21.1	65.7	93.9	16.7	61.3	88.7
Volume/Cap:	0.72	0.72	0.05	0.07	0.72	0.37	0.72	0.42	0.39	0.28	0.72	0.01
Delay/Veh:	60.9	60.9	37.5	50.7	61.6	39.2	71.3	29.2	14.2	61.9	38.2	12.6
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:	60.9	60.9	37.5	50.7	61.6	39.2	71.3	29.2	14.2	61.9	38.2	12.6
LOS by Move:	E	E	D	D	E	D	E	C	B	E	D	B
HCM2k95thQ:	20	20	2	2	22	15	18	20	19	5	35	0

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

2470 Alvin Avenue Mixed-Use
San Jose, CA
138 DU + 4,992 SF Retail

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

Intersection #3261: ALVIN/TULLY



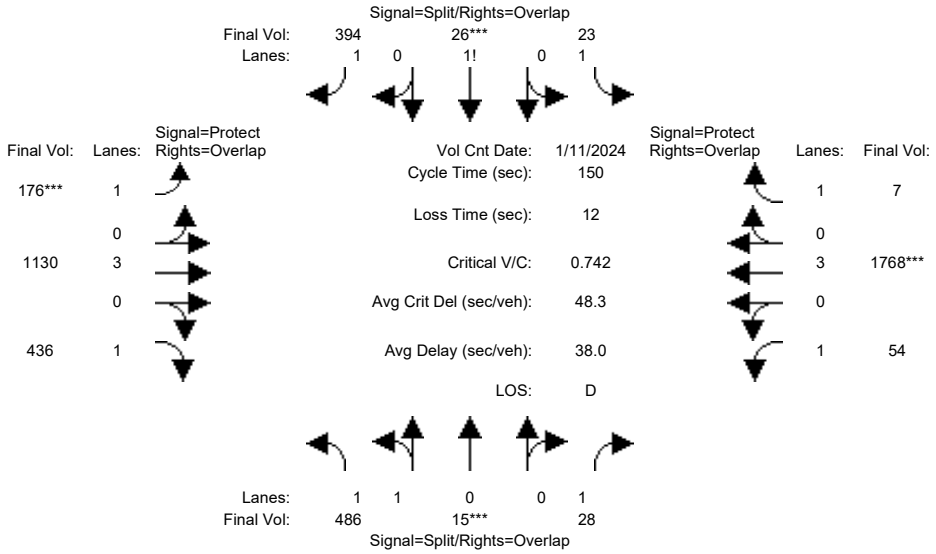
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Jan 2024 << 8:00-9:00												
Base Vol:	464	15	28	23	27	394	176	1048	432	54	1669	7
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:	464	15	28	23	27	394	176	1048	432	54	1669	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	1	0	0	0	0	0	82	0	0	99	0
Initial Fut:	464	16	28	23	27	394	176	1130	432	54	1768	7
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:	464	16	28	23	27	394	176	1130	432	54	1768	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	464	16	28	23	27	394	176	1130	432	54	1768	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	464	16	28	23	27	394	176	1130	432	54	1768	7
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	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.93	0.07	1.00	1.05	0.11	1.84	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3432	118	1750	1838	206	3304	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.02	0.01	0.13	0.12	0.10	0.20	0.25	0.03	0.31	0.00
Crit Moves:		****			****		****				****	
Green Time:	27.6	27.6	43.5	26.7	26.7	47.2	20.5	67.8	95.3	16.0	63.2	89.9
Volume/Cap:	0.74	0.74	0.06	0.07	0.74	0.38	0.74	0.44	0.39	0.29	0.74	0.01
Delay/Veh:	62.2	62.2	38.5	51.3	63.0	40.2	73.4	28.2	13.5	62.7	37.6	12.1
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:	62.2	62.2	38.5	51.3	63.0	40.2	73.4	28.2	13.5	62.7	37.6	12.1
LOS by Move:	E	E	D	D	E	D	E	C	B	E	D	B
HCM2k95thQ:	21	21	2	2	22	15	18	21	19	5	37	0

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

2470 Alvin Avenue Mixed-Use
San Jose, CA
138 DU + 4,992 SF Retail

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

Intersection #3261: ALVIN/TULLY



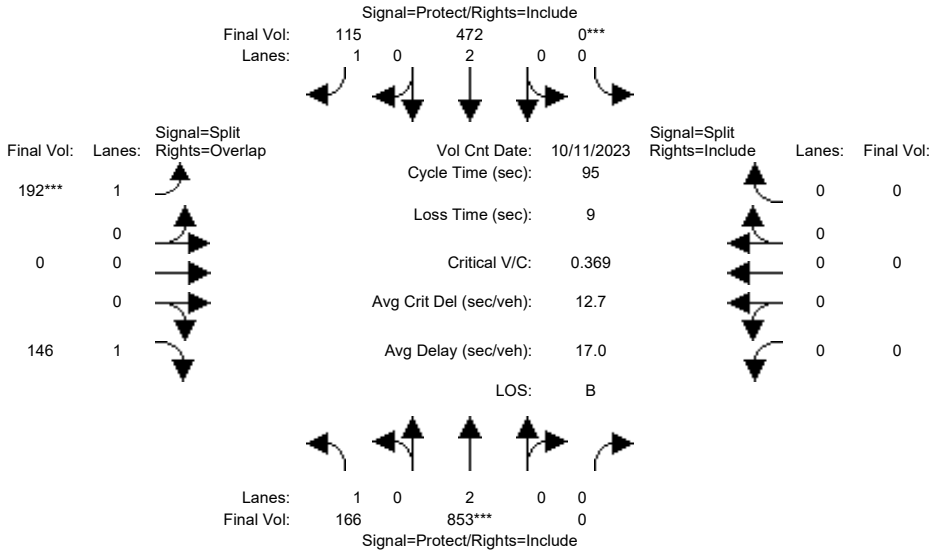
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Jan 2024 << 8:00-9:00												
Base Vol:	464	15	28	23	27	394	176	1048	432	54	1669	7
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:	464	15	28	23	27	394	176	1048	432	54	1669	7
Added Vol:	22	-1	0	0	-1	0	0	0	4	0	0	0
ATI:	0	1	0	0	0	0	0	82	0	0	99	0
Initial Fut:	486	15	28	23	26	394	176	1130	436	54	1768	7
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:	486	15	28	23	26	394	176	1130	436	54	1768	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	486	15	28	23	26	394	176	1130	436	54	1768	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	486	15	28	23	26	394	176	1130	436	54	1768	7
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	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.94	0.06	1.00	1.05	0.11	1.84	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3444	106	1750	1838	199	3310	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.02	0.01	0.13	0.12	0.10	0.20	0.25	0.03	0.31	0.00
Crit Moves:		****			****		****				****	
Green Time:	28.5	28.5	44.4	26.4	26.4	46.7	20.3	67.2	95.8	15.8	62.7	89.1
Volume/Cap:	0.74	0.74	0.05	0.07	0.74	0.38	0.74	0.44	0.39	0.29	0.74	0.01
Delay/Veh:	61.7	61.7	37.8	51.6	63.5	40.6	74.1	28.6	13.3	62.8	38.1	12.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.7	61.7	37.8	51.6	63.5	40.6	74.1	28.6	13.3	62.8	38.1	12.4
LOS by Move:	E	E	D	D	E	D	E	C	B	E	D	B
HCM2k95thQ:	21	21	2	2	22	15	18	21	19	5	38	0

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

2470 Alvin Avenue Mixed-Use
San Jose, CA
138 DU + 4,992 SF Retail

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

Intersection #3858: BURDETTE/KING



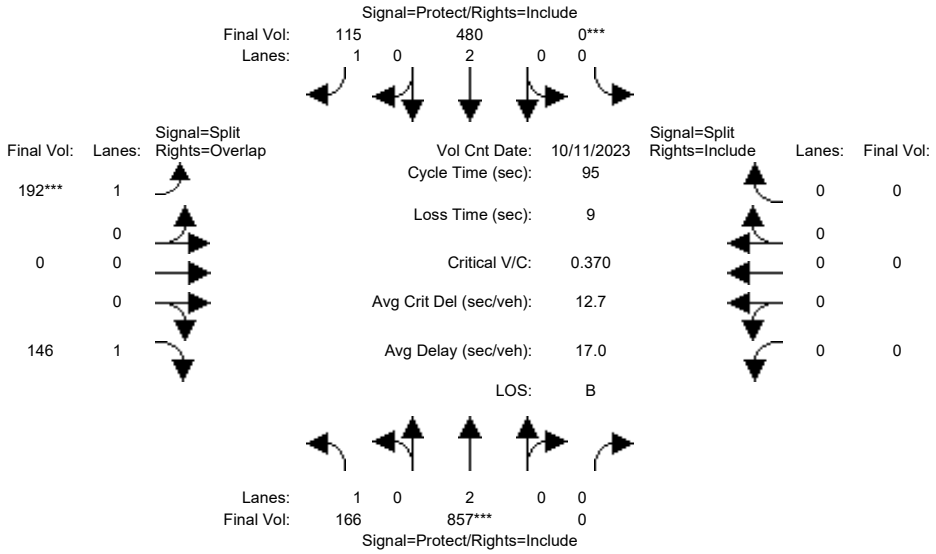
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Oct 2023 << 8:00-9:00												
Base Vol:	166	853	0	0	472	115	192	0	146	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	853	0	0	472	115	192	0	146	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	853	0	0	472	115	192	0	146	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	853	0	0	472	115	192	0	146	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	853	0	0	472	115	192	0	146	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	853	0	0	472	115	192	0	146	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3800	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.00	0.00	0.12	0.07	0.11	0.00	0.08	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	25.0	57.8	0.0	0.0	32.8	32.8	28.2	0.0	53.2	0.0	0.0	0.0
Volume/Cap:	0.36	0.37	0.00	0.00	0.36	0.19	0.37	0.00	0.15	0.00	0.00	0.00
Delay/Veh:	29.0	9.5	0.0	0.0	23.5	22.0	26.8	0.0	10.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	9.5	0.0	0.0	23.5	22.0	26.8	0.0	10.1	0.0	0.0	0.0
LOS by Move:	C	A	A	A	C	C	C	A	B	A	A	A
HCM2k95thQ:	9	12	0	0	10	5	10	0	4	0	0	0

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

2470 Alvin Avenue Mixed-Use
San Jose, CA
138 DU + 4,992 SF Retail

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

Intersection #3858: BURDETTE/KING



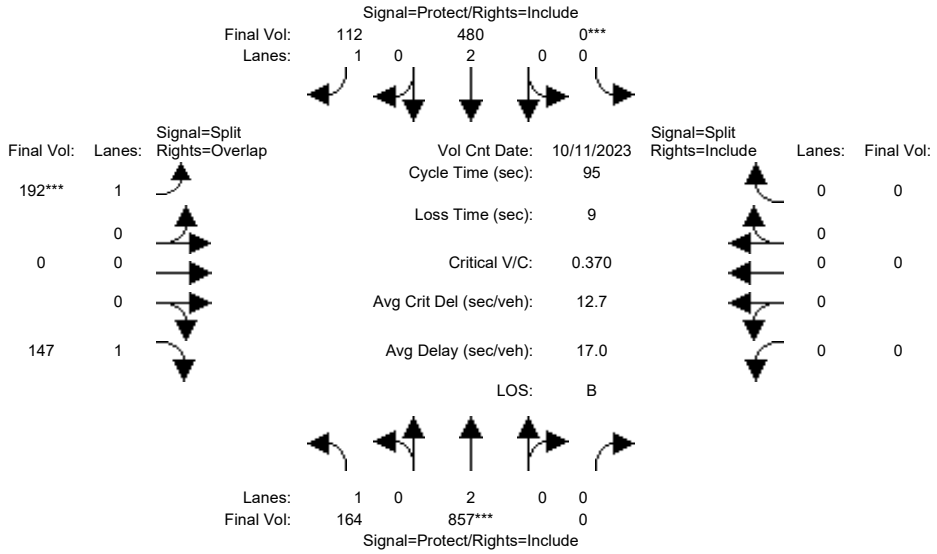
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Oct 2023 << 8:00-9:00												
Base Vol:	166	853	0	0	472	115	192	0	146	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	853	0	0	472	115	192	0	146	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	4	0	0	8	0	0	0	0	0	0	0
Initial Fut:	166	857	0	0	480	115	192	0	146	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	857	0	0	480	115	192	0	146	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	857	0	0	480	115	192	0	146	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	857	0	0	480	115	192	0	146	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3800	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.00	0.00	0.13	0.07	0.11	0.00	0.08	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	24.8	57.9	0.0	0.0	33.0	33.0	28.1	0.0	53.0	0.0	0.0	0.0
Volume/Cap:	0.36	0.37	0.00	0.00	0.36	0.19	0.37	0.00	0.15	0.00	0.00	0.00
Delay/Veh:	29.1	9.5	0.0	0.0	23.3	21.8	26.9	0.0	10.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	9.5	0.0	0.0	23.3	21.8	26.9	0.0	10.2	0.0	0.0	0.0
LOS by Move:	C	A	A	A	C	C	C	A	B	A	A	A
HCM2k95thQ:	9	12	0	0	10	5	10	0	4	0	0	0

