

First Amendment to the Draft EIR for the  
**Blossom Hill Station Mixed-Use Project**

File No.: SP20-012



Prepared by the



June 2022

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## **SECTION 1.0 INTRODUCTION**

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This First Amendment, together with the Draft Environmental Impact Report (Draft EIR), constitutes the Final Environmental Impact Report (Final EIR) for the Blossom Hill Station project.

### **1.1 PURPOSE OF THE FINAL EIR**

In conformance with the California Environmental Quality Act (CEQA) and CEQA Guidelines, this Final EIR provides objective information regarding the environmental consequences of the proposed project. The Final EIR also examines mitigation measures and alternatives to the project intended to reduce or eliminate significant environmental impacts. The Final EIR is intended to be used by the City and Responsible Agencies in making decisions regarding the project.

Pursuant to CEQA Guidelines Section 15090(a), prior to approving a project, the lead agency shall certify that:

- (1) The Final EIR has been completed in compliance with CEQA;
- (2) The Final EIR was presented to the decision-making body of the lead agency, and that the decision-making body reviewed and considered the information contained in the final EIR prior to approving the project; and
- (3) The Final EIR reflects the lead agency's independent judgment and analysis.

### **1.2 CONTENTS OF THE FINAL EIR**

CEQA Guidelines Section 15132 specify that the Final EIR shall consist of:

- a) The Draft EIR or a revision of the Draft;
- b) Comments and recommendations received on the Draft EIR either verbatim or in summary;
- c) A list of persons, organizations, and public agencies commenting on the Draft EIR;
- d) The Lead Agency's responses to significant environmental points raised in the review and consultation process; and
- e) Any other information added by the Lead Agency.

### **1.3 PUBLIC REVIEW**

In accordance with CEQA and the CEQA Guidelines (Public Resources Code Section 21092.5[a] and CEQA Guidelines Section 15088[b]), the City shall provide a written response to a public agency on comments made by that public agency at least 10 days prior to certifying the EIR. The Final EIR and all documents referenced in the Final EIR are available for public review at the office of the Department of Planning, Building and Code Enforcement, 200 East Santa Clara Street, Third Floor, San José, California on weekdays during normal business hours. The Final EIR is also available for review on the City's Active EIRs website.

## SECTION 2.0      DRAFT EIR PUBLIC REVIEW SUMMARY

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The Draft EIR for the Blossom Hill Station project, dated March 8, 2022, was circulated to affected public agencies and interested parties for a 45-day review period from March 10, 2022 through April 25, 2022. The City undertook the following actions to inform the public of the availability of the Draft EIR:

- A Notice of Availability (NOA) of Draft EIR and the Draft EIR including all appendices were published on the City's [Active EIRs](#) website, and in the San José Mercury News on March 10, 2022;
- The NOA of the Draft EIR was sent via email to surrounding municipalities, organizations, unions, and Native American Tribal contacts;
- The NOA of the Draft EIR was mailed to surrounding municipalities, and organizations that have requested notices;
- The NOA of the Draft EIR was communicated to interested members of the public via the City's newsflash electronic delivery system;
- The Draft EIR was delivered to the State Clearinghouse on March 10, 2022; and
- Copies of the Draft EIR were made available at the Dr. Martin Luther King Jr. Library (150 East San Fernando Street, San José, CA 95112) and the Edenvale Branch Library (101 Branham Lane, San José, CA 95111).

## **SECTION 3.0      DRAFT EIR RECIPIENTS**

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CEQA Guidelines Section 15086 requires that a local lead agency consult with and request comments on the Draft EIR prepared for a project of this type from responsible agencies (government agencies that must approve or permit some aspect of the project), trustee agencies for resources affected by the project, adjacent cities and counties, and transportation planning agencies.

The NOA for the Draft EIR was sent to owners and occupants adjacent to the project site and to adjacent jurisdictions. The following agencies received a copy of the Draft EIR via the State Clearinghouse:

- California Air Resources Board
- California Department of Fish and Wildlife, Bay Delta Region 3
- California Highway Patrol
- California Native American Heritage Commission
- California Department of Transportation (Caltrans) District #4
- Department of Toxic Substances Control
- California Regional Water Quality Control Board, San Francisco Bay Region 2

Copies of the NOA for the Draft EIR were sent by email to Native American Tribal Contacts, adjacent jurisdictions and organizations, businesses, and individuals who have requested all City notices.

## SECTION 4.0      RESPONSES TO DRAFT EIR COMMENT

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In accordance with CEQA Guidelines Section 15088, this document includes written responses to comments received by the City of San José on the Draft EIR.

Comments are organized under headings containing the source of the letter and its date. The specific comments from each of the letters and/or emails are presented with each response to that specific comment directly following. Copies of the letters and emails received by the City of San José are included in their entirety in Appendix A of this document. Comments received on the Draft EIR are listed below. None of the comments raised represent new significant information that would warrant recirculation of the Draft EIR pursuant to CEQA Guidelines Section 15088.5(a).

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## 4.1 RESPONSES TO COMMENTS

### FEDERAL AND STATE AGENCIES

#### A. Department of Toxic Substances Control (April 22, 2022)

**Comment A.1:** The Department of Toxic Substances Control (DTSC) received a Notice of Availability of the Draft Environmental Impact Report (EIR) and Public Comment Period for the Blossom Hill Station Mixed-Use Project (Project) in San José, California. The Lead Agency is receiving this notice from DTSC because the Project includes one or more of the following: groundbreaking activities, work in close proximity to a roadway, the former presence of site buildings, importation of backfill soil, and/or work on or in close proximity to an agricultural or former agricultural site.

DTSC has review (sic) comments on the Hazards and Hazardous Materials section of the document, *Draft Environmental Impact Report, Blossom Hill Station Mixed-Use Project, File No.: SP20-012* (DEIR), dated March 2022 and prepared by the City of San José in consultation with David J. Powers & Associates.

**Response A.1:** The comment does not raise any issues with the adequacy of the Draft EIR; therefore, no further response is required.

**Comment A.2:** DTSC notes that the description of Mitigation Measure MM HAZ-1.1 presented in Section 3.9.2.1 – Project Impacts and addressing “item b” therein, involves use of Regional Water Quality Control Board (RWQCB) environmental screening levels (ESLs) for soils. Because environmental screening levels may differ among various regulatory agencies, DTSC recommends that Mitigation Measure MM HAZ-1.1 be clarified to identify the mechanism(s) to initiate any required investigation and/or remediation and determine the government agency who will be responsible for providing appropriate regulatory oversight.

**Response A.2:** As noted on page ix and 113 of the Draft EIR, the project would be required through Mitigation Measure MM HAZ-1.1, to complete shallow soil sampling and analysis to determine if chemicals are present in on-site soils. Based on the results of the soil sampling, regulatory oversight by either DTSC or the Santa Clara County Department of Environmental Health may be required. Until testing and analysis is completed, it is not possible to identify the specific mechanisms required for investigation and/or remediation requirements as the agency responsible for providing regulatory oversight over the project will determine the appropriate screening levels. Nonetheless, pages ix and 113 of the Draft EIR were revised to clarify that environmental screening levels set by RWQCB, DTSC, and or Santa Clara County Department of Environmental Health could be used to identify the appropriate agency for regulatory oversight and appropriate remediation measures. Refer to Section 5.0 Draft EIR Text Revisions, below. This comment does not provide new information that would change the analysis or conclusions disclosed in the Draft EIR; therefore, recirculation is not required

**Comment A.3:** DEIR Section 3.9.2.1 – Project Impacts also states that the project site was formerly used for agricultural purposes, indicating the potential for residual pesticides in on-site soils. DTSC recommends that former agricultural lands be evaluated in accordance with DTSC’s 2008 Interim Guidance for Sampling Agricultural Properties (Third Revision).

**Response A.3:** This comment recommends that soil testing be completed in accordance with the DTSC’s 2008 Interim Guidance for Sampling Agricultural Properties (Third Revision). City standard practice includes a review of soil testing analytical results for consistency with this guidance document. Pages ix and 113 of the Draft EIR were revised to clarify that testing results shall be reviewed for consistency with 2008 Interim Guidance for Sampling Agricultural Properties (Third Revision). Refer to Section 5.0 Draft EIR Text Revisions, below. The comment does not raise any issues with the adequacy of the Draft EIR; therefore, no further response is required.

**Comment A.4:** Appendix F of the DEIR contains a Phase-I environmental site assessment which indicates the existence of structures on the Project site during the 1939-1982 time period based on aerial photos. DTSC recommends that sampling for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated bithenyl caulk near former buildings should be conducted in accordance with DTSC’s 2006 Interim Guidance Evaluation of School Sites with Potential Contamination from Lead Based Paint, Termiticides, and Electrical Transformers. Removal and disposal of any of the above-mentioned chemicals should be conducted in compliance with California environmental regulations and policies.

**Response A.4:** As noted on page 110 and 112 of the Draft EIR as well as on page 17 of Appendix F to the Draft EIR, the on-site buildings were demolished in the 1980s, prior to grading of the site and construction of the current parking lot. The Phase I Environmental Site Assessment prepared for the project and included as Appendix F to the Draft EIR, did not identify any recognized environmental conditions associated with former uses of the site. Furthermore, as noted on page 113 of the Draft EIR, on-site soils would be tested for lead in accordance with MM HAZ-1.1. This comment does not provide new information that would change the analysis or conclusions disclosed in the Draft EIR; therefore, recirculation is not required.

**Comment A.5:** In addition, DTSC recommends that the following issues be evaluated in the Hazards and Hazardous Materials section of the DEIR.

- Refiners in the United States started adding lead compounds to gasoline in the 1920s in order to boost octane levels and improve engine performance. This practice did not officially end until 1992 when lead was banned as a fuel additive in California. Tailpipe emissions from automobiles using leaded gasoline contained lead and resulted in aerially deposited lead (ADL) being deposited in and along roadways throughout the state. ADL-contaminated soils still exist along roadsides and medians and can also be found underneath some existing road surfaces due to past construction activities. Due to the potential for ADL-contaminated soil DTSC, recommends collecting soil samples for lead analysis prior to performing any intrusive activities for the project described in the DEIR.

- If any projects initiated as part of the proposed project require the importation of soil to backfill any excavated areas, proper sampling should be conducted to ensure that the imported soil is free of contamination. DTSC recommends the imported materials be characterized according to DTCS's 2001 Information Advisory Clean Imported Fill Material.

**Response A.5:** As noted on page 4 of the Draft EIR, the project site is located adjacent to State Route (SR) 85. SR 85 was constructed in 1990 and as noted in the comment letter, lead additives in gasoline began being phased out in the late 1970s and were completely banned by 1992. Due to the very short period when there may have been vehicles with leaded gas operating adjacent to the project site, the potential risk of aurally deposited lead is low. Furthermore, as discussed on pages xi and 113 of the Draft EIR, a Phase II subsurface investigation would be required to include shallow soil sampling for metals including lead. For these reasons, no additional testing for the presence of aurally deposited lead is necessary. This comment does not provide new information that would change the analysis or conclusions disclosed in the Draft EIR; therefore, recirculation is not required

## **B. California Department of Transportation (Caltrans) (dated April 22, 2022)**

**Comment B.1:** Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Blossom Hill Station Mixed-Use Project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the March 2022 DEIR.

### **Project Understanding**

The project proposes to construct a six-story mixed-use building with approximately 22,595 square feet of commercial space and up to 239 market-rate multi-family residential units. The project would also include construction of a six-story multi-family residential building with 89 affordable housing units, reconfiguration of the Santa Clara Valley Transportation Authority (VTA) surface parking lot and station entrance, removal of 52 ordinance-sized trees, and improvements to the Canoas Creek trail adjacent to the project site.

**Response B.1:** The comment summarizes the project and does not raise any specific project issues or environmental issues under CEQA; therefore, no further response is required.

**Comment B.2: Travel Demand Analysis.** The project VMT analysis and significance determination are undertaken in a manner consistent with the Office of Planning and Research's (OPR) Technical Advisory. Per the DEIR, this project is found to have significant unavoidable VMT impact. Caltrans commends the Lead Agency in developing the Transportation Demand Management (TDM) Plan to reduce VMT. The proposed measures identified in the TDM plan should be documented with annual monitoring reports to demonstrate effectiveness.

**Response B.2:** The comment acknowledges the VMT impact conclusion in the Draft EIR. As noted on Pages 28 and 29 of Appendix H to the Draft EIR, annual TDM

monitoring is required for the proposed project. These pages were revised to clarify the parameters to determine the effectiveness of the measures and deadline for monitoring reports (refer to Section 5.0 Draft EIR Text Revisions, below). The comment does not raise questions regarding the adequacy of the Draft EIR; therefore, no further response is required.

**Comment B.3: Multimodal Improvements.** 3.17.1.2 Existing Conditions, DEIR, Figure 3.17-1 and Appendix H, Transportation Impact Analysis, Figure 5. These figures only identify existing Class II Bike Lanes. Please add Class I bike paths, the 87 trail, the Guadalupe River Trail and the Martial Cottle Park Trail, consistent with the diagram on page 39 of the San Jose Better Bike Plan 2025.

**Response B.3:** This comment requests additional existing bicycle facilities be included on a figure in the Draft EIR and Appendix H to the Draft EIR. Due to the distance between the project site and the closest Class I bikeway (greater than 0.94-miles), it is unlikely that residents and employees at the project site would bike to these facilities from the project site. For these reasons, no changes to the figure are necessary. The comment does not raise any issues with the adequacy of the Draft EIR; therefore, no recirculation would be needed.

**Comment B.4:** 3.17.1.1 Regulatory Setting, DEIR, Pedestrian and Bicycle Facilities and Appendix H, Transportation Impact Analysis, Existing Bicycle Facilities. Please include a reference to Class IV bikeways. Additionally, please refer to the Martial Cottle Park Trail when discussing the surrounding bicycle facilities.

**Response B.4:** This comment requests a description of additional existing bicycle facilities be included in the Draft EIR and Appendix H to the Draft EIR. Text has been added to page 170 of the Draft EIR and pages 18 to 20 of Appendix H. Refer to Section 5.0 Draft EIR Text Revisions, below, for the revised figures. The comment provides clarity to the discussion but does not change the analysis or the findings of the Draft EIR; therefore, recirculation of the Draft EIR is not required.

**Comment B.5:** 2.0 Project Information and Description, DEIR, Figure 2.2-4. Caltrans recommends the protected bike lane along Blossom Hill Road extend into the street intersection approaching the State Route (SR) 85 off ramp. The Lead Agency may consider placing the bike lane closer to the sidewalk and reducing the sidewalk and bulb out width at the intersection to accommodate a protected bike lane leading up to the Blossom Hill and SR-85 off ramp intersection. A protected intersection corner island along the south-west corner of the intersection could mitigate bike/vehicle right turn conflicts. High visibility crosswalks are also recommended along all crosswalks near the site. A pedestrian refuge island with a nose at the east leg of the Blossom Hill Rd. and Indian Ave. intersection would further accommodate pedestrian safety.

**Response B.5:** The City recognizes installation of bulb outs, high visibility crosswalks, and a protected bike lane at Blossom Hill Road and SR-85 would improve pedestrian and bicycle accessibility and reduce conflicts with vehicles. The project Permit is conditioned to perform a signal modification at the northwest corner of the Blossom Hill Road/SR 85 off-ramp intersection due to the curbline shift needed to accommodate the Class IV protected bikeway, tightened curb radius at the



northwest corner, and bus stop design on the departure of the intersection. The project would be required to obtain an encroachment permit from Caltrans for these improvements and coordination with Caltrans would occur at the public improvement permit stage. The comment does not change the analysis or the findings of the Draft EIR; therefore, recirculation of the Draft EIR is not required.

**Comment B.6:** The following bicycle improvement is recommended to reduce impacts to the State Transportation Network (STN):

- Upgrade bikeways on Blossom Hill Rd from a Class II facility to a Class IV facility, as depicted in the San Jose's Better Bike Plan 2025.

There is sufficient room along Blossom Hill to accommodate a Class IV facility without removing any travel lanes. Consider the limits of the upgrade to be from Cahalan Ave to Snell Ave. The project already proposes upgrading the bike lane to a Class IV on Blossom Hill Rd. directly in front of the development. Continuing this improvement will more seamlessly connect it to the surrounding neighborhood and provide better bikeway connectivity.

**Response B.6:** The City recognizes that installation of a protected bike lane at Blossom Hill Road would improve pedestrian and bicycle accessibility and reduce conflicts with vehicles. However, the City cannot condition a project to make improvements to roadways beyond the project frontage. Therefore, upgrades to bikeways on Blossom Hill Road to a Class IV facility cannot be incorporated into the project design.

**Comment B.7: Construction-Related Impacts.** Potential impacts to the State Right-of-Way (ROW) from project-related temporary access points should be analyzed. Mitigation for significant impacts due to construction and noise should be identified. Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, visit: <https://dot.ca.gov/programs/traffic-operations/transportation-permits>. Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the STN.

**Response B.7:** The project is not proposing new temporary construction-related access points along state facilities. All access during the construction phase of the project shall be provided via the existing driveway located along Blossom Hill Road. Project related construction noise impacts are discussed in Section 3.13 Noise of the Draft EIR (page 133-149). The project applicant shall obtain a transportation permit from Caltrans should movement of oversized or excessive load vehicles on State roadways be required. The comment does not change the analysis or the findings of the Draft EIR; therefore, recirculation of the Draft EIR is not required

**Comment B.8: Equitable Access.** If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

**Response B.8:** The project shall comply with applicable ADA standards if Caltrans facilities are impacted and shall maintain bicycle and pedestrian access during construction. The comment does not raise issues about the adequacy of the Draft EIR; therefore, no further response is required.

**Comment B.9: Encroachment Permit.** Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' ROW requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating Caltrans' ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement. Your application package may be emailed to [D4Permits@dot.ca.gov](mailto:D4Permits@dot.ca.gov).

Please note that Caltrans is in the process of implementing an online, automated, and milestone-based Caltrans Encroachment Permit System (CEPS) to replace the current permit application submittal process with a fully electronic system, including online payments. The new system is expected to be available during 2022. To obtain information about the most current encroachment permit process and to download the permit application, please visit <https://dot.ca.gov/programs/traffic-operations/ep/applications>.

**Response B.9:** If an encroachment permit is required from Caltrans, the project applicant shall complete the encroachment permit submittal process as described in the comment. The comment does not raise any issues about the adequacy of the Draft EIR; therefore, no further response is required.

## **C. San Francisco Bay Regional Water Quality Control Board (dated March 14, 2022)**

**Comment C.1:** San Francisco Bay Regional Water Quality Control Board (Water Board) staff has reviewed the *Blossom Hill Station Mixed Use Project, Draft Environmental Impact Report* (DEIR). The DEIR assesses potential impacts associated with implementing the Blossom Hill Station Mixed Use Project (Project). The 7.42-acre Project site is located at 605 Blossom Hill Road (Assessor's Parcel Number: 464-22- 032), between Canoas Creek and the State Route 85 offramp, in south San José. The project site is currently developed with a 542-space surface parking lot for the adjacent VTA light rail station, VTA bus stop, landscaping and ornamental trees. The proposed Project would demolish approximately half of the existing surface parking and associated landscaping to construct a new six-story, market-rate, mixed-use building and a new five-story affordable residential building containing a total of 328 residential units and 13,590 square feet commercial space.

**Response C.1:** The comment summarizes the project and does not raise any specific project issues or environmental issues under CEQA; therefore, no further response is required.

**Comment C.2:** Section 2.4.2, Trail Improvements, does not correctly identify the extent of Water Board and California Department of Fish and Wildlife (CDFW) jurisdiction in Canoas Creek. This section of the Draft EIR contains the following text:

Although not anticipated, any work that would occur around Canoas Creek below the ordinary high-water mark would require permitting and approval from regulatory agencies including but not limited to United States Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), California Department of Fish and Wildlife (CDFW).

The ordinary high-water mark of a creek establishes the upper bound of federal jurisdiction under the federal Clean Water Act (CWA). However, the Water Board has regulatory authority over the wetlands and waterways under both the federal CWA and the State of California's Porter-Cologne Water Quality Control Act (California Water Code, Division 7). Under the CWA, the Water Board has regulatory authority over actions in waters of the United States, through the issuance of water quality certifications (Certifications) under Section 401 of the CWA, which are issued in conjunction with permits issued by the U.S. Army Corps of Engineers (USACE), under Section 404 of the CWA. When the Water board issues Section 401 Certifications, it simultaneously issues general Waste Discharge Requirements (WDRs) for the project, under the Porter-Cologne Water Quality Control Act. Activities in areas that are outside of the jurisdiction of the USACE (e.g., isolated wetlands, vernal pools, seasonal streams, intermittent streams, channels that lack a nexus to navigable waters, or stream banks above the ordinary high-water mark) are regulated by the Water Board, under the authority of the Porter-Cologne Water Quality Control Act. Activities that lie outside of USACE jurisdiction may require the issuance of either individual or general WDRs. Any work on Canoas Creek below the top of bank will require a permit from the Water Board.

CDFW jurisdiction along a creek channel extends to the outer dripline or riparian vegetation at the top of bank. Therefore, any activity that impacts trees at the top of bank of Canoas Creek may require a Lake and Streambed Alteration Agreement from CDFW.

Please revise Section 2.2.4 to correctly identify the extent of Water Board and CDFW jurisdiction along Canoas Creek.

**Response C.2:** This comment clarifies permitting requirements and the regulatory jurisdiction of CDFW as it relates to the proposed trail improvements. Text has been added to pages 18 of the Draft EIR to clarify the regulatory authority and permitting requirements of CDFW as it relates to the proposed trail improvements along Canoas Creek. Refer to Section 5.0 Draft EIR Text Revisions, below. The comment does not change the analysis or the findings of the DEIR; therefore, recirculation of the DEIR is not required.

## REGIONAL AND LOCAL AGENCIES

### D. Santa Clara Valley Audubon Society (dated March 14, 2022)

**Comment D.1:** Santa Clara Valley Audubon Society (SCVAS) is one of the largest National Audubon Society chapters in California. SCVAS' mission is to promote the enjoyment, understanding, and protection of birds and other wildlife by engaging people of all ages in birding, education, and conservation. Please find our comments on the Draft Environmental Impact Report (DEIR) for the Blossom Hill Station Project.

**Trees.** The DEIR does not include a biological resources impact for the removal of 55 ordinance-sized trees and 14 non-ordinance-sized trees. Trees and local canopy coverage is critical for mitigating the effects of climate change, reducing the urban heat island effect, and preserving biodiversity. The San Francisco Estuary Institute has found that current protected lands and waters will not be enough to stop the biodiversity crisis; urban ecology is critical for protecting biodiversity. Removing 114 trees, including 69 ordinance and non-ordinance-sized trees will have an adverse effect on the City's canopy coverage. Please analyze the cumulative effects of removing 114 trees on the greater canopy coverage in San José.

**Response D.1:** As noted on pages 15, 60, and 72 of the Draft EIR, and on page 6 of Appendix C to the Draft EIR, there are 138 trees on the project site, including 85 ordinance trees. The project proposes removal of 102 landscaping trees, including 77 ordinance sized trees. A discussion of the impacts associated with the removal of trees is included on page 73 of the Draft EIR and an analysis of the cumulative impacts of tree removal is included on page 75 of the Draft EIR.

CEQA does not mandate an analysis of a project's impacts on an existing environmental hazard, including the potential for a project to exacerbate impacts associated with global warming.<sup>1</sup> Consistent with Appendix G of the CEQA Guidelines, the project's impacts associated with removal of trees were discussed in terms of impacts to the Canoas Creek riparian habitat and compliance with the City's tree removal ordinance.

As discussed on pages 69 to 70 of the Draft EIR and pages 36-38 of Appendix C to the Draft EIR, impacts of the project on the Canoas Creek riparian corridor would be less than significant due to the level of existing development, presence of non-native vegetation on-site, and overall low habitat value of the project site and adjacent segment of Canoas Creek.

Furthermore, as discussed on page 73 of the Draft EIR, 354 replacement trees would be required per the City's tree replacement ratio (Municipal Code Section 13.32). The

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<sup>1</sup> *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal. 4th 369 (BIA v. BAAQMD), *Ballona Wetlands Land Trust v. City of Los Angeles* (2011) 201 Cal. App. 4th 455, 472-474 (Ballona Wetlands), and *Citizens' Committee to Complete the Refuge, et al. v. City of Newark et al.*, (SI XVII, LLC, et al, Real Parties in Interest) (2021) 74 Cal. App. 4th 460.



project would plant 105 replacement trees on-site and would be required to achieve the remaining 249 replacement trees through either increasing the size of the 105 replacement trees planted on-site or payment of off-site tree replacement fees prior to issuance of grading permits. Compliance with the City's tree replacement ratio is required as a Standard Permit Condition on the project and would offset the loss of the existing trees, resulting in less than significant impacts associated with tree removal. For all of the reasons discussed above, implementation of the proposed project, including removal of trees from the site would result in a less than significant impact. This comment does not provide new information that would change the analysis or conclusions disclosed in the Draft EIR; therefore, recirculation of the Draft EIR is not required.

**Comment D.2:** Furthermore, for the trees that do end up being removed, there needs to be strict enforcement that native trees are planted elsewhere to mitigate the effects of losing 114 mature trees. Page 15 of the DEIR explains that "105 new trees and ornamental shrubs will be planted." All plants should be native and prioritized for their habitat value. There must be insurance that these 105 plant species will be maintained and cared for, and please include plans for exactly where all trees and shrubs will be planted.

**Response D.2:** As discussed in Response D.1 above and as noted on page 73 of the Draft EIR, the project would remove 102 trees, none of which are native species, and would be required to achieve a total of 354 replacement trees consistent with the City's tree replacement ratio (Municipal Code Section 13.32). The project proposes to plant 105 replacement trees on-site (as shown on Figure 2.2-10 on page 16 of the Draft EIR) and would either increase the size of the 105 replacement trees planted on-site, pay for the planting of off-site replacement trees, or a combination of the two as a Standard Permit Condition on the project to achieve the required 354 replacement trees. On- and off-site replacement trees will be planted in accordance with the City's Tree Policy Manual tree replacement policy and would include species that are native and drought tolerant. Figure 2.2-10 of the Draft EIR was replaced with an updated landscaping plan to provide further details regarding the tree species selected (refer to Section 5.0 for replacement figures). Furthermore, in accordance with Municipal Code Section 13.32.110, Action on a Permit, the project would be required to maintain replacement trees on-site and replace any on-site replacement trees that fail within three years of planting. For these reasons, as noted on page 73 of the Draft EIR, compliance with the City's tree replacement policies would result in less than significant impacts.

In addition, the project would include installation of a native garden between Building B and the proposed trail as well as native plants along the proposed trail to improve habitat value of the Canoas Creek riparian corridor.

**Comment D.3:** Impact BIO-3: When possible, please avoid removal of trees to mitigate for impacting migratory birds and nesting birds. CEQA requires avoidance of any impact when possible; therefore, avoid tree removal as much as possible and instead include the trees in the Project.

**Response D.3:** As noted on page 71 of the Draft EIR, trees on and adjacent to the project site could provide nesting habit for birds, including migratory birds and raptors. The project would retain 36 trees, including eight native trees. Total avoidance of tree removal is not feasible; therefore, tree removal during the nesting season could impact nearby migratory birds and raptors, resulting in a significant impact under CEQA. However, implementation of Mitigation Measures MM BIO-3.1 through MM BIO-3.4 which require avoidance of construction activity, including removal of trees during the nesting season, and pre-construction nesting bird surveys to identify and avoid activities in proximity to active nests would reduce this impact to a less than significant level. This comment does not provide substantial evidence that the identified mitigation measures would be ineffective. Therefore, recirculation of the Draft EIR is not required.

**Comment D.4: Lighting.** The DEIR does not include a biological resources impact analysis for outdoor lighting. Page 15 of the DEIR includes lighting along the new trail, adjacent to Canoas Creek, a riparian corridor. Artificial light at night (ALAN) is detrimental to virtually all species and affects entire ecosystem viability. There should be no lighting on the new trail and there needs to be an analysis of the effects on lighting on birds and riparian habitat.

Being adjacent to a riparian corridor (Canoas Creek), please follow responsible outdoor lighting guidelines for the Project. This includes:

- No lighting along Canoas Creek, including the new pedestrian/bike path.
- Outdoor lighting should have a correlated color temperature (CCT) of no more than 2,700K.
- All fixtures should be shielded and downward facing to only light what it is meant to
- All fixtures should be turned off from 11pm- 5am and/or motion sensor activated.

**Response D.4:** Pages 32 to 33 and 69 to 70 of the Draft EIR and pages 36-38 of Appendix C to the Draft EIR include an analysis of lighting impacts on the Canoas Creek riparian corridor from implementation of the proposed trail improvements. As discussed in these pages of the Draft EIR and Appendix C to the Draft EIR, the area of the proposed trail improvements is currently developed as paved parking, non-native landscape vegetation, and pedestrian areas with high levels of existing lighting from pole-mounted parking lot lights, streetlights, and headlights from vehicles on surrounding roadways and vehicles entering and existing the site. Due to the high levels of existing lighting on-site, implementation of the project would result in an incremental increase in nighttime lighting on the project site, compared to existing conditions, and the project would not substantially degrade the ecological function and values of the creek/riparian corridor. Therefore, impacts would be less than significant. This comment does not address the adequacy of the Draft EIR. Revisions to the Draft EIR are not required and recirculation of the Draft EIR is not required.

**Comment D.5: Trail Improvements Along Canoas Creek.** There should be a biological resources impact analysis of widening a trail along the Canoas Creek. Due to increased speeds and traffic, widening of sidewalks and trails along a riparian corridor can have detrimental effects on wildlife and existing habitat. In order to protect wildlife and restore viable habitat, trails, especially in riparian corridors, should be slow, winding, and not used at night, so as to not infringe upon existing habitat.

Additionally, for all new landscaping, please only use native vegetation to help restore habitat and protect biodiversity.

**Response D.5:** As noted on page 15 of the Draft EIR, the project site contains an existing gravel access road, however, no trail currently exists on-site. The project would convert this existing gravel access road along Canoas Creek to an approximately 0.6-mile 10-to 12-foot-wide paved asphalt concrete pedestrian/bicycle trail. As noted on page 68 of the Draft EIR and pages 4 and 5 of Appendix C to the Draft EIR, the portion of the project site where the trail is proposed is currently developed with a gravel access road, non-native vegetation including ornamental landscaping and non-native annual grasses and does not contain riparian vegetation. Additionally, according to the site-specific Biological Resources Report prepared for the project (Appendix C to the Draft EIR), the segment of Canoas Creek adjacent to the project site was determined to have low quality riparian habitat. The proposed trail includes design elements such as gateway plazas with different paving materials and signs to warn trail users of potential equipment crossings which would reduce pedestrian and bicycle speeds along the proposed trail (refer to page 18 of the Draft EIR). Therefore, as noted on pages 68 and 69 of the Draft EIR, the project would not result in significant impacts to special status wildlife species.

The commenter requests that new landscaping include native plant species to restore habitat and improve biodiversity. This comment is included in the record for the project and will be considered by the Planning Commission and City Council prior to taking action on the project. As noted on page 15 of the Draft EIR, landscape plantings along the proposed trail would be designed according to the Santa Clara Valley Water District's approved species list and a native garden is proposed between the new Building B and the proposed trail.

#### **E. Pacific Gas & Electric Company (dated March 12, 2022)**

**Comment E.1:** Thank you for submitting the SP20-012 plans for our review. PG&E will review the submitted plans in relationship to any existing Gas and Electric facilities within the project area. If the proposed project is adjacent/or within PG&E owned property and/or easements, we will be working with you to ensure compatible uses and activities near our facilities.

Attached you will find information and requirements as it relates to Gas facilities (Attachment 1) and Electric facilities (Attachment 2). Please review these in detail, as it is critical to ensure your safety and to protect PG&E's facilities and its existing rights.

Below is additional information for your review:

1. This plan review process does not replace the application process for PG&E gas or electric service your project may require. For these requests, please continue to work with PG&E Service Planning: [https://www.pge.com/en\\_US/business/services/building-and-renovation/overview/overview.page](https://www.pge.com/en_US/business/services/building-and-renovation/overview/overview.page).
2. If the project being submitted is part of a larger project, please include the entire scope of your project, and not just a portion of it. PG&E's facilities are to be incorporated within any

CEQA document. PG&E needs to verify that the CEQA document will identify any required future PG&E services.

3. An engineering deposit may be required to review plans for a project depending on the size, scope, and location of the project and as it relates to any rearrangement or new installation of PG&E facilities.

Any proposed uses within the PG&E fee strip and/or easement, may include a California Public Utility Commission (CPUC) Section 851 filing. This requires the CPUC to render approval for a conveyance of rights for specific uses on PG&E's fee strip or easement. PG&E will advise if the necessity to incorporate a CPUC Section 851 filing is required.

This letter does not constitute PG&E's consent to use any portion of its easement for any purpose not previously conveyed. PG&E will provide a project specific response as required.

**Response E.1:** There is an existing PG&E gas line on the project site. The applicant will coordinate with PG&E prior to any on-site grading or demolition. This comment does not address the adequacy of the Draft EIR. No revisions to the Draft EIR are required.



## ORGANIZATIONS, BUSINESSES, AND INDIVIDUALS

### F. Ryan Warner (dated March 11, 2022)

**Comment F.1:** Before COVID, I regularly parked in the Blossom Hill VTA lot, and the lot was never very heavily utilized. The space really can be put to better use, so I support adding housing at the site, and look forward to new retail here. But as-is, the planned remaining VTA parking lot is just barely big enough for pre-pandemic levels of usage, and 300 spaces for residents does not seem like enough. Looking at development on Cottle, where the high rise tenants clog up the Safeway parking lot, it seems like we should plan for more. If residents overflow into the VTA lot, where will VTA lot users go? From what I've seen, the VTA lot is used more for tech bus parking than it is for VTA access, so its not like those tech bus users can just park at Snell Station, their buses don't go there.