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

2470 Alvin Avenue Mixed-Use
San Jose, CA
138 DU + 4,992 SF Retail

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

Intersection #3858: BURDETTE/KING



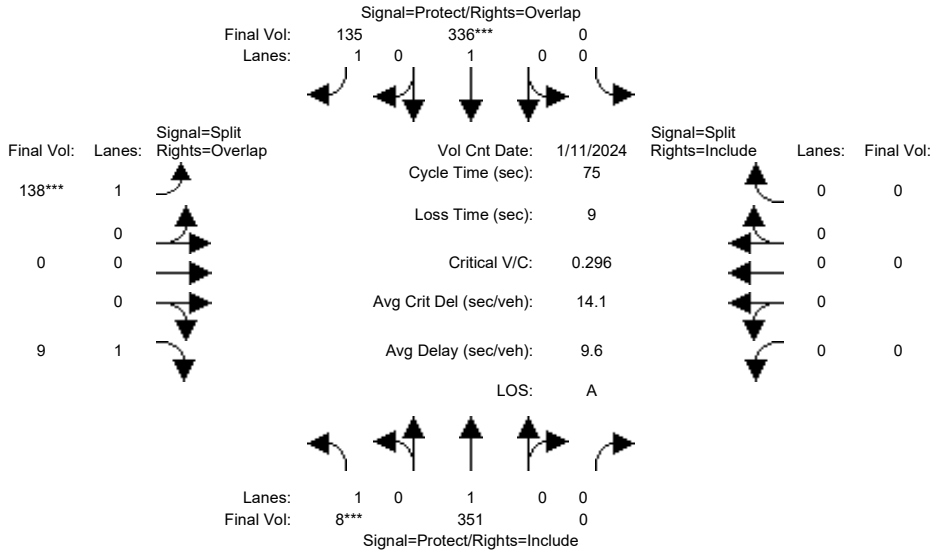
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Oct 2023 << 8:00-9:00												
Base Vol:	166	853	0	0	472	115	192	0	146	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	853	0	0	472	115	192	0	146	0	0	0
Added Vol:	-2	0	0	0	0	-3	0	0	1	0	0	0
ATI:	0	4	0	0	8	0	0	0	0	0	0	0
Initial Fut:	164	857	0	0	480	112	192	0	147	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	857	0	0	480	112	192	0	147	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	857	0	0	480	112	192	0	147	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	857	0	0	480	112	192	0	147	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3800	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.00	0.00	0.13	0.06	0.11	0.00	0.08	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	24.6	57.9	0.0	0.0	33.2	33.2	28.1	0.0	52.8	0.0	0.0	0.0
Volume/Cap:	0.36	0.37	0.00	0.00	0.36	0.18	0.37	0.00	0.15	0.00	0.00	0.00
Delay/Veh:	29.2	9.5	0.0	0.0	23.2	21.6	26.9	0.0	10.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.2	9.5	0.0	0.0	23.2	21.6	26.9	0.0	10.3	0.0	0.0	0.0
LOS by Move:	C	A	A	A	C	C	C	A	B	A	A	A
HCM2k95thQ:	9	12	0	0	10	5	10	0	5	0	0	0

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

2470 Alvin Avenue Mixed-Use
San Jose, CA
138 DU + 4,992 SF Retail

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

Intersection #3966: ALVIN/FONTAINE



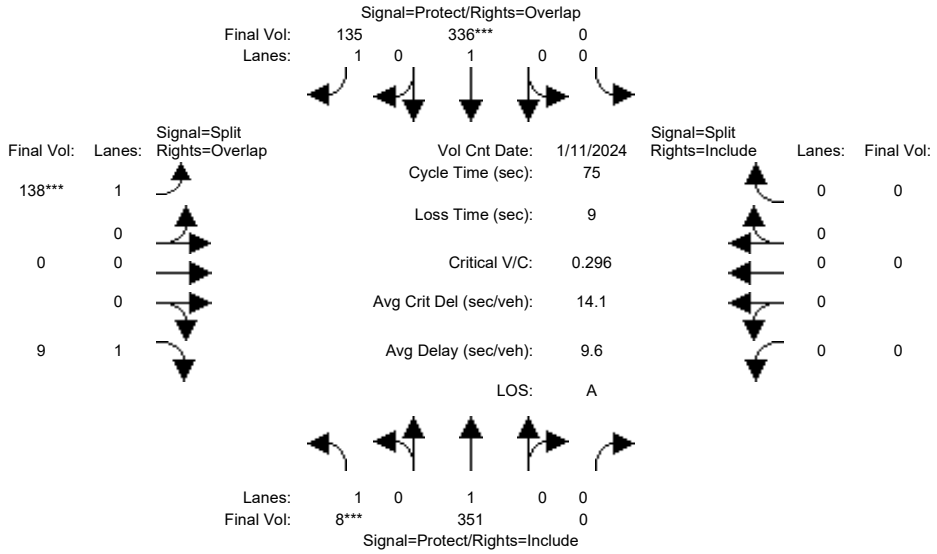
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Jan 2024 << 7:30-8:30												
Base Vol:	8	351	0	0	336	135	138	0	9	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	351	0	0	336	135	138	0	9	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	351	0	0	336	135	138	0	9	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	351	0	0	336	135	138	0	9	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	351	0	0	336	135	138	0	9	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	351	0	0	336	135	138	0	9	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.18	0.08	0.08	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	7.0	47.8	0.0	0.0	40.8	59.0	18.2	0.0	25.2	0.0	0.0	0.0
Volume/Cap:	0.05	0.29	0.00	0.00	0.33	0.10	0.33	0.00	0.02	0.00	0.00	0.00
Delay/Veh:	31.1	6.2	0.0	0.0	9.7	1.9	23.8	0.0	16.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.1	6.2	0.0	0.0	9.7	1.9	23.8	0.0	16.6	0.0	0.0	0.0
LOS by Move:	C	A	A	A	A	A	C	A	B	A	A	A
HCM2k95thQ:	0	7	0	0	8	2	6	0	0	0	0	0

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

2470 Alvin Avenue Mixed-Use
San Jose, CA
138 DU + 4,992 SF Retail

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

Intersection #3966: ALVIN/FONTAINE



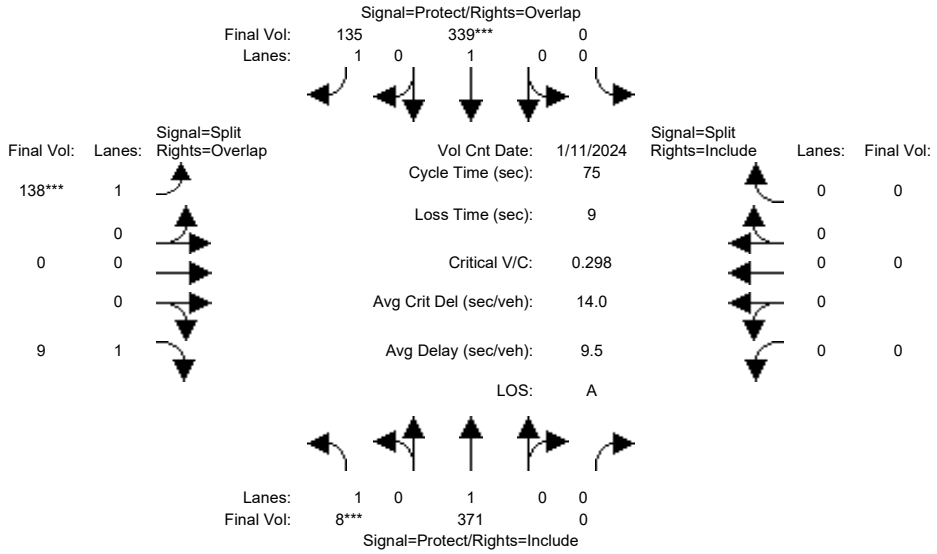
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Jan 2024 << 7:30-8:30												
Base Vol:	8	351	0	0	336	135	138	0	9	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	351	0	0	336	135	138	0	9	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	351	0	0	336	135	138	0	9	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	351	0	0	336	135	138	0	9	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	351	0	0	336	135	138	0	9	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	351	0	0	336	135	138	0	9	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.18	0.08	0.08	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	7.0	47.8	0.0	0.0	40.8	59.0	18.2	0.0	25.2	0.0	0.0	0.0
Volume/Cap:	0.05	0.29	0.00	0.00	0.33	0.10	0.33	0.00	0.02	0.00	0.00	0.00
Delay/Veh:	31.1	6.2	0.0	0.0	9.7	1.9	23.8	0.0	16.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.1	6.2	0.0	0.0	9.7	1.9	23.8	0.0	16.6	0.0	0.0	0.0
LOS by Move:	C	A	A	A	A	A	C	A	B	A	A	A
HCM2k95thQ:	0	7	0	0	8	2	6	0	0	0	0	0

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

2470 Alvin Avenue Mixed-Use
San Jose, CA
138 DU + 4,992 SF Retail

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

Intersection #3966: ALVIN/FONTAINE



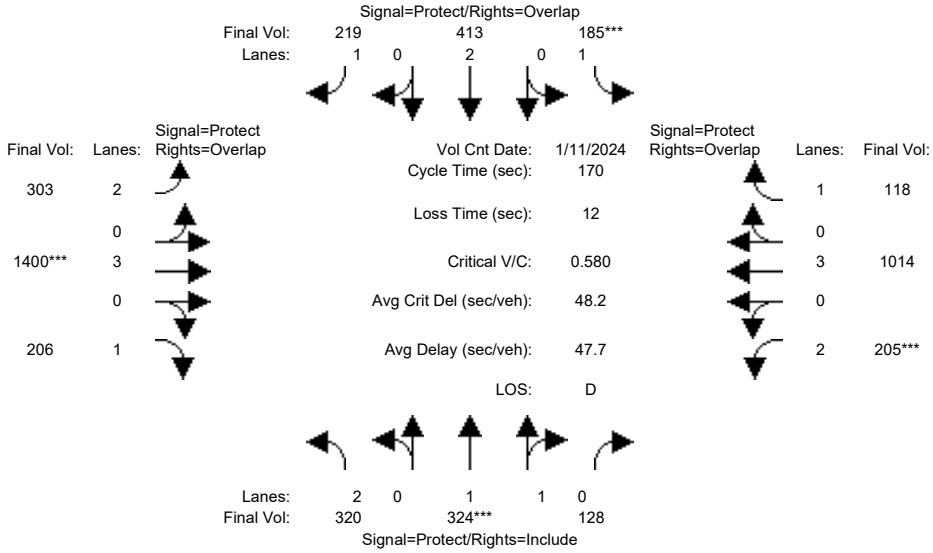
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Jan 2024 << 7:30-8:30												
Base Vol:	8	351	0	0	336	135	138	0	9	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	351	0	0	336	135	138	0	9	0	0	0
Added Vol:	0	20	0	0	3	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	371	0	0	339	135	138	0	9	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	371	0	0	339	135	138	0	9	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	371	0	0	339	135	138	0	9	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	371	0	0	339	135	138	0	9	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.00	0.18	0.08	0.08	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	7.0	47.9	0.0	0.0	40.9	59.0	18.1	0.0	25.1	0.0	0.0	0.0
Volume/Cap:	0.05	0.31	0.00	0.00	0.33	0.10	0.33	0.00	0.02	0.00	0.00	0.00
Delay/Veh:	31.1	6.2	0.0	0.0	9.6	1.9	23.9	0.0	16.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.1	6.2	0.0	0.0	9.6	1.9	23.9	0.0	16.7	0.0	0.0	0.0
LOS by Move:	C	A	A	A	A	A	C	A	B	A	A	A
HCM2k95thQ:	0	8	0	0	8	2	6	0	0	0	0	0

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

2470 Alvin Avenue Mixed-Use
San Jose, CA
138 DU + 4,992 SF Retail

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

Intersection #3105: KING/TULLY



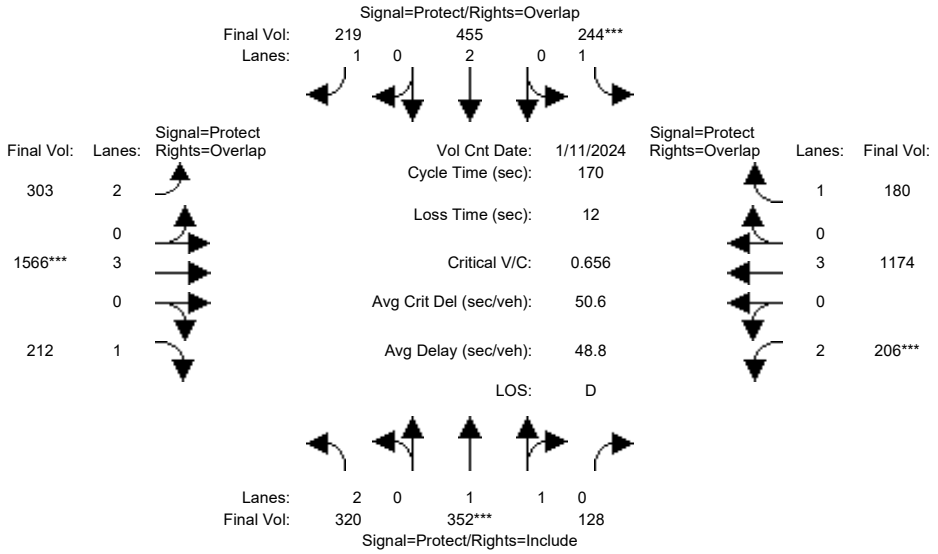
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Jan 2024 << 4:15-5:15												
Base Vol:	320	324	128	185	413	219	303	1400	206	205	1014	118
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:	320	324	128	185	413	219	303	1400	206	205	1014	118
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:	320	324	128	185	413	219	303	1400	206	205	1014	118
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:	320	324	128	185	413	219	303	1400	206	205	1014	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	324	128	185	413	219	303	1400	206	205	1014	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	324	128	185	413	219	303	1400	206	205	1014	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.42	0.58	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	2651	1047	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.12	0.11	0.11	0.13	0.10	0.25	0.12	0.07	0.18	0.07
Crit Moves:		****		****				****		****		
Green Time:	32.3	35.8	35.8	31.0	34.6	66.5	32.0	72.1	104.4	19.1	59.2	90.2
Volume/Cap:	0.53	0.58	0.58	0.58	0.53	0.32	0.51	0.58	0.19	0.58	0.51	0.13
Delay/Veh:	63.0	61.4	61.4	66.2	61.3	36.3	62.7	37.8	14.5	74.0	44.2	20.2
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:	63.0	61.4	61.4	66.2	61.3	36.3	62.7	37.8	14.5	74.0	44.2	20.2
LOS by Move:	E	E	E	E	E	D	E	D	B	E	D	C
HCM2k95thQ:	16	19	19	18	18	16	15	31	9	13	24	6

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

2470 Alvin Avenue Mixed-Use
San Jose, CA
138 DU + 4,992 SF Retail

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

Intersection #3105: KING/TULLY



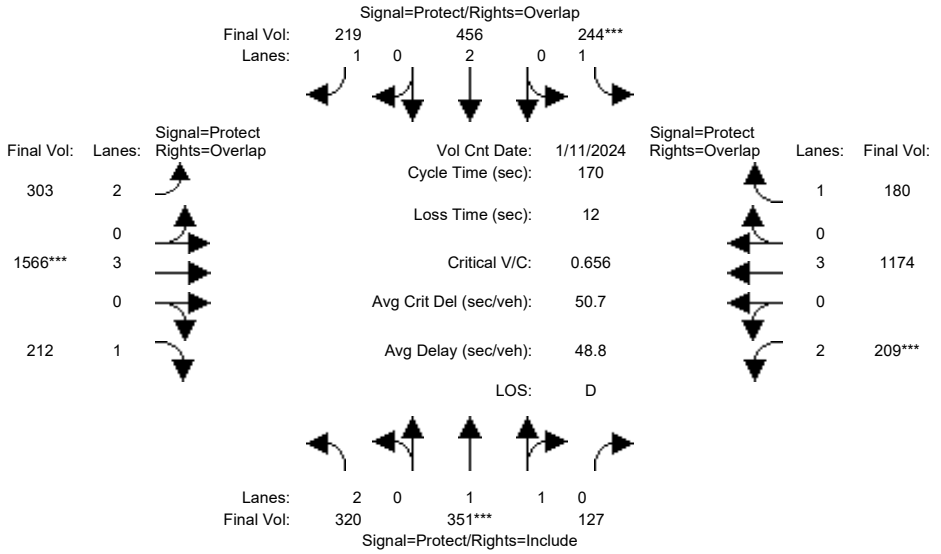
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Jan 2024 << 4:15-5:15												
Base Vol:	320	324	128	185	413	219	303	1400	206	205	1014	118
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:	320	324	128	185	413	219	303	1400	206	205	1014	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	28	0	59	42	0	0	166	6	1	160	62
Initial Fut:	320	352	128	244	455	219	303	1566	212	206	1174	180
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:	320	352	128	244	455	219	303	1566	212	206	1174	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	352	128	244	455	219	303	1566	212	206	1174	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	352	128	244	455	219	303	1566	212	206	1174	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.45	0.55	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	2713	986	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.13	0.14	0.12	0.13	0.10	0.27	0.12	0.07	0.21	0.10
Crit Moves:		****		****				****		****		
Green Time:	32.0	33.6	33.6	36.2	37.8	65.8	28.1	71.2	103.3	17.0	60.1	96.3
Volume/Cap:	0.54	0.66	0.66	0.66	0.54	0.32	0.58	0.66	0.20	0.66	0.58	0.18
Delay/Veh:	63.3	65.0	65.0	65.4	59.1	36.8	67.2	40.2	15.0	78.7	45.2	17.9
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:	63.3	65.0	65.0	65.4	59.1	36.8	67.2	40.2	15.0	78.7	45.2	17.9
LOS by Move:	E	E	E	E	E	D	E	D	B	E	D	B
HCM2k95thQ:	17	21	21	24	19	16	16	35	10	14	29	9

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

2470 Alvin Avenue Mixed-Use
San Jose, CA
138 DU + 4,992 SF Retail

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

Intersection #3105: KING/TULLY



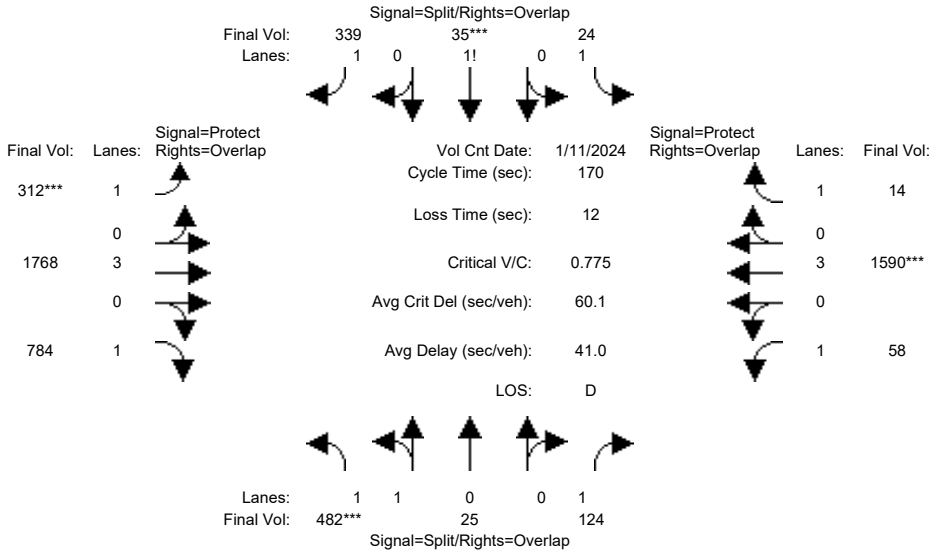
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Jan 2024 << 4:15-5:15												
Base Vol:	320	324	128	185	413	219	303	1400	206	205	1014	118
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:	320	324	128	185	413	219	303	1400	206	205	1014	118
Added Vol:	0	-1	-1	0	1	0	0	0	0	3	0	0
ATI:	0	28	0	59	42	0	0	166	6	1	160	62
Initial Fut:	320	351	127	244	456	219	303	1566	212	209	1174	180
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:	320	351	127	244	456	219	303	1566	212	209	1174	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	351	127	244	456	219	303	1566	212	209	1174	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	351	127	244	456	219	303	1566	212	209	1174	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.45	0.55	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	2716	983	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.13	0.14	0.12	0.13	0.10	0.27	0.12	0.07	0.21	0.10
Crit Moves:		****		****				****		****		
Green Time:	31.9	33.5	33.5	36.1	37.7	65.8	28.1	71.2	103.1	17.2	60.2	96.4
Volume/Cap:	0.54	0.66	0.66	0.66	0.54	0.32	0.58	0.66	0.20	0.66	0.58	0.18
Delay/Veh:	63.4	65.1	65.1	65.5	59.2	36.8	67.2	40.3	15.1	78.5	45.0	17.9
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:	63.4	65.1	65.1	65.5	59.2	36.8	67.2	40.3	15.1	78.5	45.0	17.9
LOS by Move:	E	E	E	E	E	D	E	D	B	E	D	B
HCM2k95thQ:	17	21	21	24	20	16	16	35	10	14	28	9

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

2470 Alvin Avenue Mixed-Use
San Jose, CA
138 DU + 4,992 SF Retail

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

Intersection #3261: ALVIN/TULLY



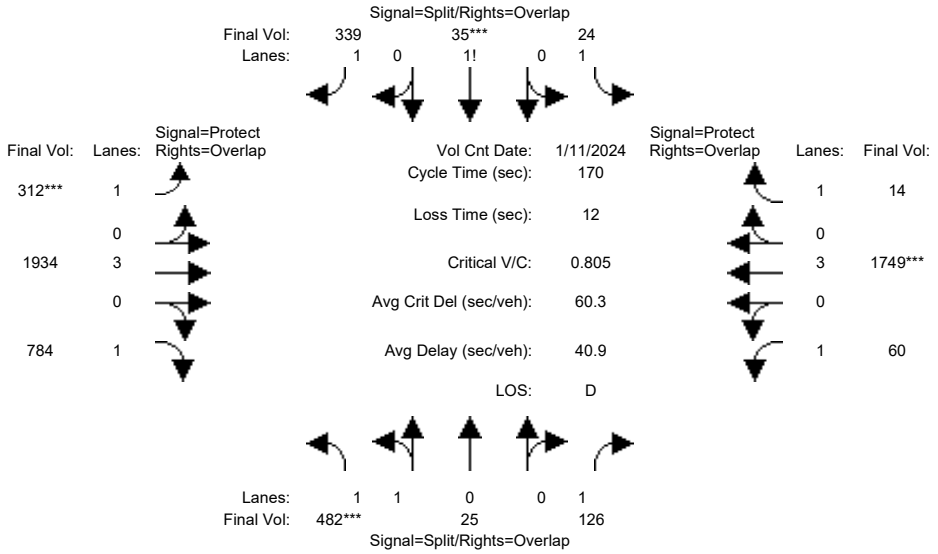
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Jan 2024 << 4:00-5:00												
Base Vol:	482	25	124	24	35	339	312	1768	784	58	1590	14
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:	482	25	124	24	35	339	312	1768	784	58	1590	14
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:	482	25	124	24	35	339	312	1768	784	58	1590	14
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:	482	25	124	24	35	339	312	1768	784	58	1590	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	25	124	24	35	339	312	1768	784	58	1590	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	482	25	124	24	35	339	312	1768	784	58	1590	14
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	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.90	0.10	1.00	1.06	0.16	1.78	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3375	175	1750	1850	291	3207	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.07	0.01	0.12	0.11	0.18	0.31	0.45	0.03	0.28	0.01
Crit Moves:	****				****		****				****	
Green Time:	31.3	31.3	43.1	26.4	26.4	65.5	39.1	88.5	119.8	11.8	61.2	87.6
Volume/Cap:	0.78	0.78	0.28	0.08	0.78	0.27	0.78	0.60	0.64	0.48	0.78	0.02
Delay/Veh:	71.8	71.8	51.3	61.4	76.2	36.0	70.5	28.6	14.5	79.2	50.2	20.1
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:	71.8	71.8	51.3	61.4	76.2	36.0	70.5	28.6	14.5	79.2	50.2	20.1
LOS by Move:	E	E	D	E	E	D	E	C	B	E	D	C
HCM2k95thQ:	24	24	10	2	23	13	31	35	39	6	40	1

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

2470 Alvin Avenue Mixed-Use
San Jose, CA
138 DU + 4,992 SF Retail

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

Intersection #3261: ALVIN/TULLY



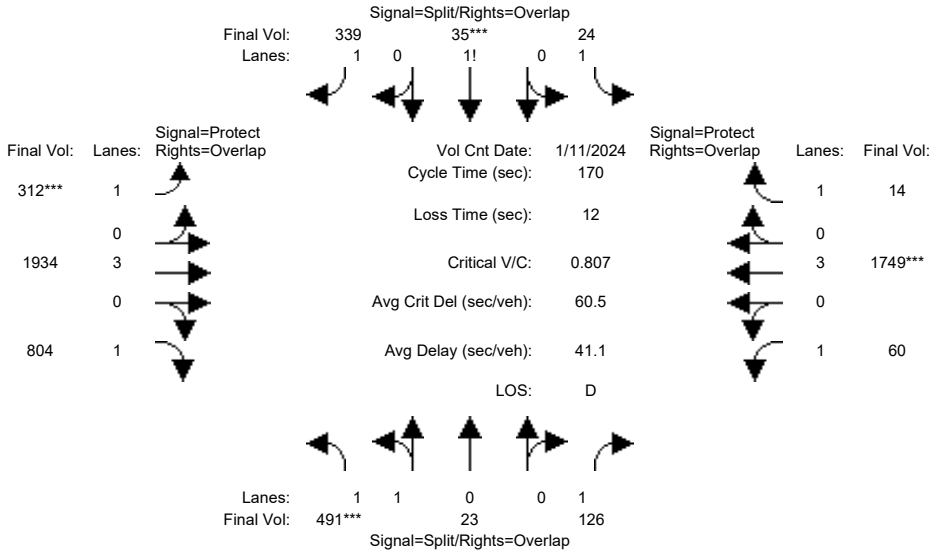
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Jan 2024 << 4:00-5:00												
Base Vol:	482	25	124	24	35	339	312	1768	784	58	1590	14
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:	482	25	124	24	35	339	312	1768	784	58	1590	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	2	0	0	0	0	166	0	2	159	0
Initial Fut:	482	25	126	24	35	339	312	1934	784	60	1749	14
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:	482	25	126	24	35	339	312	1934	784	60	1749	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	25	126	24	35	339	312	1934	784	60	1749	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	482	25	126	24	35	339	312	1934	784	60	1749	14
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	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.90	0.10	1.00	1.06	0.16	1.78	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3375	175	1750	1850	291	3207	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.07	0.01	0.12	0.11	0.18	0.34	0.45	0.03	0.31	0.01
Crit Moves:	****				****		****				****	
Green Time:	30.2	30.2	41.2	25.4	25.4	63.1	37.6	91.3	121.5	11.1	64.8	90.2
Volume/Cap:	0.81	0.81	0.30	0.09	0.81	0.28	0.81	0.63	0.63	0.53	0.81	0.02
Delay/Veh:	74.6	74.6	52.9	62.3	79.3	37.7	74.4	28.0	13.6	81.4	49.3	18.9
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:	74.6	74.6	52.9	62.3	79.3	37.7	74.4	28.0	13.6	81.4	49.3	18.9
LOS by Move:	E	E	D	E	E	D	E	C	B	F	D	B
HCM2k95thQ:	25	25	11	2	24	13	31	38	38	6	44	1

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

2470 Alvin Avenue Mixed-Use
San Jose, CA
138 DU + 4,992 SF Retail

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

Intersection #3261: ALVIN/TULLY



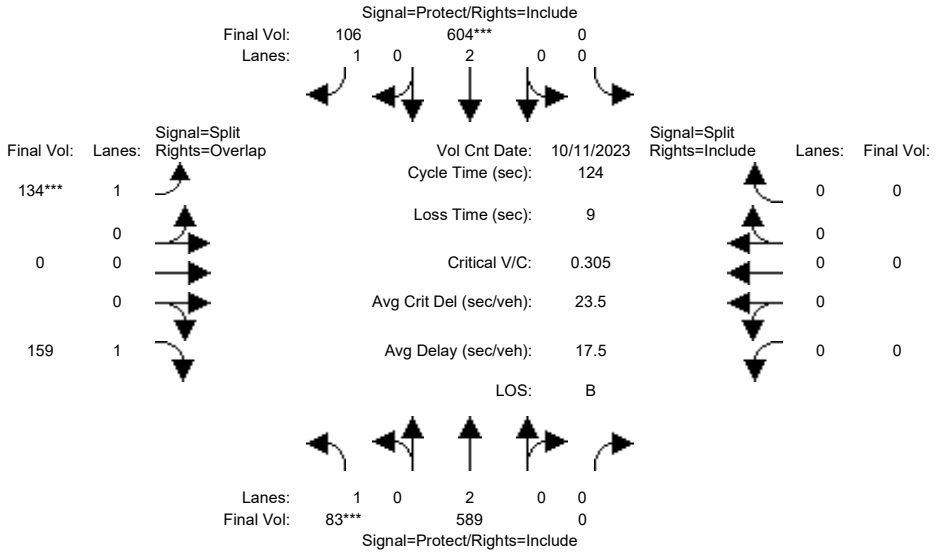
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Jan 2024 << 4:00-5:00												
Base Vol:	482	25	124	24	35	339	312	1768	784	58	1590	14
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:	482	25	124	24	35	339	312	1768	784	58	1590	14
Added Vol:	9	-2	0	0	0	0	0	0	20	0	0	0
ATI:	0	0	2	0	0	0	0	166	0	2	159	0
Initial Fut:	491	23	126	24	35	339	312	1934	804	60	1749	14
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:	491	23	126	24	35	339	312	1934	804	60	1749	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	491	23	126	24	35	339	312	1934	804	60	1749	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	491	23	126	24	35	339	312	1934	804	60	1749	14
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	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.91	0.09	1.00	1.06	0.16	1.78	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3391	159	1750	1850	291	3207	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.07	0.01	0.12	0.11	0.18	0.34	0.46	0.03	0.31	0.01
Crit Moves:	****				****		****				****	
Green Time:	30.5	30.5	41.5	25.4	25.4	62.9	37.5	91.1	121.6	11.1	64.6	90.0
Volume/Cap:	0.81	0.81	0.29	0.09	0.81	0.29	0.81	0.63	0.64	0.53	0.81	0.02
Delay/Veh:	74.5	74.5	52.7	62.3	79.5	37.8	74.7	28.2	13.9	81.5	49.5	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.5	74.5	52.7	62.3	79.5	37.8	74.7	28.2	13.9	81.5	49.5	19.0
LOS by Move:	E	E	D	E	E	D	E	C	B	F	D	B
HCM2k95thQ:	25	25	11	2	24	13	32	38	39	6	44	1