Since COVID, I moved within walking distance of this station, specifically because I like the lifestyle of being able to walk to this VTA stop to catch my own tech bus. So I really do welcome having development here, but I hope it is done smartly so as not to create conflict between VTA lot users, residents, and our neighborhood.

**Response F.1:** This comment pertains to parking, which is not an impact on the environment under CEQA. Nonetheless, the following response is provided for informational purposes.

A discussion of parking for the project is included on page 184 of the Draft EIR and on page iii of Appendix H to the Draft EIR. As discussed on page 184 of the Draft EIR, the project would retain 212 existing parking spaces and remove 330 existing spaces within the VTA parking lot to accommodate the proposed residential and mixed-use buildings. Additionally, 323 parking spaces would be provided within the mixed-use building for use by residential and commercial occupants and visitors of both buildings. As noted in the comment letter and confirmed by an accessibility study conducted by VTA in August 2020, the existing parking lot is observed to be underutilized, with only a portion of the existing spaces occupied on a daily basis.<sup>2</sup> In addition, VTA anticipates that the project's proposed pedestrian and bicycle improvements would increase accessibility of the light rail station and bus stop from nearby residential and commercial uses, encouraging transit users to access these facilities via walking and biking, further reducing demand for parking on-site below existing utilization rates.<sup>3</sup> Furthermore, to ensure adequate access to the light rail station during project construction, the applicant is required as a condition of the lease agreement, to "ensure an accessible and safe path of travel for all public users from Blossom Hill Road to station main entrance at all times during construction; and safe pedestrian access to the station platform from Velasco Drive."<sup>4</sup> Therefore, as discussed in the Draft EIR, implementation of the proposed project would not result

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<sup>2</sup> Santa Clara Valley Transportation Authority. *VTA Blossom Hill TOD Access Study, Phase 2 Technical Memorandum*. August 4, 2020.

<sup>3</sup> Ibid.

<sup>4</sup> Durkin, Melissa. VP of Development, Republic Urban. Personal Communications. January 8, 2021.

in inadequate parking at the VTA Blossom Hill Light Rail Station. This comment does not address the adequacy of the Draft EIR.

**G. Gordon Chester (dated March 11, 2022)**

**Comment G.1:** I was hoping you could tell if you know why buildings are segregated into affordable and market rate versus being mixed. If you don't know would you be able to let me know the developer's email that I could pose this question?

**Response G.1:** The applicant's contact information was provided to this commenter on March 11, 2022. This comment does not address the adequacy of the Draft EIR. No revisions to the Draft EIR are required.

**H. Mar Robbart (dated March 10, 2022)**

**Comment H.1:** Please give me the contact info for the applicants of this project. Thanks very much for your time, I appreciate your effort.

**Response H.1:** The applicant's contact information was provided to this commenter on March 10, 2022. This comment does not address the adequacy of the Draft EIR. No revisions to the Draft EIR are required.

## SECTION 5.0 DRAFT EIR TEXT REVISIONS

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### 5.1 REVISIONS TO TRANSPORTATION DEMAND MANAGEMENT PLAN MEASURES

As discussed on page 176 of the Draft EIR, project generated vehicle miles traveled (VMT) would exceed the City's threshold of 10.12 VMT per capita for residential uses in the area by 2.5 VMT per capita. As a result, the Draft EIR identified that the project would be required to prepare a TDM plan to reduce the project's VMT by at least 0.74 VMT per capita. Mitigation Measure MM TRA-1.1 (page 176-177) identified three TDM measures that would reduce project generated VMT, including providing subsidized transit passes for the residential units. Subsequent to publication of the Draft EIR, the applicant determined that implementation of subsidized transit passes would not be feasible. As a result, Hexagon Transportation Consultants, Inc. analyzed the effectiveness of the TDM measures included in Mitigation Measure MM TRA-1.1 with and without transit passes and found that removal of transit passes from this mitigation measure would not result in a change in the effectiveness of the mitigation measure and no replacement measures would be required to meet the maximum possible VMT reduction. The project's VMT with incorporation of Mitigation Measure MM TRA-1.1 would remain 11.88. As noted on page 117 of the Draft EIR, this would still exceed the City's VMT threshold of 10.12. Therefore, impacts would remain significant and unavoidable. Please see Section 5.3, Draft EIR Text Revisions, below.

### 5.2 REVISIONS TO CULTURAL RESOURCES MITIGATION MEASURE

While no comments were received on the project's Cultural Resources Mitigation Measure, MM CUL-1.1, text revisions have been incorporated into this 1<sup>st</sup> Amendment to the Draft EIR for correctness. The intent and effectiveness of Mitigation Measure MM CUL-1.1 would remain the same as disclosed in the Draft EIR. The project's impacts to unrecorded archaeological resources would remain less than significant with implementation of Mitigation Measure MM CUL-1.1.

### 5.3 DRAFT EIR TEXT REVISIONS

This section contains revisions to the text of the Blossom Hill Station Mixed-Use Project Draft EIR dated March 2022. Revised or new language is underlined. All deletions are shown with a ~~line through the text~~.

**Page ix of the Draft EIR has been REVISED as follows to add clarity based on comments received from the California Department of Toxic Substances Control:**

**MM HAZ-1.1:** Prior to issuance of a demolition or grading permit, the project applicant shall retain a qualified environmental professional to complete a Phase II soil contamination investigation to evaluate past agricultural use. The Phase II shall include shallow soil sampling and analysis for organochlorine pesticides and pesticide-based metals, arsenic and lead to determine if these chemicals are present above Regional Water Quality Control Board (RWQCB), Department of Toxic Substances Control (DTSC), or Santa Clara County Department of Environmental Health environmental screening levels (ESLs), for construction worker safety and residential uses, as appropriate based on the agency with regulatory oversight. Testing shall be completed in accordance with the DTSC's 2008 Interim Guidance for Sampling Agricultural Properties, Third Revision. The

results of the soil sampling and testing must be provided to the Director of Planning, Building and Code Enforcement or the Director's designee, and the City's Environmental Compliance Officer.

**Page viii of the Draft EIR has been REVISED as follows for correctness:**

**MM CUL-1.1:** Prior to ~~issuance of any demolition or ground disturbance Grading Permits~~, the project applicant shall submit ~~evidence~~ to the Director of Planning, Building and Code Enforcement or the Director's designee a contract for Archaeological Monitoring Contractor Awareness Training ~~was held prior to~~ be held prior to ground disturbance. The training shall be facilitated by the project archaeologist in coordination with a Native American representative from a California Native American tribe that has consulted on the project, is registered with the Native American Heritage Commission (NAHC) for the City of San José and that is traditionally and culturally affiliated with the geographic area as described in Public Resources Code Section 21080.3.

**Pages xi and xii of the Draft EIR has been REVISED as follows to eliminate the need for measures that would not change the outcome of the mitigation measure:**

**MM TRA-1.1:** Prior to issuance of occupancy permits, the project applicant shall prepare a Transportation Demand Management (TDM) plan for the project. The TDM plan shall include measures incorporated into the proposed project to reduce the project's significant VMT impact by at least 0.74 VMT per capita.

- School Pool Program
- ~~Subsidized Transit Program~~
- Voluntary Travel Behavior Change and Program

The TDM plan shall be submitted to the Director of Planning, Building and Code Enforcement or the Director's designee and shall include a trip cap for VMT monitoring purposes. Annual trip monitoring reports shall be submitted that demonstrate that project generated VMT is below the significance threshold. If the annual trip monitoring report finds that the project is exceeding the established trip cap (102 AM trips and 139 PM trips), the project shall be required to submit a follow-up report that demonstrates compliance with the trip cap requirements within a period not to exceed six months.

**Figure 2.2-10 on Page 16 of the Draft EIR has been REPLACED with the following figures to provide further details regarding replacement tree species in response to the comment from the Santa Clara Valley Audubon Society:**



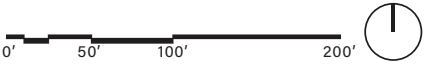


NOTE: Project will not locate trees within the basin or bank planting zones of Flow-Through Planter Boxes. Trees will also not be located directly in line with or next to stormwater inlets (curb openings, downspouts, channel/grates, etc.) and will offset or relocate trees outside of Flow-Through Planter Boxes.

THEMATIC PLANTING AREAS

- A** California Mediterranean Planting per Santa Clara Valley Water District's (SCVWD) Approved List
- B** California Native Planting per SCVWD's Approved List of Native Species
- C** Creek Native Planting per SCVWD's Approved List and Water Resources Protection Manual Design Guides 2 and 3
- C\*** Garden Plot Planting within Riparian Setback to Comply with SCVWD's Water Resources Protection Manual Design Guide 3 Recommendations. Only organic fertilizers and pesticides to be utilized in management of garden plots.
- D** Stormwater Planting per SCVURPPP Stormwater Handbook Appendix D.
- D\*** Stormwater Planting Within Riparian Setback per SCVURPPP Stormwater Handbook Appendix D and Water Resources Protection Manual Design Guides 2 and 3
- TCM** Treatment Control Measure Area  
\*TCM in VTA lot are not part of project and are for reference only
- E** Subtropical Planting per SCVWD's Approved List
- F** Street Trees in 4'x5' tree wells, *Ulmus parvifolia* 'Emer II,' planted 35' on center per City of San Jose\*
- G** *Cercis occidentalis* Blossom Trees

\*Street trees shown in the public right-of-way are for information only. The Planning Permit does not authorize the installation or removal of trees in the public right of way. Actual street tree location will be determined by Public Works at the implementation stage on the Public Improvement plan. The installation or removal of the street trees requires a permit from the Department of Transportation. The City Arborist will specify the species.



Source: HMM Engineers, December 8, 2021.

CONCEPTUAL LANDSCAPING PLAN

FIGURE 2.2-10





Arbutus 'Marina'

Cercis occidentalis



Olea europaea 'Wilsonii'



Rhus lancea



Agave palmeri



Convolvulus sabatius



Euphorbia xanti



Hesperaloe parviflora



Rosmarinus officinalis



Teucrium fruticans



Acacia greggii



Arctostaphylos 'St. Helena'



Sambucus mexicana



Arctostaphylos hookeri



Ceanothus spp.



Dendromecon rigida



Festuca californica



Iris douglasiana



Salvia leucophylla



Cycas revoluta



Olea europaea



Phoenix rupicola



Agave palmeri



Aloe arborescens



Lantana montevidensis



Tecoma capensis



Yucca spp.

**A**  
**CALIFORNIA MEDITERRANEAN**  
per Santa Clara Valley Water District's  
Approved List

**TREES**

Arbutus 'Marina'  
Cercis occidentalis  
Olea europaea  
'Wilsonii'  
Rhus lancea

Strawberry Tree  
Western Redbud  
Olive Tree  
African Sumac

**SHRUBS**

Agave palmeri  
Convolvulus sabatius  
Euphorbia xanti  
Hesperaloe parviflora  
Rosmarinus officinalis  
Teucrium fruticans

Cabbage Head Agave  
Ground Morning Glory  
Baja Spurge  
Red Yucca  
Rosemary  
Bush Germander

**B**  
**CALIFORNIA NATIVE**  
per Santa Clara Valley Water District's  
Approved List

**TREES**

Acacia greggii  
Arctostaphylos 'St. Helena'  
Sambucus mexicana

Catclaw Acacia  
Manzanita  
Blue Elderberry

**SHRUBS**

Arctostaphylos hookeri  
Ceanothus spp.  
Dendromecon rigida  
Festuca californica  
Iris douglasiana  
Salvia leucophylla

Manzanita  
California Lilac  
Bush Poppy  
California Fescue  
Douglas Iris  
Purple Sage

**E**  
**SUBTROPICAL**  
per Santa Clara Valley Water District's  
Approved List

**TREES**

Cycas revoluta  
Olea europaea  
Phoenix rupicola

Sago Palm  
Olive Tree  
Cliff Date Palm

**SHRUBS**

Agave palmeri  
Aloe arborescens  
Lantana montevidensis  
Tecoma capensis  
Yucca spp.

Cabbage Head Agave  
Torch Aloe  
Trailing Lantana  
Cape Honeysuckle  
Yucca



Carex divulsa



Arbutus 'Marina'



Cercis occidentalis



Chondropetalum tectorum



Juncus patens



Garrya elliptica



Ginkgo biloba



Carex pansa



Carex pansa



Achillea millefolium



Aristida purpurea



Stipa arundinacea



Stipa pulchra



Carex pansa



Mahonia nevinii



Stipa arundinacea



Stipa pulchra



Muhlenbergia rigens



Sisyrinchium bellum

**D**  
**STORMWATER: BASINS**  
per SCVURPPP Stormwater Handbook  
Appendix D  
Place 3 inches of composted, non-floatable mulch in areas  
between stormwater treatment plantings and side slopes.

**SHRUBS**

Carex divulsa  
Chondropetalum  
elephantinum  
Chondropetalum tectorum  
Juncus patens  
Stipa arundinacea

Berkeley Sedge  
Large Cape Rush  
Small Cape Rush  
California Grey Rush  
New Zealand Wind  
Grass  
Purple Needlegrass

Stipa pulchra

**STORMWATER: BANKS/UPLAND**  
per SCVURPPP Stormwater Handbook  
Appendix D  
Place 3 inches of composted, non-floatable mulch in areas  
between stormwater treatment plantings and side slopes.

**TREES**

Arbutus 'Marina'  
Cercis occidentalis  
Garrya elliptica  
Ginkgo biloba

Strawberry Tree  
Western Redbud  
Coast Silktassel  
Ginkgo Tree (For  
Use in Bioretention  
Planters Only)

**SHRUBS**

Achillea millefolium  
Aristida purpurea  
Mahonia nevinii  
Muhlenbergia rigens  
Sisyrinchium bellum

Common Yarrow  
Purple Three-Awn  
Nevin Mahonia  
Deer Grass  
Blue-Eyed Grass



Aesculus californica



Alnus rhombifolia



Chilopsis linearis



Lyonothamnus floribundus



Platanus racemosa



Umbellularia californica



Artemisia californica



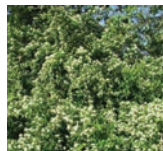
Aster chilensis



Baccharis salicifolia



Clematis ligusticifolia



Cornus glabrata



Galvezia speciosa



Leymus triticoides



Rhus ovata



Romneya coulteri

**C**

**CREEK NATIVE**  
per SCVWD's Approved List and Water Resources Protection  
Manual Design Guides 2 and 3  
Locally native riparian species will be sourced from cuttings/seeds collected from  
plants within the Guadalupe watershed pending availability.

**TREES**

Aesculus californica  
Alnus rhombifolia  
Chilopsis linearis  
Lyonothamnus floribundus  
Platanus racemosa  
Quercus agrifolia

California Buckeye  
White Alder  
Desert Willow  
Catalina Ironwood  
Western Sycamore  
Coast Live Oak

**SHRUBS**

Artemisia californica  
Aster chilensis  
Baccharis salicifolia  
Clematis ligusticifolia  
Cornus glabrata  
Galvezia speciosa  
Leymus triticoides  
Rhus ovata  
Romneya coulteri

California Sagebrush  
Western Aster  
Mule Fat  
Virgin's Bower  
Brown Dogwood  
Island Bush Snapdragon  
Beardless Wildrye  
Sugar Bush  
Matilija Poppy



Achillea millefolium



Carex pansa\*



Chondropetalum tectorum\*



Deschampsia cespitosa



Festuca californica



Fragaria chiloensis



Juncus patens\*



Heteromeles arbutifolia\*\*



Muhlenbergia rigens



Ribes sanguineum



Rhamnus californica\*\*



Sisyrinchium bellum\*\*



Symphoricarpos albus var.  
laevigatus\*\*



Garrya elliptica



Grindelia stricta platyphylla

**D\***

**CREEK NATIVE: STORMWATER**  
per SCVWD's Approved List and and SCVURPPP Stormwater  
Handbook Appendix D  
Locally native riparian species will be sourced from cuttings/seeds collected from  
plants within the Guadalupe watershed pending availability.

\*Species compatible for use in stormwater basins. All other species to be used in  
banks/upland.

\*\*Species also included in Water Resources Protection Manual Design Guide 2

**SHRUBS**

Achillea millefolium  
Carex divulsa  
Chondropetalum elephantinum  
Deschampsia cespitosa  
Festuca californica  
Fragaria chiloensis  
Juncus patens  
Heteromeles arbutifolia

Common Yarrow  
Berkeley Sedge  
Large Cape Rush  
Tufted Hairgrass  
California Fescue  
Beach Strawberry  
California Grey Rush  
Toyon

Muhlenbergia rigens  
Ribes sanguineum  
Rhamnus californica  
Sisyrinchium bellum  
Symphoricarpos albus var.  
laevigatus  
Garrya elliptica  
Grindelia stricta platyphylla

Deer Grass  
Red-Flowering Currant  
Coffeeberry  
Blue-eyed Grass  
Snowberry  
Silk Tassel  
Coastal Gum Plant



**Page 18 of the Draft EIR has been REVISED as follows to provide clarity and correctness in response to the comment from the California Department of Fish and Wildlife:**

Signage would be provided along the proposed trail alignment before and after this intersection, warning trail users of potential farm equipment crossing. Bridges and platforms over Canoas Creek to link the on-site trail improvements to the off-site trail improvements may be included as a part of the proposed off-site trail extension. Additional interpretive signage would also be installed along the trail acknowledging the Native Americans who are culturally affiliated with the land. No trees or shrubs are present along the channel such that a riparian corridor would be defined outside the top of bank along Canoas Creek adjacent to the site.<sup>5</sup> Although not anticipated, any work that would occur around Canoas Creek below the top of bank ~~ordinary high water mark~~ would require permitting and approval from regulatory agencies including but not limited to United States Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), California Department of Fish and Wildlife (CDFW).

**Page 80 of the Draft EIR has been REVISED as follows for correctness:**

**MM CUL-1.1:** Prior to ~~issuance of any demolition or ground disturbance Grading Permits~~, the project applicant shall submit ~~evidence~~ to the Director of Planning, Building and Code Enforcement or the Director's designee a contract for Archaeological Monitoring Contractor Awareness Training ~~was held prior to~~ be held prior to ground disturbance. The training shall be facilitated by the project archaeologist in coordination with a Native American representative from a California Native American tribe that has consulted on the project, is registered with the Native American Heritage Commission (NAHC) for the City of San José and that is traditionally and culturally affiliated with the geographic area as described in Public Resources Code Section 21080.3.

**Page 88 of the Draft EIR has been REVISED as follows to eliminate the need for measures that would not change the outcome of the mitigation measure:**

The following measures would be included in the project's TDM plan to reduce vehicular gasoline use:

- **School Pool Program:** The purpose of this program would be to match parents of the proposed residential development who transport students to schools without a bussing program, including private schools, charter schools, and neighborhood schools where students cannot walk or bike. The school pool program would be open to all families of the development and it is estimated that half of the families with school-aged children would likely participate in the carpool program. School pools reduce the total number of vehicle trips traveling to and from schools, thereby reducing VMT.

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<sup>5</sup> H.T. Harvey & Associates, Inc. *Blossom Hill Station – Preliminary Identification of Riparian Setback*. February 7, 2020.

- ~~Subsidized Transit Program: The project shall provide two fully subsidized transit passes per residential unit annually for the life of the project. Subsidized transit passes are an effective means of encouraging residents to use transit rather than drive.~~
- Voluntary Travel Behavior Change and Program: The project shall provide a program that targets individual attitudes toward travel and provides information and tools for residents to analyze and alter their travel behavior including but not limited to mass communication campaigns and travel feedback programs, such as travel diaries or feedback on calories burned from alternative modes of travel.

For these reasons, the project would not result in a substantial increase in demand upon energy resources in relation to projected supplies.

**Page 113 of the Draft EIR has been REVISED as follows to add clarity based on comments received from the California Department of Toxic Substances Control:**

**MM HAZ-1.1:** Prior to issuance of a demolition or grading permit, the project applicant shall retain a qualified environmental professional to complete a Phase II soil contamination investigation to evaluate past agricultural use. The Phase II shall include shallow soil sampling and analysis for organochlorine pesticides and pesticide-based metals, arsenic and lead to determine if these chemicals are present above Regional Water Quality Control Board (RWQCB), Department of Toxic Substances Control, or Santa Clara County Department of Environmental Health environmental screening levels (ESLs), for construction worker safety and residential uses, as appropriate based on the agency with regulatory oversight. Testing shall be completed in accordance with the DTSC's 2008 Interim Guidance for Sampling Agricultural Properties, Third Revision. The results of the soil sampling and testing must be provided to the Director of Planning, Building and Code Enforcement or the Director's designee, and the City's Environmental Compliance Officer.

**Pages 170 of the Draft EIR has been REVISED as follows to add clarity based on comments received from the California Department of Transportation:**

Bicycle facilities are divided into three classes. Class I bikeways are multi-modal bike and pedestrian paths that are physically separated from motor vehicles and offer two-way travel. Class II bikeways are striped bicycle lanes marked by signage and/or sharrows. Class III bikeways are bike routes and only have signs and/or sharrows. There are a number of roadways in the project area that have Class II bicycle lanes. Class IV bicycle facilities are on-street bikeways that incorporate physical barriers (e.g., raised curbs, flexible bollards, vehicle parking, grade separation, etc.) to separate bicycles from the flow of vehicle traffic. There are no Class IV bicycle facilities in the vicinity of the project site. Existing bicycle facilities in the project vicinity are shown on Figure 3.17-1. These bicycle lanes are located on the following roadway segments:

**Pages 176 and 177 of the Draft EIR has been REVISED as follows to eliminate the need for measures that would not change the outcome of the mitigation measure:**

**MM TRA-1.1:** Prior to issuance of any occupancy permits, the project applicant shall prepare a Transportation Demand Management (TDM) plan for the project. The TDM plan shall include

measures incorporated into the proposed project to reduce the project's significant VMT impact by at least 0.74 VMT per capita.

- School Pool Program
- ~~Subsidized Transit Program~~
- Voluntary Travel Behavior Change and Program

The TDM plan shall be submitted to the Director of Planning, Building and Code Enforcement or the Director's designee and shall include a trip cap for VMT monitoring purposes. Annual trip monitoring reports shall be submitted that demonstrate that project generated VMT is below the significance threshold. If the annual trip monitoring report finds that the project is exceeding the established trip cap (102 AM trips and 139 PM trips), the project applicant shall be required to submit a follow-up report that demonstrates compliance with the trip cap requirements within a period not to exceed six months.

## **Appendix H**

REPLACE Transportation Analysis dated September 3, 2021 with the updated Transportation Analysis dated May 10, 2022 (see Appendix A of this First Amendment).

## **Appendix A: Updated Transportation Analysis**

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# HEXAGON TRANSPORTATION CONSULTANTS, INC.

## Blossom Hill Station Transit Oriented Development

### Transportation Analysis

Prepared for:

**David J. Powers & Associates, Inc.**

**May 10, 2022**

### Hexagon Transportation Consultants, Inc.

Hexagon Office: 100 Century Center Court, Suite 501

San Jose, CA 95112

Hexagon Job Number: 20BJ06

Phone: 408.971.6100

Client Name: David J. Powers & Associates, Inc.

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

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## Executive Summary

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This report presents the results of the transportation analysis conducted for a proposed transit-oriented development (TOD) at 605 Blossom Hill Road in San Jose, California. The 7.42-acre project site, located between Canoas Creek and the SR 85 southbound off-ramp, is currently developed with a surface parking lot, VTA bus stop, and VTA light rail transit (LRT) station.

Pursuant to the housing and transit-first goals for the City of San Jose, the Blossom Hill Station TOD project is designed to maximize residential density and promote diversity within close proximity to public transit. The project proposes to remove approximately half of the existing surface parking lot and associated landscaping along Blossom Hill Road and construct a new residential mixed-use building (Building A) and a new affordable residential building (Building B). Building A would be six stories tall and would include up to 239 market rate residential units and up to 22,595 square feet (s.f.) of retail space. Building B would contain 89 affordable residential units. Thus, this traffic analysis evaluates a maximum project size of up to 328 residential units and up to 22,595 s.f. of retail space. Note that although up to 22,595 s.f. of retail space was analyzed, the current project is proposing 13,590 s.f. of retail space. Therefore, this transportation study presents a conservative analysis.

The existing on-site bus stop would be relocated to Blossom Hill Road. The project would retain the LRT station and retain but reconfigure 212 VTA parking spaces at the northern half of the project site. The project would also construct a new bicycle/pedestrian shared-use path along the east side of Canoas Creek. Vehicular access to the project site would continue to be provided via a signalized full-access driveway on Blossom Hill Road, though some minor modifications are being proposed including signal modifications, reducing the width of the driveway from 4 lanes (2 inbound/2 outbound) to 3 lanes (1 inbound/2 outbound), realigning the crosswalk on the west leg of the intersection, adding a crosswalk to the east leg of the intersection, and adding current ADA compliant curb ramps with truncated domes. A detailed traffic signal design is being prepared concurrently with this traffic study.

This study was conducted for the purpose of identifying the potential transportation impacts related to the proposed residential mixed-use project. The transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's *Transportation Analysis Handbook* (April 2018). Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the *Transportation Analysis Handbook*, the project includes a California Environmental Quality Act (CEQA) level Transportation Analysis (TA) and a Local Transportation Analysis (LTA). The LTA supplements the CEQA transportation analysis by identifying transportation operational issues via an evaluation of weekday AM and PM peak-hour traffic conditions for six signalized intersections in the vicinity of the project site. The LTA also includes an analysis of site access, on-site circulation, parking, vehicle queuing, and effects to transit, bicycle, and pedestrian access.

The effects of the project on freeway segments were evaluated in accordance with the methodologies described in the Santa Clara Valley Transportation Authority's (VTA) *Transportation Impact Analysis*

*Guidelines* (2014). The VTA administers the Santa Clara County Congestion Management Program (CMP).

## CEQA Transportation Analysis

The project vehicle miles traveled (VMT) estimated by the City's VMT Evaluation Tool is 13.37 per capita. The project VMT, therefore, exceeds the threshold of 10.12 VMT per capita. According to the *Transportation Analysis Handbook*, projects located in areas where the existing VMT is above the established threshold (such as the project study area) are referred to as being in "high-VMT areas", and projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the extent possible.

### Project Impact

Since the VMT generated by the project would exceed the threshold of significance for residential uses in the area, the project would result in a significant transportation impact on VMT, and mitigation measures are required to reduce the VMT impact.

### Project Mitigation

Based on the four VMT reduction strategy tiers included in the VMT Evaluation Tool, it is recommended that the project implement pedestrian network improvements and increase transit accessibility (Tier 2 strategies), as well as implement a Transportation Demand Management (TDM) Plan (various Tier 4 strategies) to mitigate the significant VMT impact. The following Tier 2 and Tier 4 VMT reduction strategies, as described in detail in Chapter 3, are recommended to mitigate the significant VMT impact:

1. **Pedestrian Network Improvements (Tier 2)**
2. **Increase Transit Accessibility (Tier 2)**
3. **School Pool Program (Tier 4)**
4. **Voluntary Travel Behavior Change Program (Tier 4)**
5. **On-Site TDM Administration and Services (Tier 4)**

Based on the City's VMT Evaluation Tool, implementing the multimodal infrastructure improvements and TDM measures described above would lower the project VMT to 11.88 per capita. This represents a reduction of 20% compared to the area VMT and is the maximum reduction possible. Since the project VMT would remain above the City's threshold of 10.12 VMT per capita with mitigation, the VMT impact is considered unmitigable. Therefore, the project would result in a significant and unavoidable VMT impact.

To address the unmitigable project impact, City Council would need to adopt a statement of overriding considerations. The override would apply to the VMT that cannot be mitigated ( $11.88 - 10.12 = 1.76$  VMT) and would be in the form of either the construction or funding of multi-modal improvements. The base override fee for residential projects was established in March of 2018 when Council Policy 5-1 was originally adopted and is \$2,300 per VMT not mitigated per resident. According to the City of San Jose Land Use Assumptions for the 2020 General Plan Four-Year Review, there are approximately 3 residents per household within the City. The override fee is subject to an annual escalation on January 1<sup>st</sup> in line with the Engineering News-Record Construction Cost Index (ENR CCI) for San Francisco. The ENR CCI percent change for 2021 is +2.9%. Thus, based on a 2020 override fee of \$2,450, the 2021 override fee amounts to \$2,521.

Note that since the affordable housing component of the project would meet all the screening criteria outlined in the City's *Transportation Analysis Handbook* for "Restricted Affordable Residential Projects



or Components”, the affordable housing component of the project (89 affordable apartment units) is exempted from the override VMT fee calculation.

Based on the current override fee the project, which includes up to 239 market rate residential units, would be required to pay a VMT impact fee of \$3,181,300 as follows:

$$\text{VMT Impact Fee: } \$2,521 \times 1.76 \text{ VMT} \times (239 \text{ units} \times 3 \text{ residents per unit}) = \$3,181,300$$

City staff have indicated that the project will be required to implement improvements that are equal to the total VMT impact fee amount. A final list of improvements and associated cost estimates will be prepared as part of the conditions of approval for the project.

## Local Transportation Analysis

### Project Trip Generation

After applying the ITE trip rates to the proposed residential and retail uses and applying the appropriate trip adjustments and reductions, the project would generate 1,768 new daily vehicle trips, with 102 new trips occurring during the AM peak hour and 139 new trips occurring during the PM peak hour. Using the inbound/outbound splits contained in the ITE *Trip Generation Manual*, the project would produce 32 new inbound and 70 new outbound trips during the AM peak hour, and 80 new inbound and 59 new outbound trips during the PM peak hour.

### Intersection Traffic Operations

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

### Other Transportation Issues

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

#### Recommendations

- Install an all-way stop at the internal four-way intersection.
- Work with City staff to confirm the 24-foot drive aisle widths within the parking structure are acceptable.
- Implement a shared parking agreement between the market rate developer and the affordable housing developer prior to issuing the building permits.
- Assign all residential tandem parking stalls to individual residential units.
- Provide a larger radius at the bottom of the ramp, widen the ramp, and/or reorient the ramp to better serve inbound (right turning) vehicles.
- Install convex mirrors at all the blind corners of the parking garage to eliminate blind spots for vehicles making turns on both parking levels of the garage.
- Provide a gate or removable bollards at the EVA driveway to prohibit unauthorized vehicular access.
- Work with the VTA to identify an adequate temporary parking area for LRT users during the project construction phase.

- Coordinate with the Santa Clara VTA to determine the exact location and design features of each bus stop on Blossom Hill Road, including the proposed duck-outs and bus pads.
- Coordinate with the Santa Clara VTA and Caltrans to determine if a signal modification is needed at the SR 85 SB Off-Ramp/Blossom Hill Road intersection to implement the proposed curb line work associated with the duck-out design along the project frontage on Blossom Hill Road.
- Provide adequate vehicular parking for the retail component of the project in accordance with the City of San Jose's Zoning Code.
- Coordinate with the Santa Clara VTA to determine whether 212 parking spaces would be adequate to serve the anticipated VTA parking demand.
- Provide adequate motorcycle parking in accordance with the City of San Jose's Zoning Code.

# 1. Introduction

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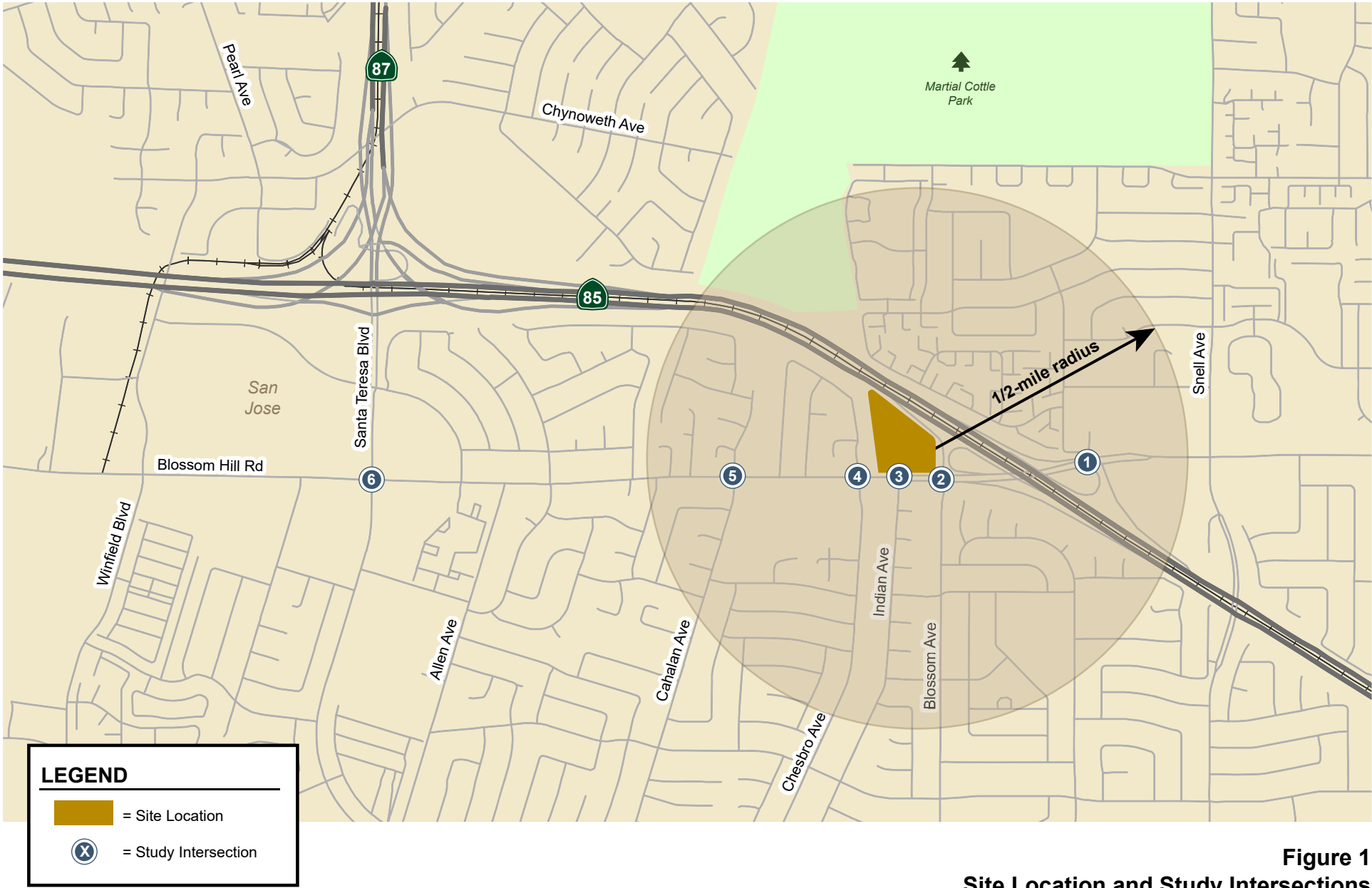
This report presents the results of the transportation analysis conducted for a proposed transit-oriented development (TOD) at 605 Blossom Hill Road in San Jose, California (see Figure 1). The 7.42-acre project site, located between Canoas Creek and the SR 85 southbound off-ramp, is currently developed with a surface parking lot, Santa Clara Valley Transportation Authority (VTA) bus stop, and VTA light rail transit (LRT) station.