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

2470 Alvin Avenue Mixed-Use
San Jose, CA
138 DU + 4,992 SF Retail

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

Intersection #3858: BURDETTE/KING



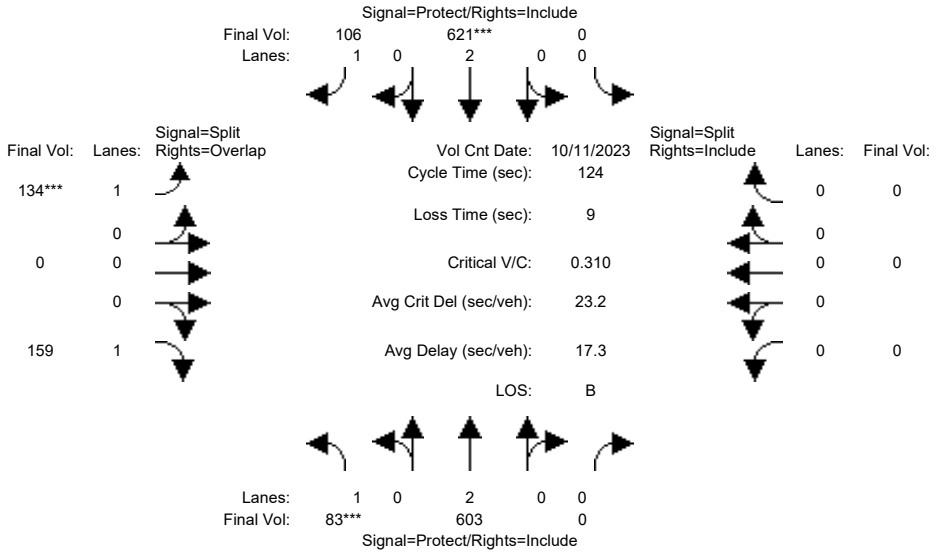
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Oct 2023 << 4:15-5:15												
Base Vol:	83	589	0	0	604	106	134	0	159	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	589	0	0	604	106	134	0	159	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	589	0	0	604	106	134	0	159	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	589	0	0	604	106	134	0	159	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	589	0	0	604	106	134	0	159	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	589	0	0	604	106	134	0	159	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3800	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.00	0.00	0.16	0.06	0.08	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	19.3	83.9	0.0	0.0	64.6	64.6	31.1	0.0	50.4	0.0	0.0	0.0
Volume/Cap:	0.31	0.23	0.00	0.00	0.31	0.12	0.31	0.00	0.22	0.00	0.00	0.00
Delay/Veh:	47.1	7.7	0.0	0.0	17.0	15.2	38.1	0.0	24.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	7.7	0.0	0.0	17.0	15.2	38.1	0.0	24.2	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	D	A	C	A	A	A
HCM2k95thQ:	6	8	0	0	12	4	9	0	8	0	0	0

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

2470 Alvin Avenue Mixed-Use
San Jose, CA
138 DU + 4,992 SF Retail

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

Intersection #3858: BURDETTE/KING



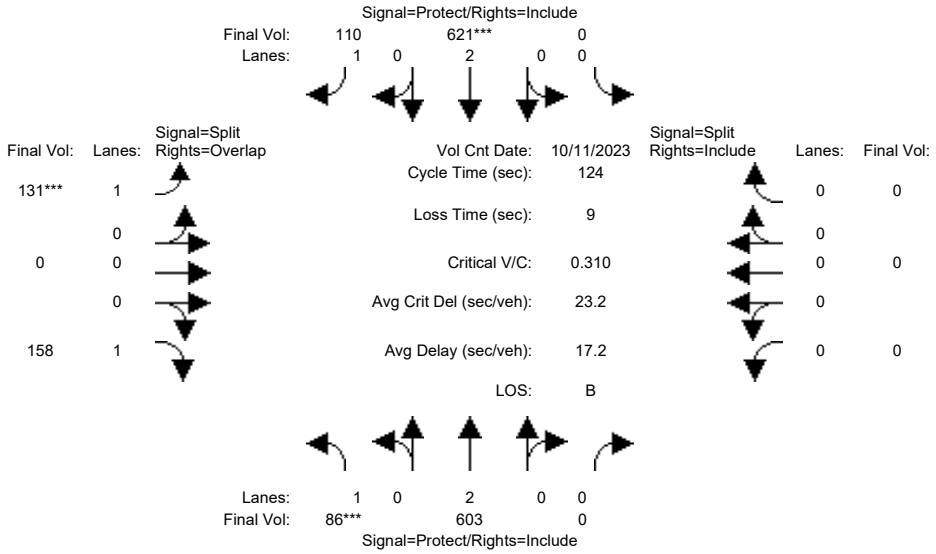
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Oct 2023 << 4:15-5:15												
Base Vol:	83	589	0	0	604	106	134	0	159	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	589	0	0	604	106	134	0	159	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	14	0	0	17	0	0	0	0	0	0	0
Initial Fut:	83	603	0	0	621	106	134	0	159	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	603	0	0	621	106	134	0	159	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	603	0	0	621	106	134	0	159	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	603	0	0	621	106	134	0	159	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3800	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.00	0.00	0.16	0.06	0.08	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	19.0	84.4	0.0	0.0	65.4	65.4	30.6	0.0	49.6	0.0	0.0	0.0
Volume/Cap:	0.31	0.23	0.00	0.00	0.31	0.11	0.31	0.00	0.23	0.00	0.00	0.00
Delay/Veh:	47.4	7.6	0.0	0.0	16.6	14.8	38.5	0.0	24.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	7.6	0.0	0.0	16.6	14.8	38.5	0.0	24.7	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	D	A	C	A	A	A
HCM2k95thQ:	6	8	0	0	12	4	9	0	8	0	0	0

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

2470 Alvin Avenue Mixed-Use
San Jose, CA
138 DU + 4,992 SF Retail

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

Intersection #3858: BURDETTE/KING



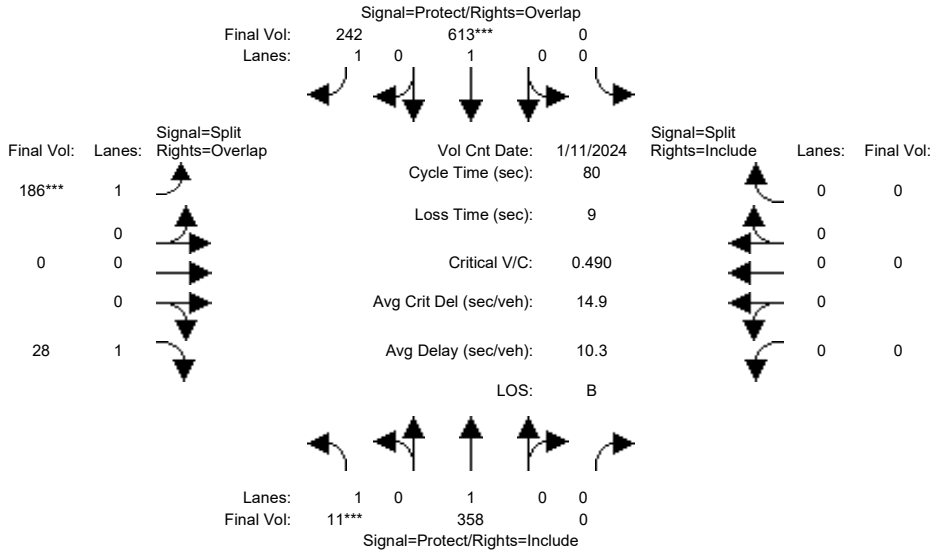
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Oct 2023 << 4:15-5:15												
Base Vol:	83	589	0	0	604	106	134	0	159	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	589	0	0	604	106	134	0	159	0	0	0
Added Vol:	3	0	0	0	0	4	-3	0	-1	0	0	0
ATI:	0	14	0	0	17	0	0	0	0	0	0	0
Initial Fut:	86	603	0	0	621	110	131	0	158	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	603	0	0	621	110	131	0	158	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	603	0	0	621	110	131	0	158	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	603	0	0	621	110	131	0	158	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3800	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.00	0.00	0.16	0.06	0.07	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	19.7	85.0	0.0	0.0	65.4	65.4	30.0	0.0	49.6	0.0	0.0	0.0
Volume/Cap:	0.31	0.23	0.00	0.00	0.31	0.12	0.31	0.00	0.23	0.00	0.00	0.00
Delay/Veh:	46.8	7.3	0.0	0.0	16.6	14.8	39.0	0.0	24.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	7.3	0.0	0.0	16.6	14.8	39.0	0.0	24.7	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	D	A	C	A	A	A
HCM2k95thQ:	7	8	0	0	12	4	9	0	8	0	0	0

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

2470 Alvin Avenue Mixed-Use
San Jose, CA
138 DU + 4,992 SF Retail

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

Intersection #3966: ALVIN/FONTAINE



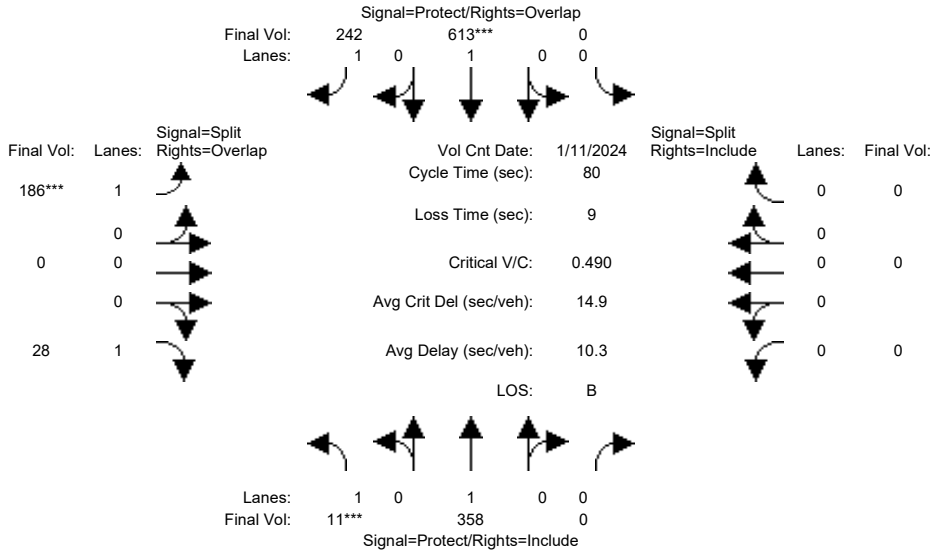
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Jan 2024 << 4:00-5:00												
Base Vol:	11	358	0	0	613	242	186	0	28	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	358	0	0	613	242	186	0	28	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	358	0	0	613	242	186	0	28	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	358	0	0	613	242	186	0	28	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	358	0	0	613	242	186	0	28	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	358	0	0	613	242	186	0	28	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.00	0.00	0.32	0.14	0.11	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	7.0	55.1	0.0	0.0	48.1	64.0	15.9	0.0	22.9	0.0	0.0	0.0
Volume/Cap:	0.07	0.27	0.00	0.00	0.54	0.17	0.54	0.00	0.06	0.00	0.00	0.00
Delay/Veh:	33.7	4.9	0.0	0.0	9.9	1.9	30.4	0.0	20.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	4.9	0.0	0.0	9.9	1.9	30.4	0.0	20.8	0.0	0.0	0.0
LOS by Move:	C	A	A	A	A	A	C	A	C	A	A	A
HCM2k95thQ:	1	7	0	0	16	3	10	0	1	0	0	0

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

2470 Alvin Avenue Mixed-Use
San Jose, CA
138 DU + 4,992 SF Retail

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

Intersection #3966: ALVIN/FONTAINE



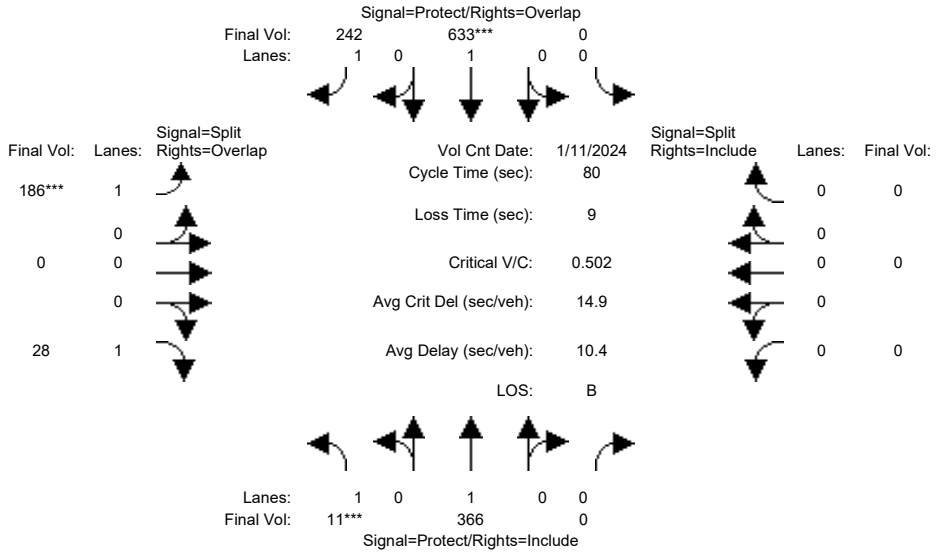
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Jan 2024 << 4:00-5:00												
Base Vol:	11	358	0	0	613	242	186	0	28	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	358	0	0	613	242	186	0	28	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	358	0	0	613	242	186	0	28	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	358	0	0	613	242	186	0	28	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	358	0	0	613	242	186	0	28	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	358	0	0	613	242	186	0	28	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.00	0.00	0.32	0.14	0.11	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	7.0	55.1	0.0	0.0	48.1	64.0	15.9	0.0	22.9	0.0	0.0	0.0
Volume/Cap:	0.07	0.27	0.00	0.00	0.54	0.17	0.54	0.00	0.06	0.00	0.00	0.00
Delay/Veh:	33.7	4.9	0.0	0.0	9.9	1.9	30.4	0.0	20.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	4.9	0.0	0.0	9.9	1.9	30.4	0.0	20.8	0.0	0.0	0.0
LOS by Move:	C	A	A	A	A	A	C	A	C	A	A	A
HCM2k95thQ:	1	7	0	0	16	3	10	0	1	0	0	0

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

2470 Alvin Avenue Mixed-Use
San Jose, CA
138 DU + 4,992 SF Retail

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

Intersection #3966: ALVIN/FONTAINE



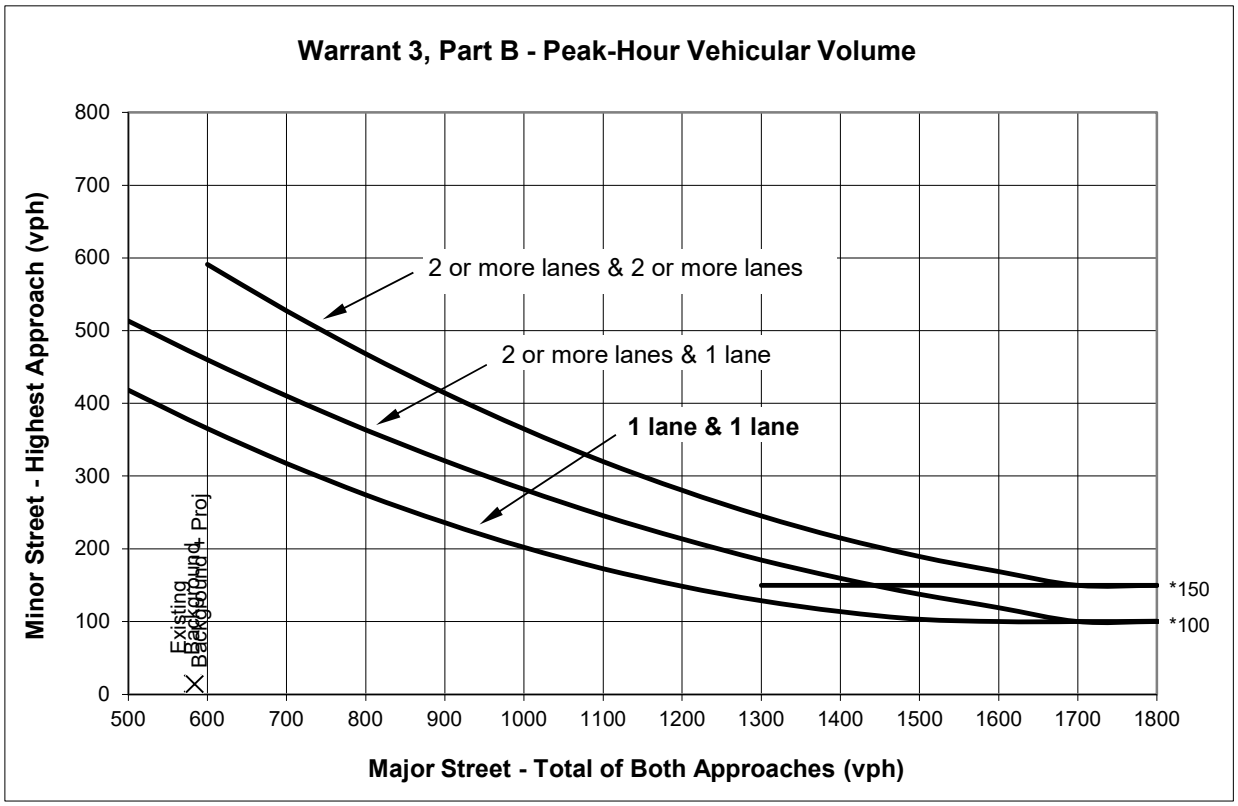
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Jan 2024 << 4:00-5:00												
Base Vol:	11	358	0	0	613	242	186	0	28	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	358	0	0	613	242	186	0	28	0	0	0
Added Vol:	0	8	0	0	20	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	366	0	0	633	242	186	0	28	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	366	0	0	633	242	186	0	28	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	366	0	0	633	242	186	0	28	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	366	0	0	633	242	186	0	28	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.00	0.00	0.33	0.14	0.11	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	7.0	55.5	0.0	0.0	48.5	64.0	15.5	0.0	22.5	0.0	0.0	0.0
Volume/Cap:	0.07	0.28	0.00	0.00	0.55	0.17	0.55	0.00	0.06	0.00	0.00	0.00
Delay/Veh:	33.7	4.8	0.0	0.0	9.9	1.9	31.0	0.0	21.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	4.8	0.0	0.0	9.9	1.9	31.0	0.0	21.1	0.0	0.0	0.0
LOS by Move:	C	A	A	A	A	A	C	A	C	A	A	A
HCM2k95thQ:	1	7	0	0	16	3	10	0	1	0	0	0

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

Appendix D
Signal Warrant Sheets

2470 Alvin Avenue Mixed-Use LTA

Alvin Avenue & Burdette Drive **AM PEAK PERIOD**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)* .

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

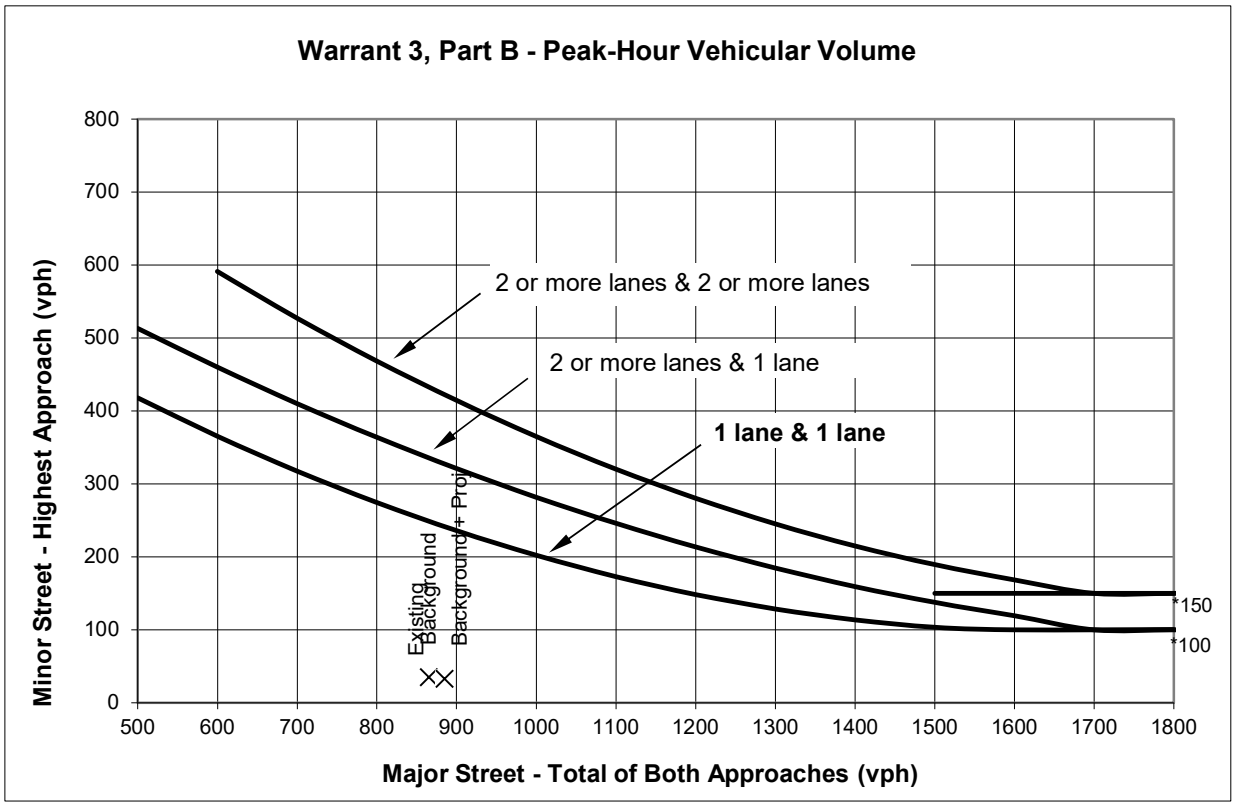
Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		AM PEAK PERIOD							
		One	2 or More	Existing	Background	Background + Proj					
Major Street - Both Approaches	Alvin Av	X		582	582	584					
Minor Street - Highest Approach	Burdette Dr	X		15	15	14					
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**No**					

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.
Note 1: Right turn volumes were not removed from minor approaches.

2470 Alvin Avenue Mixed-Use LTA

Alvin Avenue & Burdette Drive **PM PEAK HOUR**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)* .

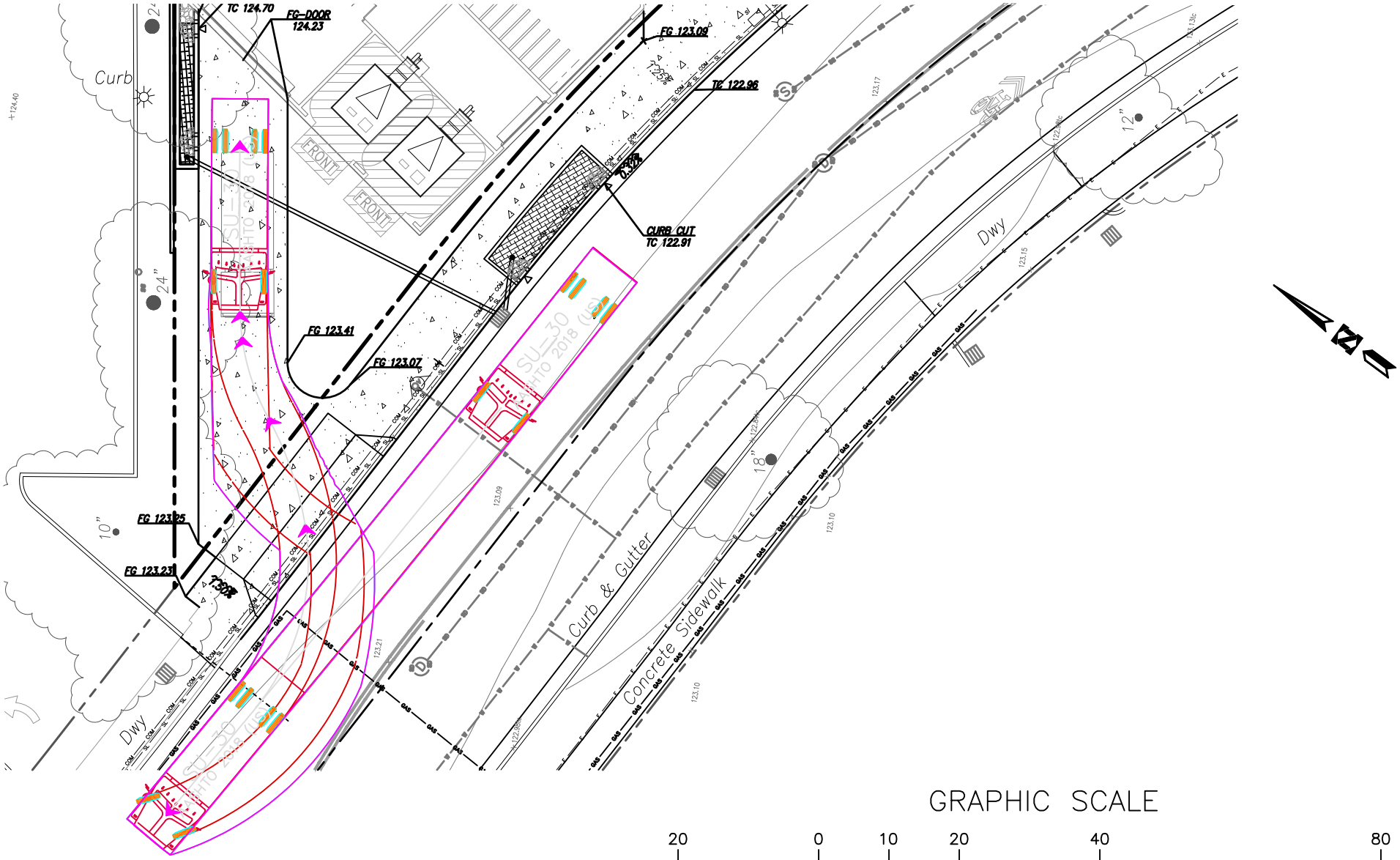
* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		PM PEAK HOUR							
		One	2 or More	Existing	Background	Background + Proj					
Major Street - Both Approaches	Alvin Av	X		865	865	885					
Minor Street - Highest Approach	Burdette Dr	X		35	35	33					
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**No**					

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.
Note 1: Right turn volumes were not removed from minor approaches.

Appendix E
Truck Turning Templates



GRAPHIC SCALE

20 0 10 20 40 80

1 INCH = 20 FEET

DRAWN XX	SCALE 1" = 20'	HEXAGON TRANSPORTATION CONSULTANTS, INC. 100 Century Center Court, Suite 501 San Jose, California 95112 Ph: (408) 971-6100 www.hextrans.com	**CITY OF SAN JOSE** 2470 ALVIN AVE TURNING TEMPLATE	FIGURE NO. X
CHECKED XX	DATE 03/18/24			

Appendix F
Draft TDM Plan

HEXAGON TRANSPORTATION CONSULTANTS, INC.

2470 Alvin Avenue Mixed-Use Project

Draft Transportation Demand Management (TDM) Plan

Prepared for:

B3 Commercial LLC

August 2, 2024

Hexagon Transportation Consultants, Inc.
Hexagon Office: 100 Century Center Court, Suite 501
San Jose, CA 95112
Hexagon Job Number: 23BJ12
Phone: 408.971.6100

Table of Contents

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1. Introduction

This Transportation Demand Management (TDM) Plan has been prepared for the 2470 Alvin Avenue mixed-use development to satisfy the requirements outlined in Section 20.90 of the San Jose Code of Ordinances and the *City of San Jose Transportation Analysis Handbook*, April 2023. The City's TDM Program establishes a framework for new development projects to provide alternative mobility options for residents, employees, and visitors. The goals of the TDM Program, as outlined in Section 4.1 (Transportation Demand Management Program) of the *Transportation Analysis Handbook*, are to:

1. Increase sustainable travel options for the population of new projects and surrounding neighborhoods;
2. Monitor projects' progress toward advancing the City's vehicle miles traveled (VMT) reduction goals; and
3. Streamline the Transportation Analysis (TA) process for projects.

This TDM Plan addresses all the requirements of the City's TDM Ordinance (Ordinance No. 30857). The project will be responsible for implementing the measures identified in this TDM Plan to reduce the number of vehicle trips generated by the project, decrease parking demand, and advance the goals above. In addition, the project will be required to submit TDM Plan compliance documentation on an annual basis.