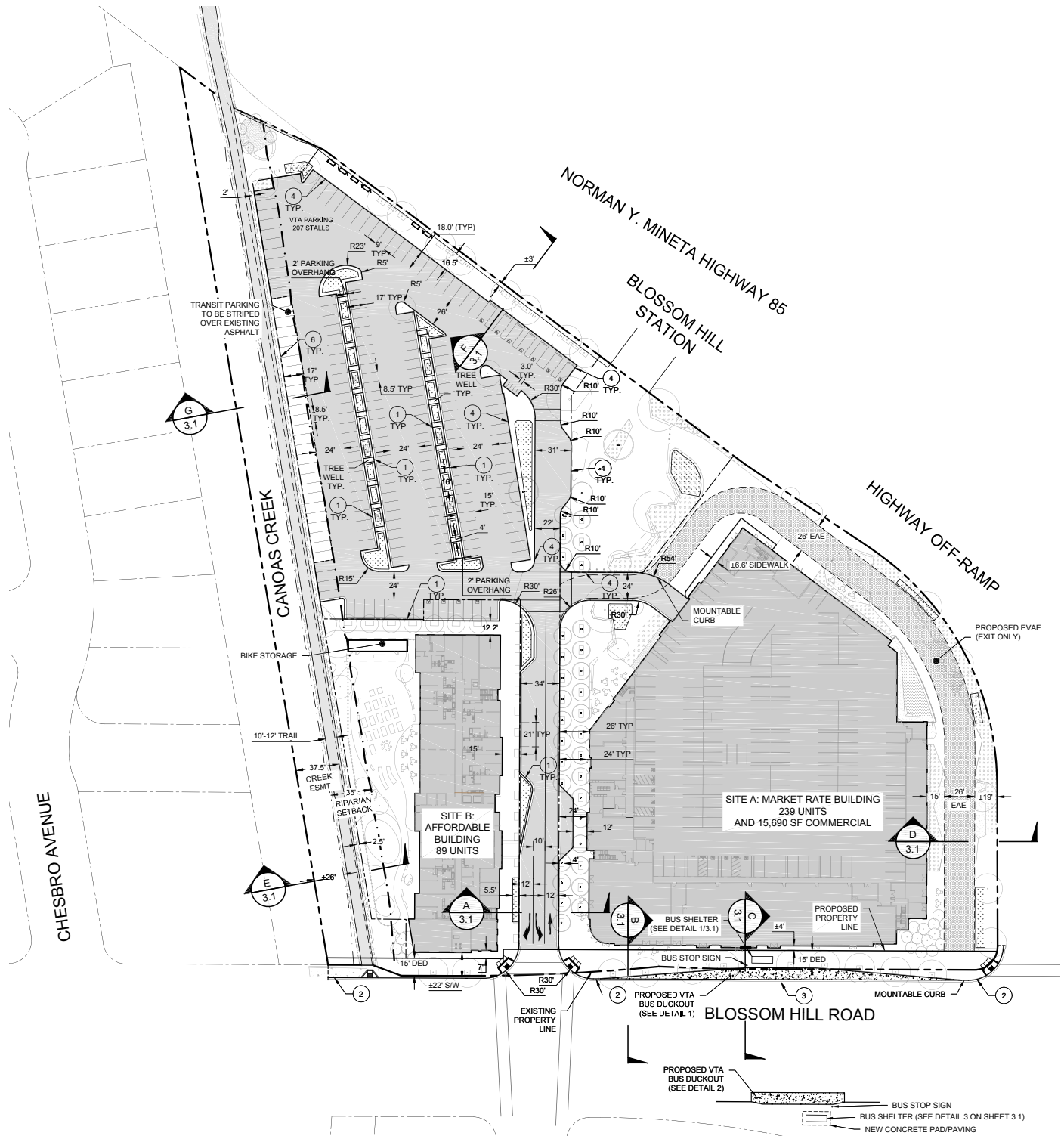
This study was conducted for the purpose of identifying the potential transportation impacts related to the proposed residential mixed-use project. The transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's *Transportation Analysis Handbook* (April 2018). Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the *Transportation Analysis Handbook*, the project includes a California Environmental Quality Act (CEQA) level Transportation Analysis (TA) and a Local Transportation Analysis (LTA). The effects of the project on freeway segments were evaluated in accordance with the methodologies described in the VTA's *Transportation Impact Analysis Guidelines* (2014). The VTA administers the Santa Clara County Congestion Management Program (CMP).

## Project Description

Pursuant to the housing and transit-first goals for the City of San Jose, the Blossom Hill Station TOD project is designed to maximize residential density and promote diversity within close proximity to public transit. The project proposes to remove approximately half of the existing surface parking lot and associated landscaping along Blossom Hill Road and construct a new residential mixed-use building (Building A) and a new affordable residential building (Building B). Building A would be six stories tall and would include up to 239 market rate residential units and up to 22,595 square feet (s.f.) of retail space. Building B would contain 89 affordable residential units. Thus, this traffic analysis evaluates a maximum project size of up to 328 residential units and up to 22,595 s.f. of retail space. Note that although up to 22,595 s.f. of retail space was analyzed, the current project is proposing 13,590 s.f. of retail space. Therefore, this transportation study presents a conservative analysis.

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## Transportation Policies

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

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

- Accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and VMT (TR-1.1);
- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Increase substantially the proportion of commute travel using modes other than the single-occupant vehicle in order to meet the City's mode split targets for San Jose residents and workers (TR-1.3);
- Through the entitlement process for new development, projects shall be required to fund or construct needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling, walking and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- Actively coordinate with regional transportation, land use planning, and transit agencies to develop a transportation network with complementary land uses that encourage travel by bicycling, walking and transit, and ensure that regional greenhouse gas emissions standards are met (TR-1.8);
- Give priority to the funding of multimodal projects that provide the most benefit to all users. Evaluate new transportation projects to make the most efficient use of transportation resources and capacity (TR-1.9);
- Coordinate the planning and implementation of citywide bicycle and pedestrian facilities and supporting infrastructure. Give priority to bicycle and pedestrian safety and access improvements at street crossings and near areas with higher pedestrian concentrations (school, transit, shopping, hospital, and mixed-use areas) (TR-2.1);
- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments. Eliminate or minimize physical obstacles and barriers that impede pedestrian and bicycle movement on City streets. Include consideration of grade-separated crossings at railroad tracks and freeways. Provide safe bicycle and pedestrian connections to all facilities regularly accessed by the public, including the Mineta San Jose International Airport (TR-2.2);



- Integrate the financing, design and construction of pedestrian and bicycle facilities with street projects. Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation (TR-2.5);
- Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements (TR-2.8);
- Coordinate and collaborate with local School Districts to provide enhanced, safer bicycle and pedestrian connections to school facilities throughout San Jose (TR-2.10);
- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership, and require that new development is designed to accommodate and provide direct access to transit facilities (TR-3.3);
- Support the development of amenities and land use and development types and intensities that increase daily ridership on the VTA, BART, Caltrain, ACE and Amtrak California systems and provide positive fiscal, economic, and environmental benefits to the community (TR-4.1);
- Promote transit-oriented development with reduced parking requirements and promote amenities around appropriate transit hubs and stations to facilitate the use of available transit services (TR-8.1);
- Balance business viability and land resources by maintaining an adequate supply of parking to serve demand while avoiding excessive parking supply that encourages automobile use (TR-8.2);
- Support using parking supply limitations and pricing as strategies to encourage the use of non-automobile modes (TR-8.3);
- Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use (TR-8.4);
- Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive transportation demand management (TDM) program, or developments located near major transit hubs or within Urban Villages and other Growth Areas (TR-8.6);
- Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets (CD-3.3);
- Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas (LU-9.1);
- Facilitate the development of housing close to jobs to provide residents with the opportunity to live and work in the same community (LU-10.5);
- Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location. Use the City's Parkland Dedication Ordinance and Park Impact Ordinance to have residential developers build trails when new residential development occurs adjacent to a designated trail location, consistent with other parkland priorities. Encourage

developers or property owners to enter into formal agreements with the City to maintain trails adjacent to their properties (PR-8.5).

## Blossom Hill Road/Cahalan Avenue Urban Village

The project site is located within the future Blossom Hill Road/Cahalan Avenue Urban Village boundaries, according to the Envision San Jose 2040 General Plan Planned Growth Areas Diagram. The Urban Village is currently in the planning stage and includes the Blossom Hill LRT station and adjacent retail uses on the north side of Blossom Hill Road, as well as the shopping center to the south bounded by Blossom Hill Road on the north, Chesbro Avenue on the east, Chemeketa Drive on the south, and Cahalan Avenue on the west.

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

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

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

Although the proposed project is in a non-approved Urban Village, it consists of high-density residential development, including an affordable housing component (27% affordable), and is a mixed-use project (includes a retail component). According to Implementation Policy 5.12 (IP-5.12), residential projects in a non-approved Urban Village can only develop on sites with a commercial land use designation (such as the project site's current *NCC* designation) if they apply as a mixed-use development under the category of Signature Projects or are 100% affordable housing and comply with Policy IP-5.12 of the General Plan.

The project is applying for a special use permit under the Signature Project category. Therefore, although the Blossom Hill Road and Cahalan Avenue Urban Village Plan has not yet been approved, the proposed residential mixed-use development would be allowed to occur under the current *NCC* land use designation.

## CEQA Transportation Analysis Scope

The City of San Jose's Transportation Analysis Policy (Policy 5-1) establishes procedures for determining project impacts on Vehicle Miles Traveled (VMT) based on project description, characteristics, and/or location. VMT is the total miles of travel by personal motorized vehicles a project



is expected to generate in a day. VMT measures the full distance of personal motorized vehicle-trips with one end within the project. Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit service in the project vicinity.

A project's VMT is compared to the appropriate thresholds of significance based on the project location and type of development. When assessing a residential project, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. When assessing an office or industrial project, the project's VMT is divided by the number of employees to determine the VMT per employee. The project's VMT is then compared to the VMT thresholds of significance established based on the average area VMT. A project located in a downtown area is expected to have the project VMT lower than the average area VMT, while a project located in a suburban area is expected to generate project VMT higher than the average area VMT.

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for residential, office, industrial, and retail projects with local traffic. The tool calculates a project's VMT and compares it to the appropriate thresholds of significance based on the project location (i.e., assessor's parcel number) and type of development. The thresholds of significance for development projects, as established in the Transportation Analysis Policy, are based on the existing citywide average VMT level for residential uses and the existing regional average VMT level for employment uses. For non-residential or non-office projects, very large projects or projects that can potentially shift travel patterns, the City's Travel Demand Forecasting Model can be used to determine project VMT.

Figures 3 and 4 show the current VMT levels estimated by the City for residents and workers, respectively, based on the locations of residences and jobs. Developments in the green-colored areas are estimated to have VMT levels that are below the thresholds of significance, while the orange- and pink-colored areas are estimated to have VMT levels that are above the thresholds of significance. Projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas". Projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the extent possible.

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

### Screening for VMT Analysis

The City of San Jose's *Transportation Analysis Handbook, 2018* includes screening criteria for projects that are expected to result in 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 for CEQA transportation analysis for Residential Projects and Local-Serving Retail projects are described below.

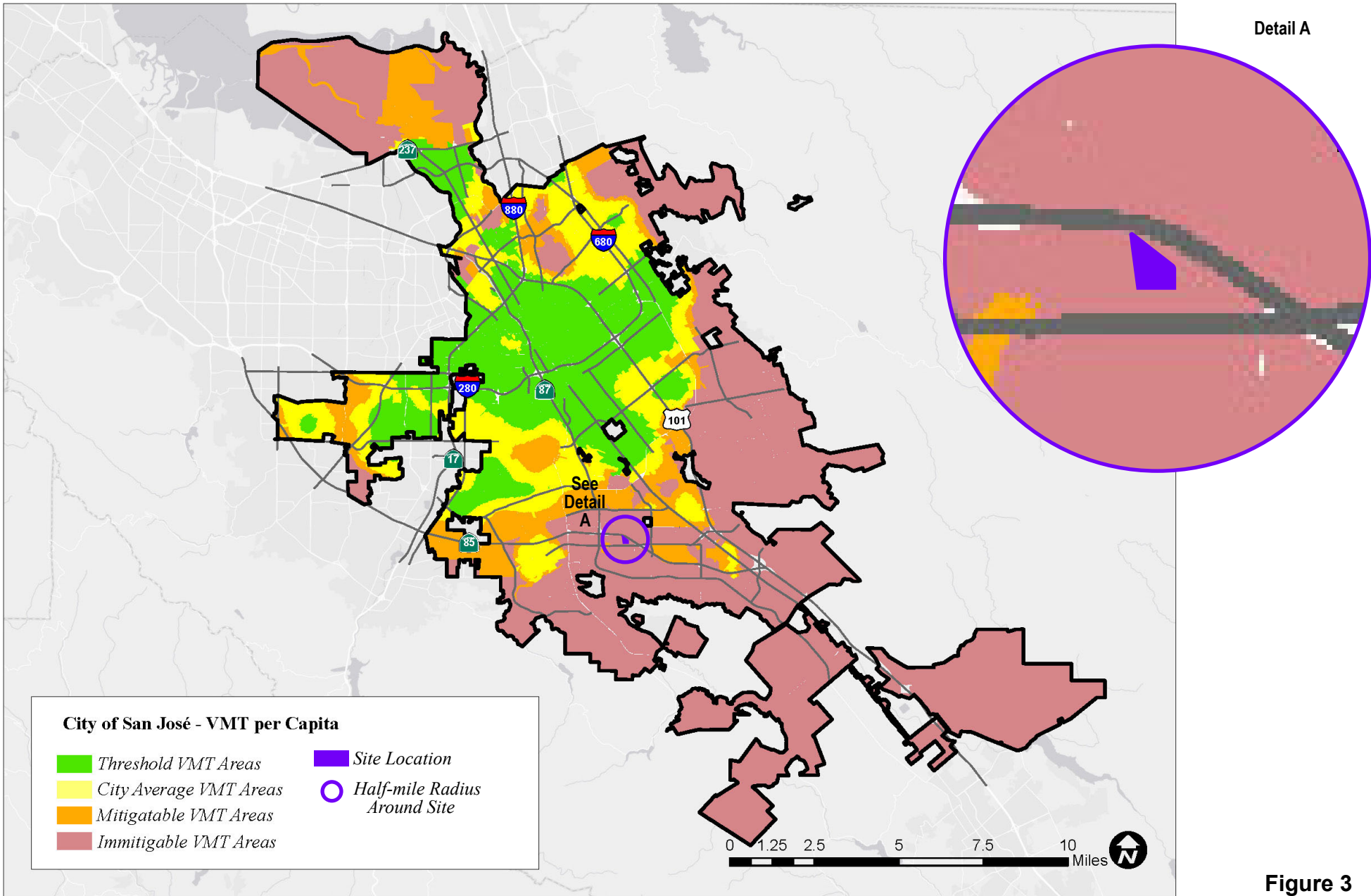


Figure 3  
VMT Heat Map for Residents in San Jose

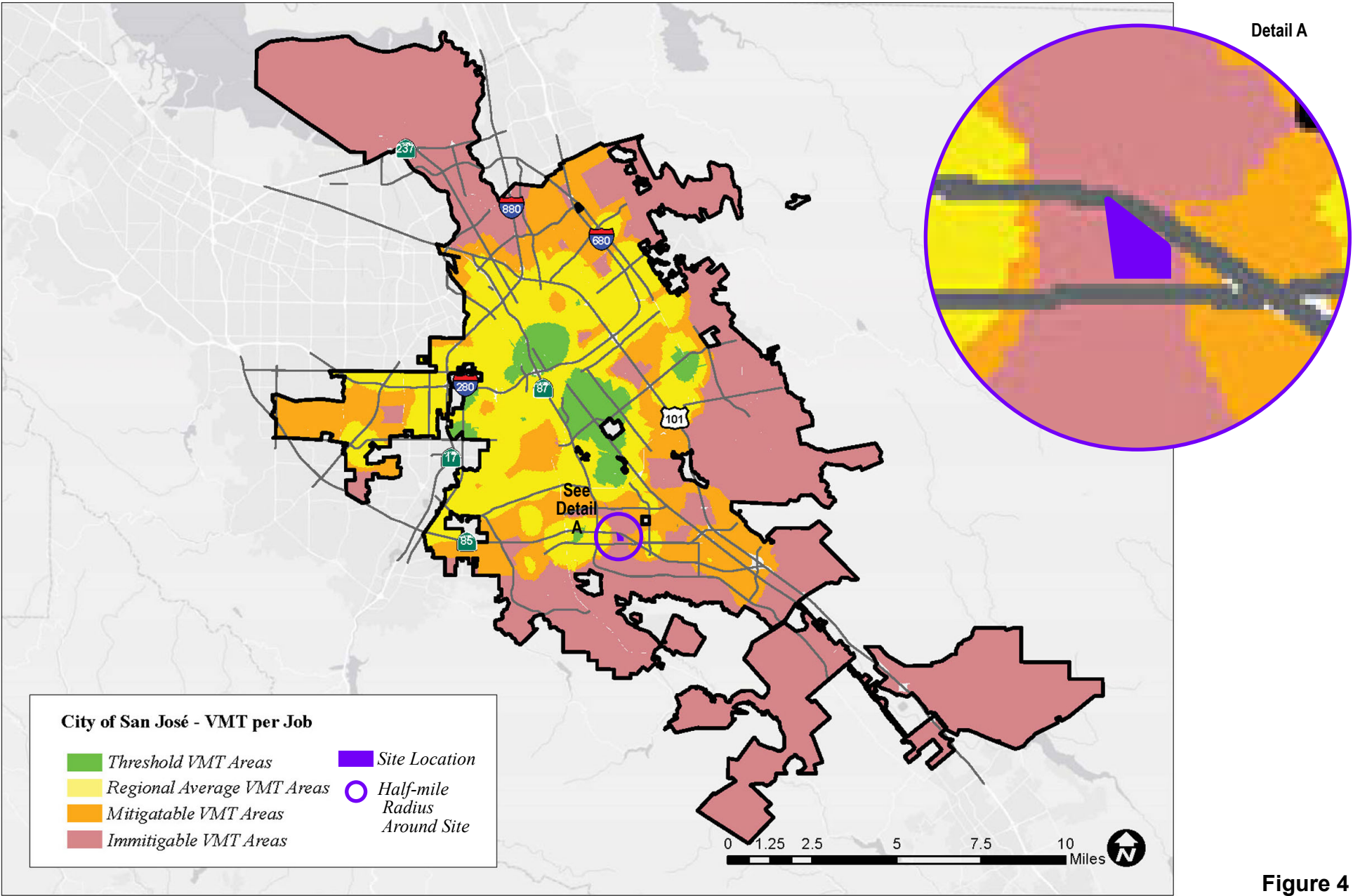


Figure 4  
VMT Heat Map for Employees in San Jose

### **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. Low VMT Areas:** Located in an area in which the per-capita VMT is less than or equal to the CEQA significance threshold for the land use; and
- 4. Transit-Supporting Project Density:**
  - Minimum of 35 units per acre for residential projects or components;
  - If located in a Planned Growth Area with a maximum density below 0.75 FAR or 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; and
- 5. Parking:**
  - No more than the minimum number of parking spaces required;
  - If located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or “unbundled”, the number of parking spaces can be up to the zoned minimum; and
- 6. Active Transportation:** Not negatively impact transit, bike or pedestrian infrastructure.

The residential component of the project would meet all but criterion 3 above as follows:

- Located within the future Blossom Hill Road/Cahalan Avenue Urban Village (Planned Growth Area) = Criterion 1 met;
- Located within ½ mile of high-quality transit (Blossom Hill LRT station) = Criterion 2 met;
- Located in an area in which the per-capita VMT is greater than the CEQA significance threshold (see Figure 8: VMT Evaluation Tool Summary Report) = Criterion 3 not met;
- Residential density of 44 DU/AC (328 DU / 7.42 AC = 44 DU/AC) = Criterion 4 met;
- The project would provide the minimum amount of parking required = Criterion 5 met; and
- The project would not negatively impact transit, bike or pedestrian infrastructure = Criterion 6 met.

Although the proposed project consists of a high-density residential transit-oriented development and is located within a future Urban Village (i.e., planned growth area), it does not meet all the screening criteria for Residential Projects because the project site is located in a high VMT area according to the City’s General Plan (see Criterion 3). Therefore, a detailed CEQA transportation analysis is required.

### **Screening Criteria for Local-Serving Retail**

- 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 22,595 s.f. of retail space and no drive-through, meets the screening criteria set forth in the City’s *Transportation Analysis Handbook*.

## **Local Transportation Analysis Scope**

The Local Transportation Analysis (LTA) supplements the VMT analysis by identifying potential adverse operational effects that may arise due to a new development, as well as evaluating the effects of a new development on site access, circulation, and other safety-related elements in the project study area.

As part of the LTA, a project is typically required to conduct an analysis of intersection operations if the project is expected to add 10 or more vehicle trips per hour per lane to a signalized intersection that is



located within a half-mile of the project site and is currently operating at LOS D or worse. Based on these criteria, as outlined in the City's *Transportation Analysis Handbook*, the LTA comprises an analysis of AM and PM peak hour traffic conditions for six signalized intersections. Signalized intersections that do not meet all the criteria may be added to the list of study intersections at the City's discretion. The nearby freeway ramps also were evaluated for potential operational issues.

### Study Intersections:

1. SR 85 NB Off-Ramp and Blossom Hill Road (E) \*
2. SR 85 SB Off-Ramp and Blossom Hill Road (W) \*
3. Indian Avenue and Blossom Hill Road
4. Chesbro Avenue and Blossom Hill Road
5. Cahalan Avenue and Blossom Hill Road
6. Santa Teresa Boulevard and Blossom Hill Road \*

\* Denotes a CMP intersection

### Study Freeway Ramps:

1. SR 85 Northbound Ramps at Blossom Hill Road
2. SR 85 Southbound Ramps at Blossom Hill Road

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

- **Existing Conditions.** Existing AM and PM peak hour traffic volumes were obtained from the City of San Jose, the 2018 CMP Annual Monitoring Report, and new manual turning-movement counts conducted in August of 2019 (prior to the COVID-19 pandemic conditions). The new count data are contained in Appendix A and have been reviewed and approved by City of San Jose Department of Transportation staff for use in this traffic study. As required by the VTA CMP, the PM peak hour traffic volumes at the three CMP study intersections were obtained from the latest version of the CMP Annual Monitoring Report.
- **Background Conditions.** Background traffic volumes are typically estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed developments. The added traffic from approved but not yet completed developments is provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). However, City staff have indicated that ATI is not available for the study intersections because there are no approved projects in the study area. Thus, background conditions presented in this traffic study are identical to existing conditions. Accordingly, existing/background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining potential adverse operational effects of the project.
- **Project Conditions.** Project conditions reflect projected traffic volumes on the planned roadway network after completion of the project. Project traffic volumes were estimated by adding to existing/background traffic volumes the additional traffic generated by the project.

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

## VMT Analysis Methodology

### Methodology

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for residential, office, and industrial projects with local traffic. For non-residential or non-office projects, very large projects or projects that can potentially shift travel patterns, the City's Travel Demand Model can be used to determine project VMT. Because the proposed project is a relatively small residential development that would generate local traffic, the VMT Evaluation Tool is used to estimate the project VMT and determine whether the project would result in a significant VMT impact.

Based on the assessor's parcel number (APN) of a project, the evaluation tool identifies the existing average VMT per capita and VMT per employee for the area. Based on the project location, type of development, project description, and proposed trip reduction measures, the evaluation tool calculates the project VMT. Projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas". Projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the extent possible.

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

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

The first three strategies – land use characteristics, multimodal network improvements, and parking – are physical design strategies that can be incorporated into the project design. TDM includes programmatic measures that aim to reduce VMT by decreasing personal motorized vehicle mode share and by encouraging more walking, biking, and riding transit. TDM measures should be enforced through annual trip monitoring to assess the project's status in meeting the VMT reduction goals.

### Thresholds of Significance

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

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

## Intersection Operations Analysis Methodology

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

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

### Data Requirements

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

- existing traffic volumes
- lane configurations
- signal timing and phasing

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

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

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

## 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.

### Signalized Intersections

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

**Table 2**  
**Signalized Intersection Level of Service Definitions Based on Control Delay**

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
<b>A</b>	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	up to 10.0
<b>B</b>	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
<b>C</b>	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
<b>D</b>	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
<b>E</b>	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
<b>F</b>	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, the three CMP study intersections were not analyzed separately, but rather are 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.

### Adverse Intersection Operations Effects

According to the City of San Jose's *Transportation Analysis Handbook, 2018*, an adverse effect on intersection operations would occur if for either peak hour:

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

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

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

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

### Intersection Vehicle Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis at intersections where the project would add a substantial number of trips to the left-turn movements or stop-controlled approaches. For the purpose of this analysis, a substantial number of trips equates to 10 trips per lane. 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

$\lambda$  = average # of vehicles in the queue per lane (vehicles per hr per lane/signal cycles per hr)

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

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

## Freeway Segment Analysis Methodology

According to CMP guidelines, an analysis of freeway segment levels of service is only required if a project is estimated to add trips to a freeway segment equal to or greater than one percent of the capacity of that segment. Since the number of project trips added to the freeways in the area is estimated to be below the one percent threshold, a detailed analysis of freeway segment levels of service was not necessary. A simple freeway segment capacity evaluation to substantiate this determination is presented below in Table 3.

**Table 3**  
**Freeway Segment Capacity Evaluation**

Freeway	Segment	Direction	Peak Hour	Mixed-Flow Lanes Capacity (vph) <sup>1</sup>	1% of Mixed-Flow Capacity	HOV Lane Capacity (vph) <sup>1</sup>	1% of HOV Capacity	Mixed-Flow Lanes Project Trips	HOV Lane Project Trips	1% or More of Capacity?
SR 85	Cottle Rd to Blossom Hill Rd	NB	AM	4400	44	1800	18	2	0	NO
			PM	4400	44	1800	18	5	1	NO
SR 85	Blossom Hill Rd to SR 87	NB	AM	4400	44	1800	18	23	7	NO
			PM	4400	44	1800	18	14	4	NO
SR 85	SR 87 to Almaden Expwy	NB	AM	4400	44	1800	18	10	3	NO
			PM	4400	44	1800	18	6	2	NO
SR 85	Almaden Expwy to SR 87	SB	AM	4400	44	1800	18	4	1	NO
			PM	4400	44	1800	18	10	3	NO
SR 85	SR 87 to Blossom Hill Rd	SB	AM	4400	44	1800	18	8	2	NO
			PM	4400	44	1800	18	23	6	NO
SR 85	Blossom Hill Rd to Cottle Rd	SB	AM	4400	44	1800	18	5	2	NO
			PM	4400	44	1800	18	3	1	NO
SR 87	SR 85 to Capitol Expwy	NB	AM	4400	44	1800	18	21	6	NO
			PM	4400	44	1800	18	12	4	NO
SR 87	Capitol Expwy to SR 85	SB	AM	4400	44	1800	18	7	2	NO
			PM	4400	44	1800	18	20	6	NO

Notes:

<sup>1</sup> Capacity based on the ideal capacity cited in the 2000 Highway Capacity Manual.

## Report Organization

This report has a total of five chapters. Chapter 2 describes existing transportation conditions including VMT of the existing land uses in the proximity of the project, the existing roadway network, transit service, bicycle and pedestrian facilities. Chapter 3 describes the CEQA transportation analysis, including the project VMT impact analysis and cumulative transportation impact assessment. Chapter 4 describes the local transportation analysis including operations of study intersections, the methods used to estimate project-generated traffic, the project's effects on the transportation system, and an analysis of other transportation issues including site access and circulation, parking, transit services, bicycle and pedestrian facilities, and vehicle queuing at intersections and freeway ramps. Chapter 5 presents the conclusions of the transportation analysis.

## 2. Existing Transportation Conditions

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This chapter describes the existing conditions of the transportation system within the study area of the project. It presents the vehicle miles traveled (VMT) of the existing land uses in the proximity of the project and describes transportation facilities in the vicinity of the project site, including the roadway network, transit service, and pedestrian and bicycle facilities. The analysis of existing intersection operations is included as part of the Local Transportation Analysis (see Chapter 4).

### VMT of Existing Land Uses

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for residential, office, and industrial projects. Based on the sketch tool and the project's APN, the existing VMT for employment uses in the project vicinity is 15.16 per employee, and the existing VMT for residential uses in the project vicinity is 14.85 per capita. The current regional average daily VMT for employment uses is 14.37 per employee, and the citywide average daily VMT for residential uses is 11.91 per capita (see Table 1 in Chapter 1). Thus, the VMT levels of existing employment and residential uses in the project vicinity are higher than the average VMT levels. Chapter 3 presents the VMT analysis results for the project.

### Existing Roadway Network

Regional access to the project site is provided via State Route 85 and State Route 87. These facilities are described below.

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

**SR 87** is a north-south freeway providing access to the project site via its connection to SR 85. SR 87 extends from SR 85 in the south to and I-280 and US 101 in the north. SR 87 is oriented in a northwest/southwest direction and has four mixed-flow lanes and two HOV lanes.

Local access to the project site is provided via Blossom Hill Road, Blossom Avenue, Chesbro Avenue, Cahalan Avenue, and Santa Teresa Boulevard. These roadways are described below.

**Blossom Hill Road** is a six-lane divided Main Street that runs in an east-west direction in the vicinity of the site. Blossom Hill Road extends westward to Los Gatos and eastward to US 101, where it transitions into Silver Creek Valley Road. Blossom Hill Road includes sidewalks on both sides of the street and has a posted speed limit of 40 mph. Bike lanes exist west of Snell Avenue and along the

project frontage. Blossom Hill Road includes a full interchange at SR 85 and provides direct access to the site.

**Blossom Avenue** is a north-south two-lane Local Connector Street with a two-way center left-turn lane. Blossom Avenue extends from Blossom Hill Road south to Colleen Drive at the base of the Santa Teresa foothills. Blossom Avenue has buffered bike lanes and sidewalks on both sides of the street. It has a posted speed limit of 35 mph between Blossom Hill Road and Santa Teresa Boulevard and a posted speed limit of 25 mph south of Santa Teresa Boulevard. Access to the site is provided via its intersection with Blossom Hill Road.

**Chesbro Avenue** is a two-lane residential street that begins north of Blossom Hill Road and extends south to Colleen Drive at the base of the Santa Teresa foothills. Chesbro Avenue has a posted speed limit of 25 mph and has sidewalks on both sides of the street. Access to the project site is provided via its intersection with Blossom Hill Road.

**Cahalan Avenue** is a two-lane Local Connector Street that extends from Blossom Hill Road south to Colleen Drive at the base of the Santa Teresa foothills. Cahalan Avenue has a two-way center left-turn lane and has bike lanes and sidewalks on both sides of the street. It has a posted speed limit of 35 mph between Blossom Hill Road and Santa Teresa Boulevard and a posted speed limit of 25 mph south of Santa Teresa Boulevard. Access to the site is provided via its intersection with Blossom Hill Road.

**Santa Teresa Boulevard** is a six-lane divided City Connector Street that begins at the terminus of SR 87 and ends in Morgan Hill. It runs in an east-west orientation in the project vicinity and has a posted speed limit of 40 mph. Santa Teresa Boulevard has sidewalks and bike lanes on both sides of the street and provides connections to both SR 87 and SR 85. Access to the project site is provided via its intersection with Blossom Hill Road.

## 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

Sidewalks are found along all previously described local roadways in the study area. The existing network of sidewalks provides good 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 most of the signalized intersections in the study area. Curb ramps are provided at all signalized intersections along Blossom Hill Road. However, ADA compliant curb ramps with truncated domes are missing from the following signalized study intersections:

- Indian Avenue and Blossom Hill Road – northwest and northeast corners (project driveway);
- Chesbro Avenue and Blossom Hill Road – northwest, southwest and southeast corners; and
- Cahalan Avenue and Blossom Hill Road – all four corners of the intersection.