Project Description

The project site is located on the northeast corner of Alvin Avenue and Burdette Drive (see Figure 1). The site is located within the future Tully Road/South King Road Urban Village per the Envision San Jose 2040 General Plan. The project would demolish an existing commercial building and construct a new building with 138 multifamily residential units above three levels of parking and approximately 4,992 square feet (s.f.) of ground floor retail space. The residential dwelling units would consist of 24 studios, 83 one-bedroom units, 26 two-bedroom units, and 5 three-bedroom units. Of the 138 total units, 28 units (20%) would be affordable units. Access to the parking garage would be provided via a single driveway on Burdette Drive. Access to the on-site loading space would be provided via a separate driveway on Alvin Avenue. The project site plan is shown on Figure 2.

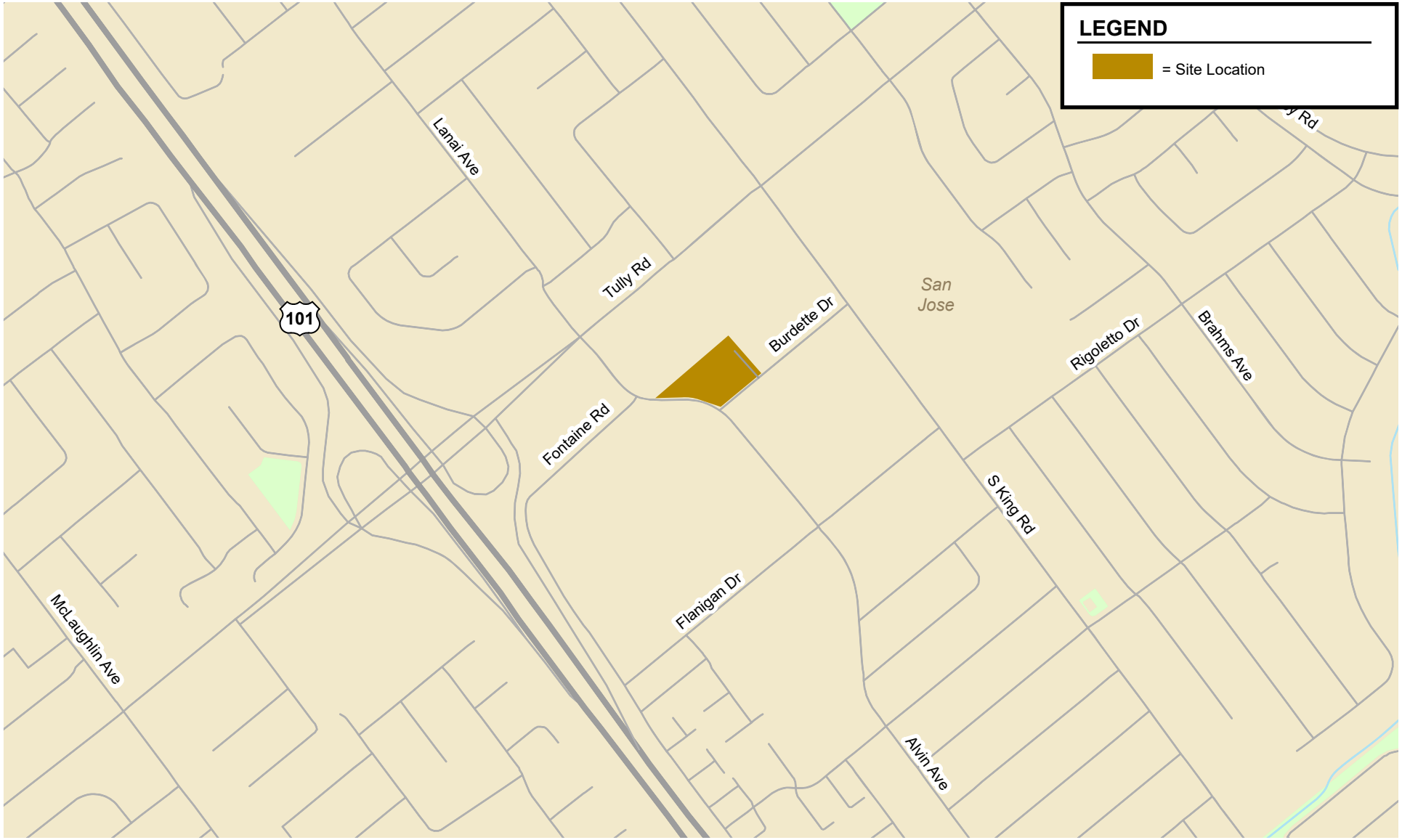

Figure 1
Project Site Location

Figure 2
Site Plan

NORTH
Not to Scale

TDM Program

Screening Criteria

The City's TDM Program includes screening criteria that are used to identify types, characteristics, and/or locations of projects that would not require a TDM Plan. If a component of a mixed-use project meets the screening criteria, a TDM Plan is not required for that component of the project. The screening criteria are listed in Table 1.

Table 1
Screening Criteria for the City's TDM Program for Development Projects

Type	Screening Criteria
Small Infill Projects	• Single-family detached housing of 15 units or less; OR • Single-family attached or multi-family housing of 25 units or less; OR • Office of 10,000 square feet of gross floor area or less; OR • Industrial of 30,000 square feet of gross floor area or less; OR • Hotel or motel of 100 or fewer rooms
Local-Serving Retail	• 100,000 square feet of total gross floor area or less without drive-through operations
Education	• Charter or private school projects of fewer than 250 students
Local-Serving Public Facilities	• Local-serving public facilities (branch library, community center, fire station, pumping station, park, police station, or public school projects)
Restricted Affordable Residential Projects or Components	• **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 • **High Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high quality transit corridor; AND • **Transit-Supportive Project Density**: o Minimum of 35 units per acre for residential projects or components; o If located in a General Plan Land Use Designation that has a maximum density below 35 units per acre, the maximum density allowed in the Planned Growth Area must be met

Source: City of San José Transportation Analysis Handbook, April 2023.

The retail component of the project, which consists of 4,992 s.f. of retail space and no drive-through lane, meets the retail TDM screening criterion set forth in the City's *Transportation Analysis Handbook*.

The 138-unit residential project would not meet the City's residential TDM screening criteria because it would not include 100% restricted affordable residential units. Therefore, a TDM Checklist that meets the TDM Point Target (described below) and a TDM Plan are required.

TDM Point Targets

A project's TDM requirement is defined as a TDM Point Target, which is achieved by identifying and implementing a package of applicable TDM measures as part of an approved TDM plan. Applicable TDM measures are identified based on a project's proposed land use(s). For a mixed-use project (a project with multiple land use components), a TDM Point Target is defined for each land use component of the project that does not meet the TDM exemption criteria. TDM Point Targets are

determined based on the land use category (home-end use, commute-end use, visit-end use, or other uses) of the proposed project and/or its components, listed in Table 2.

The residential component of the project is characterized as a Home-End Use and will be required to satisfy a TDM point target of 25 points.

Table 2
TDM Point Targets by Land Use Category

Type	Point Target
Home-End Uses	25 Points
Commute-End Uses	25 Points
Visit-End Uses	25 Points
Other Uses	5 Points

Source: City of San José Transportation Analysis Handbook, April 2023.

Menu of TDM Measures

The City maintains a menu of TDM measures that can be implemented as part of a TDM plan to achieve the project's TDM Points Target. Table 3 shows the point values, or point-value ranges, for each TDM measure in the menu and their applicability to each land use category as provided in the City of San Jose *Transportation Analysis Handbook*. The City's menu of TDM measures is organized into four (4) categories of measures:

- Project Characteristics
- Multimodal Network Improvements
- Parking
- Programmatic TDM

The first three categories – project characteristics, multimodal network improvements and parking – focus on physical improvements that can be incorporated into the project description. The fourth category, programmatic TDM measures, are primarily incentives and Mobility-as-a-Service (MaaS) programs for encouraging walking, biking, scootering, shared rides, and taking public transit. The project may also receive TDM points for measures not on the City's preset menu upon discretionary approval by City staff.

Proposed TDM Measures

The project has submitted a list of proposed TDM measures, via a TDM Checklist, as part of its initial application. The project plans to include the following TDM measures as part of the TDM plan:

- PC03: Provide 20% Affordable Residential Units
- PK01: Right-Size Off-Street Vehicle Parking Supply
- PK02: Provide Bike Parking Facilities
- TP04: Provide Education, Marketing & Outreach
- TP16: Unbundle Parking Costs from Property Costs

Implementation details regarding the selected TDM measures and the points received for each TDM measure are described in Chapter 3.

Table 3
Menu of TDM Measures and Applicability

Type	ID	Measure	TDM Point Values			
			Home-End Uses	Commute-End Uses	Visit-End Uses	Other Uses
Project Characteristics	PC03	Provide Affordable Housing	1 - 4	-	-	-
Multimodal Network Improvements	MI01	Provide Bike and Micromobility Network Improvements	1 - 4	1 - 4	1 - 4	1 - 4
	MI03	Provide Transit Network Improvements	1 - 4	1 - 4	1 - 4	1 - 4
	MI04	Provide Residential Street Improvements	1 - 4	1 - 4	1 - 4	1 - 4
	MI05	Provide Pedestrian Network Improvements	1 - 4	1 - 4	1 - 4	1 - 4
Parking	PK01	Right-Size Parking Supply	1 - 20	1 - 20	1 - 20	-
	PK02	Provide Bike Parking Facilities	1 - 2	1 - 2	1 - 2	-
	PK03	Provide Shared Parking	1 - 2	1 - 2	1 - 2	-
Programmatic TDM	TP01	Provide School Pool Programs	1	-	-	-
	TP02	Provide Bike Share Stations	1 - 2	1 - 2	1 - 2	-
	TP03	Provide Car Share Station	1 - 4	1 - 4	1 - 4	-
	TP04	Provide Education, Marketing, and Outreach	1 - 2	1 - 2	-	-
	TP05	Join a Transportation Management Association (TMA)	See note[1]	See note[1]	See note[1]	-
	TP06	Provide Parking Cashout	-	2	-	2
	TP07	Provide Transit Subsidies	1 - 8	1 - 8	1 - 8	1 - 8
	TP08	Provide Flexible Work Schedules	-	1 - 4	-	-
	TP09	Provide Private Shuttle/ Transit Service	4 - 8	4 - 8	4 - 8	-
	TP10	Price Workplace Parking	-	2	1	-
	TP11	Provide Alternative Transportation Benefits	1 - 8	1 - 8	1 - 8	1 - 8
	TP12	Provide a Neighborhood School	2	-	-	-

Table 3 (continued)
Menu of TDM Measures and Applicability

Type	ID	Measure	TDM Point Values			
			Home-End Uses	Commute-End Uses	Visit-End Uses	Other Uses
Programmatic TDM	TP13	Provide Ride-Share Programs	1	1	-	1
	TP14	Subsidize Public Transit Service Upgrade or Expansion	1 - 4	1 - 4	1 - 4	-
	TP15	Provide Targeted Behavioral Interventions	1 - 2	1 - 2	1 - 2	-
	TP16	Unbundle Parking Costs from Property Cost	1 - 2	-	-	-
	TP17	Provide Vanpool Incentives	1 - 4	1 - 4	1 - 4	-
	TP18	Provide Voluntary Travel Behavior Change Program	1 - 2	1 - 2	-	-
		User-Defined Measure	See note[2]	See note[2]	See note[2]	See note[2]

Source: City of San José Transportation Analysis Handbook, April 2023.
Notes:
[1] Projects located in an area with an established TMA are required to join the TMA.
[2] The TDM Point Value of a user-defined measure is subject to City staff's approval and determination.
[3] "-" indicates that the measure is not applicable for the corresponding land use type under the TDM Program.

TDM Plan Compliance and Monitoring

Projects including a TDM Plan as a Condition of Approval are required to implement the selected TDM measures for the life of the project and fulfill ongoing compliance and/or monitoring requirements. For the purpose of ongoing monitoring of compliance with and effectiveness of TDM measures, projects are classified into two levels based on size. Smaller projects are classified as Level 1 projects and large projects are Level 2 projects. Level 1 projects require annual TDM Plan compliance documentation but do not have the annual monitoring report requirement of Level 2 projects (see Table 4).

The 138-unit residential component of the project meets the definition of a Level 1 residential project (residential developments of 16 to 299 dwelling units) and is categorized as a Home-End Use per the San Jose Municipal Code. Accordingly, annual TDM Plan compliance documentation is required but annual monitoring reports are not. The annual compliance requirements for Level 1 projects are described in Chapter 4.

Table 4
Annual Compliance and Monitoring Requirements

Type	Project Size	
	Level 1 (Annual Compliance)	Level 2 (Annual Monitoring)
Home-End Uses	• Single-family detached, single-family attached, or multi-family residential projects of 16 to 299 units	• Single-family detached, single-family attached, or multi-family residential projects of 300 units or more
Commute-End Uses	• Office projects of 10,001 to 149,999 square feet of gross floor area[1]; • Hotel or motel projects of 101-249 rooms; • Charter or private school projects of 250 or more students	• Office projects of 150,000 square feet of gross floor area[1] or more; • Hotel or motel projects of 250 rooms or more; • Charter or private school projects are exempt regardless of the number of students
Visit-End Uses	• Retail projects of 100,001 to 249,999 square feet of total gross floor area	• Retail projects of more than 250,000 square feet of gross floor area or more
Other Uses	• Industrial projects of 30,001 to 299,999 square feet or more of gross floor area	• Industrial projects of 300,000 square feet of gross floor area or more

Source: City of San José Transportation Analysis Handbook, April 2023.
Notes:
[1] For some commute-end uses that are measured in units other than gross floor area, the unit is converted to its equivalent in gross floor area. Exceptions are hotel/motel and charter/private school projects since their Level 1 size thresholds are based on the number of rooms and the number of students, respectively.

2. Existing Transportation Facilities and Services

San Jose desires to provide a safe, efficient, fiscally, economically, and environmentally sensitive transportation system that balances the needs of bicyclists, pedestrians, and public transit riders with those of automobiles and trucks. Transportation facilities and services that support sustainable modes of transportation within San Jose include VTA bus routes and light rail, Caltrain, ACE commuter rail service, Amtrak commuter rail service, and bicycle and pedestrian facilities. This chapter describes the existing transit, pedestrian, and bicycle facilities in the project study area.

Transit Services

Existing transit service in the project vicinity is provided by the Santa Clara Valley Transportation Authority (VTA). The project area is served by four local bus routes: Routes 22, 26, 70 and 77. All four bus routes operate within a ½-mile of the project site, with bus stops located within walking distance on Alvin Avenue and King Road (see Figure 3).

Local Route 22 provides frequent service between Eastridge Mall and the Palo Alto Transit Center. Route 22 operates along Tully Road and King Road (north of Tully Road) in the study area, with 15-minute headways during the weekday peak commute periods. Bus stops are located at the intersection of King Road and Tully Road.

Local Route 26 provides frequent service between Eastridge Mall and West Valley College. Route 26 operates along Tully Road in the study area, with 15-minute headways during the weekday peak commute periods. Bus stops are located on Tully Road between Alvin Avenue and King Road.

Local Route 70 provides frequent service between the Milpitas BART station and the Capitol LRT station. Route 70 operates along King Road (south of Rigoletto Drive) and Rigoletto Drive in the study area, with 15-minute headways during the weekday peak commute periods. Bus stops are located on Rigoletto Drive east of King Road and on King Road just north of Enesco Avenue.

Local Route 77 provides frequent service between the Milpitas BART station and Eastridge Mall. Route 77 operates along King Road (north of Rigoletto Drive) and Rigoletto Drive in the study area, with 15-minute headways during the weekday peak commute periods. Bus stops are located on King Road north and south of Tully Road, with the closest bus stops located near Burdette Drive.

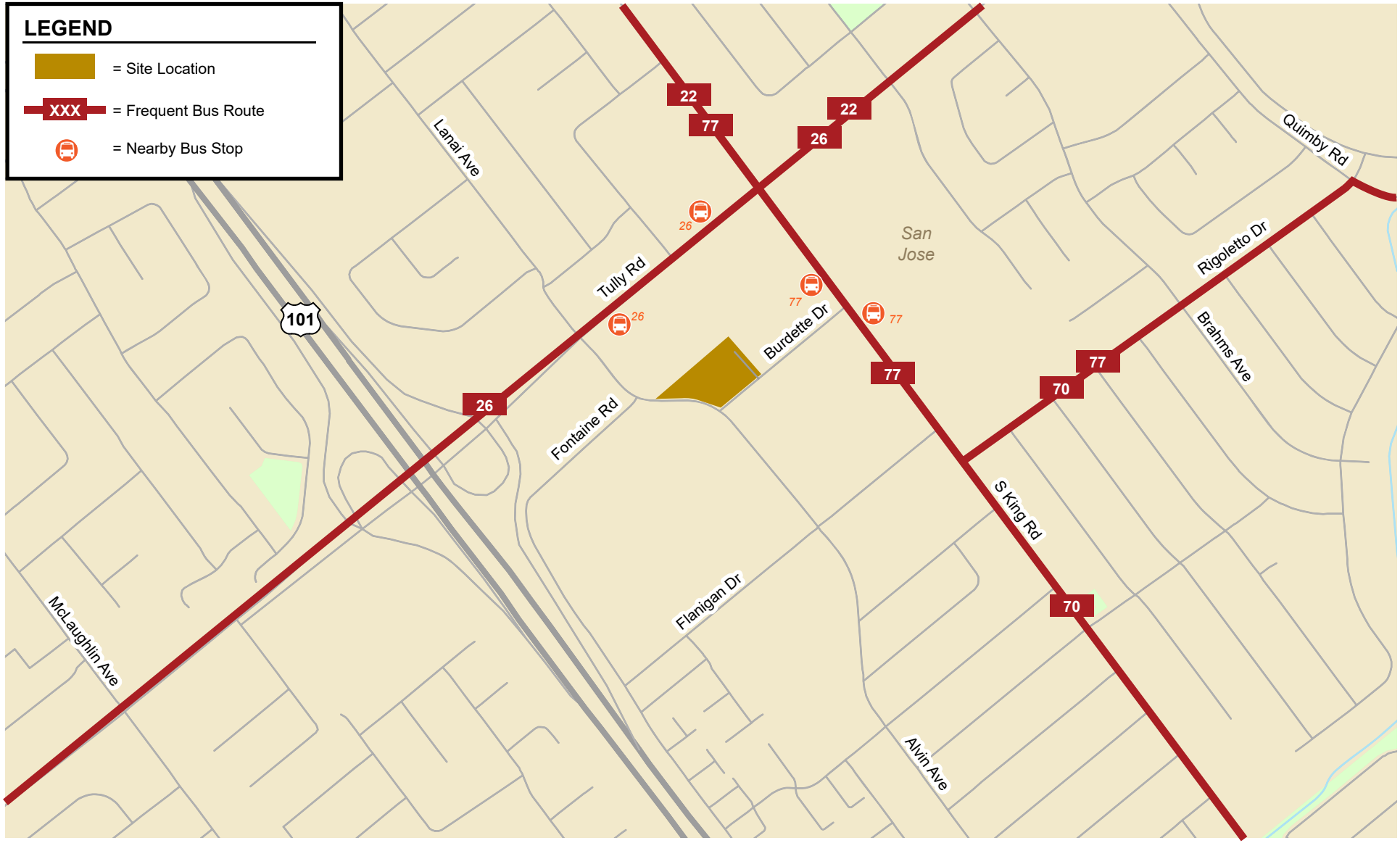

Figure 3
Existing Transit Services

NORTH
Not to Scale

Pedestrian and Bicycle Facilities

Existing Pedestrian Facilities

Pedestrian facilities in the study area consist primarily of sidewalks along the streets and crosswalks with pedestrian signal heads and push buttons at the signalized intersections near the project site. The existing network of sidewalks and crosswalks provides adequate connectivity for pedestrians between the project site and other surrounding land uses and transit stops.

Curb ramps with truncated domes are also provided at all crosswalks for the intersections near the site. Truncated domes are the standard ADA design requirement for detectable warnings which enable people with visual disabilities to determine the boundary between the sidewalk and the street.

Existing Bicycle Facilities

Bicycle facilities in the project area are shown on Figure 4 and are described below.

Class II Bikeway (Striped Bike Lanes)

Class II bicycle facilities are striped bike lanes on roadways that are marked by signage and pavement markings. Within the vicinity of the project site, striped bike lanes are present on the following roadway segments:

- Tully Road – Class II bicycle facilities along its entirety
- King Road – Class II bicycle facilities along its entirety

Class III Bikeway (Bike Route)

Class III bikeways are City-designated bike routes with signs to help guide bicyclists on recommended routes to certain locations. Many Class III bike routes also contain Sharrows, or shared lane pavement markings. In the vicinity of the project site, the following roadway segments are designated as bike routes:

- Alvin Avenue/Lanai Avenue – Designated bike route with Sharrows along its entirety
- Rigoletto Drive – Designated bike route with Sharrows along its entirety

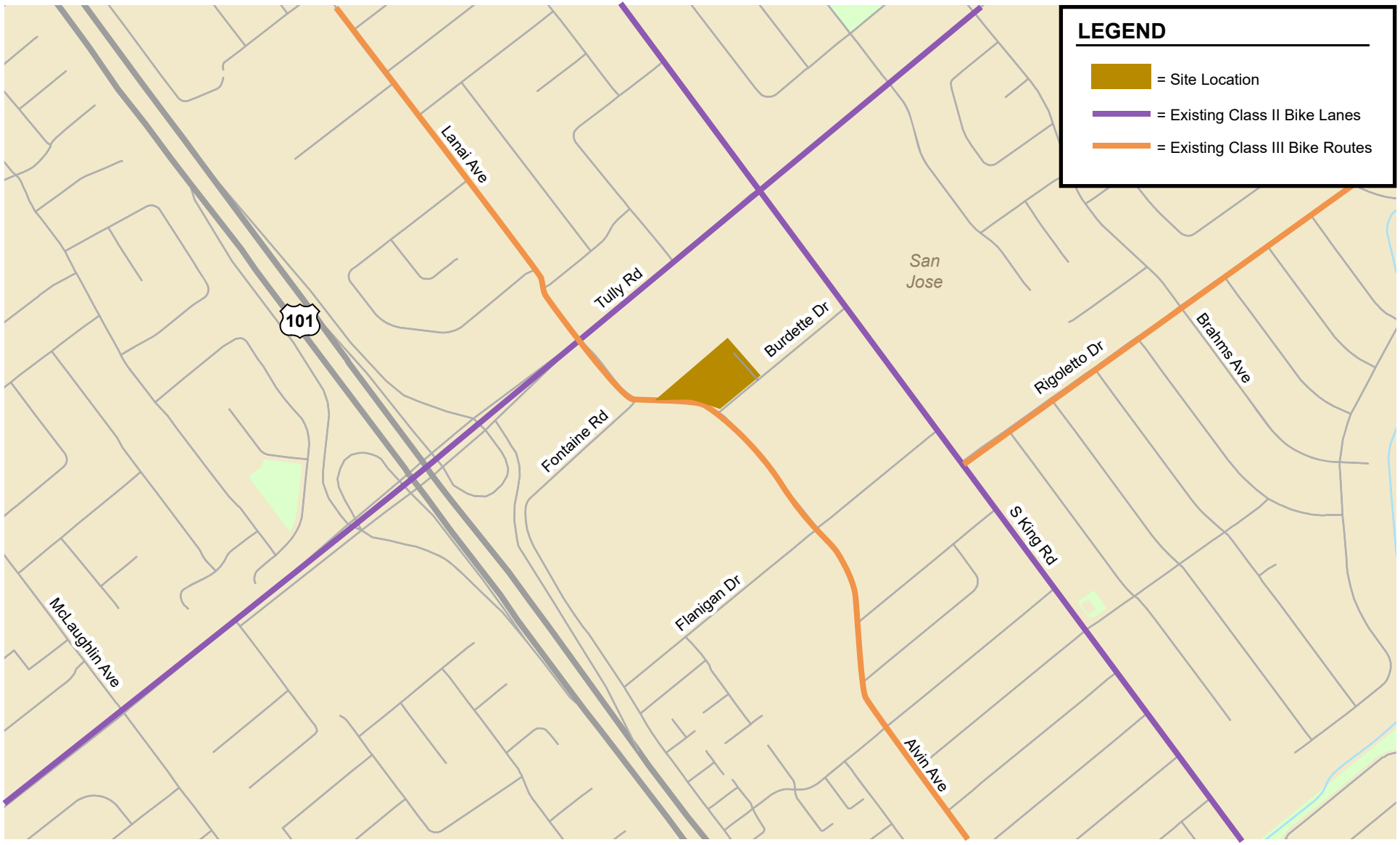

Figure 4
Existing Bicycle Facilities

NORTH
Not to Scale

3. Proposed TDM Measures

All projects requiring a development permit that are not exempt per Section 20.90.900.B of the San Jose Municipal Code are required to adhere to the new Parking and TDM Ordinance (Ordinance No. 30857), which includes mandatory TDM requirements. To be consistent with the goals of the *Envision 2040 General Plan* and the Climate Smart San Jose Plan, most projects are required to provide a TDM Plan that meets the "TDM Point Target" as detailed in the City's new Ordinance.

Since the residential component of the project would not meet the City's residential screening criteria (is not a small infill residential project and is not 100% affordable), a TDM Checklist and associated TDM Plan are required. The project meets the definition of a Level 1 residential project (residential developments of 16 to 299 dwelling units) and is categorized as a Level 1 Home-End Use per the San Jose Municipal Code. Accordingly, a TDM Checklist and associated TDM Plan with a target of 25 TDM points (based on the Home-End Use category) was prepared.

The project will be responsible for implementing measures identified in the TDM Checklist and TDM Plan to reduce the number of vehicle trips generated by the project. Annual TDM Plan compliance documentation is required but annual monitoring reports are not for Level 1 residential projects.

TDM Checklist

The City of San Jose's TDM Checklist was used to calculate the TDM points for the proposed residential project (see Table 5). As shown in the checklist, the project will achieve the 25-point TDM requirement by providing the following project characteristic, parking attributes, and programmatic TDM measures:

- PC03: Provide 20% Affordable Residential Units – 1 TDM Point
- PK01: Right-Size Off-Site Vehicle Parking Supply – 20 TDM points
- PK02: Provide Bike Parking Facilities – 1 TDM Point
- TP04: Provide Education, Marketing and Outreach – 1 TDM Point
- TP16: Unbundle Parking Costs from Property Costs – 2 TDM Points

A description of each TDM measure being proposed is provided below, along with the number of points earned from each measure. The City will check for compliance using the methods described with each measure. Annual monitoring and/or compliance requirements are discussed in Chapter 4.

Table 5
TDM Checklist (TDM Plan Measures and Point Allocation)

ID	TDM Measure Description	Points Values	Home-End Uses 25
	A. PROJECT CHARACTERISTICS		
PC03	Provide Affordable Housing	1 - 4	1
	B. MULTIMODAL NETWORK IMPROVEMENTS		
MI01	Provide Bike Network Improvements	1 - 4	0
		Cost of measure	$ -
MI03	Provide Transit Network Improvements	1 - 4	0
		Cost of measure	$ -
MI04	Provide Residential Street Improvements	1 - 4	0
		Cost of measure	$ -
MI05	Provide Pedestrian Network Improvements	1 - 4	0
		Cost of measure	$ -
	C. PARKING		
PK01	Off-Street Vehicle Parking Spaces (please enter):		*143*
	Project Size:		138
	Vehicle Parking Ratio:		1.036232
	Right-size Vehicle Parking Supply	1 - 20	20
PK02	Provide Bike Parking Facilities	1 - 2	1
PK03	Provide Shared Parking	1 - 2	0
	D. PROGRAMMATIC TDM		
TP01	Provide School Pool Programs	1	0
TP02	Provide Bike Share Stations	1 - 2	0
TP03	Provide Car Share Station	1 - 4	0
TP04	Provide Education, Marketing & Outreach	1 - 2	1
TP05	Join Transportation Mgmt. Association (TMA)	See Note	See Note
TP06	Provide Parking Cash-out	2	n/a
TP07	Provide Transit Subsidies	1 - 8	0
TP08	Provide Flexible Work Schedules	1 - 4	n/a
TP09	Provide Private Shuttle/ Transit Service	4 - 8	0
TP10	Price Workplace Parking	1 - 2	n/a
TP11	Provide Alternative Transportation Benefits	1 - 8	0
TP12	Provide a Neighborhood School	2	0
TP13	Provide Ride-Share Programs	1	0
TP14	Subsidize Transit Service Upgrade/Expansion	1 - 4	0
TP15	Provide Targeted Behavioral Interventions	1 - 2	0
TP16	Unbundle Parking Costs from Property Cost	1 - 2	2
TP17	Provide Vanpool Incentives	1 - 4	0
TP18	Provide Voluntary Travel Behavior Change Prg.	1 - 2	0

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

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

Affordable Housing (PC03)

Provide affordable for-sale or rental housing for low-income households. Households with incomes at or below 80% of the Santa Clara County Area Median Income (AMI) tend to make fewer trips by personal motorized vehicles than households with higher incomes, resulting in reduced VMT. Affordable housing provides greater opportunity for households to live closer to transit.