### Existing Bicycle Facilities

Bicycle facilities are divided into four classes of relative significance. Class I bicycle facilities are bike paths that are physically separated from motor vehicles and offer two-way bicycle travel on a separate path. Class II bicycle facilities are striped bike lanes on roadways that are marked by signage and pavement markings. Class III bicycle facilities are bike routes and only have signs and/or Sharrow (bike route lane markings) to help guide bicyclists on recommended routes to certain locations. Class IV bicycle facilities are on-street bikeways that incorporate physical barriers (e.g., raised curbs, flexible

bollards, vehicle parking, grade separation, etc.) to separate bicycles from the flow of vehicular traffic. There are no Class IV bicycle facilities in the vicinity of the project site.

There are a number of roadways in the project study area that have Class II bike lanes. Striped bike lanes currently exist on the following roadway segments:

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

The Guadalupe River/Los Alamitos Creek multi-use trail system (Class I bikeway) runs through the City of San Jose along the Guadalupe River and separates bicyclists from motor vehicle traffic. This multi-use trail system runs adjacent to SR 87 in the project vicinity, with access provided via Blossom Hill Road and Santa Teresa Boulevard, approximately 1.5 miles west of the project site. This trail system is available for use year-round. Figure 5 shows the existing bicycle facilities in the study area.

### **Existing Transit Services**

Existing transit services near the project site are provided by the Santa Clara Valley Transportation Authority (VTA). The Blossom Hill Station is conveniently located adjacent to the project site and is served by Light Rail Transit (LRT) and VTA bus route 27 (see Figure 6).

#### **VTA Light Rail Transit (LRT) Service**

The VTA currently operates the 42.2-mile light rail line system extending from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Milpitas, Mountain View and Sunnyvale. The service operates nearly 24 hours a day with 15-minute headways during much of the day. The Blossom Hill LRT Station is located adjacent to the project site and is served by the Santa Teresa-Alum Rock LRT Line (Line 901).

#### **VTA Bus Service**

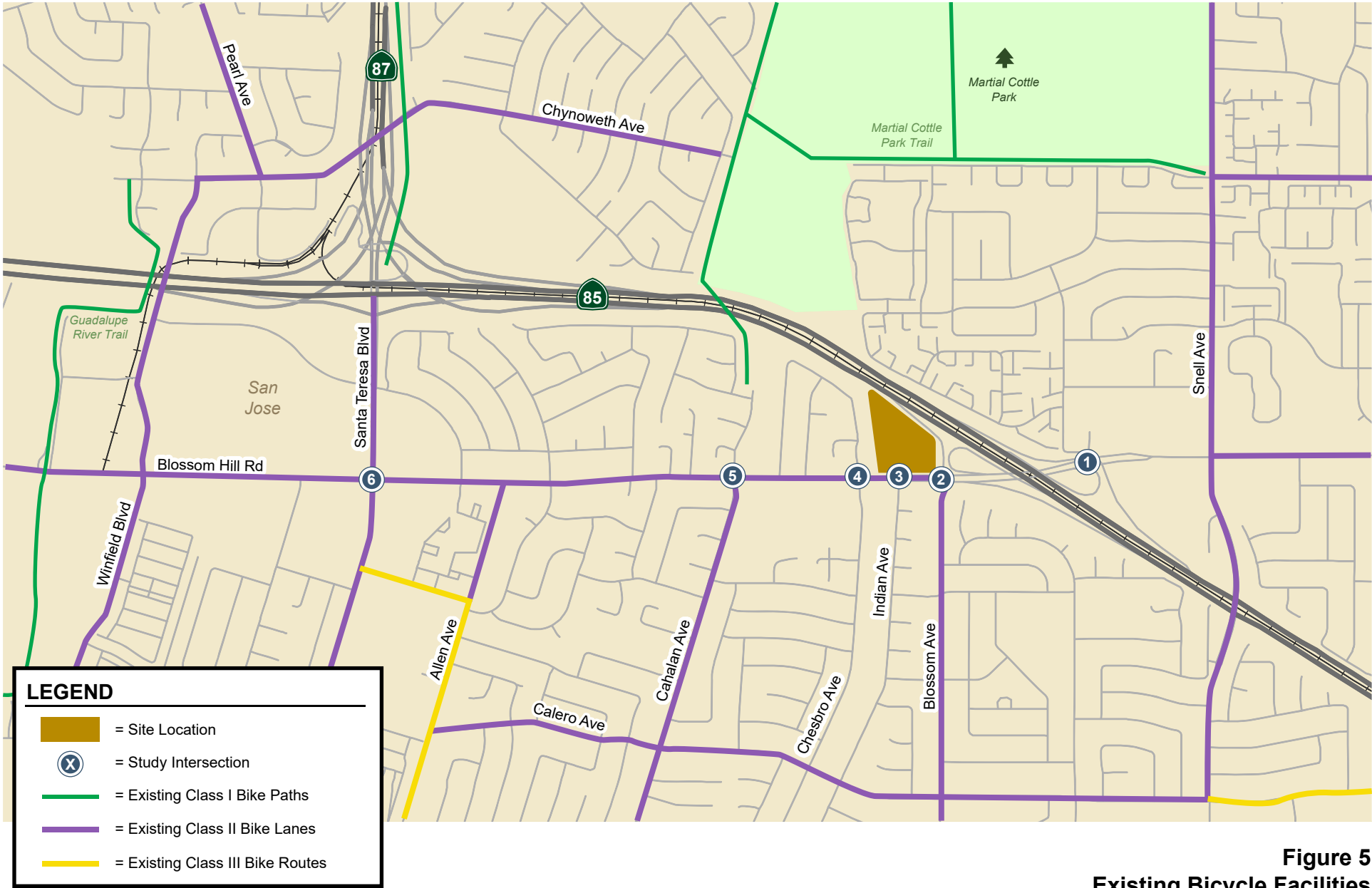
Local bus route 27 stops on the project site adjacent to the Blossom Hill LRT station. Route 27 operates between the Winchester Station and Kaiser San Jose Medical Center and provides service every 30 minutes during the weekday AM and PM peak commute periods of the day. Frequent bus route 66 operates along Snell Avenue approximately ½ mile east of the project site. Route 66 operates between Kaiser San Jose Medical Center and Dixon Road in Milpitas with 15-minute headways during the weekday AM and PM peak commute periods of the day.

### **Existing Intersection Lane Configurations**

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

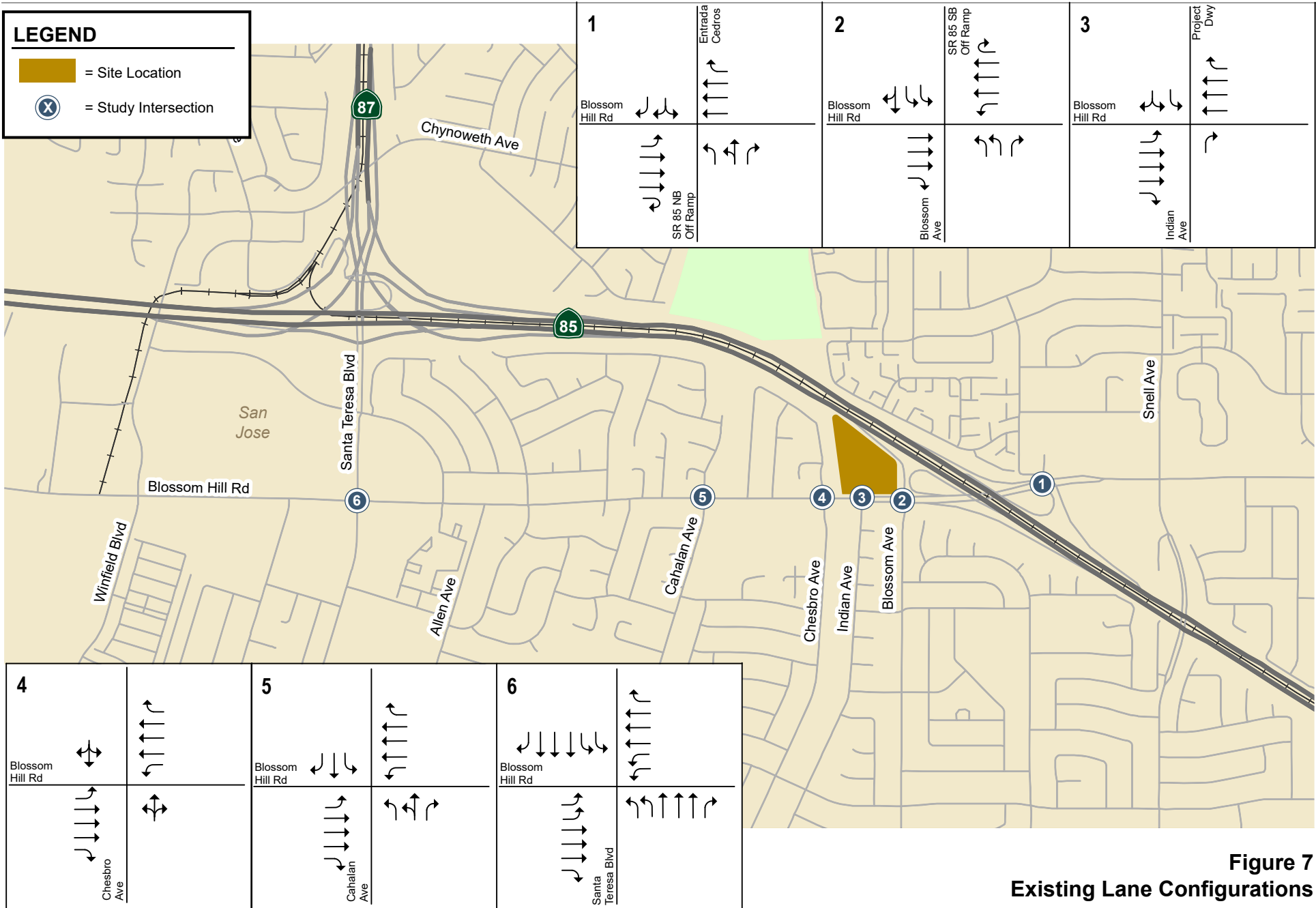
### **Observed Existing Traffic Conditions**

Due the current COVID-19 pandemic situation, traffic volumes are generally lower than under “normal” conditions. However, it is still valuable to observe traffic conditions in the field to identify any existing operational deficiencies. Accordingly, traffic conditions in the study area were observed during the weekday AM (7:00-9:00 AM) and PM (4:00-6:00 PM) peak traffic periods. Field observations revealed the following operational issues:

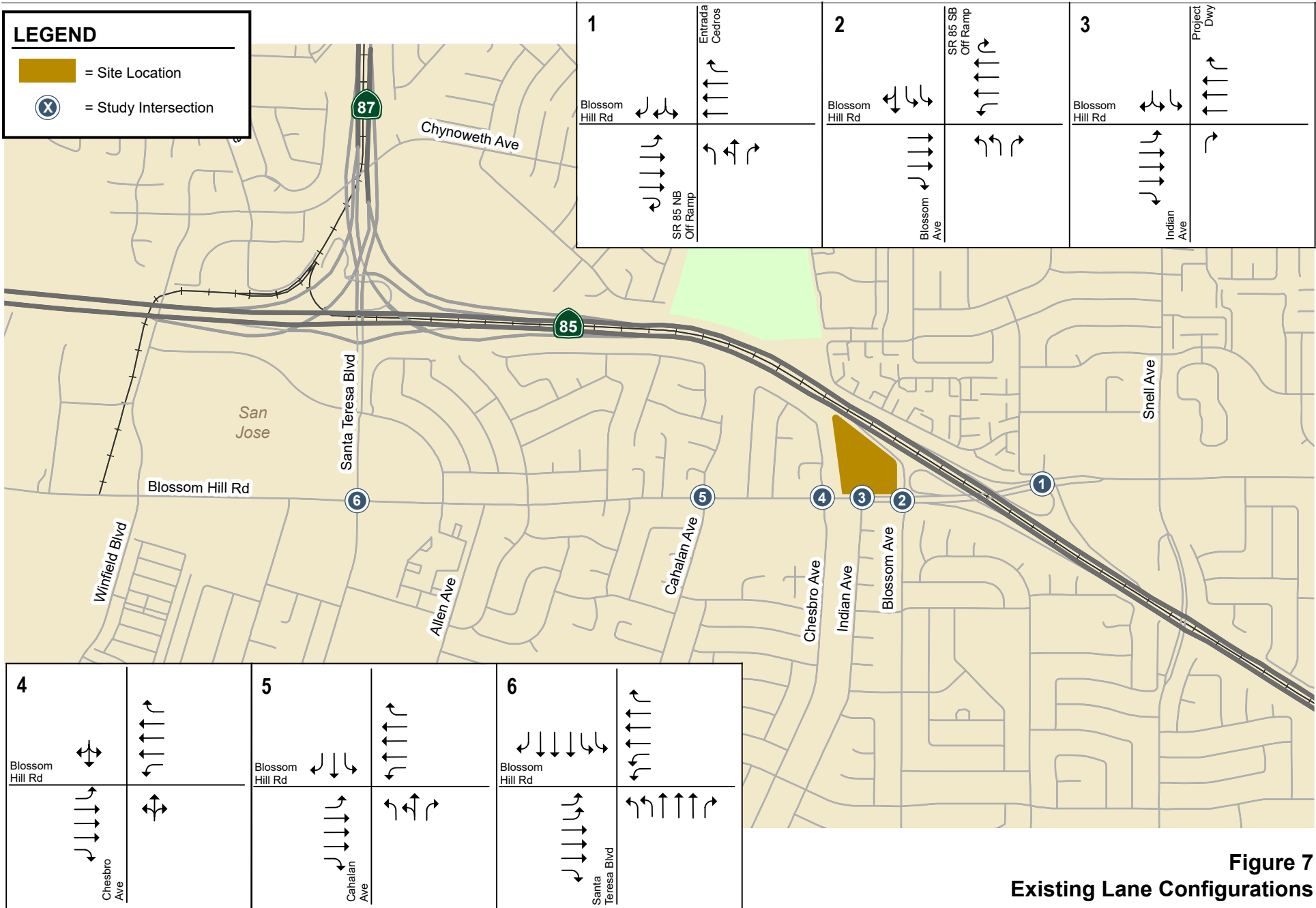


**Figure 5**  
**Existing Bicycle Facilities**





**Figure 7**  
**Existing Lane Configurations**



**Figure 7**  
**Existing Lane Configurations**

### **SR 85 Northbound On-Ramp and Blossom Hill Road**

Based on field observations, long vehicle queues develop along westbound Blossom Hill Road during the weekday AM peak hour as a result of the disproportionate lane usage due to the metered SR 85 northbound on-ramp. All the vehicles preparing to enter northbound SR 85 use the outside through lane (curb lane) on westbound Blossom Hill Road. The longest vehicle queue nearly extended to Snell Avenue. However, a vehicle queue of this length occurred only once during the AM observation period. Typical vehicle queues observed during the AM peak hour were approximately half this length or less and cleared the intersection in one signal cycle. The vehicle queue on the SR 85 northbound diagonal on-ramp frequently filled the on-ramp due to the metering light, but the queue never affected intersection operations.

Vehicle queues develop on westbound Blossom Hill Road during the weekday PM peak hour as well, although the queue does not back up as far as during the morning peak commute period because this on-ramp is not metered during the PM peak hour. In fact, none of the SR 85 on-ramps are metered during the PM peak hour.

All other study intersections were observed to operate without any noteworthy operational issues during both the AM and PM peak hours.

### 3. CEQA Transportation Analysis

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

#### Project-Level VMT Impact Analysis

The project-level impact analysis under CEQA uses the VMT metric to evaluate a project's transportation impacts by comparing against the VMT thresholds of significance as established in the Transportation Analysis Policy. The City of San Jose's *Transportation Analysis Handbook, 2018* includes screening criteria for projects that are expected to result in less-than-significant VMT impacts based on the project description, characteristics and/or location. Although the proposed project consists of a high-density residential transit-oriented development and is located within a future Urban Village (i.e., planned growth area), it does not meet the screening criteria (as described in Chapter 1) because the project site is located in a high VMT area according to the City's General Plan. Therefore, a detailed CEQA transportation analysis (i.e., VMT analysis) was prepared for the residential component of the project. The retail component of the project, on the other hand, meets the screening criteria set forth in the City's *Transportation Analysis Handbook* as local-serving retail of less than 100,000 s.f. and does not require a VMT analysis.

The San Jose VMT Evaluation Tool was used to estimate the project VMT based on the project location (APN), type of development, project description, and proposed trip reduction measures. The threshold of significance for residential uses (see Table 1 in Chapter 1) is used for the VMT analysis. The VMT threshold for residential uses is the existing citywide average daily VMT level (11.91 per capita) minus 15 percent, or 10.12 daily VMT per capita.

#### Project VMT Impact Analysis Results

The project VMT estimated by the City's VMT Evaluation Tool is 13.37 per capita. The project VMT, therefore, exceeds the residential threshold of 10.12 VMT per capita. According to the *Transportation Analysis Handbook*, projects located in areas where the existing VMT is above the established threshold (such as the project study area) are referred to as being in "high-VMT areas", and projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the extent possible.

#### Project Impact

Since the VMT generated by the project would exceed the threshold of significance for residential uses in the area, the project would result in a significant transportation impact on VMT, and mitigation measures are required to reduce the VMT impact.

## **Project Mitigation**

Based on the four VMT reduction strategy tiers included in the VMT Evaluation Tool, the project plans to implement pedestrian network improvements and increase transit accessibility (Tier 2 strategies), as well as implement a comprehensive Transportation Demand Management (TDM) Plan (various Tier 4 strategies) to mitigate the significant VMT impact. Note that subsidized transit passes were previously included in the list of proposed TDM measures but were ultimately removed because the applicant indicated that this TDM measure is not financially feasible to implement. Removal of the subsidized transit passes does not reduce the effectiveness of the TDM Plan based on the combination of other TDM measures being proposed.

The project plans to implement the following Tier 2 and Tier 4 VMT reduction strategies to mitigate the significant VMT impact:

### **Pedestrian Network Improvements**

The project will construct a new bicycle/pedestrian shared-use path along the east side of Canoas Creek adjacent to the western boundary of the project site. The project will also construct a pedestrian path along the eastern boundary of the project site, which will serve as an emergency vehicle access (EVA) road. The paths will connect and create a half-mile loop trail around the site. In addition to constructing a new shared-use trail along the Canoas Creek project frontage, the project will construct a 0.8-mile Canoas Creek trail extension from the project site to Martial Cottle park following completion of the proposed mixed-use and residential buildings. The trail extension may include demolition and relocation of portions of the VTA light rail station, including all or a part of the stairs leading to the North side of the VTA station; removal of the fencing and demolition of concrete structures under the Hwy 85 overpass; and the creation of an 8- to 12-foot-wide bicycle/pedestrian shared-use path along Canoas Creek. Signage, landscaping, and/or fencing will buffer the trail from the adjacent residential neighborhoods to the east and west of Canoas Creek. Bridges and platforms over Canoas Creek may be included to link the adjacent portion of the new trail to the future trail extension. Providing pedestrian improvements and enhancing pedestrian connections both on-site and off-site would encourage people to walk instead of drive, thereby reducing VMT.

### **Increase Transit Accessibility**

In addition to being located adjacent to an LRT station, the proposed transit-oriented development project will add bus stops with duck-outs and shelters on both sides of Blossom Hill Road, approximately midway between the project driveway and the SR 85 southbound off-ramp. The new bus stops will be situated near the proposed residential and retail uses on the site (Building A) and in proximity to the surrounding residential areas. Enhancing access to quality transit would encourage the use of transit by people traveling to and from the project site and surrounding area. This would result in a mode shift (i.e., reduce drive-alone trips), thereby reducing VMT.

### **School Pool Program**

The project will implement a School Pool Program. The purpose of this program is to match parents of the proposed residential development who transport students to schools without a bussing program, including private schools, charter schools, and neighborhood schools where students cannot walk or bike. The school pool program will be open to all families of the development. It is estimated that half of the families with school-age children will likely participate in the carpool program. School pools reduce the total number of vehicle trips traveling to and from schools, thereby reducing VMT.

## Voluntary Travel Behavior Change Program

The project will provide a program that targets individual attitudes and behaviors towards travel and provides information and tools for residents to analyze and alter their travel behavior. Voluntary Travel Behavior Change programs include mass communication campaigns and travel feedback programs, such as travel diaries or feedback on calories burned from alternative modes of travel. This strategy encourages the use of shared ride modes, transit, walking, and biking, thereby reducing drive-alone vehicle trips and VMT. It is estimated that half of the residents will participate in the Voluntary Travel Behavior Change program.

## On-Site TDM Administration and Services

The project will designate a Transportation Coordinator who focuses on transportation issues and is responsible for implementing the TDM measures. The TDM coordinator will be a point of contact for residents should TDM-related questions arise and will be responsible for ensuring that residents are aware of all the transportation options available to them. The TDM coordinator will provide the following services and functions:

- Provide new tenants information brochures at the time of move-in. The welcome brochures will include information about public transit services, transit passes, bicycle maps, the school pool program, and other rideshare/carpool options.
- Assist with school pool/carpool matching. The TDM manager will help match residents interested in carpooling, including the school pool program.
- Maintain links to up-to-date transit schedules and route maps for VTA and Caltrain and be knowledgeable enough to answer residents' TDM program related questions.

## Online Kiosk/Information Board

An online kiosk with information regarding non-auto transportation alternatives will be provided. The online kiosk will update key transportation information included in the welcome brochures. Transportation news and commuter alerts will be posted online. The building developer will have responsibility for creating the website so that it is up and running as soon as the new buildings are ready for leasing. More specific information would be added later to reflect any programs specific to certain tenants. The Transportation Coordinator will be responsible for adding new information to the website (or providing it to the website designer) so that the online kiosk remains current and informative. The project also plans to provide an on-site kiosk containing physical materials such as transit maps, transit schedules, and bike maps.

## Bicycle Resources

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

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

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



## Implementation, Monitoring and Reporting

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

The TDM Plan will be evaluated annually for effectiveness by a traffic engineering firm. The annual TDM monitoring reports will be submitted to City staff for review and approval. The project is expected to generate a maximum of 102 AM peak hour vehicle trips and 139 PM peak hour vehicle trips following full occupancy of the project and implementation of the TDM Plan (see Table 4 in Chapter 4). The annual monitoring report must demonstrate the project-generated vehicle trips are within 10% of this established “trip cap”.

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

- *Annual Vehicle Trip Generation Counts* (conducted by a traffic engineering firm). It is assumed that every percent reduction in peak-hour vehicle trips generated by the project is equivalent to a one percent reduction in per-resident VMT. If the counts show the project trip generation is higher than expected, then the TDM Plan may need to be altered or enhanced.
- *Annual Mode Share Surveys*. A survey will be administered to all tenants to provide qualitative data regarding residents’ perceptions of the alternative transportation programs and perceptions of the obstacles to using an alternative mode of transportation. The survey also will provide quantitative data regarding the number of residents who utilize alternative modes of transportation (e.g., bike-to-work, carpool, or use public transit) to commute to work, including the frequency of use. The mode share survey results will be used to measure the relative effectiveness of individual TDM program components and facilitate the design of possible program enhancements in order to reduce single-occupant vehicle trips.
- *Annual Monitoring Report*. The TDM Coordinator will be responsible for submitting the monitoring reports to the City of San Jose (Department of Building and Code Enforcement’s Environmental Review) annually for three years, and then upon request of the Zoning Administrator for the life of the project.

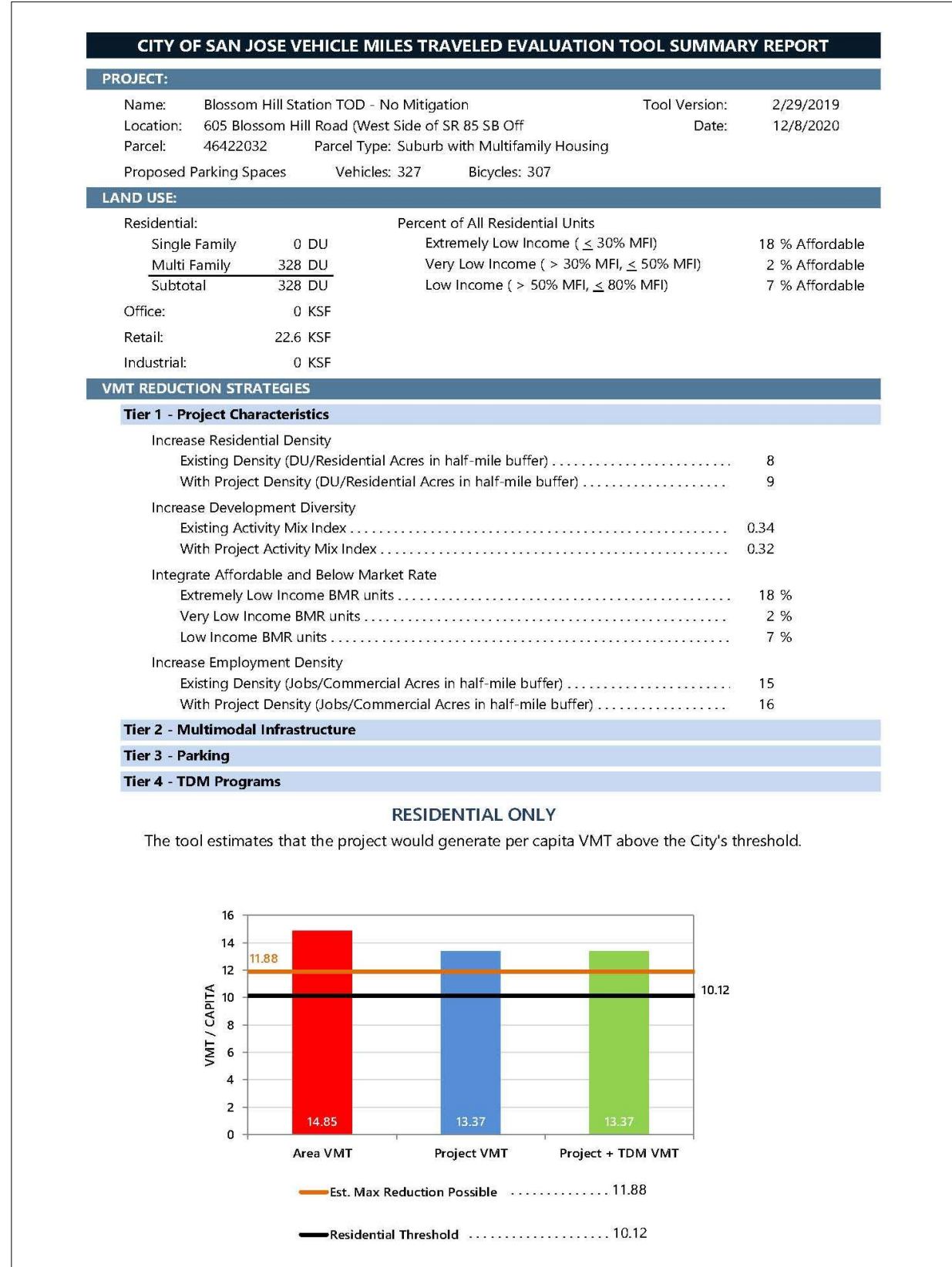
If a TDM annual monitoring report shows that the project is not in conformance with the established trip cap, the project may add additional TDM measures to meet the trip cap. A follow-up report would be required within 6 months of introducing any additional TDM measures. If the new monitoring report shows the project is still out of conformance, penalties may be assessed by the City.

## Conclusions of VMT Impact and Mitigation

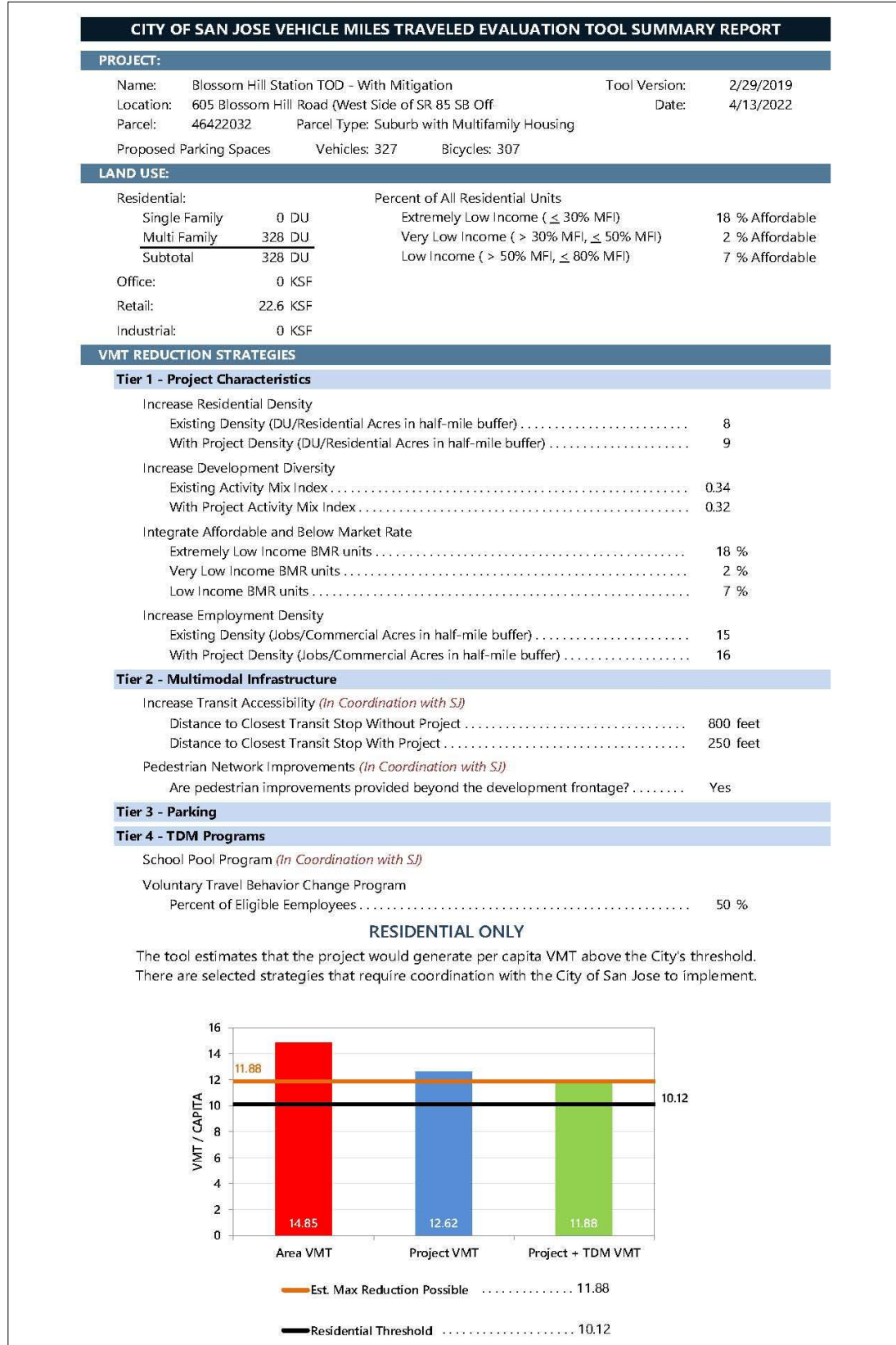
Based on the City’s VMT Evaluation Tool, implementing the multimodal infrastructure improvements and TDM measures described above would lower the project VMT to 11.88 per capita. This represents a reduction of 20% compared to the area VMT and is the maximum reduction possible.

Figures 8A and 8B show the VMT summary reports generated by the evaluation tool without and with implementation of the recommended mitigation measures, respectively. Since the project VMT would remain above the City’s threshold of 10.12 VMT per capita with mitigation, the VMT impact is considered unmitigable. Thus, the project would result in a significant and unavoidable VMT impact.

**Figure 8A**  
**San Jose VMT Evaluation Tool Summary Report – No Mitigation**



**Figure 8B**  
**San Jose VMT Evaluation Tool Summary Report – With Mitigation**



To address the unmitigable project impact, City Council would need to adopt a statement of overriding considerations. The override would apply to the VMT that cannot be mitigated ( $11.88 - 10.12 = 1.76$  VMT) and would be in the form of either the construction or funding of multi-modal improvements. The base override fee for residential projects was established in March of 2018 when Council Policy 5-1 was adopted and is \$2,300 per VMT not mitigated per resident. According to the City of San Jose Land Use Assumptions for the 2020 General Plan Four-Year Review, there are approximately 3 residents per household within the City. The override fee is subject to an annual escalation on January 1<sup>st</sup> in line with the Engineering News-Record Construction Cost Index (ENR CCI) for San Francisco. The ENR CCI percent change for 2021 is +2.9%. Thus, based on a 2020 override fee of \$2,450, the 2021 override fee amounts to \$2,521.

Note that since the affordable housing component of the project would meet all the screening criteria outlined in the City's *Transportation Analysis Handbook* for "Restricted Affordable Residential Projects or Components", the affordable housing component of the project (89 affordable apartment units) is exempted from the override VMT fee calculation. A description of the screening criteria and an explanation of how the affordable housing component of the project satisfies each criterion are included below.

### Screening Criteria for Restricted Affordable Residential Projects or Components

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

The affordable housing component of the project would meet each criterion as follows:

- Would consists of 100% restricted affordable units = Criterion 1 met;
- Would be located within the future Blossom Hill Road/Cahalan Avenue Urban Village (Planned Growth Area) = Criterion 2 met;
- Would be located within ½ mile of high-quality transit (Blossom Hill station) = Criterion 3 met;
- Would have a residential density of 44 DU/AC ( $328 \text{ DU} / 7.42 \text{ AC} = 44 \text{ DU/AC}$ ) = Criterion 4 met;
- Would implement a TDM Plan = Criterion 5 met;
- Would provide the minimum amount of parking required = Criterion 6 met; and
- Would not negatively impact transit, bike or pedestrian infrastructure = Criterion 7 met.

## Override VMT Impact Fee Calculation

Based on the current override fee the project, which includes up to 239 market rate residential units, would be required to pay a VMT impact fee of \$3,181,300 as follows:

$$\text{VMT Impact Fee: } \$2,521 \times 1.76 \text{ VMT} \times (239 \text{ units} \times 3 \text{ residents per unit}) = \$3,181,300$$

City staff have indicated that the project will be required to implement improvements that are equal to the total VMT impact fee amount. A final list of improvements and associated cost estimates will be prepared as part of the conditions of approval for the project. The following preliminary list of improvements is subject to change based on the final cost estimates:

### 1. Blossom Hill Road & Cahalan Avenue Intersection Improvements (Preliminary)

#### Signal Improvements

- Remove pork-chop island at northwest corner and tighten curb radius to 15 feet. The truck turning template contained in Appendix E shows that trucks could adequately negotiate this southbound right-turn movement.
- Provide new signal poles and mast arms at all corners and remove existing signal pole from median island on Blossom Hill Road.

#### Lane Configuration and Striping Improvements

- Upgrade crosswalks to high visibility crosswalks.
- Install intersection lane line extension for northbound left-turn movement.

#### Signal Operations and Street Lighting Improvements

- Provide 8-phase signal operations.
- Upgrade existing signal cabinet and controller on northwest corner.

#### Crosswalk and Curb Ramp Improvements

- Add new crosswalk to west leg of intersection.
- Install accessible pedestrian signals (APS) at all crosswalks.
- Upgrade pedestrian ramps at all corners to ADA standards and provide directional curb cuts.

#### ITS Infrastructure and Identification

- Upgrade to video detection for all intersection approaches (Point-Zoom cameras).

### 2. Blossom Hill Road & Snell Avenue Intersection Improvements (Preliminary)

#### Signal Improvements

- Remove pork-chop islands at northeast, southeast and southwest corners and tighten curb radii.
- Provide new signal poles and mast arms at all corners and remove existing signal poles from median island on Blossom Hill Road.

#### Lane Configuration and Striping Improvements

- Upgrade all crosswalks to high visibility crosswalks.

#### Signal Operations and Street Lighting Improvements

- Upgrade existing signal cabinet and controller on northwest corner.

#### Crosswalk and Curb Ramp Improvements

- Provide directional pedestrian curb ramps on all corners.



### 3. Canoas Creek Trail Extension

- The project would construct a Canoas Creek trail extension from the project site to Martial Cottle Park. The trail extension would potentially include demolition and relocation of portions of the VTA light rail station, including all or a part of the stairs leading to the North side of the VTA station; removal of the fencing and demolition of concrete structures under the Hwy 85 overpass; and the creation of an 8- to 12-foot-wide bicycle/pedestrian shared-use path along Canoas Creek. Signage, landscaping, and/or fencing would buffer the trail from the adjacent residential neighborhoods to the east and west of Canoas Creek. Bridges and platforms over Canoas Creek may be included to link the adjacent portion of the new trail to the future trail extension.

## Cumulative Impact Analysis

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

According to the San Jose 2040 General Plan, the project site is designated as Neighborhood Community Commercial (NCC) and is located within the planned Blossom Hill Road and Cahalan Avenue Urban Village. The proposed project consists of a high-density transit-oriented residential development, including an affordable housing component (27% affordable), and is a mixed-use project that includes retail uses. According to Implementation Policy 5.12 (IP-5.12), residential projects in a non-approved Urban Village can develop on sites with a commercial land use designation (such as the project site's current NCC designation) if they either apply as a mixed-use development under the category of Signature Projects or are 100% affordable housing and comply with Policy IP-5.12 of the General Plan. The project is applying for a special use permit under the Signature Project category. Although the Urban Village Plan has not yet been approved, the proposed transit-oriented mixed-use development would be allowed to occur under the current NCC land use designation. Therefore, the project conforms to the current General Plan and would not require a General Plan Amendment.

The project would be considered part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.



## 4. Local Transportation Analysis

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This chapter describes the local transportation analysis including the method by which project traffic is estimated, intersection operations analysis for background plus project conditions, 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 San Jose intersections and to identify potential negative effects due to the addition of project traffic. Information required for the intersection operations analysis related to project trip generation, trip distribution, and trip assignment are presented in this section. The study intersections are located in the City of San Jose and are evaluated based on the City of San Jose's intersection analysis methodology and standards in determining potential adverse operational effects due to the project, as described in Chapter 1. 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

Through empirical research, data have been collected that quantify the amount of traffic produced by many types of land uses. This research is compiled in the *Trip Generation Manual, 10<sup>th</sup> Edition* (2017) published by the Institute of Transportation Engineers (ITE). The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates by the size of the development.

Trips that would be generated by the residential component of the mixed-use project were estimated using the ITE average trip rates for "Multifamily Housing Mid-Rise" (ITE Land Use 221) located in a General Urban/Suburban setting. This land use category includes apartment, townhouse and condominium developments with a total of at least four (4) dwelling units and that have between three (3) and ten (10) levels. As proposed, both residential buildings would be more than 4 stories tall and less than 10 stories tall. The same trip rates were applied to both the affordable and market rate components of the project.

Trips that would be generated by the retail component of the project were estimated using the ITE average trip rates for “Shopping Center” (ITE Land Use 820) located in a General Urban/Suburban setting. The ITE rates for Shopping Center are commonly used for projects such as this if the specific retail land uses are not known at the time the traffic study is being prepared, since shopping centers typically contain a wide range of retail land uses.

### **Trip Adjustments and Reductions**

In accordance with San Jose’s *Transportation Analysis Handbook* (April 2018, Section 4.8, “Intersection Operations Analysis”), the project is eligible for adjustments and reductions from the baseline trip generation 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 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 2018 San Jose guidelines, the project qualifies for a location-based adjustment. The location-based adjustment reflects the project’s vehicle mode share based on the “place type” in which the project is located 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 Housing”. Therefore, the baseline project trips were adjusted to reflect a Suburban with Multifamily Housing mode share. Residential and retail developments within Suburban with Multifamily Housing areas have a vehicle mode share of 88% (according to Table 6 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 San Jose Travel Demand Model. The 12% trip reduction is based on the percent of mode share for other modes of travel besides vehicles.

#### *Project-Specific Residential Trip Reduction*

According to the *Transportation Analysis Handbook*, the VMT reduction resulting from implementing the VMT reduction strategies in the evaluation tool should be included as part of the trip generation estimates. The standard VMT reduction strategies that apply to the project include the following project characteristics: Increase Residential Density, Increase Employment Density, Increase Development Diversity, Integrate Affordable and Below Market Rate Units, Increase Transit Accessibility, and Provide Pedestrian Network Improvements. The VMT Evaluation Tool calculated a 15% external trip reduction based on the project’s mix of increased residential and employment density, proposed affordable residential units, improved transit accessibility, and proposed pedestrian network improvements.

#### *Retail Pass-By Trip Reduction*

A pass-by trip reduction can be applied to the net peak hour trip generation estimates for the proposed ground floor 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 ground floor retail space based on the ITE *Trip Generation Handbook* (Third Edition) for the 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 AM peak 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.

### **Net Project Trips**

After applying the ITE trip rates to the proposed residential and retail uses and applying the appropriate trip adjustments and reductions, the project would generate 1,768 new daily vehicle trips, with 102 new trips occurring during the AM peak hour and 139 new trips occurring during the PM peak hour. Using the inbound/outbound splits contained in the ITE *Trip Generation Manual*, the project would produce 32 new inbound and 70 new outbound trips during the AM peak hour, and 80 new inbound and 59 new outbound trips during the PM peak hour (see Table 4).

### **Trip Distribution and Assignment**

The trip distribution patterns for 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 AM and PM peak hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution patterns.

Figure 9 shows the residential project trip distribution pattern and trip assignment. Figure 10 shows the trip distribution pattern and trip assignment for the retail component of the project. The total project trip assignment is shown on Figure 11.

## **Traffic Volumes Under All Scenarios**

### **Existing Traffic Volumes**

Existing AM and PM peak hour traffic volumes were obtained from the City of San Jose, the 2018 CMP Annual Monitoring Report, and new manual turning-movement counts conducted in August of 2019 (prior to the COVID-19 pandemic conditions). The new count data are contained in Appendix A and have been reviewed and approved by City of San Jose Department of Transportation staff for use in this traffic study. As required by the VTA CMP, the PM peak hour traffic volumes at the three CMP intersections were obtained from the latest version of the CMP Annual Monitoring Report. The existing peak-hour intersection volumes are shown on Figure 12.

### **Background Traffic Volumes**

Background traffic volumes are typically estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed developments. The added traffic from approved but not yet completed developments is provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). However, City staff have indicated that ATI is not available for the study intersections because there are no approved projects in the study area. Thus, background conditions presented in this traffic study are identical to existing conditions. Accordingly, existing/background conditions (see Figure 12) represent the baseline conditions to which project conditions are compared for the purpose of determining potential adverse operational effects of the project.

### **Background Plus Project Traffic Volumes**

Project trips were added to existing/background traffic volumes to obtain project traffic volumes (see Figure 13).

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

**Table 4**  
**Project Trip Generation Estimates**

ITE Land Use	ITE Land Use Code	% of Vehicle Mode Share	VMT <sup>3</sup>		Reduction %	Size	Daily		AM Peak Hour						PM Peak Hour					
			Existing	Project			Rate	Trip	Pk-Hr Rate	Split In	Split Out	Trip			Pk-Hr Rate	Split In	Split Out	Trip		
Multifamily Housing (Mid-Rise) (LU 221)	221					328 DU	5.44	1,784	0.36	26%	74%	31	87	118	0.44	61%	39%	88	56	144
15% housing and retail mixed-use reduction <sup>1</sup>					15%			(128)				(1)	(2)	(3)				(7)	(6)	(13)
Location based reduction (Suburb with Multifamily Homes) <sup>2</sup>		88%			12%			(199)				(4)	(10)	(14)				(10)	(6)	(16)
Project Specific VMT reduction <sup>3</sup>			14.85	12.62	15%			(219)				(4)	(11)	(15)				(11)	(7)	(18)
<b>Total Residential Project Trips:</b>								<b>1,238</b>				<b>22</b>	<b>64</b>	<b>86</b>				<b>60</b>	<b>37</b>	<b>97</b>
Shopping Center (LU 820)	820					22,595 SF	37.75	853	0.94	62%	38%	13	8	21	3.81	48%	52%	41	45	86
15% housing and retail mixed-use reduction <sup>1</sup>					15%			(128)				(2)	(1)	(3)				(6)	(7)	(13)
Location based reduction (Suburb with Multifamily Homes) <sup>2</sup>		88%			12%			(87)				(1)	(1)	(2)				(4)	(5)	(9)
34% PM Passby Reduction <sup>4</sup>					17%/0%/34%			(108)				0	0	0				(11)	(11)	(22)
<b>Total Retail Project Trips:</b>								<b>530</b>				<b>10</b>	<b>6</b>	<b>16</b>				<b>20</b>	<b>22</b>	<b>42</b>
<b>Total New Project Trips</b>								<b>1,768</b>				<b>32</b>	<b>70</b>	<b>102</b>				<b>80</b>	<b>59</b>	<b>139</b>

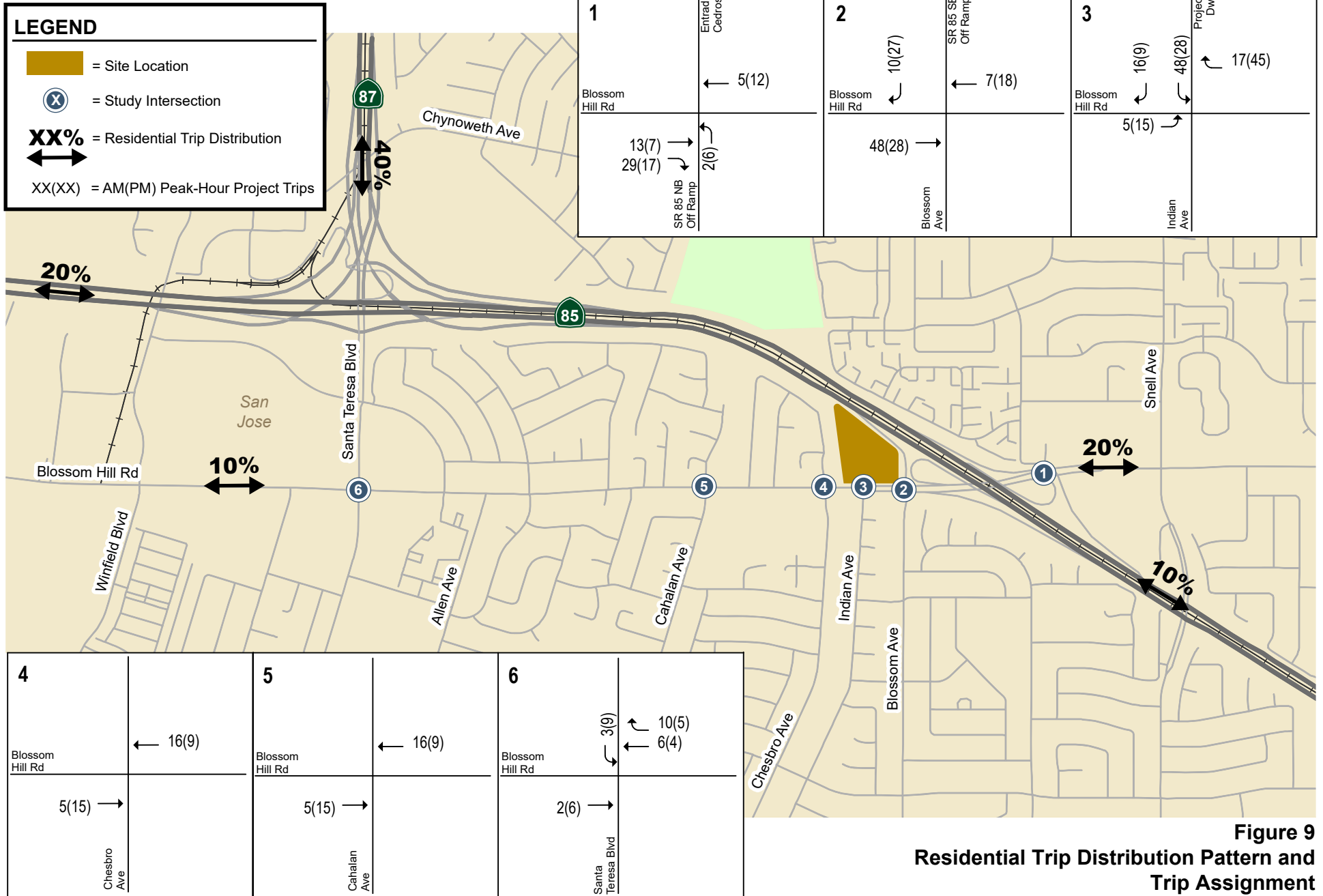
Source: ITE Trip Generation Manual, 10<sup>th</sup> Edition (2017). Rates for Multifamily Housing (Land Use 221) expressed in trips per DU; rates for Shopping Center (Land Use 820) expressed in trips per 1,000 SF.

<sup>1</sup> A 15% residential/retail internal mixed-use trip reduction was applied per the 2014 Santa Clara VTA TIA Guidelines. The 15% reduction was first applied to the smaller trip generator (retail). The same number of trips were subtracted from the larger trip generator (residential) to account for both trip ends.

<sup>2</sup> The project site is located within the place type Suburban with Multifamily Housing based on the City of San Jose VMT Evaluation Tool (February 29, 2019). The location-based vehicle mode share percentage outputs are obtained from Table 6 of the City of San Jose Transportation Analysis Handbook (April 2018). The 12% trip reduction is based on the percent of mode share for other modes of travel besides vehicles.

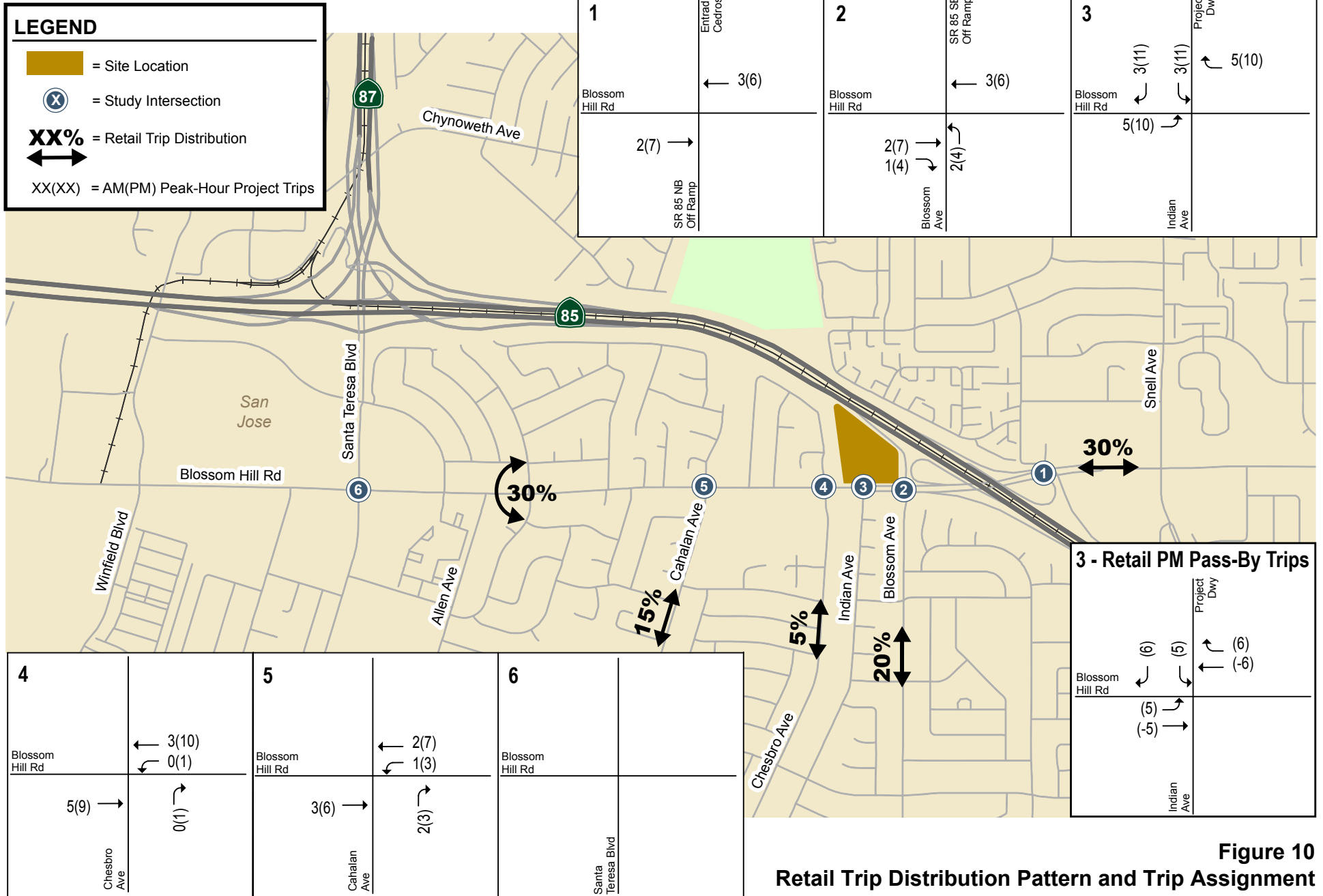
<sup>3</sup> Based on the existing and project VMTs per capita obtained from the City's VMT Evaluation Tool, a 15% reduction for the residential component of the project was applied. It is assumed that every percent reduction in VMT per capita is equivalent to one percent reduction in peak-hour vehicle trips.

<sup>4</sup> The PM peak hour pass-by trip reduction percentage (34% for Shopping Center) was based on the ITE Trip Generation Handbook (Third Edition). No AM peak hour pass-by trip reduction is provided. The daily pass-by trip reduction (17%) was calculated based on the average of the AM and PM pass-by trip reduction percentages.



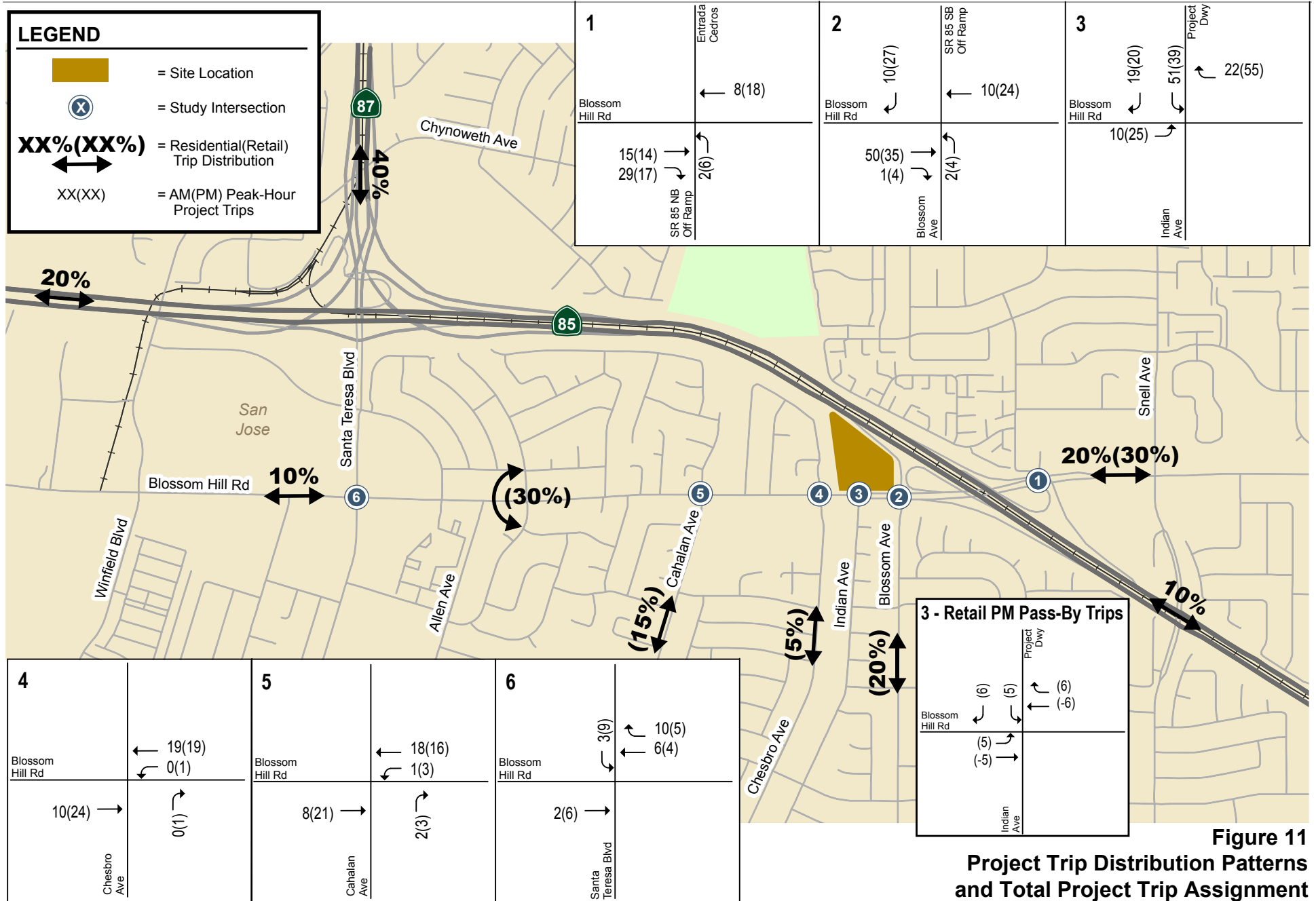
**Figure 9**  
Residential Trip Distribution Pattern and Trip Assignment

# Blossom Hill Station TOD



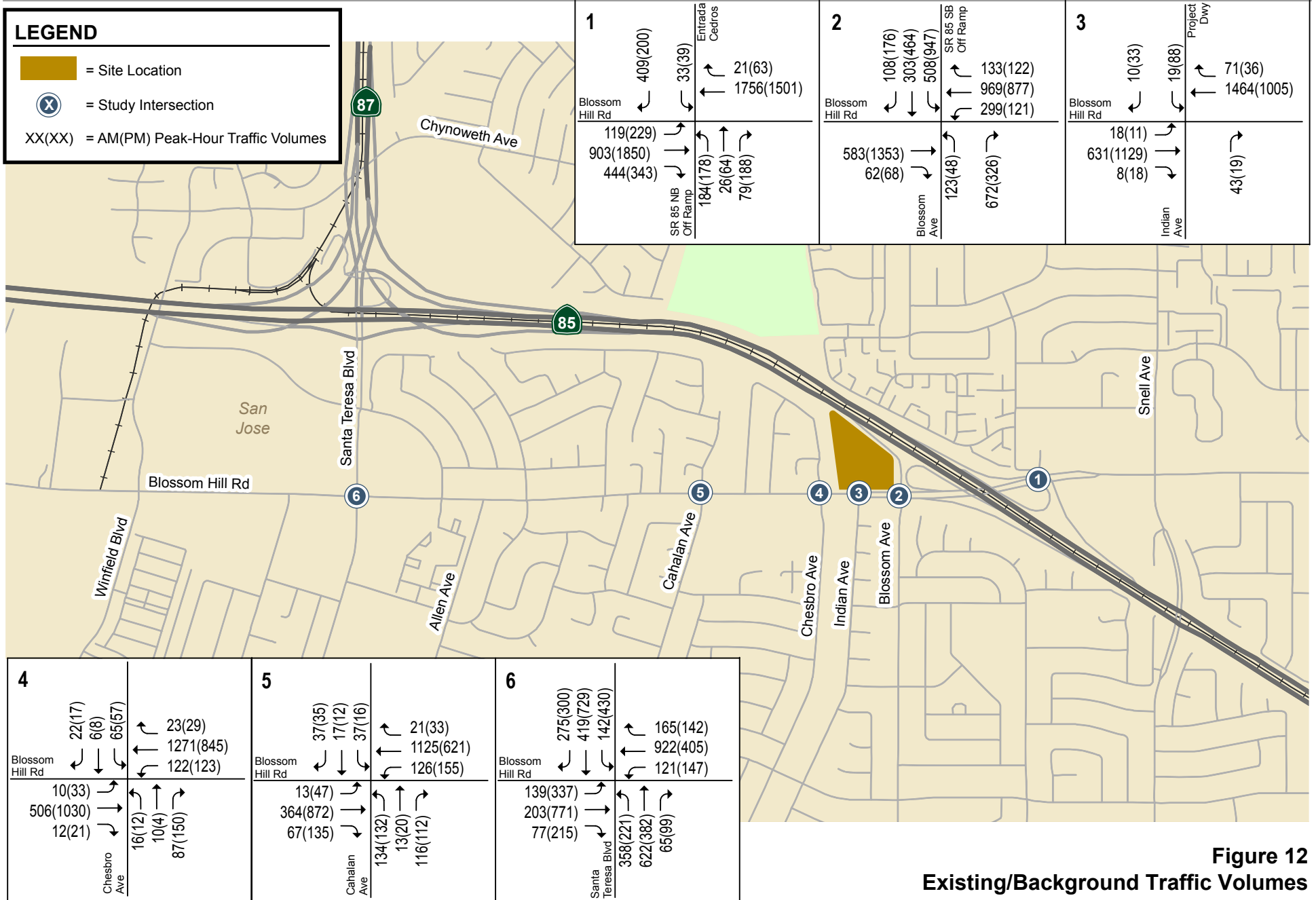
**Figure 10**  
**Retail Trip Distribution Pattern and Trip Assignment**





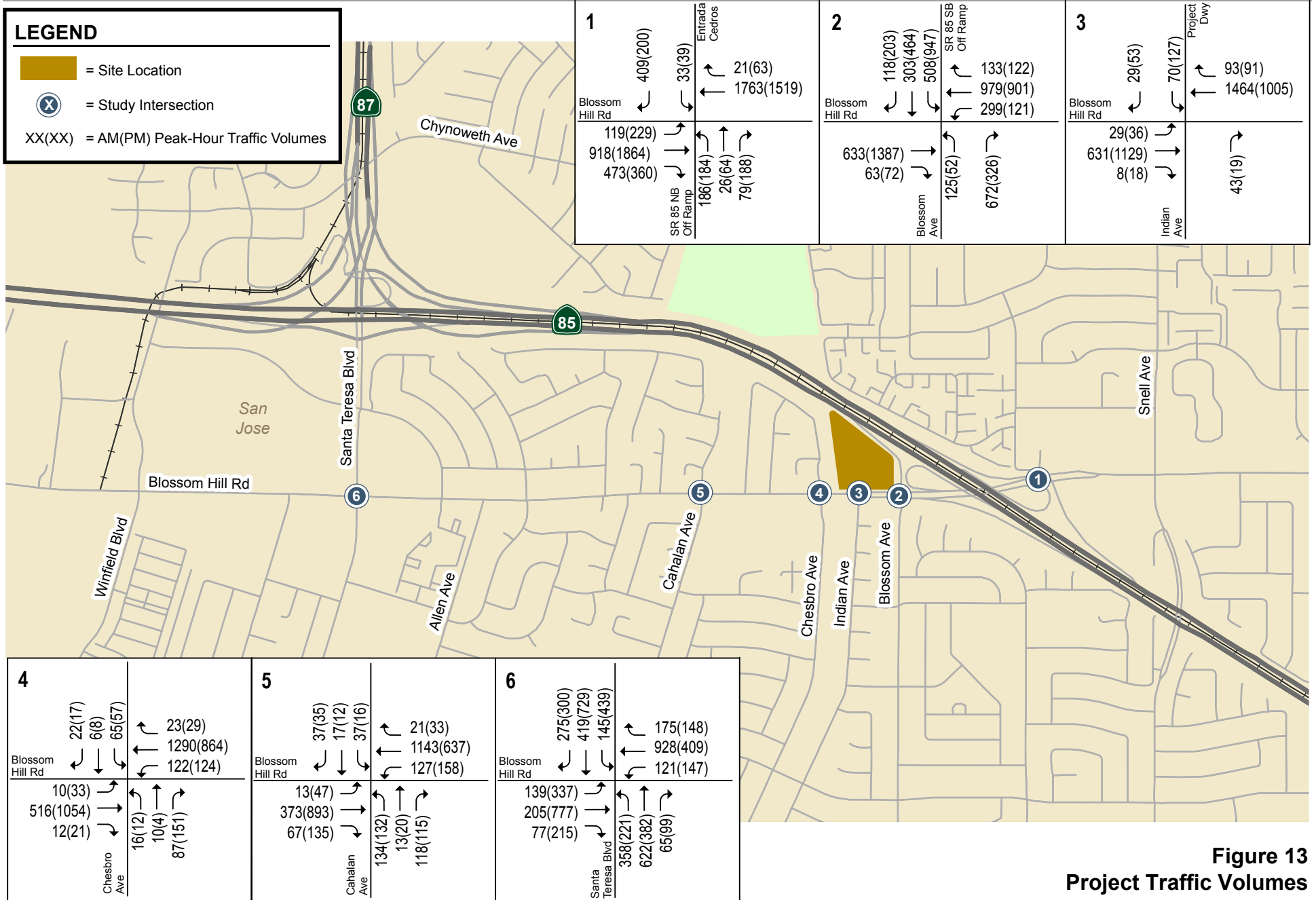
**Figure 11**  
Project Trip Distribution Patterns  
and Total Project Trip Assignment

# Blossom Hill Station TOD



**Figure 12**  
Existing/Background Traffic Volumes

# Blossom Hill Station TOD



**Figure 13**  
**Project Traffic Volumes**

## Intersection Traffic Operations

Intersection levels of service were evaluated against the standards of the City of San Jose. The results of the analysis show that all but one of the signalized study intersections are currently operating at an acceptable level of service (LOS D or better) during both the AM and PM peak hours of traffic and would continue to do so under background and background plus project conditions (see Table 5). The intersection of SR 85 Southbound Off-Ramp/Blossom Hill Road is operating at an unacceptable LOS E during both the AM and PM peak hours of traffic under existing/background conditions and would continue to do so under project conditions. However, the project would not have an adverse effect on intersection operations according to the City's operational thresholds.

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

**Table 5**  
**Intersection Level of Service Summary**

Int. #	Intersection	LOS Standard	Peak Hour	Count Date	Existing / Background Conditions		Project Conditions			
					Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	SR 85 NB Off-Ramp and Blossom Hill Road (E) *	D	AM	12/06/18	30.4	C	30.3	C	0.0	0.002
			PM	12/06/18	33.6	C	33.6	C	-0.1	0.003
2	SR 85 SB Off-Ramp and Blossom Hill Road (W) *	D	AM	12/13/18	<b>60.2</b>	<b>E</b>	<b>61.6</b>	<b>E</b>	<b>2.5</b>	<b>0.010</b>
			PM	12/13/18	<b>59.2</b>	<b>E</b>	<b>60.1</b>	<b>E</b>	<b>1.4</b>	<b>0.006</b>
3	Indian Avenue and Blossom Hill Road	D	AM	08/28/19	7.7	A	11.1	B	3.5	0.042
			PM	08/28/19	12.7	B	18.8	B	6.4	0.058
4	Chesbro Avenue and Blossom Hill Road	D	AM	08/28/19	18.6	B	18.4	B	-0.1	0.004
			PM	08/28/19	28.1	C	27.8	C	-0.2	0.006
5	Cahalan Avenue and Blossom Hill Road	D	AM	08/28/19	21.8	C	21.7	C	-0.1	0.003
			PM	08/28/19	29.8	C	29.6	C	-0.1	0.006
6	Santa Teresa Boulevard and Blossom Hill Road *	D	AM	08/28/19	35.2	D	35.1	D	0.0	0.001
			PM	12/04/18	36.9	D	36.9	D	0.0	0.004

Legend  
 \* Denotes CMP Intersection  
 Bold indicates unacceptable level of service.