- **Points Requirements:** TDM Point Values are based on the amount of affordable housing provided above and beyond the City's 15% Inclusionary Housing Ordinance obligation.
    - 1 Point: At least 5% above and beyond the City's Inclusionary Housing Ordinance obligation.
    - 2 Points: At least 10% above and beyond the City's Inclusionary Housing Ordinance obligation.
    - 3 Points: At least 15% above and beyond the City's Inclusionary Housing Ordinance obligation.
    - 4 Points: At least 20% above and beyond the City's Inclusionary Housing Ordinance obligation.
- **Project Implementation:** Of the 138 multifamily residential units, 28 units (20% of the units) would be affordable units. Since the project would provide 5% more affordable residential units than the City's 15% Inclusionary Housing Ordinance obligation, the project is eligible to receive **1 TDM point**.
- **Proof of Implementation:** City staff will monitor and require occupancy certification of affordable units during the annual monitoring and reporting process. The City will maintain the right to require the tenant or designated representative of an affordable unit to verify their level of income on an annual basis.

Right-Size Off-Street Vehicle Parking Supply (PK01)

Provide off-street automobile parking supply at ratios lower than those documented in the Institute of Transportation Engineers (ITE) *Parking Generation Manual*.

- **Point Requirements:** TDM Point Values are based on the project's off-street parking ratio and location, as shown in Table 6.
- **Project Implementation:** The project will provide parking at a ratio of 1.036 spaces per dwelling unit. The project is eligible to receive **20 TDM points** (maximum possible), since the proposed parking ratio would fall within the range of 0 - 1.24 parking spaces per dwelling unit (see Table 6). This parking ratio range is applicable to Home-End Uses located in "high-quality transit areas" of the City.
- **Proof of Implementation:** City staff will confirm the number of vehicle parking spaces built on-site during a pre-occupancy inspection of the site.

Table 6
Parking Supply TDM Point Values

Points	Parking Ratio					
	Downtown[1]		High-Quality Transit Areas[2]		Other Areas[3]	
	Home-End (per dwelling unit)	Commute-End/Visit-End (per 1,000 s.f.)	Home-End (per dwelling unit)	Commute-End/Visit-End (per 1,000 s.f.)	Home-End (per dwelling unit)	Commute-End/Visit-End (per 1,000 s.f.)
20	0-0.75	0-1.00	0-1.24	0-1.50	0-1.40	0-2.00
18	.76-.84	1.01-1.20	1.25-1.37	1.51-1.80	1.41-1.57	2.01-2.30
16	.85-.93	1.21-1.40	1.38-1.50	1.81-2.10	1.58-1.74	2.31-2.60
14	.94-1.02	1.41-1.60	1.51-1.63	2.11-2.40	1.75-1.91	2.61-2.90
12	1.03-1.11	1.61-1.80	1.64-1.76	2.41-2.70	1.92-2.08	2.91-3.20
10	1.12-1.20	1.81-2.00	1.77-1.89	2.71-3.00	2.09-2.25	3.21-3.50
8	1.21-1.29	2.01-2.20	1.90-2.02	3.01-3.30	2.26-2.42	3.51-3.80
6	1.30-1.38	2.21-2.40	2.03-2.15	3.31-3.60	2.43-2.57	3.81-4.10
4	1.39-1.47	2.41-2.60	2.16-2.28	3.61-3.90	2.58-2.74	4.11-4.40
2	1.48-1.56	2.61-2.80	2.29-2.41	3.91-4.20	2.75-2.91	4.41-4.70
1	1.57-1.65	2.81-3.00	2.42-2.54	4.21-4.50	2.92-3.08	4.71-5.00
0	1.66+	3.01+	2.55+	4.51+	3.09+	5.01+

Source: City of San José Transportation Analysis Handbook, April 2023.
Notes:
[1] Downtown: Projects located in the Downtown core as defined in the City's Downtown Strategy 2040, approximately bounded by Taylor Street and Coleman Avenue to the north, Fourth Street to the east, I-280 to the south, and Stockton Ave and the railroad tracks to the west.
[2] High-Quality Transit Area: Projects located within ½ miles of an existing major transit stop or an existing stop along a high-quality transit corridor.
[3] Other Area: Projects located in areas outside of Downtown or High-Quality Transit Area.

Bike Parking Facilities (PK02)

Provide on-site secure bicycle parking facilities including bike racks, bike lockers, showers, changing rooms, personal lockers, bike repair station, and bike maintenance services at applicable rate prescribed below:

Short-term spaces, such as inverted-u racks or post and ring installations, must be weather protected, sturdy, and well anchored. Short-term spaces typically meet the needs of shoppers or visitors and are used for a couple of hours at a time.

Long-term spaces, such as bike lockers or bike cages, must be fully sheltered from weather elements and provide a form of access control such as keys or smart cards. Long-term spaces are typically designated to meet the needs of commuters or residents who require storing their bike safely for an entire day or longer.

Spaces must meet all City requirements and reflect design best practices such as those identified by the Association of Pedestrian and Bicycle Professionals (APBP).

- **Point Requirements:** TDM Point Values are based on the number of on-site bike parking facilities provided on-site.
    - 1 Point: Provide two (2) of the following on-site bike parking facilities.
    - 2 Points: Provide four (4) of the following on-site bike parking facilities.
        - Short-term and long-term parking: Provide at least 2 times as many secure short-term and long-term bicycle parking spaces on site as required by zoning. Include wayfinding signage.
        - Showers, changing rooms, lockers: Provide at least 2 times as many showers, changing rooms, and clothes lockers on site as required by zoning. Include wayfinding signage.
        - Bike repair station: Provide a covered area such as a bike storage room or garage on site. Tools and supplies must include, at minimum, those needed to fix a flat tire, adjust a chain, and performing other basic maintenance. Available tools must include, at minimum, a bicycle pump, wrenches, a chain tool, tire levers, hex keys/Allen wrenches, screwdrivers, and spoke wrenches. Although not required, vending machines selling items such as bike tubes, patch kits, lights, locks, hand warmers, and other bicycling gear can be paired with repair stations. Include wayfinding signage.
        - Bike maintenance services: Include, at minimum, a staffed facility on site providing basic bicycle maintenance services available to the public. Services can also include the sale and rental of bicycle parts, bicycling gear, and tools. Include wayfinding signage.
- **Project Implementation:** The project will provide on-site bicycle facilities within a secure bike room to promote bicycle travel by future residents. The project will provide a total of 72 long-term bike parking spaces and a bike repair station within the secure bike room. Since the project will provide twice as much on-site bike parking than is required by the San Jose Municipal Code (35 bike parking spaces are required) and will provide a secure bike repair station, the project is eligible to receive **1 TDM point**.
- **Proof of Implementation:** City staff will confirm that the credited amenities meet the design requirements stated above during a pre-occupancy inspection of the site. HOAs/Property owners must include up-to-date photos of the amenities and any supportive facilities and signage to demonstrate that they are in good condition and accessible to Project residents as attachments to their annual TDM Plan Compliance Forms. As necessary, City staff will conduct site visits to confirm that the amenities meet specified standards.

Education, Marketing and Outreach (TP04)

Implement a marketing campaign to provide Project residents/employees with information on travel options and encourage the use of transit, shared rides, walking, and biking. The campaign strategies may include new resident/employee orientation on alternative travel options, event promotions, educational programs, and publications.

- **Points Requirements:** TDM Point Values are based on the number of education, marketing, and outreach strategies implemented by the project.
    - 1 Point: Provide one (1) of the following education, marketing, and outreach strategies to all Project residents.
    - 2 Points: Provide at least two (2) of the following education, marketing, and outreach strategies to all Project residents.
        - Provide TDM promotions such as targeted messaging and communications campaigns, incentives, giveaways, and competitions.
        - Provide welcome packets with information about nearby amenities (e.g. transit centers, parks, schools, hospitals, stores, etc.), travel options (e.g. key transit service, biking, and walking routes, etc.), and available transportation benefits and incentives (e.g. transit pass subsidy, bike share program, etc.).
        - Enroll new residents/employees in a Transportation Management Platform (TMP) application such as ZAP Twin Cities, Luum, or RideAmigos, which offer commute planning functionality, parking management, and transit information online and through mobile applications. TMPs gamify commute behavior by actively logging how people travel and using this information to provide incentives, start friendly competition, or raise awareness about these decisions and the associated financial, environmental, and health impacts.
        - Organize commuter fairs to promote local routes and services for alternative travel options.
        - Organize educational programs to raise awareness, motivation, and action about travel choices.
        - Other education, marketing, and outreach strategies.
- **Project Implementation:** Welcome packets will be provided to all new residents with information about nearby amenities (e.g., bus stops, parks and multi-use trails, schools, nearby retail uses, etc.), travel options (e.g., transit services, bike facilities/maps, walking routes, VTA's Guaranteed Ride Home program, etc.), and transit schedules (e.g., VTA, Caltrain, BART, etc.). The new resident TDM welcome packets will aim to welcome and introduce new residents to the community's sustainable transportation initiatives. In support of the project's commitment to reducing traffic congestion and promoting eco-friendly commuting options, the packets will include a commuter resource flier and information links, providing essential resources such as transit schedules, bike maps, and 511 resources. Equipping new homeowners with these valuable tools will encourage and empower residents to make informed and environmentally conscious transportation choices. Therefore, the project is eligible to receive **1 TDM point**.
- **Proof of Implementation:** HOAs/Property owners must submit copies of all promotional materials, welcome packets, and TMP application information distributed to their residents as attachments to their annual TDM Plan Compliance Forms.

Unbundled Parking (TP16)

Lease or sell accessory automobile parking spaces separately from the dwelling units for the life of the project. Project tenants/residents have the option of renting or buying a parking space at an additional cost, and would, thus, experience a cost savings if they opt not to rent or purchase parking.

- **Point Requirements:** TDM Point Values are based on the location of the project.
  - 1 Point: For Projects located outside of Downtown and High-Quality Transit Area (defined in PK01).
  - 2 Points: For Projects located within Downtown or High-Quality Transit Area (defined in PK01).
  - Regardless of site location, must detach the cost of accessory automobile parking spaces from all residential lease or purchase fees for the lifetime of the Project. Do not market dwelling units with the amenity of “free parking” or similar terms. Lease or sell the accessory parking spaces separately so that Project tenants/residents have the option of renting or buying a space at an additional cost.
- **Project Implementation:** The project will provide 100 percent unbundled parking for residents for the life of the project. Policy TR-8.8 of the *Envision San Jose 2040 General Plan* calls for San Jose to "Promote use of unbundled private off-street parking associated with existing or new development, so that the sale or rental of a parking space is separated from the rental or sale price for a residential unit or for non-residential building square footage." With this approach those tenants without a vehicle will not be required to pay for parking that they do not want or need. Unbundling residential parking costs from the cost of housing can reduce tenant vehicle ownership and parking demand, which in turn reduces vehicle trips. With a lease, tenants receive a monthly bill showing how much they are spending on a parking space and have the option to give up the space if they no longer need it. Since the project site is located within a High-Quality Transit Area, the project is eligible to receive **2 TDM points**.
- **Proof of Implementation:** HOAs/Property owners must submit copies of all informational materials about unbundled parking and current lease or sales prices of the parking spaces as attachments to their annual TDM Plan Compliance Forms.

4. TDM Plan Compliance

For the purpose of ongoing monitoring of TDM compliance and effectiveness of the TDM measures, projects are classified into two levels based on their size. Smaller projects are classified as Level 1 projects and large projects are classified as Level 2 projects (see Table 4).

The project meets the definition of a Level 1 residential project (residential developments of 16 to 299 dwelling units). Based on the City of San Jose's compliance and monitoring requirements, Level 1 projects that are providing at least one (1) programmatic TDM measure (such as the proposed project) are subject to annual compliance reporting.

Annual TDM Compliance Form

After the project is occupied, it is required to verify that its programmatic measure(s) continue to be implemented for as long as the project maintains a Certificate of Occupancy. Every year, the project must submit a completed TDM Compliance Form and associated administrative fees to the City Department of Transportation. A TDM Compliance Form must include a summary of the following information about the project:

- **Project Size:** For residential uses, provide the number of for-sale/for-rent, market-rate/affordable, on-site/off-site units and the number of bundled/unbundled/shared parking spaces. For commercial office/retail uses, provide the number of businesses and total gross square feet of office/retail space and the number of free/priced/shared parking spaces.
- **Point of Contact:** Provide the property address, the name of the property owner/association representative, and the contact person's name and information.
- **Documentation of Existing TDM Measures:** Report all ongoing programmatic TDM measure(s), proof of implementation, and any changes from the original TDM Plan or past years. The proof of implementation for each proposed TDM measure is described in Chapter 3.

The first submission of the TDM Compliance Form is due within 30 calendar days of the 18-month anniversary of the issuance of the initial Certificate of Occupancy. Subsequent annual submissions are also due within 30 calendar days of that date. Upon five consecutive years of satisfactory submittals of the TDM Compliance Forms, the submittal requirement shifts to every three years. If, at any time, the project fails to demonstrate satisfactory compliance, the timeline will revert to the annual submittal schedule until the project again demonstrates five consecutive years of satisfactory compliance.

Appendix G
Existing Driveway Counts

Peak-Hour Volume Count- 24BJ12(San Jose)

AUTO CENSUS
Traffic Monitoring and Analysis
445 Lily Ann Way
San Jose, Ca. 95123
Phone 408-533-3398

Date: 1/11/2024
Counters: Jo, Jana
Intersection Name: 2470 Alvin Ave.
Weather: Fair

Thursday 1/11

Start Time	R-IN	R-OUT	L-IN	L-OUT
7:00	0	0	0	0
7:15	0	0	0	0
7:30	0	0	0	0
7:45	0	0	1	1
8:00	0	0	1	1
8:15	0	0	1	1
8:30	1	0	4	4
8:45	3	1	11	11
9:00	4	2	16	16

Peak Hour					Hourly Totals
7:00 - 8:00	0	0	1	1	2
7:15 - 8:15	0	0	1	1	2
7:30 - 8:30	1	0	4	4	9
7:45 - 8:45	3	1	10	10	24
8:00 - 9:00	4	2	15	15	36
Peak Volumes:	**4**	**2**	**15**	**15**	**36**

Start Time	R-IN	R-OUT	L-IN	L-OUT
4:00	0	0	0	0
4:15	1	1	2	3
4:30	2	3	2	5
4:45	3	7	3	6
5:00	4	11	8	9
5:15	5	17	8	10
5:30	5	20	8	11
5:45	5	22	9	12
6:00	5	24	10	13

Peak Hour					Hourly Totals
4:00 - 5:00	4	11	8	9	32
4:15 - 5:15	4	16	6	7	33
4:30 - 5:30	3	17	6	6	32
4:45 - 5:45	2	15	6	6	29
5:00 - 6:00	1	13	2	4	20
Peak Volumes:	**4**	**16**	**6**	**7**	**33**