## Intersection Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis at intersections where the project would add a noteworthy number of trips to the left-turn movements. For the purpose of this analysis, a noteworthy number of trips equates to 10 trips or more per lane. Based on this threshold and the project trip assignment, the eastbound and southbound left-turn movements at the signalized project driveway (Indian Avenue/Project Driveway and Blossom Hill Road intersection) were examined as part of the intersection queuing analysis for this project.

The result of the queuing analysis show that adequate vehicle storage would be provided to accommodate the 95<sup>th</sup> percentile vehicle queues (maximum queues) that would develop for both left-turn movements under project conditions (see Table 6).

It is important to note that the 95<sup>th</sup> percentile queue for the eastbound left-turn pocket is estimated to increase to 4 vehicles in length (double in length) as a result of the project, which would fill the short 100-foot left-turn pocket. A queue of 5 vehicles or more would spill out into the adjacent eastbound through lane on Blossom Hill Road. In order to avoid this potential operational issue, the eastbound left-

turn pocket would need to be lengthened. However, the adjacent westbound left-turn pocket on Blossom Hill Road at Chesbro Avenue would need to be shortened in order to achieve this, since these left-turn pockets are situated back-to-back. This is not recommended because, based on field observations, the westbound left-turn pocket at Chesbro Avenue is currently being fully utilized at peak times. If operational issues occur in the future at the eastbound left-turn pocket serving the project site, signal timing changes should be considered.

**Table 6**  
**Intersection Queuing Analysis Summary**

Measurement	Indian Avenue/Project Driveway & Blossom Hill Road			
	EB LT		SB LT	
	AM	PM	AM	PM
<b>Existing / Background <sup>4</sup></b>				
Cycle/Delay <sup>1</sup> (sec)	140	160	140	160
Volume (vphpl )	18	11	19	88
95th % Queue (veh/ln.)	2	2	2	7
95th % Queue (ft./ln.) <sup>2</sup>	50	50	50	175
Storage (ft./ ln.) <sup>3</sup>	100	100	175	175
Adequate (Y/N)	Y	Y	Y	Y
<b>Background Plus Project</b>				
Cycle/Delay <sup>1</sup> (sec)	140	160	140	160
Volume (vphpl )	29	36	70	127
95th % Queue (veh/ln.)	3	4	6	10
95th % Queue (ft./ln.) <sup>2</sup>	75	100	150	250
Storage (ft./ ln.) <sup>3</sup>	100	100	300	300
Adequate (Y/N)	Y	Y	Y	Y
<b>Notes:</b> <sup>1</sup> Vehicle queue calculations based on cycle length. <sup>2</sup> Assumes 25 Feet Per Vehicle Queued. <sup>3</sup> Storage Length represents the length of turn pocket or the distance to the closest driveway or cross street. <sup>4</sup> There are no approved trips for these intersections; thus, volumes would not change between Existing conditions and Background conditions.				

## Freeway Ramp Operations

### Freeway On-Ramps

An evaluation of metered freeway on-ramps providing access to northbound SR 85 from the project site was performed to identify the effects of the addition of project traffic on the vehicle queues at the metered on-ramps. The two freeway on-ramps listed below in the project study area are currently metered during the AM peak hour. No freeway on-ramps in the project study area are metered during the PM peak hour.

- SR 85 northbound diagonal on-ramp from westbound Blossom Hill Road
- SR 85 northbound loop on-ramp from eastbound Blossom Hill Road

**SR 85 Northbound Diagonal On-Ramp from Westbound Blossom Hill Road**

Based on field observations, long vehicle queues develop along westbound Blossom Hill Road during the AM peak hour as a result of the disproportionate lane usage due to the metered SR 85 northbound on-ramp. All the vehicles preparing to enter northbound SR 85 use the outside through lane (curb lane) on westbound Blossom Hill Road. The longest vehicle queue nearly extended to Snell Avenue. However, a vehicle queue of this length occurred only once during the AM observation period. Typical vehicle queues observed during the AM peak hour were half this length or less and cleared the intersection in one signal cycle. The vehicle queue on the SR 85 northbound diagonal on-ramp frequently filled the on-ramp due to the metering light, but the queue never affected intersection operations. Since the project would not add any trips to this on-ramp, the project would have no effect on the operation of this on-ramp.

**SR 85 Northbound Loop On-Ramp from Eastbound Blossom Hill Road**

Based on field observations, no vehicle queuing issues were observed on this on-ramp. It is estimated that the project would add 29 AM peak hour vehicle trips to the loop on-ramp, which equates to about 1 trip every two minutes during the AM peak hour. Based on an existing ramp volume of 444 AM peak hour vehicle trips, this represents a volume increase of about 6.5 percent. Therefore, it can be concluded that the project would not noticeably increase the vehicle queue or delay for the SR 85 northbound loop on-ramp during the AM peak hour.

**SR 85 Southbound Off-Ramp to Blossom Hill Road**

An evaluation of the southbound SR 85 off-ramp to Blossom Hill Road was prepared to identify the effect of the addition of project traffic on the vehicle queues and delay on the off-ramp. Based on field observations, a long vehicle queue develops on the off-ramp due to the heavy traffic volume exiting the freeway during the PM peak hour. The queue occasionally extends back to where the second lane begins on the off-ramp. It is estimated that the project would add 27 PM peak hour vehicle trips to the southbound right-turn movement (shared through/right-turn lane) on the off-ramp (about 1 trip every two minutes). Based on a volume of 640 PM peak hour vehicle trips currently utilizing the single shared lane, this represents a volume increase of about 4 percent. According to the TRAFFIX intersection level of service calculation for this movement, the project would increase the southbound shared through/right-turn lane vehicle queue by two vehicles in length and would increase the vehicle delay for this movement by 2.1 seconds per vehicle. Therefore, it can be concluded that the project would not substantially increase the vehicle queue or delay for the shared through/right-turn movement on the SR 85 southbound off-ramp during the PM peak hour.

The TRAFFIX level of service calculation sheets are contained in Appendix C.

**Site Access and On-Site Circulation**

The site access and circulation evaluations are based on the August 19, 2020 site plan prepared by HMM Engineers (see Figure 2 in Chapter 1). Site access was evaluated to determine the adequacy of the site's driveways with regard to the following: traffic volume, delays, vehicle queues, sight distance, and geometric design. On-site vehicular circulation and parking layout were reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

**Site Access and Project Driveways**

Vehicular access to the project site would be provided via a full-access signalized driveway on Blossom Hill Road. The main north-south drive aisle on site would be realigned and would provide access to both residential buildings and to the VTA surface parking lot and passenger loading area (i.e., Kiss & Ride). Parking for residents of the market rate apartments and affordable apartments would be provided via a parking garage within Building A, located on the east side of the main drive aisle. The



project plans to retain 212 surface parking spaces to serve VTA users on the northwest portion of the site adjacent to the LRT station access tunnel.

The site plan shows two designated areas for short-term loading activities along the main north-south drive aisle. One is situated adjacent to the west side of Building A and the other is situated adjacent to the east side of Building B. As proposed, these loading zones would be used for passenger loading, residential move-in/move-out, and deliveries. An additional freight loading zone is provided adjacent to Building A on the north side of the garage entrance between the building and the transit plaza.

### **Project Driveway Volumes and Operations**

According to the site plan provided, the main two-way drive aisle would consist of one 12-foot-wide inbound lane and one 10-foot-wide outbound lane. The single outbound lane would widen to two lanes as it approaches the signal at Blossom Hill Road and consists of a 10-foot southbound left-turn lane and a 12-foot southbound right-turn lane. Based on the proposed improvements, the proposed driveway would be much narrower than the existing driveway. However, large vehicles including trucks and emergency vehicles could adequately access the site due to the large radii of the curb returns at the driveway.

The AM and PM peak hour project-generated trips that are estimated to occur at the project driveway on Blossom Hill Road are shown previously on Figure 11. Since the site provides parking for and access to the Blossom Hill LRT station, the existing AM and PM peak hour trips attributable to LRT users are shown previously on Figure 12. The total future AM and PM peak hour trips estimated to occur at the driveway with the project are shown on Figure 13.

As indicated by the detailed intersection level of service calculations (see Appendix C), the outbound movements at the driveway would operate at LOS E during the AM peak hour and LOS D during the PM peak hour due to the delays drivers would experience when exiting the site. The eastbound left-turn movement (inbound movement) would operate at LOS E during both the AM and PM peak hours. The deficient level of service (LOS E) for these specific turning movements stems from the fact that the intersection has a relatively long cycle length, and because the majority of green time is assigned to the through movements on Blossom Hill Road since they carry heavy traffic volumes. Note that the average vehicle delay (weighted average) at the intersection calculates to LOS B under project conditions during both the AM and PM peak hours (see Table 5). Note also that adequate vehicle queuing space would be provided for all inbound and outbound movements at the signalized project driveway (see Table 6).

### **Reduced Driveway Width Configuration**

Based on the relatively low number of vehicles exiting the site during most periods of the day, the project driveway would operate adequately with only one outbound lane (shared right/left-turn lane configuration) instead of two outbound lanes (separate left-turn and right-turn lanes) as currently proposed. However, with a single outbound lane right-turning vehicles would experience more delay when exiting the site because right turns on red would not be possible. In addition, on-site vehicle queuing would increase. The maximum (95<sup>th</sup> percentile) outbound vehicle queue is estimated to be 325 feet in length and would occur during the weekday PM peak hour of traffic. A vehicle queue of this length would extend back into the four-way intersection and affect on-site operations. As previously shown in Table 6, 300 feet of on-site vehicle queuing space would be provided between Blossom Hill Road and the four-way intersection. Therefore, while a single outbound lane would provide adequate capacity most of the time, two outbound lanes would operate more efficiently during the peak traffic periods of the day. With either driveway configuration, the overall width and resulting pedestrian crossing distance would be reduced compared to existing conditions.

### **Sight Distance at the Project Driveway**

The project driveway should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles and bicycles traveling on Blossom Hill Road. Any landscaping and signage should be positioned in such a way to ensure an unobstructed view for drivers exiting the site. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to exit a driveway or locate sufficient gaps in traffic. The minimum acceptable sight distance is considered the Caltrans stopping sight distance. Sight distance requirements vary depending on roadway speeds. For driveways on Blossom Hill Road, which has a posted speed limit of 40 mph, the Caltrans stopping sight distance is 360 feet (based on a design speed of 45 mph). Accordingly, a driver must be able to see 360 feet along Blossom Hill Road in order to stop and avoid a collision.

According to the landscape plan, the project plans to remove all the existing street trees along the project frontage on Blossom Hill Road and replace them with new street trees. Like the existing trees, the new trees would have a high canopy and drivers exiting the signalized project driveway would continue to have an unobstructed view. Furthermore, the project is not proposing to add any signage or artwork along Blossom Hill Road that could negatively affect sight distance. Therefore, adequate stopping sight distance would continue to be provided at the signalized project driveway.

### **On-Site Vehicular Circulation and Parking Layout**

On-site vehicular circulation was reviewed in accordance with the City of San Jose Zoning Code and generally accepted traffic engineering standards. The proposed site plan would provide adequate vehicular circulation throughout the surface parking areas and residential parking garage.

As previously described, the main north-south drive aisle would be realigned and would provide full site access. An east-west drive aisle would intersect the main north-south drive aisle in the middle of the site. All vehicles that enter the site would pass through the intersection and either turn right to enter the residential parking garage (Building A), drive straight to access the Kiss & Ride passenger loading area and VTA surface parking, or turn left to access the affordable residential spaces (4 spaces adjacent to Building B) and VTA surface parking area. The site plan does not indicate the proposed method of traffic control at the intersection. Hexagon recommends all-way stop control be installed.

**Recommendation:** Install an all-way stop at the internal four-way intersection.

### **VTA Passenger Loading and Parking**

A passenger loading zone (Kiss & Ride) would be provided adjacent to the transit plaza and LRT station access point. The loading zone would provide approximately 80 feet of passenger loading space or room for about 4 vehicles. The proposed amount of curb space would be more than adequate to accommodate the anticipated VTA passenger loading operations.

The large surface lot on the northwest portion of the site would provide parking for VTA users. The site plan shows 90-degree parking stalls throughout the surface parking lot. The two-way drive aisles within the surface lot are shown to be 24 feet wide and would be adequate to allow vehicles to navigate through the lot and maneuver in and out of the parking spaces. Circulation throughout the VTA surface lot would be adequate with no dead-end aisles. The parking lot design is subject to VTA review and approval.

### **Residential Parking Garage Circulation**

The parking garage serving the residents of Buildings A and B would have two levels of parking: one ground level (see Figure 14) and one above ground level (see Figure 15). Together, the parking levels would provide 323 vehicle spaces and 54 motorcycle spaces, according to the site plan provided.

Note that prior to building permit issuance, the market rate developer and the affordable housing developer would enter into a shared parking agreement. The agreement would include the number and location of parking spaces within the garage allocated to residents of the affordable housing development, consistent with the Planning approvals.

**Recommendation:** Implement a shared parking agreement between the market rate developer and the affordable housing developer prior to issuing the building permits.

Based on the site plan, residents would access the ground level of the parking garage directly via a 24-foot-wide driveway accessed from the main drive aisle. No security gate would be provided, according to the site plan. The second parking level would be accessed via an internal ramp located on the ground parking level. Although not indicated on the site plan, it is assumed that all parking for the ground floor retail uses would be provided on the first level of the parking garage.

Level two of the parking garage would contain 23 tandem parking stalls (spaces for 46 vehicles). Since all parking for the retail uses would be provided on the ground level of the garage, the tandem parking stalls would be used by residents only. Thus, no conflicts between residents and retail customers would occur at the tandem parking stalls. The tandem stalls should be assigned to individual residential units.

**Recommendation:** Assign all residential tandem parking stalls to individual residential units.

The project would provide 90-degree parking stalls throughout both parking levels. The two-way drive aisles within the garage are shown to be 24 feet wide and would be adequate to allow vehicles to navigate both levels of the garage and maneuver in and out of parking spaces. However, the City's standard minimum width for two-way drive aisles is 26 feet wide where 90-degree parking is provided. Thus, the project should confirm with City of San Jose Public Works staff that the proposed 24-foot drive aisle width is acceptable.

**Recommendation:** Work with City staff to confirm the 24-foot drive aisle widths within the parking structure are acceptable.

Level 1 of the parking garage would contain two dead-end drive aisles. Level 2 would also contain two dead-end drive aisles. Vehicular circulation on both levels of the parking garage would be adequate, and three of the four dead-end drive aisles would be very short. Note that dead-end drive aisles are common in residential parking garages and typically are not problematic.

The internal 24 feet wide drive aisles and garage ramp were evaluated for vehicle access by the method of turning-movement templates. Analysis using the Passenger Car turning templates shows that small and large passenger vehicles (turning templates "Pm" and "P", respectively) could adequately negotiate through the site and access the ramp. However, drivers of both small and large vehicles would have difficulty negotiating the hairpin turn (right turn) required when accessing the ramp from the garage entrance. The right-turn (up) movement at the bottom of the ramp would require additional drive aisle width to complete the turn (i.e., vehicles would encroach upon the opposing/down lane), resulting in potential conflicts between inbound and outbound vehicles. Thus, a larger radius, wider ramp, and/or reoriented ramp is recommended to better serve inbound vehicles. In addition, convex mirrors should be located at the top and bottom of the ramps and all blind corners of the parking garage to eliminate blind spots for vehicles making these turns within the garage.

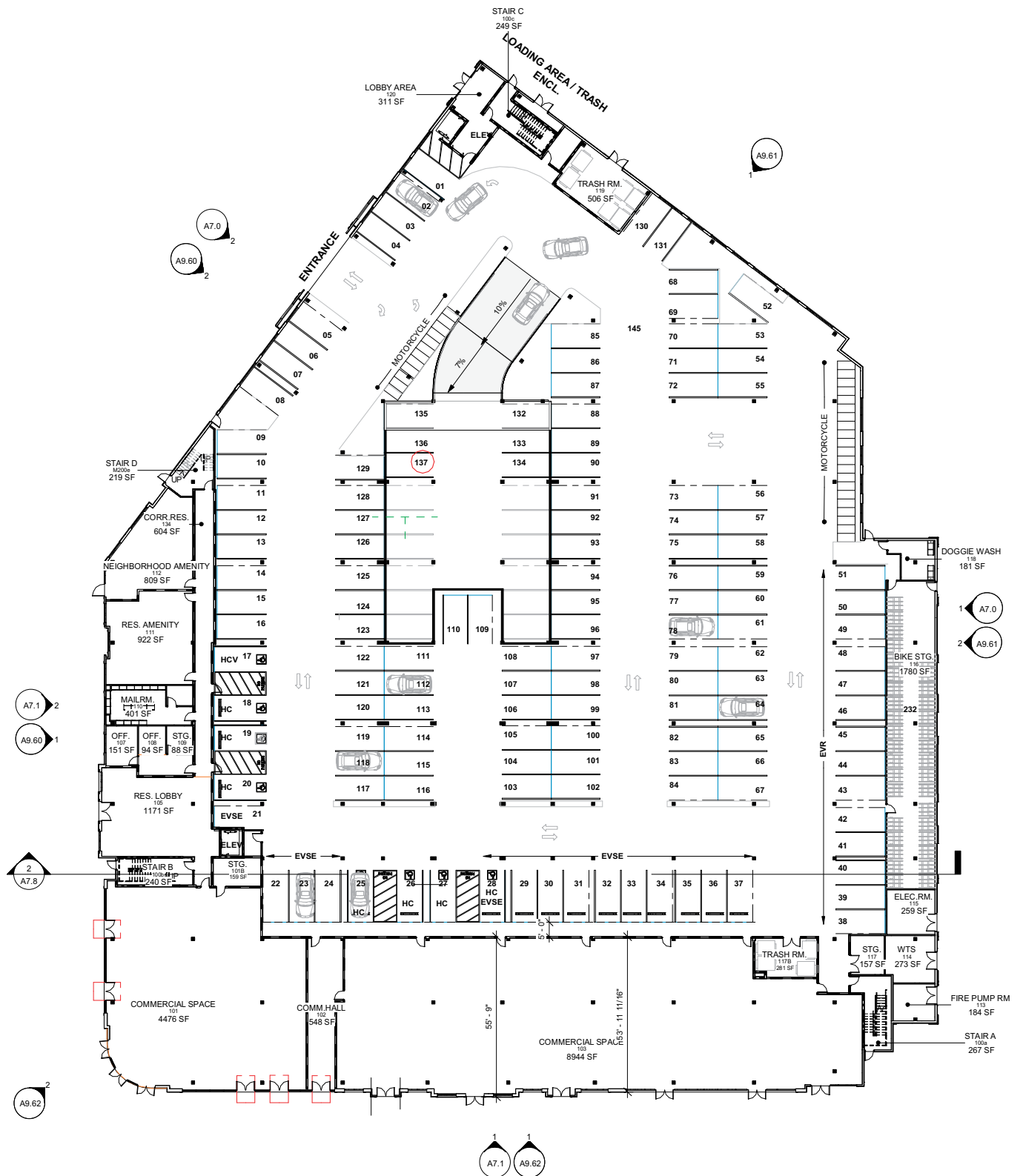


Figure 14  
Level 1 Parking Plan



**Figure 15**  
**Level 2 Parking Plan**

**Recommendation:** Provide a larger radius at the bottom of the ramp, widen the ramp, and/or reorient the ramp to better serve inbound (right turning) vehicles.

**Recommendation:** Install convex mirrors at all the blind corners of the parking garage to eliminate blind spots for vehicles making turns on both parking levels of the garage.

### Garage Ramp Slope

Typical engineering design standards require garage ramps to have no greater than a 20 percent grade with transition grades of half the maximum grade (10 percent or less). The project site plan shows a maximum slope of 16 percent, with a 10 percent transition grade at the top of the ramp and a 5 percent transition grade at the bottom of the ramp. Thus, the garage ramp meets the recommended design standards.

### Off Street Parking Stall Dimensions

The City's off-street parking design standard for 90-degree uniform parking stalls is 8.5 feet wide by 17 feet long. It appears all the standard parking stalls shown on the site plan (surface parking and garage parking) would meet this design standard. All compact stalls are shown to be 8 feet wide by 16 feet long, which also meets the City's standard. The accessible ADA stalls all measure 8 feet wide by 20 feet long and include access aisles of 5 feet or more for van accessibility.

### Truck Access and Circulation

The project site plan was reviewed for truck access using truck turning-movement templates for a SU-30 truck type, which represents small to medium emergency vehicles, garbage trucks, and delivery trucks. Based on the site plan configuration, adequate access would be provided for SU-30 trucks to access the site via the project driveway, maneuver through the site, and access the loading zones and trash staging area. Trucks would not have access to the Building A parking garage. The truck turning templates for the project site are contained in Appendix D.

### Residential Move-In and General Loading Operations

The site plan shows two designated areas for short-term loading activities along the main north-south drive aisle. One is situated adjacent to the west side of Building A (market rate apartments) and the other is situated adjacent to the east side of Building B (affordable apartments). As proposed, these loading zones would be used for passenger loading, residential move-in/move-out, and deliveries. An additional freight loading zone is provided adjacent to Building A on the north side of the garage entrance between the building and the transit plaza and would be used for move-in/move-out and loading/delivery purposes. The loading zones would be conveniently located near the residential lobbies, elevators and stairwells.

### Garbage Collection

Garbage collection activities for the project would occur on site. The site plan shows three trash rooms. One trash room would be located at the northernmost end of Building A. This residential trash room would be located within the building, but truck access would be provided from outside the building. A second trash room would be located at the southeast corner of Building A, adjacent to the retail uses. This retail trash room would be located within the building with no external access provided. For this reason, the retail trash bins would need to be wheeled out to the residential trash staging area on the north side of Building A on garbage collection days. The third trash room would be located on the north end of Building B. This residential trash room would be located within the building, but external truck access would be provided.



## Emergency Vehicle Access

In addition to the standard on site drive aisles provided, additional emergency vehicle access (EVA) would be provided along the eastern boundary of the site between Building A and the SR 85 SB off-ramp. A 26-foot-wide driveway on Blossom Hill Road would provide EVA to and from the fire access road and would be adequate to accommodate the types of emergency vehicles that may need to access the site. A mountable curb is proposed at the EVA driveway so that it is not confused with a standard driveway entrance. In addition, the EVA driveway should be gated or have removable bollards to prevent non-emergency vehicles from using the driveway. The site plan does not show a gate or bollards.

**Recommendation:** Provide a gate or removable bollards at the EVA driveway to prohibit unauthorized vehicular access.

According to Section 504.8 of the Caltrans Highway Design Manual (HDM), access control (e.g., driveways, public roads, etc.) should be situated at least 50 feet from the end of the curb return of an interchange ramp, or as far as necessary to ensure that entry onto the facility (or driveway) does not impair the operational characteristics of the ramp. According to the site plan, the project EVA driveway is shown to be approximately 25 feet from the end of the curb return/freeway off-ramp. However, the 50-foot Caltrans offset requirement does not apply to limited access situations such as the proposed EVA driveway, which would only serve emergency vehicles and would be gated.

The City of San Jose Fire Department requires that all portions of the buildings be within 150 feet of a fire department access road and requires a minimum of 6 feet clearance from the property line along all sides of the buildings. All areas of the proposed buildings would be within 150 feet of a fire access road, and adequate vertical clearance would be provided along all drive aisles and fire access roads. The proposed driveway widths shown on the site plan would be adequate to accommodate emergency vehicles.

## Construction Activities

Typical activities related to the construction of any development could include lane narrowing and/or lane closures, sidewalk and pedestrian crosswalk closures, and bike lane closures. In the event of any type of closure, clear signage (e.g., closure and detour signs) must be provided to ensure vehicles, pedestrians and bicyclists are able to adequately reach their intended destinations safely. As 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.

Note that the LRT parking on site would be closed during the project's construction period. Accordingly, the project should work with the VTA to identify an adequate temporary parking area for LRT users that is as convenient as possible.

**Recommendation:** Work with the VTA to identify an adequate temporary parking area for LRT users during the project construction phase.

## Pedestrian, Bicycle, and Transit Analysis

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 consist mostly of sidewalks along the streets in the immediate vicinity of the project site. Crosswalks with pedestrian signal heads and push buttons are located at most of the signalized intersections in the study area. Many roadways in the study area have bicycle lanes, including Blossom Hill Road. The project would construct a new bicycle/pedestrian shared-use path along the east side of Canoas Creek adjacent to the western boundary of the project site. In addition, the project would construct a pedestrian path along the eastern boundary of the project site, which would also serve as an emergency vehicle access (EVA) road. The paths would connect and create a half-mile loop trail around the site. Overall, the network of sidewalks and bike lanes would exhibit good connectivity and would provide new residents with safe routes to transit services and other points of interest nearby.

The site plan shows the existing sidewalk on Blossom Hill Road would be reconstructed along the entire project frontage. The new wider sidewalk would include tree wells. The signalized project driveway would also be reconstructed. The planned intersection improvements require signal modifications and include realigning the existing crosswalk on Blossom Hill Road (west leg), adding a crosswalk on the east leg, and adding current ADA compliant curb ramps with truncated domes. Truncated domes are the standard design requirement for detectable warnings which enable people with visual disabilities to determine the boundary between the sidewalk and the street. The planned improvements also include narrowing the width of the driveway from 4 lanes (2 inbound/2 outbound) to 3 lanes (1 inbound/2 outbound), thereby reducing the pedestrian crossing distance. A detailed traffic signal design is being prepared concurrently with this traffic study.

The reconstructed sidewalk on Blossom Hill Road would provide pedestrian access to the ground floor retail uses. The new project driveway would include sidewalks on both sides and would provide pedestrian access to the residential lobbies of Buildings A and B. The sidewalks would extend into the site and ultimately provide safe and efficient circulation throughout the site, including access to the transit plaza and LRT station. The transit plaza would serve as a link between the residential Building A and the Blossom Hill LRT Station.

The site plan shows multiple secure bike room locations would provide a total of 307 on-site bicycle parking spaces. Bicycle parking would be provided on the first floor of the Building A parking garage and adjacent to the west side of Building B. Providing convenient bike parking at multiple locations around the site would help create a bicycle-friendly environment and encourage bicycling by residents of the project. The project would not remove any bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities.

The pedestrian and bicycle facilities that would be provided as part of the project would help to encourage walking and biking. The City's General Plan identifies both walk and bicycle commute mode split targets as 15 percent or more for the year 2040. This level of pedestrian and bicycle mode share is a reasonable goal for the project, particularly if transit is utilized in combination with bicycle commuting.

### **Pedestrian and Bicycle Access to Schools**

Earl Frost Elementary School is located on Gettysburg Drive, which intersects Blossom Avenue approximately  $\frac{1}{4}$  mile south of the project site. Leonard Herman Intermediate School is located about  $\frac{3}{4}$  mile south of the project site on Blossom Avenue. Oak Grove High School is located on Blossom Hill Road approximately 1 mile east of the project site.

Safe and direct pedestrian access to all three schools is provided via a continuous network of sidewalks along the streets in the surrounding area. Crosswalks with pedestrian signal heads are provided at all signalized intersections along the school routes (Blossom Hill Road and Blossom Avenue). Crosswalks are also provided at the unsignalized intersections near the schools. Wheelchair ramps are provided at all corners of the intersections, though some do not meet the current ADA design standards. Adequate bicycle access to all three schools also is provided via striped bike lanes on Blossom Hill Road and Blossom Avenue.

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

### **Nearby Parks**

Two parks are located within walking distance of the project site: Cahalan Park located approximately ½ mile southwest of the project site, and Comanche Park located adjacent to Leonard Herman Intermediate School about ¾ mile south of the project site. Cahalan Park is a large 9.5-acre City park that includes a full-size basketball court, two ½-size basketball courts, two softball fields, large grass area used for soccer, two tennis courts, two playgrounds, picnic tables, and restrooms. Comanche Park is a 3-acre City park that includes two playgrounds and a large grass area.

### **Transit Services**

The Blossom Hill LRT Station is located adjacent to the project site and would benefit the project considerably. Due to the convenient location of the Blossom Hill Station, it is reasonable to assume that many residents would utilize the transit services provided. The City's General Plan identifies the transit commute mode split target as 20 percent or more for the year 2040. This level of transit ridership is attainable for a Transit-Oriented Development project such as this. It is estimated that the increased transit demand generated by the proposed project could be accommodated by the current available ridership capacities of the transit services in the study area.

The project would retain but reconfigure 212 VTA parking spaces at the northern half of the project site. Since there are 542 existing parking spaces at the Blossom Hill station, this represents a loss of 330 VTA parking spaces.

As part of the site development and reconfiguration, the existing on-site bus stop would be relocated to Blossom Hill Road. The project is proposing to add bus stops with duck-outs on both sides of Blossom Hill Road, approximately midway between the project driveway and the SR 85 southbound off-ramp. Although the site plan does not show much detail, it does appear to show that a VTA-standard 55-foot bus pad would be provided at each stop. The new bus stops should include standard signage, benches, and shelters with solar panels.

The project applicant should coordinate with VTA staff regarding the exact location and design of each bus stop, including the proposed duck-outs. Additionally, a signal modification may be needed at the SR 85 SB Off-Ramp/Blossom Hill Road intersection to implement the proposed curb line work associated with the duck-out design along the project frontage on Blossom Hill Road.

**Recommendation:** Coordinate with the Santa Clara VTA to determine the exact location and design features of each bus stop on Blossom Hill Road, including the proposed duck-outs and bus pads.

**Recommendation:** Coordinate with the Santa Clara VTA and Caltrans to determine if a signal modification is needed at the SR 85 SB Off-Ramp/Blossom Hill Road intersection to implement the proposed curb line work associated with the duck-out design along the project frontage on Blossom Hill Road.

## Vision Zero San Jose

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

## Blossom Hill Road Improvements

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

## Parking

### Residential Vehicle Parking

The City of San Jose’s off-street parking requirements as described in the City’s Zoning Code (Chapter 20.90, Table 20-210) for multiple dwellings with all open parking are as follows: 1.25 parking spaces for studio and one-bedroom units, 1.7 parking spaces for two-bedroom units, and 2.0 parking spaces for three-bedroom units. Based on the City’s off-street parking requirement and prior to applying any relevant parking reductions, the 328-unit project would require a total of 449 parking spaces calculated as follows:

#### Market Rate Units

- 188 studio/one-bedroom units x 1.25 spaces = 235 parking spaces
  - 51 two-bedroom units x 1.7 spaces = 87 parking spaces
- Total # of Spaces Required for the Market Rate Units = 322 spaces

#### Affordable Units

- 59 studio/one-bedroom units x 1.25 spaces = 74 parking spaces
  - 23 two-bedroom units x 1.7 spaces = 39 parking spaces
  - 7 three-bedroom units x 2.0 spaces = 14 parking spaces
- Total # of Spaces Required for the Affordable Units = 127 spaces

### Residential Parking Reduction for Proximity to a Major Transit Station

Since the project site is located within 2,000 feet of an existing rail station (Blossom Hill Station), the project qualifies for a 20 percent reduction in the City’s parking requirement. After applying a 20 percent

parking reduction, the project would be required to provide a total of 360 residential parking spaces, consisting of 258 spaces to serve the market rate units and 102 spaces to serve the affordable units.

### **Parking Reduction for Affordable Housing Component**

On October 9, 2015 Assembly Bill 744 (AB 744) was signed by Governor Brown which prevents local jurisdictions from imposing vehicular parking requirements higher than those established by the legislation, upon the request of a developer, provided that the project includes enumerated percentages of affordable housing and is located near designated public transit. AB 744 states that for 100% affordable housing developments located within one-half mile of a major transit stop, the parking requirement cannot exceed 0.5 spaces per unit. The project is located adjacent to the Blossom Hill Station and includes 89 affordable apartment units. After applying the reduced parking rate of 0.5 spaces per unit, 45 parking spaces (not 102 spaces) would be required to serve the affordable residential units.

### **Proposed Residential Parking Supply**

The project is proposing to provide a total of 323 residential parking spaces within the Building A parking garage to serve the market rate apartments (282 spaces) and the majority of the affordable apartments (41 spaces). Four additional affordable residential parking spaces would be provided within the surface lot adjacent to Building B. Thus, the project would provide a total of 327 residential parking spaces. After applying the appropriate parking reductions previously discussed, the project would exceed the City's residential parking requirement of 303 spaces.

Note that prior to building permit issuance, the market rate developer and the affordable housing developer would enter into a shared parking agreement. The agreement would include the number and location of parking spaces within the garage allocated to residents of the affordable housing development, consistent with the Planning approvals.

### **Retail Vehicle Parking**

The City of San Jose vehicle parking requirement for retail/commercial uses located within Urban Villages was applied to the project and is 1 space per 400 s.f. (per Section 20.90.220.C.1 of the City's Zoning Code). Based on this parking requirement, the project would require 57 parking spaces to serve the 22,595 s.f. of ground-floor retail space that is being proposed ( $22,595 \text{ s.f.} / 400 = 56.5 \text{ spaces}$ ).

The site plan does not indicate whether the project would provide separate parking within the garage for the retail uses. Thus, it is assumed that the project intends to have the retail users share parking spaces (at least some spaces) with residents, though this has not been confirmed. Although shared parking between residential and retail uses is common since the parking demand for these land uses peak at different times, it is not known how parking would be allocated or enforced between the residents and the retail employees and customers.

**Recommendation:** Provide adequate vehicular parking for the retail component of the project in accordance with the City of San Jose's Zoning Code.

### **VTA Vehicle Parking**

The project would retain but reconfigure 212 VTA parking spaces at the northern half of the project site. Since there are 542 existing parking spaces at the Blossom Hill station, this represents a loss of 330 VTA parking spaces.

**Recommendation:** Coordinate with the Santa Clara VTA to determine whether 212 parking spaces would be adequate to serve the anticipated VTA parking demand.

## Motorcycle and Bicycle Parking

The City requires one motorcycle parking space for every four residential units and one motorcycle parking space per every 20 code-required retail vehicle parking spaces (per Chapter 20.90, Tables 20-190, 20-210 and 20-250 of the City's Zoning Code). This equates to 82 residential motorcycle spaces and 3 retail motorcycle spaces. Applying a 20 percent reduction to the residential component of the project (Urban Village reduction) equates to a total parking requirement of 69 motorcycle spaces.

According to the site plan, it appears the project is proposing to provide 54 motorcycle parking spaces: 33 motorcycle spaces on garage level 1 and 21 motorcycle spaces on garage level 2. Thus, based on the site plan review the project would have a motorcycle parking deficit of 15 spaces.

**Recommendation:** Provide adequate motorcycle parking in accordance with the City of San Jose's Zoning Code.

The City requires one bicycle parking space for every four residential units and one bicycle parking space for every 3,000 s.f. of retail space (per Chapter 20.90, Tables 20-190 and 20-210 of the City's Zoning Code). Thus, the project is required to provide a total of 90 bicycle parking spaces: 82 bicycle spaces to serve the residential use and 8 bicycle spaces to serve the retail use.

According to the site plan, the project is proposing to provide 307 bicycle parking spaces, which would exceed the City's bicycle parking requirements. The site plan shows bicycle parking would be provided in a secure storage room (232 bicycle spaces) located on the first floor of the Building A parking garage, as well as a secure storage room (75 bicycle spaces) located outside of Building B.



## 5. Conclusions

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This report presents the results of the transportation analysis conducted for a proposed transit-oriented development (TOD) at 605 Blossom Hill Road in San Jose, California. The 7.42-acre project site, located between Canoas Creek and the SR 85 southbound off-ramp, is currently developed with a surface parking lot, VTA bus stop, and VTA light rail transit (LRT) station.

This study was conducted for the purpose of identifying the potential transportation impacts related to the proposed residential mixed-use project. The transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's *Transportation Analysis Handbook* (April 2018). Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the *Transportation Analysis Handbook*, the project includes a California Environmental Quality Act (CEQA) level Transportation Analysis (TA) and a Local Transportation Analysis (LTA). The LTA supplements the CEQA transportation analysis by identifying transportation operational issues via an evaluation of weekday AM and PM peak-hour traffic conditions for six signalized intersections in the vicinity of the project site. The LTA also includes an analysis of site access, on-site circulation, parking, vehicle queuing, and effects to transit, bicycle, and pedestrian access.

The effects of the project on freeway segments were evaluated in accordance with the methodologies described in the Santa Clara Valley Transportation Authority's (VTA) *Transportation Impact Analysis Guidelines* (2014). The VTA administers the Santa Clara County Congestion Management Program (CMP).

### CEQA Transportation Analysis

The project VMT estimated by the City's VMT Evaluation Tool is 13.37 per capita. The project VMT, therefore, exceeds the threshold of 10.12 VMT per capita. According to the *Transportation Analysis Handbook*, projects located in areas where the existing VMT is above the established threshold (such as the project study area) are referred to as being in "high-VMT areas", and projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the extent possible.

### Project Impact

Since the VMT generated by the project would exceed the threshold of significance for residential uses in the area, the project would result in a significant transportation impact on VMT, and mitigation measures are required to reduce the VMT impact.

## Project Mitigation

Based on the four VMT reduction strategy tiers included in the VMT Evaluation Tool, it is recommended that the project implement pedestrian network improvements and increase transit accessibility (Tier 2 strategies), as well as implement a Transportation Demand Management (TDM) Plan (various Tier 4 strategies) to mitigate the significant VMT impact. The following Tier 2 and Tier 4 VMT reduction strategies, as described in detail in Chapter 3, are recommended to mitigate the significant VMT impact:

1. **Pedestrian Network Improvements (Tier 2)**
2. **Increase Transit Accessibility (Tier 2)**
3. **School Pool Program (Tier 4)**
4. **Voluntary Travel Behavior Change Program (Tier 4)**
5. **On-Site TDM Administration and Services (Tier 4)**

Based on the City's VMT Evaluation Tool, implementing the multimodal infrastructure improvements and TDM measures described above would lower the project VMT to 11.88 per capita. This represents a reduction of 20% compared to the area VMT and is the maximum reduction possible. Since the project VMT would remain above the City's threshold of 10.12 VMT per capita with mitigation, the VMT impact is considered unmitigable. Therefore, the project would result in a significant and unavoidable VMT impact.

To address the unmitigable project impact, City Council would need to adopt a statement of overriding considerations. The override would apply to the VMT that cannot be mitigated ( $11.88 - 10.12 = 1.76$  VMT) and would be in the form of either the construction or funding of multi-modal improvements. The base override fee for residential projects was established in March of 2018 when Council Policy 5-1 was originally adopted and is \$2,300 per VMT not mitigated per resident. According to the City of San Jose Land Use Assumptions for the 2020 General Plan Four-Year Review, there are approximately 3 residents per household within the City. The override fee is subject to an annual escalation on January 1<sup>st</sup> in line with the Engineering News-Record Construction Cost Index (ENR CCI) for San Francisco. The ENR CCI percent change for 2021 is +2.9%. Thus, based on a 2020 override fee of \$2,450, the 2021 override fee amounts to \$2,521.

Note that since the affordable housing component of the project would meet all the screening criteria outlined in the City's *Transportation Analysis Handbook* for "Restricted Affordable Residential Projects or Components", the affordable housing component of the project (89 affordable apartment units) is exempted from the override VMT fee calculation.

Based on the current override fee the project, which includes up to 239 market rate residential units, would be required to pay a VMT impact fee of \$3,181,300 as follows:

$$\text{VMT Impact Fee: } \$2,521 \times 1.76 \text{ VMT} \times (239 \text{ units} \times 3 \text{ residents per unit}) = \$3,181,300$$

City staff have indicated that the project will be required to implement improvements that are equal to the total VMT impact fee amount. A final list of improvements and associated cost estimates will be prepared as part of the conditions of approval for the project.

## Local Transportation Analysis

### Project Trip Generation

After applying the ITE trip rates to the proposed residential and retail uses and applying the appropriate trip adjustments and reductions, the project would generate 1,768 new daily vehicle trips, with 102 new trips occurring during the AM peak hour and 139 new trips occurring during the PM peak hour. Using

the inbound/outbound splits contained in the ITE *Trip Generation Manual*, the project would produce 32 new inbound and 70 new outbound trips during the AM peak hour, and 80 new inbound and 59 new outbound trips during the PM peak hour.

### Intersection Traffic Operations

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

### Other Transportation Issues

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

#### Recommendations

- Install an all-way stop at the internal four-way intersection.
- Work with City staff to confirm the 24-foot drive aisle widths within the parking structure are acceptable.
- Implement a shared parking agreement between the market rate developer and the affordable housing developer prior to issuing the building permits.
- Assign all residential tandem parking stalls to individual residential units.
- Provide a larger radius at the bottom of the ramp, widen the ramp, and/or reorient the ramp to better serve inbound (right turning) vehicles.
- Install convex mirrors at all the blind corners of the parking garage to eliminate blind spots for vehicles making turns on both parking levels of the garage.
- Provide a gate or removable bollards at the EVA driveway to prohibit unauthorized vehicular access.
- Work with the VTA to identify an adequate temporary parking area for LRT users during the project construction phase.
- Coordinate with the Santa Clara VTA to determine the exact location and design features of each bus stop on Blossom Hill Road, including the proposed duck-outs and bus pads.
- Coordinate with the Santa Clara VTA and Caltrans to determine if a signal modification is needed at the SR 85 SB Off-Ramp/Blossom Hill Road intersection to implement the proposed curb line work associated with the duck-out design along the project frontage on Blossom Hill Road.
- Provide adequate vehicular parking for the retail component of the project in accordance with the City of San Jose's Zoning Code.
- Coordinate with the Santa Clara VTA to determine whether 212 parking spaces would be adequate to serve the anticipated VTA parking demand.
- Provide adequate motorcycle parking in accordance with the City of San Jose's Zoning Code.

**Blossom Hill Station TOD TA**  
**Technical Appendices**

## **Appendix A**

### **Traffic Counts**



(303) 216-2439  
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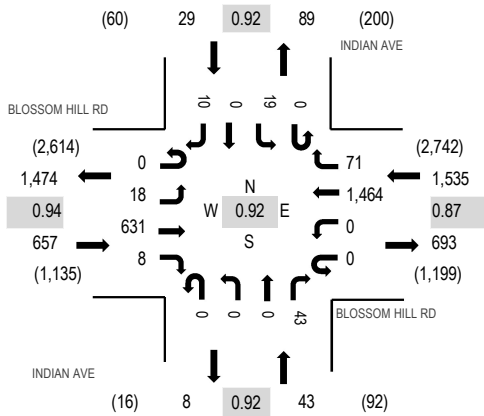
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Date: Wednesday, August 28, 2019

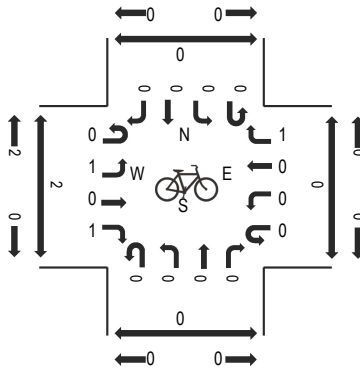
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Peak 15-Minutes: 07:45 AM - 08:00 AM

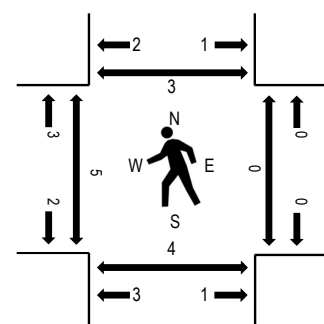
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	BLOSSOM HILL RD Eastbound				BLOSSOM HILL RD Westbound				INDIAN AVE Northbound				INDIAN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	7	110	2	0	0	205	22	0	0	0	10	0	4	0	2	362	1,884	2	0	1	1
7:15 AM	1	4	93	1	0	0	299	16	0	0	0	13	0	2	0	5	434	2,061	0	0	0	0
7:30 AM	1	10	103	2	0	0	297	35	0	0	0	15	0	5	0	4	472	2,160	0	0	1	0
7:45 AM	0	5	150	1	0	0	411	31	0	0	0	10	0	5	0	3	616	2,264	1	0	0	0
8:00 AM	0	8	166	1	0	0	327	13	0	0	0	15	0	6	0	3	539	2,145	2	0	0	2
8:15 AM	0	3	167	2	0	0	318	22	0	0	0	15	0	4	0	2	533		0	0	2	0
8:30 AM	0	2	148	4	0	0	408	5	0	0	0	3	0	4	0	2	576		2	0	2	1
8:45 AM	0	4	137	3	0	0	320	13	0	0	0	11	0	3	0	6	497		2	0	2	0

### Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	10
Lights	0	16	608	8	0	0	1,434	63	0	0	0	43	0	11	0	4	2,187
Mediums	0	2	18	0	0	0	25	8	0	0	0	0	0	8	0	6	67
Total	0	18	631	8	0	0	1,464	71	0	0	0	43	0	19	0	10	2,264

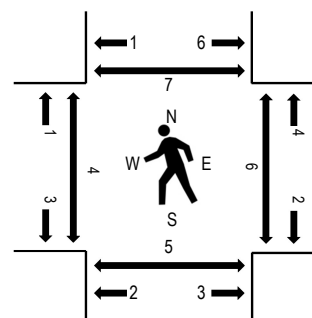




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**Peak 15-Minutes:** 08:30 AM - 08:45 AM

### Peak Hour - Pedestrians



## Traffic Counts - Motorized Vehicles

## Traffic Counts - Motorized Vehicles

Interval Start Time	BLOSSOM HILL RD Eastbound				BLOSSOM HILL RD Westbound				CHESBRO AVE Northbound				CHESBRO AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	3	76	2	1	13	172	8	0	4	2	30	0	19	0	4	334	1,698	0	0	2	0
7:15 AM	0	2	72	2	3	11	249	3	0	5	1	16	0	13	0	5	382	1,889	1	1	0	3
7:30 AM	0	1	78	2	1	7	301	4	0	4	0	26	0	7	1	7	439	2,013	1	1	0	1
7:45 AM	0	0	115	3	1	21	340	3	0	8	2	24	0	19	4	3	543	2,150	0	1	0	4
8:00 AM	1	4	138	1	2	33	291	7	0	1	5	19	0	16	0	7	525	2,085	3	1	3	0
8:15 AM	1	1	130	7	0	36	266	6	0	3	2	26	0	22	1	5	506		1	3	1	3
8:30 AM	1	2	123	1	1	28	374	7	0	4	1	18	0	8	1	7	576		0	1	1	0
8:45 AM	1	2	109	4	4	25	285	3	0	5	2	20	0	13	0	5	478		1	1	1	1

### Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0	9
Lights	3	7	484	10	4	117	1,237	22	0	14	10	86	0	63	6	22	2,085
Mediums	0	0	17	2	0	1	30	1	0	2	0	1	0	2	0	0	56
Total	3	7	506	12	4	118	1,271	23	0	16	10	87	0	65	6	22	2,150



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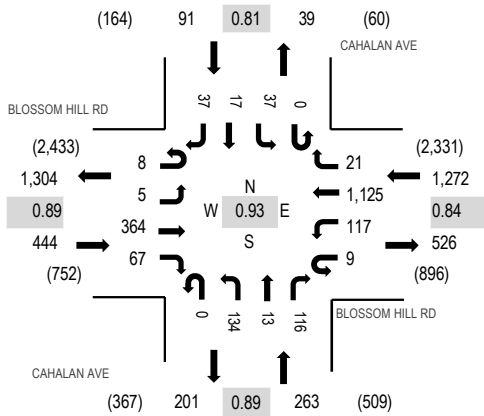
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Date: Wednesday, August 28, 2019

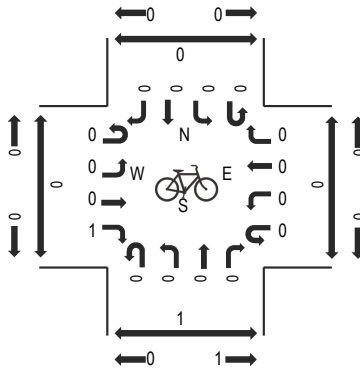
Peak Hour: 07:45 AM - 08:45 AM

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

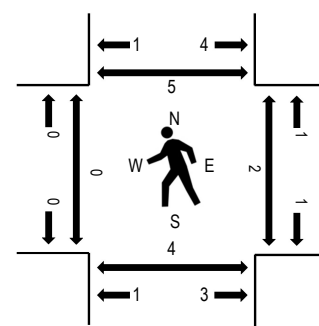
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	BLOSSOM HILL RD Eastbound				BLOSSOM HILL RD Westbound				CAHALAN AVE Northbound				CAHALAN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	1	1	57	13	2	17	158	1	0	35	1	25	0	4	0	12	327	1,769	0	1	0	0
7:15 AM	3	1	51	8	0	32	251	2	0	34	0	20	0	0	2	18	422	1,914	0	2	3	1
7:30 AM	3	2	54	13	1	28	271	3	0	39	1	25	0	6	6	13	465	1,991	0	0	0	1
7:45 AM	1	0	87	12	0	21	326	1	0	42	4	30	0	9	9	13	555	2,070	0	1	2	3
8:00 AM	1	4	103	15	2	30	240	2	0	26	2	27	0	11	2	7	472	1,987	0	0	0	0
8:15 AM	3	1	95	26	4	27	235	7	0	40	5	32	0	14	3	7	499		0	0	2	0
8:30 AM	3	0	79	14	3	39	324	11	0	26	2	27	0	3	3	10	544		0	1	0	2
8:45 AM	4	3	87	7	0	38	251	4	0	30	2	34	0	4	2	6	472		0	0	1	0

### Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	5	1	0	0	5	0	0	0	0	0	0	0	0	0	11
Lights	8	5	344	62	9	114	1,092	20	0	134	13	108	0	37	17	37	2,000
Mediums	0	0	15	4	0	3	28	1	0	0	0	8	0	0	0	0	59
Total	8	5	364	67	9	117	1,125	21	0	134	13	116	0	37	17	37	2,070



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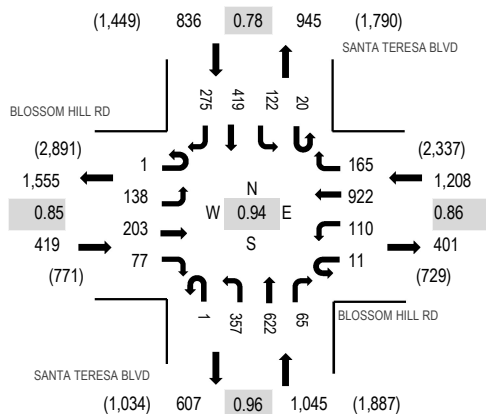
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**Date:** Wednesday, August 28, 2019

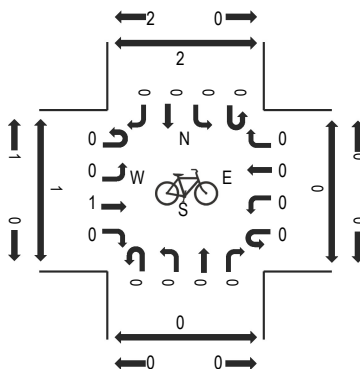
**Peak Hour:** 07:30 AM - 08:30 AM

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

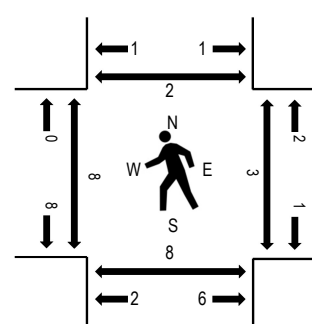
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



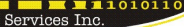
Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	BLOSSOM HILL RD Eastbound				BLOSSOM HILL RD Westbound				SANTA TERESA BLVD Northbound				SANTA TERESA BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	35	35	7	2	12	202	52	1	56	132	7	0	20	33	36	630	3,145	4	4	0	2
7:15 AM	1	32	25	10	3	22	211	44	1	62	142	8	2	19	68	49	699	3,341	3	3	2	2
7:30 AM	1	27	41	14	2	28	297	45	0	97	157	10	5	25	76	62	887	3,508	1	0	0	0
7:45 AM	0	42	40	20	6	32	281	41	1	91	162	17	2	24	100	70	929	3,490	4	1	1	1
8:00 AM	0	36	66	28	2	17	193	38	0	90	139	24	5	34	89	65	826	3,299	2	1	4	0
8:15 AM	0	33	56	15	1	33	151	41	0	79	164	14	8	39	154	78	866		1	1	3	1
8:30 AM	0	25	62	16	5	31	250	43	1	84	133	17	7	26	94	75	869		2	2	6	0
8:45 AM	0	36	51	17	4	30	181	37	1	60	122	15	3	29	83	69	738		0	1	0	0

### Peak Rolling Hour Flow Rates

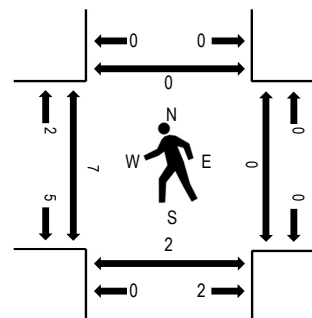
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	4	4	0	1	0	7	0	0	2	1	0	0	0	2	0	21
Lights	1	131	191	75	9	108	903	161	1	348	615	63	20	118	405	270	3,419
Mediums	0	3	8	2	1	2	12	4	0	7	6	2	0	4	12	5	68
Total	1	138	203	77	11	110	922	165	1	357	622	65	20	122	419	275	3,508



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**Peak 15-Minutes:** 05:45 PM - 06:00 PM

### Peak Hour - Pedestrians



## Traffic Counts - Motorized Vehicles

## Traffic Counts - Motorized Vehicles

Interval Start Time	BLOSSOM HILL RD Eastbound				BLOSSOM HILL RD Westbound				INDIAN AVE Northbound				INDIAN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	2	259	4	0	0	228	5	0	0	0	6	0	3	1	5	513	2,103	3	0	0	0
4:15 PM	0	3	259	5	0	0	223	4	0	0	0	3	0	10	1	3	511	2,192	1	0	0	0
4:30 PM	0	2	282	3	0	0	235	6	0	0	0	6	0	4	0	5	543	2,285	1	0	1	1
4:45 PM	0	2	291	3	0	0	212	7	0	0	0	4	0	12	0	5	536	2,258	0	0	1	0
5:00 PM	0	4	293	4	0	0	243	13	0	0	0	3	0	30	0	12	602	2,339	0	0	0	0
5:15 PM	0	1	294	3	0	0	271	5	0	0	0	6	0	21	0	3	604		1	0	0	0
5:30 PM	0	4	240	4	0	0	227	10	0	0	0	6	0	15	0	10	516		2	0	1	0
5:45 PM	0	2	302	7	0	0	264	8	0	0	0	4	0	22	0	8	617		4	0	1	0

### Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Lights	0	9	1,126	18	0	0	1,000	29	0	0	0	19	0	80	0	31	2,312
Mediums	0	2	3	0	0	0	4	7	0	0	0	0	0	8	0	2	26
<b>Total</b>	<b>0</b>	<b>11</b>	<b>1,129</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>1,005</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>33</b>	<b>2,339</b>



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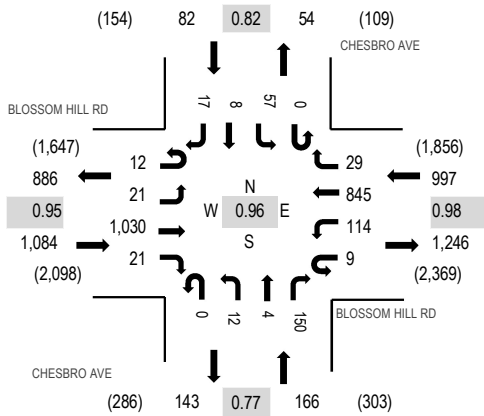
**Location:** 2 CHESBRO AVE & BLOSSOM HILL RD PM

**Date:** Wednesday, August 28, 2019

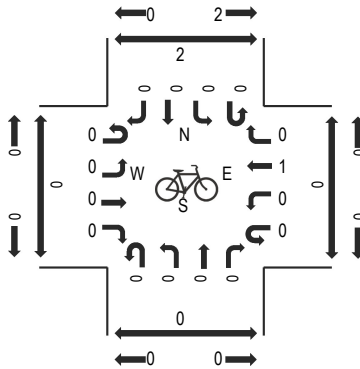
**Peak Hour:** 05:00 PM - 06:00 PM

**Peak 15-Minutes:** 05:00 PM - 05:15 PM

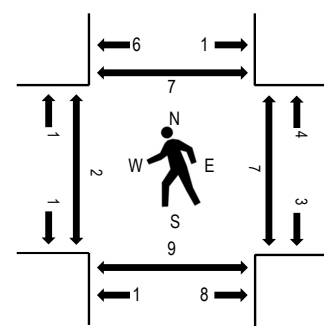
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	BLOSSOM HILL RD Eastbound				BLOSSOM HILL RD Westbound				CHESBRO AVE Northbound				CHESBRO AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	4	4	227	3	0	31	160	6	0	2	0	26	0	11	1	4	479	2,082	2	5	3	3
4:15 PM	3	4	227	7	4	38	182	9	0	4	0	30	0	11	2	6	527	2,209	0	3	2	1
4:30 PM	0	4	259	2	3	16	199	9	0	4	4	29	0	6	0	10	545	2,262	1	2	0	2
4:45 PM	7	6	248	9	1	30	164	7	0	10	2	26	0	15	4	2	531	2,262	1	3	2	4
5:00 PM	1	4	265	6	1	26	219	8	0	3	1	50	0	17	4	1	606	2,329	0	1	1	0
5:15 PM	7	4	253	5	2	30	214	3	0	3	2	31	0	19	3	4	580		2	5	0	3
5:30 PM	2	7	240	6	2	24	204	9	0	4	1	30	0	11	0	5	545		0	0	2	1
5:45 PM	2	6	272	4	4	34	208	9	0	2	0	39	0	10	1	7	598		0	1	6	3

### Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Lights	12	21	1,027	21	9	113	840	29	0	12	4	149	0	56	8	16	2,317
Mediums	0	0	3	0	0	1	4	0	0	0	0	1	0	1	0	1	11
Total	12	21	1,030	21	9	114	845	29	0	12	4	150	0	57	8	17	2,329



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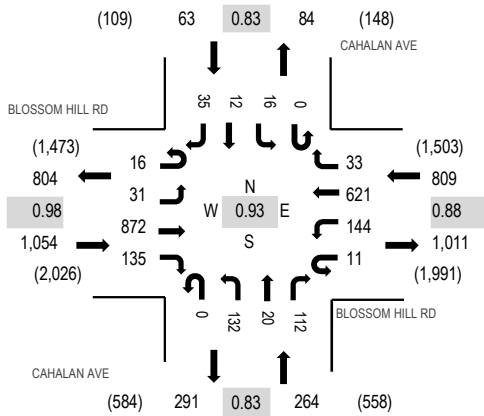
**Location:** 3 CAHALAN AVE & BLOSSOM HILL RD PM

**Date:** Wednesday, August 28, 2019

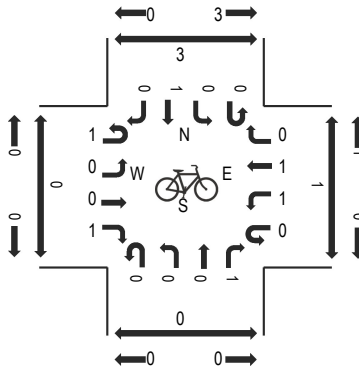
**Peak Hour:** 05:00 PM - 06:00 PM

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

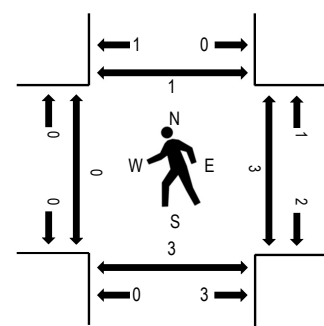
### Peak Hour - Motorized Vehicles



### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	BLOSSOM HILL RD Eastbound				BLOSSOM HILL RD Westbound				CAHALAN AVE Northbound				CAHALAN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	1	5	187	39	1	32	133	7	0	26	1	40	0	4	0	5	481	2,006	0	0	2	0
4:15 PM	7	3	205	36	3	33	127	6	0	47	2	42	0	7	3	5	526	2,081	0	1	3	0
4:30 PM	2	5	178	39	3	47	135	11	0	29	4	34	0	4	1	8	500	2,141	0	0	0	1
4:45 PM	3	6	226	30	0	30	115	11	0	21	3	45	0	1	3	5	499	2,152	0	1	1	1
5:00 PM	4	8	218	39	1	38	149	11	0	32	3	39	0	3	0	11	556	2,190	0	0	0	0
5:15 PM	4	4	229	36	5	38	175	11	0	35	5	25	0	4	7	8	586		0	1	3	1
5:30 PM	3	7	228	27	0	31	145	1	0	28	9	18	0	5	3	6	511		0	1	0	0
5:45 PM	5	12	197	33	5	37	152	10	0	37	3	30	0	4	2	10	537		0	1	0	0

### Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Lights	16	31	869	135	11	141	618	33	0	131	20	112	0	16	12	35	2,180
Mediums	0	0	3	0	0	2	3	0	0	1	0	0	0	0	0	0	9
Total	16	31	872	135	11	144	621	33	0	132	20	112	0	16	12	35	2,190



## **Appendix B**

### **Volume Summary**

Blossom Hill Station TOD

Intersection Number: **1**  
 Traffic Node Number: 3004  
 Intersection Name: SR 85 NB Off-Ramp & Blossom Hill Road (E)  
**Peak Hour:** **AM**  
 Count Date: 12/06/18  
 Scenario: 328 Dwelling Units + 22,595 SF Retail

Date of Analysis: 09/15/20

SJ Growth Factor (% Per Year): **0.01**

Number of Years: **0.00**

Movements														
Scenario:	North Approach			East Approach			South Approach			West Approach			Total	
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT		
Existing Count	409	0	33	21	1756	0	79	26	184	444	903	119	3974	
1% Annual Growth (SJ Count Adjustment)	0	0	0	0	0	0	0	0	0	0	0	0	0	
Existing Conditions	409	0	33	21	1756	0	79	26	184	444	903	119	3974	
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	409	0	33	21	1756	0	79	26	184	444	903	119	3974	
Bkgrd check	409	0	33	21	1756	0	79	26	184	444	903	119		
Project Trips														
Residential Project Trips	0	0	0	0	4	0	0	0	2	29	13	0	48	
Retail Project Trips	0	0	0	0	3	0	0	0	0	0	2	0	5	
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Project Trips	0	0	0	0	7	0	0	0	2	29	15	0	53	
Background + Project Conditions	409	0	33	21	1763	0	79	26	186	473	918	119	4027	
Bkgrd+Proj check	409	0	33	21	1763	0	79	26	186	473	918	119		

Intersection Number: **2**  
 Traffic Node Number: 3005  
 Intersection Name: SR 85 SB Off-Ramp & Blossom Hill Road (W)  
**Peak Hour:** **AM**  
 Count Date: 12/13/18  
 Scenario: 328 Dwelling Units + 22,595 SF Retail

Date of Analysis: 09/15/20

SJ Growth Factor (% Per Year): **0.01**

Number of Years: **0.00**

Scenario:		Movements												Total
		North Approach			East Approach			South Approach			West Approach			
		RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Count		108	303	508	133	969	299	672	0	123	62	583	0	3760
1% Annual Growth (SJ Count Adjustment)		0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Conditions		108	303	508	133	969	299	672	0	123	62	583	0	3760
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		108	303	508	133	969	299	672	0	123	62	583	0	3760
Bkgrd check		108	303	508	133	969	299	672	0	123	62	583	0	
Project Trips														
Residential Project Trips		10	0	0	0	7	0	0	0	0	48	0	65	
Retail Project Trips		0	0	0	0	3	0	0	0	2	2	0	8	
Existing Trip Credits		0	0	0	0	0	0	0	0	0	0	0	0	
Total Project Trips		10	0	0	0	10	0	0	0	2	50	0	73	
Background + Project Conditions		118	303	508	133	979	299	672	0	125	63	633	0	3833
Bkgrd+Proj check		118	303	508	133	979	299	672	0	125	63	633	0	

Blossom Hill Station TOD

Intersection Number: **3**  
 Traffic Node Number: 3321  
 Intersection Name: Indian Avenue & Blossom Hill Road  
**Peak Hour:** AM  
 Count Date: 08/28/19  
 Scenario: 328 Dwelling Units + 22,595 SF Retail

Date of Analysis: 09/15/20

SJ Growth Factor (% Per Year): **0.01**

Number of Years: **0.00**

Scenario:	Movements												
	North Approach			East Approach			South Approach			West Approach			Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Count	10	0	19	71	1464	0	43	0	0	8	631	18	2264
1% Annual Growth (SJ Count Adjustment)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Conditions	10	0	19	71	1464	0	43	0	0	8	631	18	2264

**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
<b>Total Approved Trips</b>	0	0	0	0	0	0	0	0	0	0	0	0	0

Background Conditions	10	0	19	71	1464	0	43	0	0	8	631	18	2264
<b>Bkgrd check</b>	10	0	19	71	1464	0	43	0	0	8	631	18	

**Project Trips**

Residential Project Trips	16	0	48	17	0	0	0	0	0	0	0	6	87
Retail Project Trips	3	0	3	5	0	0	0	0	0	0	0	5	16
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Trips</b>	19	0	51	22	0	0	0	0	0	0	0	11	103

Background + Project Conditions	29	0	70	93	1464	0	43	0	0	8	631	29	2367
<b>Bkgrd+Proj check</b>	29	0	70	93	1464	0	43	0	0	8	631	29	

Intersection Number: **4**  
 Traffic Node Number: 3316  
 Intersection Name: Chesbro Avenue & Blossom Hill Road  
**Peak Hour:** AM  
 Count Date: 08/28/19  
 Scenario: 328 Dwelling Units + 22,595 SF Retail

Date of Analysis: 09/15/20

SJ Growth Factor (% Per Year): **0.01**

Number of Years: **0.00**

Scenario:	Movements												
	North Approach			East Approach			South Approach			West Approach			Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Count	22	6	65	23	1271	122	87	10	16	12	506	10	2150
1% Annual Growth (SJ Count Adjustment)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Conditions	22	6	65	23	1271	122	87	10	16	12	506	10	2150

**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
<b>Total Approved Trips</b>	0	0	0	0	0	0	0	0	0	0	0	0	0

Background Conditions	22	6	65	23	1271	122	87	10	16	12	506	10	2150
<b>Bkgrd check</b>	22	6	65	23	1271	122	87	10	16	12	506	10	

**Project Trips**

Residential Project Trips	0	0	0	0	16	0	0	0	0	0	5	0	21
Retail Project Trips	0	0	0	0	3	0	0	0	0	0	5	0	8
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Trips</b>	0	0	0	0	19	0	0	0	0	0	10	0	29

Background + Project Conditions	22	6	65	23	1290	122	87	10	16	12	516	10	2179
<b>Bkgrd+Proj check</b>	22	6	65	23	1290	122	87	10	16	12	516	10	

Blossom Hill Station TOD

Intersection Number: **5**  
 Traffic Node Number: 3314  
 Intersection Name: Cahalan Avenue & Blossom Hill Road  
**Peak Hour:** AM  
 Count Date: 08/28/19  
 Scenario: 328 Dwelling Units + 22,595 SF Retail

Date of Analysis: 09/15/20

SJ Growth Factor (% Per Year): **0.01**

Number of Years: **0.00**

Movements														
Scenario:	North Approach			East Approach			South Approach			West Approach			Total	
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT		
Existing Count	37	17	37	21	1125	126	116	13	134	67	364	13	2070	
1% Annual Growth (SJ Count Adjustment)	0	0	0	0	0	0	0	0	0	0	0	0	0	
Existing Conditions	37	17	37	21	1125	126	116	13	134	67	364	13	2070	
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	37	17	37	21	1125	126	116	13	134	67	364	13	2070	
Bkgrd check	37	17	37	21	1125	126	116	13	134	67	364	13		
Project Trips														
Residential Project Trips	0	0	0	0	16	0	0	0	0	0	6	0	22	
Retail Project Trips	0	0	0	0	2	1	2	0	0	0	3	0	8	
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Project Trips	0	0	0	0	18	1	2	0	0	0	9	0	30	
Background + Project Conditions	37	17	37	21	1143	127	118	13	134	67	373	13	2100	
Bkgrd+Proj check	37	17	37	21	1143	127	118	13	134	67	373	13		

Intersection Number: **6**  
 Traffic Node Number: 3080  
 Intersection Name: Santa Teresa Boulevard & Blossom Hill Road  
**Peak Hour:** AM  
 Count Date: 08/28/19  
 Scenario: 328 Dwelling Units + 22,595 SF Retail

Date of Analysis: 09/15/20

SJ Growth Factor (% Per Year): **0.01**

Number of Years: **0.00**

Scenario:		Movements												Total
		North Approach			East Approach			South Approach			West Approach			
		RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Count		275	419	142	165	922	121	65	622	358	77	203	139	3508
1% Annual Growth (SJ Count Adjustment)		0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Conditions		275	419	142	165	922	121	65	622	358	77	203	139	3508
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		275	419	142	165	922	121	65	622	358	77	203	139	3508
Bkgrd check		275	419	142	165	922	121	65	622	358	77	203	139	
Project Trips														
Residential Project Trips		0	0	3	10	6	0	0	0	0	0	2	0	21
Retail Project Trips		0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits		0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips		0	0	3	10	6	0	0	0	0	0	2	0	21
Background + Project Conditions		275	419	145	175	928	121	65	622	358	77	205	139	3529
Bkgrd+Proj check		275	419	145	175	928	121	65	622	358	77	205	139	

Blossom Hill Station TOD

Intersection Number: **1**  
 Traffic Node Number: 3004  
 Intersection Name: SR 85 NB Off-Ramp & Blossom Hill Road (E)  
**Peak Hour:** PM  
 Count Date: 12/06/18  
 Scenario: 328 Dwelling Units + 22,595 SF Retail

Date of Analysis: 09/15/20

SJ Growth Factor (% Per Year): **0.01**

Number of Years: **0.00**

Movements														
Scenario:	North Approach			East Approach			South Approach			West Approach			Total	
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT		
Existing Count	200	0	39	63	1501	0	188	64	178	343	1850	229	4655	
1% Annual Growth (SJ Count Adjustment)	0	0	0	0	0	0	0	0	0	0	0	0	0	
Existing Conditions	200	0	39	63	1501	0	188	64	178	343	1850	229	4655	
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	200	0	39	63	1501	0	188	64	178	343	1850	229	4655	
Bkgrd check	200	0	39	63	1501	0	188	64	178	343	1850	229		
Project Trips														
Residential Project Trips	0	0	0	0	12	0	0	0	6	17	7	0	42	
Retail Project Trips	0	0	0	0	6	0	0	0	0	0	7	0	13	
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Project Trips	0	0	0	0	18	0	0	0	6	17	14	0	55	
Background + Project Conditions	200	0	39	63	1519	0	188	64	184	360	1864	229	4710	
Bkgrd+Proj check	200	0	39	63	1519	0	188	64	184	360	1864	229		

Intersection Number: **2**  
 Traffic Node Number: 3005  
 Intersection Name: SR 85 SB Off-Ramp & Blossom Hill Road (W)  
**Peak Hour:** PM  
 Count Date: 12/13/18  
 Scenario: 328 Dwelling Units + 22,595 SF Retail

Date of Analysis: 09/15/20

SJ Growth Factor (% Per Year): **0.01**

Number of Years: **0.00**

Scenario:		Movements												Total
		North Approach			East Approach			South Approach			West Approach			
		RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Count		176	464	947	122	877	121	326	0	48	68	1353	0	4502
1% Annual Growth (SJ Count Adjustment)		0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Conditions		176	464	947	122	877	121	326	0	48	68	1353	0	4502
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		176	464	947	122	877	121	326	0	48	68	1353	0	4502
Bkgrd check		176	464	947	122	877	121	326	0	48	68	1353	0	
Project Trips														
Residential Project Trips		27	0	0	0	18	0	0	0	0	0	27	0	72
Retail Project Trips		0	0	0	0	6	0	0	0	4	4	7	0	21
Existing Trip Credits		0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips		27	0	0	0	24	0	0	0	4	4	34	0	93
Background + Project Conditions		203	464	947	122	901	121	326	0	52	72	1387	0	4595
Bkgrd+Proj check		203	464	947	122	901	121	326	0	52	72	1387	0	

Blossom Hill Station TOD

Intersection Number: **3**  
 Traffic Node Number: 3321  
 Intersection Name: Indian Avenue & Blossom Hill Road  
**Peak Hour:** PM  
 Count Date: 08/28/19  
 Scenario: 328 Dwelling Units + 22,595 SF Retail

Date of Analysis: 09/15/20

SJ Growth Factor (% Per Year): **0.01**

Number of Years: **0.00**

Scenario:		Movements												Total
		North Approach			East Approach			South Approach			West Approach			
		RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Count		33	0	88	36	1005	0	19	0	0	18	1129	11	2339
1% Annual Growth (SJ Count Adjustment)		0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Conditions		33	0	88	36	1005	0	19	0	0	18	1129	11	2339
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		33	0	88	36	1005	0	19	0	0	18	1129	11	2339
Bkgrd check		33	0	88	36	1005	0	19	0	0	18	1129	11	
Project Trips														
Residential Project Trips		9	0	28	45	0	0	0	0	0	0	0	15	97
Retail Project Trips		11	0	11	10	0	0	0	0	0	0	0	10	42
Existing Trip Credits		0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips		20	0	39	55	0	0	0	0	0	0	0	25	139
Background + Project Conditions		53	0	127	91	1005	0	19	0	0	18	1129	36	2478
Bkgrd+Proj check		53	0	127	91	1005	0	19	0	0	18	1129	36	

Intersection Number: **4**  
 Traffic Node Number: 3316  
 Intersection Name: Chesbro Avenue & Blossom Hill Road  
**Peak Hour:** PM  
 Count Date: 08/28/19  
 Scenario: 328 Dwelling Units + 22,595 SF Retail

Date of Analysis: 09/15/20

SJ Growth Factor (% Per Year): **0.01**

Number of Years: **0.00**

Scenario:		Movements												Total
		North Approach			East Approach			South Approach			West Approach			
		RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Count		17	8	57	29	845	123	150	4	12	21	1030	33	2329
1% Annual Growth (SJ Count Adjustment)		0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Conditions		17	8	57	29	845	123	150	4	12	21	1030	33	2329
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		17	8	57	29	845	123	150	4	12	21	1030	33	2329
Bkgrd check		17	8	57	29	845	123	150	4	12	21	1030	33	
Project Trips														
Residential Project Trips		0	0	0	0	9	0	0	0	0	0	15	0	24
Retail Project Trips		0	0	0	0	10	1	1	0	0	0	9	0	21
Existing Trip Credits		0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips		0	0	0	0	19	1	1	0	0	0	24	0	45
Background + Project Conditions		17	8	57	29	864	124	151	4	12	21	1054	33	2374
Bkgrd+Proj check		17	8	57	29	864	124	151	4	12	21	1054	33	



Blossom Hill Station TOD

Intersection Number: **5**  
 Traffic Node Number: 3314  
 Intersection Name: Cahalan Avenue & Blossom Hill Road  
**Peak Hour:** PM  
 Count Date: 08/28/19  
 Scenario: 328 Dwelling Units + 22,595 SF Retail

Date of Analysis: 09/15/20

SJ Growth Factor (% Per Year): **0.01**

Number of Years: **0.00**

Scenario:		Movements												Total
		North Approach			East Approach			South Approach			West Approach			
		RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Count		35	12	16	33	621	155	112	20	132	135	872	47	2190
1% Annual Growth (SJ Count Adjustment)		0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Conditions		35	12	16	33	621	155	112	20	132	135	872	47	2190
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		35	12	16	33	621	155	112	20	132	135	872	47	2190
Bkgrd check		35	12	16	33	621	155	112	20	132	135	872	47	
Project Trips														
Residential Project Trips		0	0	0	0	9	0	0	0	0	0	15	0	24
Retail Project Trips		0	0	0	0	7	3	3	0	0	0	6	0	19
Existing Trip Credits		0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips		0	0	0	0	16	3	3	0	0	0	21	0	43
Background + Project Conditions		35	12	16	33	637	158	115	20	132	135	893	47	2233
Bkgrd+Proj check		35	12	16	33	637	158	115	20	132	135	893	47	

Intersection Number: **6**  
 Traffic Node Number: 3080  
 Intersection Name: Santa Teresa Boulevard & Blossom Hill Road  
**Peak Hour:** PM  
 Count Date: 12/04/18  
 Scenario: 328 Dwelling Units + 22,595 SF Retail

Date of Analysis: 09/15/20

SJ Growth Factor (% Per Year): **0.01**

Number of Years: **0.00**

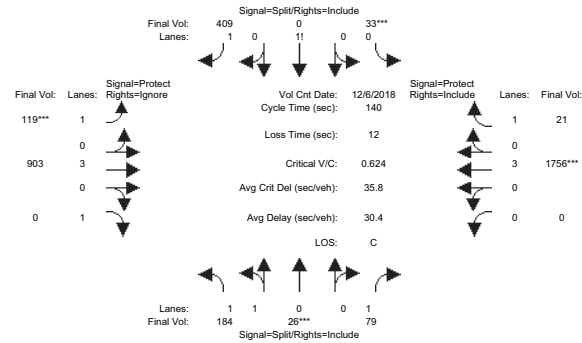
Scenario:		Movements												Total
		North Approach			East Approach			South Approach			West Approach			
		RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Count		300	729	430	142	405	147	99	382	221	215	771	337	4178
1% Annual Growth (SJ Count Adjustment)		0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Conditions		300	729	430	142	405	147	99	382	221	215	771	337	4178
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		300	729	430	142	405	147	99	382	221	215	771	337	4178
Bkgrd check		300	729	430	142	405	147	99	382	221	215	771	337	
Project Trips														
Residential Project Trips		0	0	9	6	4	0	0	0	0	0	6	0	25
Retail Project Trips		0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits		0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips		0	0	9	6	4	0	0	0	0	0	6	0	25
Background + Project Conditions		300	729	439	148	409	147	99	382	221	215	777	337	4203
Bkgrd+Proj check		300	729	439	148	409	147	99	382	221	215	777	337	

## **Appendix C**

### **Level of Service Calculations**

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

Intersection #3004: 85/BLOSSOM HILL (E)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Dec 2018 <<												
Base Vol:	184	26	79	33	0	409	119	903	444	0	1756	21
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:	184	26	79	33	0	409	119	903	444	0	1756	21
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:	184	26	79	33	0	409	119	903	444	0	1756	21
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:	184	26	79	33	0	409	119	903	444	0	1756	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	26	79	33	0	409	119	903	444	0	1756	21
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:	184	26	79	33	0	409	119	903	444	0	1756	21

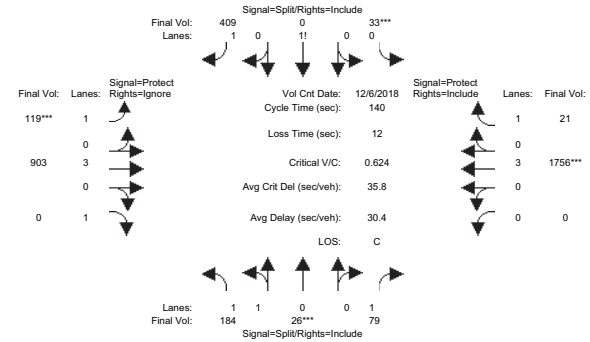
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.76	0.24	1.00	0.14	0.00	1.86	1.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3110	440	1750	243	0	3257	1750	5700	1750	0	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.05	0.14	0.00	0.13	0.07	0.16	0.00	0.00	0.31	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	13.3	13.3	13.3	30.4	0.0	30.4	15.2	84.3	0.0	0.0	69.1	69.1
Volume/Cap:	0.62	0.62	0.48	0.62	0.00	0.58	0.62	0.26	0.00	0.00	0.62	0.02
Delay/Veh:	64.6	64.6	62.2	51.4	0.0	50.1	66.0	13.2	0.0	0.0	26.4	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.6	64.6	62.2	51.4	0.0	50.1	66.0	13.2	0.0	0.0	26.4	18.2
LOS by Move:	E	E	E	D	A	D	E	B	A	A	C	B
DesignQueue:	8	8	6	16	0	15	9	10	0	0	25	1

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

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

Intersection #3004: 85/BLOSSOM HILL (E)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Dec 2018 <<												
Base Vol:	184	26	79	33	0	409	119	903	444	0	1756	21
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:	184	26	79	33	0	409	119	903	444	0	1756	21
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:	184	26	79	33	0	409	119	903	444	0	1756	21
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:	184	26	79	33	0	409	119	903	444	0	1756	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	26	79	33	0	409	119	903	444	0	1756	21
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:	184	26	79	33	0	409	119	903	444	0	1756	21

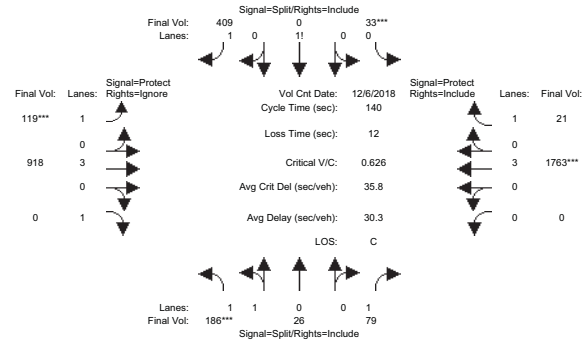
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.76	0.24	1.00	0.14	0.00	1.86	1.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3110	440	1750	243	0	3257	1750	5700	1750	0	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.05	0.14	0.00	0.13	0.07	0.16	0.00	0.00	0.31	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	13.3	13.3	13.3	30.4	0.0	30.4	15.2	84.3	0.0	0.0	69.1	69.1
Volume/Cap:	0.62	0.62	0.48	0.62	0.00	0.58	0.62	0.26	0.00	0.00	0.62	0.02
Delay/Veh:	64.6	64.6	62.2	51.4	0.0	50.1	66.0	13.2	0.0	0.0	26.4	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.6	64.6	62.2	51.4	0.0	50.1	66.0	13.2	0.0	0.0	26.4	18.2
LOS by Move:	E	E	E	D	A	D	E	B	A	A	C	B
DesignQueue:	8	8	6	16	0	15	9	10	0	0	25	1

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

Blossom Hill Station TOD TA  
328 DU + 22,595 SF RetailLevel Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Project (AM)

## Intersection #3004: 85/BLOSSOM HILL (E)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Dec 2018 <<												
Base Vol:	184	26	79	33	0	409	119	903	444	0	1756	21
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:	184	26	79	33	0	409	119	903	444	0	1756	21
Added Vol:	2	0	0	0	0	0	0	15	29	0	7	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	26	79	33	0	409	119	918	473	0	1763	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	186	26	79	33	0	409	119	918	0	0	1763	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	26	79	33	0	409	119	918	0	0	1763	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	186	26	79	33	0	409	119	918	0	0	1763	21

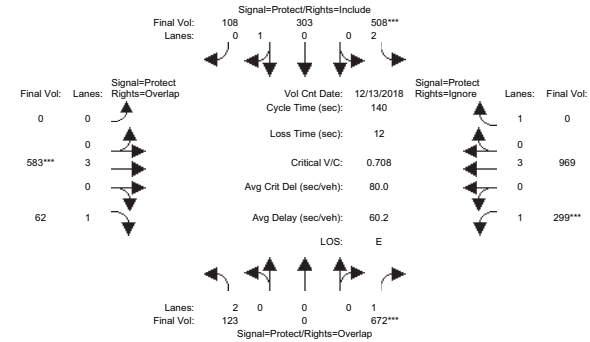
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.76	0.24	1.00	0.14	0.00	1.86	1.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3115	435	1750	243	0	3257	1750	5700	1750	0	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.05	0.14	0.00	0.13	0.07	0.16	0.00	0.00	0.31	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	13.3	13.3	13.3	30.3	0.0	30.3	15.2	84.3	0.0	0.0	69.1	69.1
Volume/Cap:	0.63	0.63	0.47	0.63	0.00	0.58	0.63	0.27	0.00	0.00	0.63	0.02
Delay/Veh:	64.6	64.6	62.1	51.5	0.0	50.2	66.1	13.2	0.0	0.0	26.4	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.6	64.6	62.1	51.5	0.0	50.2	66.1	13.2	0.0	0.0	26.4	18.2
LOS by Move:	E	E	E	D	A	D	E	B	A	A	C	B
DesignQueue:	8	8	6	16	0	15	9	10	0	0	25	1

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

Blossom Hill Station TOD TA  
328 DU + 22,595 SF RetailLevel Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing (AM)

## Intersection #3005: 85/BLOSSOM HILL (W)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Dec 2018 <<												
Base Vol:	123	0	672	508	303	108	0	583	62	299	969	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	0	672	508	303	108	0	583	62	299	969	133
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:	123	0	672	508	303	108	0	583	62	299	969	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	123	0	672	508	303	108	0	583	62	299	969	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	0	672	508	303	108	0	583	62	299	969	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	123	0	672	508	303	108	0	583	62	299	969	0

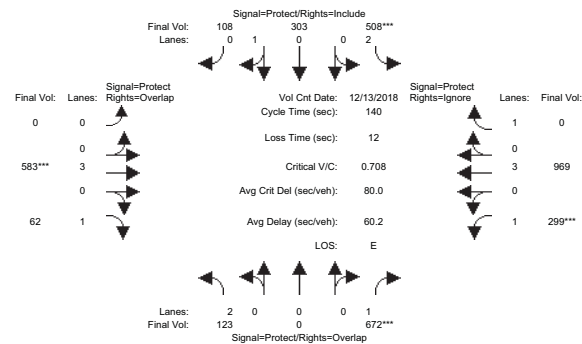
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	2.00	0.74	0.26	0.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	0	1750	3150	1327	473	0	5700	1750	1750	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.38	0.16	0.23	0.23	0.00	0.10	0.04	0.17	0.17	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	13.3	0.0	47.1	31.9	60.7	60.7	0.0	20.2	33.5	33.8	54.0	0.0
Volume/Cap:	0.41	0.00	1.14	0.71	0.53	0.53	0.00	0.71	0.15	0.71	0.44	0.00
Delay/Veh:	60.6	0.0	129.4	53.1	29.8	29.8	0.0	59.9	42.2	54.1	32.0	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:	60.6	0.0	129.4	53.1	29.8	29.8	0.0	59.9	42.2	54.1	32.0	0.0
LOS by Move:	E	A	F	D	C	C	A	E	D	D	C	A
DesignQueue:	5	0	42	19	20	20	0	13	4	20	16	0

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

Blossom Hill Station TOD TA  
328 DU + 22,595 SF RetailLevel Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background (AM)

## Intersection #3005: 85/BLOSSOM HILL (W)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Dec 2018 <<												
Base Vol:	123	0	672	508	303	108	0	583	62	299	969	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	0	672	508	303	108	0	583	62	299	969	133
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:	123	0	672	508	303	108	0	583	62	299	969	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	123	0	672	508	303	108	0	583	62	299	969	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	0	672	508	303	108	0	583	62	299	969	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	123	0	672	508	303	108	0	583	62	299	969	0

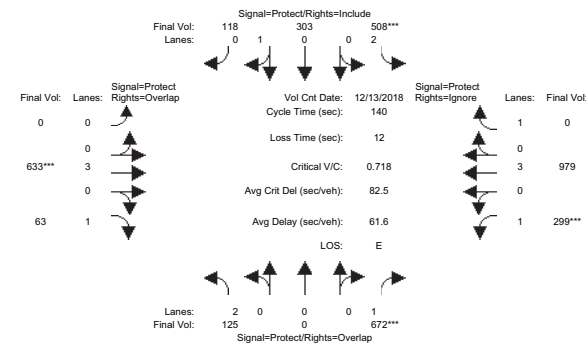
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	2.00	0.74	0.26	0.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	0	1750	3150	1327	473	0	5700	1750	1750	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.38	0.16	0.23	0.23	0.00	0.10	0.04	0.17	0.17	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	13.3	0.0	47.1	31.9	60.7	60.7	0.0	20.2	33.5	33.8	54.0	0.0
Volume/Cap:	0.41	0.00	1.14	0.71	0.53	0.53	0.00	0.71	0.15	0.71	0.44	0.00
Delay/Veh:	60.6	0.0	129.4	53.1	29.8	29.8	0.0	59.9	42.2	54.1	32.0	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:	60.6	0.0	129.4	53.1	29.8	29.8	0.0	59.9	42.2	54.1	32.0	0.0
LOS by Move:	E	A	F	D	C	C	A	E	D	D	C	A
DesignQueue:	5	0	42	19	20	20	0	13	4	20	16	0

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

Blossom Hill Station TOD TA  
328 DU + 22,595 SF RetailLevel Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Project (AM)

## Intersection #3005: 85/BLOSSOM HILL (W)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Dec 2018 <<												
Base Vol:	123	0	672	508	303	108	0	583	62	299	969	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	0	672	508	303	108	0	583	62	299	969	133
Added Vol:	2	0	0	0	0	10	0	50	1	0	10	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	0	672	508	303	118	0	633	63	299	979	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	125	0	672	508	303	118	0	633	63	299	979	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	0	672	508	303	118	0	633	63	299	979	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	125	0	672	508	303	118	0	633	63	299	979	0

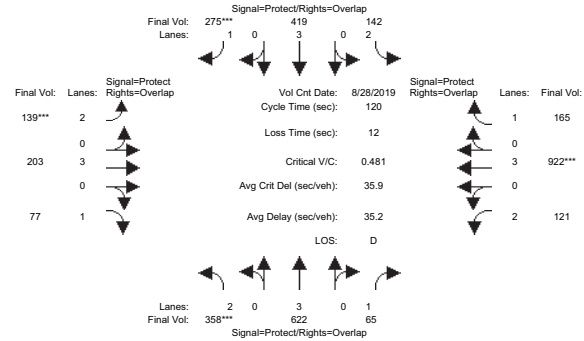
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	2.00	0.72	0.28	0.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	0	1750	3150	1295	505	0	5700	1750	1750	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.38	0.16	0.23	0.23	0.00	0.11	0.04	0.17	0.17	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.9	0.0	46.2	31.5	60.2	60.2	0.0	21.7	34.5	33.3	55.0	0.0
Volume/Cap:	0.43	0.00	1.16	0.72	0.54	0.54	0.00	0.72	0.15	0.72	0.44	0.00
Delay/Veh:	61.2	0.0	138.6	53.7	30.5	30.5	0.0	59.1	41.4	55.0	31.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.2	0.0	138.6	53.7	30.5	30.5	0.0	59.1	41.4	55.0	31.3	0.0
LOS by Move:	E	A	F	D	C	C	A	E	D	D	C	A
DesignQueue:	5	0	42	19	21	21	0	14	4	20	16	0

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

Blossom Hill Station TOD TA  
328 DU + 22,595 SF RetailLevel Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing (AM)

## Intersection #3080: BLOSSOM HILL/SANTA TERESA

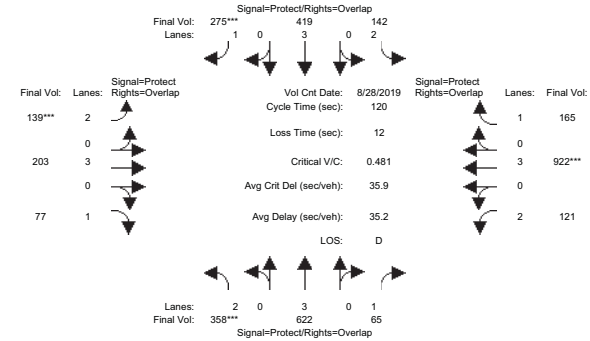


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Aug 2019 <<												
Base Vol:	358	622	65	142	419	275	139	203	77	121	922	165
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:	358	622	65	142	419	275	139	203	77	121	922	165
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:	358	622	65	142	419	275	139	203	77	121	922	165
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:	358	622	65	142	419	275	139	203	77	121	922	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	358	622	65	142	419	275	139	203	77	121	922	165
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:	358	622	65	142	419	275	139	203	77	121	922	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.04	0.05	0.07	0.16	0.04	0.04	0.04	0.04	0.16	0.09
Crit Moves:	****			****			****			****		
Green Time:	28.4	34.6	55.7	18.5	24.7	35.7	11.0	30.2	58.6	21.2	40.4	58.9
Volume/Cap:	0.48	0.38	0.08	0.29	0.36	0.53	0.48	0.14	0.09	0.22	0.48	0.19
Delay/Veh:	40.0	34.3	17.9	45.3	41.1	36.2	53.0	34.9	16.5	42.5	31.7	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.0	34.3	17.9	45.3	41.1	36.2	53.0	34.9	16.5	42.5	31.7	17.3
LOS by Move:	D	C	B	D	D	D	D	C	B	D	C	B
DesignQueue:	11	10	3	5	8	15	5	3	3	4	14	6

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

Blossom Hill Station TOD TA  
328 DU + 22,595 SF RetailLevel Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background (AM)

## Intersection #3080: BLOSSOM HILL/SANTA TERESA



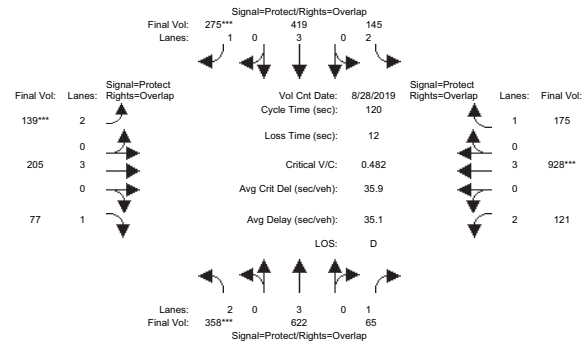
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Aug 2019 <<												
Base Vol:	358	622	65	142	419	275	139	203	77	121	922	165
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:	358	622	65	142	419	275	139	203	77	121	922	165
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:	358	622	65	142	419	275	139	203	77	121	922	165
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:	358	622	65	142	419	275	139	203	77	121	922	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	358	622	65	142	419	275	139	203	77	121	922	165
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:	358	622	65	142	419	275	139	203	77	121	922	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.04	0.05	0.07	0.16	0.04	0.04	0.04	0.04	0.16	0.09
Crit Moves:	****			****			****			****		
Green Time:	28.4	34.6	55.7	18.5	24.7	35.7	11.0	30.2	58.6	21.2	40.4	58.9
Volume/Cap:	0.48	0.38	0.08	0.29	0.36	0.53	0.48	0.14	0.09	0.22	0.48	0.19
Delay/Veh:	40.0	34.3	17.9	45.3	41.1	36.2	53.0	34.9	16.5	42.5	31.7	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.0	34.3	17.9	45.3	41.1	36.2	53.0	34.9	16.5	42.5	31.7	17.3
LOS by Move:	D	C	B	D	D	D	D	C	B	D	C	B
DesignQueue:	11	10	3	5	8	15	5	3	3	4	14	6

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



Blossom Hill Station TOD TA  
328 DU + 22,595 SF RetailLevel Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Project (AM)

## Intersection #3080: BLOSSOM HILL/SANTA TERESA



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: 28 Aug 2019 <<																
Base Vol:	358	622	65		142	419	275		139	203	77		121	922	165	
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:	358	622	65		142	419	275		139	203	77		121	922	165	
Added Vol:	0	0	0		3	0	0		0	2	0		0	6	10	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	358	622	65		145	419	275		139	205	77		121	928	175	
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:	358	622	65		145	419	275		139	205	77		121	928	175	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	358	622	65		145	419	275		139	205	77		121	928	175	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Volume:	358	622	65		145	419	275		139	205	77		121	928	175	

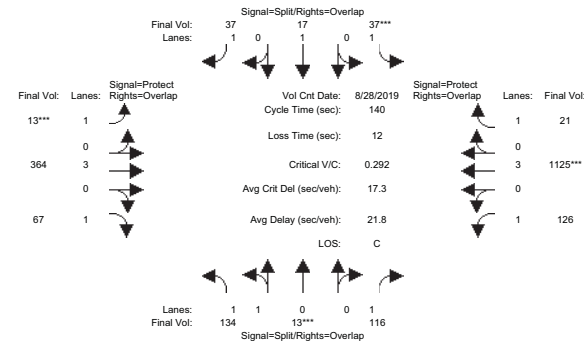
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.83	1.00	0.92		0.83	1.00	0.92		0.83	1.00	0.92	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3150	5700	1750		3150	5700	1750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

Capacity Analysis Module:																
Vol/Sat:	0.11	0.11	0.04		0.05	0.07	0.16		0.04	0.04	0.04		0.04	0.16	0.10	
Crit Moves:	****				****				****				****			
Green Time:	28.3	34.5	55.7		18.4	24.6	35.6		11.0	30.3	58.6		21.2	40.6	59.0	
Volume/Cap:	0.48	0.38	0.08		0.30	0.36	0.53		0.48	0.14	0.09		0.22	0.48	0.20	
Delay/Veh:	40.0	34.4	17.9		45.4	41.1	36.3		53.1	34.8	16.5		42.5	31.6	17.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	40.0	34.4	17.9		45.4	41.1	36.3		53.1	34.8	16.5		42.5	31.6	17.4	
LOS by Move:	D	C	B		D	D	D		D	C	B		D	C	B	
DesignQueue:	11	10	3		5	8	15		5	3	3		4	14	7	

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

Blossom Hill Station TOD TA  
328 DU + 22,595 SF RetailLevel Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing (AM)

## Intersection #3314: BLOSSOM HILL/CAHALAN



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: 28 Aug 2019 <<																
Base Vol:	134	13	116		37	17	37		13	364	67		126	1125	21	
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:	134	13	116		37	17	37		13	364	67		126	1125	21	
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:	134	13	116		37	17	37		13	364	67		126	1125	21	
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:	134	13	116		37	17	37		13	364	67		126	1125	21	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	134	13	116		37	17	37		13	364	67		126	1125	21	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Volume:	134	13	116		37	17	37		13	364	67		126	1125	21	

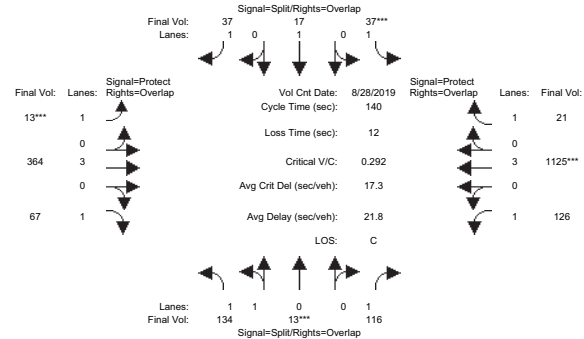
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.95	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.83	0.17	1.00		1.00	1.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	3236	314	1750		1750	1900	1750		1750	5700	1750		1750	5700	1750	

Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.07		0.02	0.01	0.02		0.01	0.06	0.04		0.07	0.20	0.01	
Crit Moves:	****				****				****				****			
Green Time:	19.2	19.2	68.8		10.0	10.0	17.0		7.0	49.2	68.4		49.6	91.8	101.8	
Volume/Cap:	0.30	0.30	0.13		0.30	0.13	0.17		0.15	0.18	0.08		0.20	0.30	0.02	
Delay/Veh:	54.7	54.7	19.5		63.0	61.3	55.6		64.4	31.5	19.1		31.6	10.4	5.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	54.7	54.7	19.5		63.0	61.3	55.6		64.4	31.5	19.1		31.6	10.4	5.3	
LOS by Move:	D	D	B		E	E	E		E	C	B		C	B	A	
DesignQueue:	5	5	5		3	1	3		1	6	3		7	11	0	

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

Blossom Hill Station TOD TA  
328 DU + 22,595 SF RetailLevel Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background (AM)

## Intersection #3314: BLOSSOM HILL/CAHALAN



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: 28 Aug 2019 <<												
Base Vol:	134	13	116	37	17	37	13	364	67	126	1125	21
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:	134	13	116	37	17	37	13	364	67	126	1125	21
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:	134	13	116	37	17	37	13	364	67	126	1125	21
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:	134	13	116	37	17	37	13	364	67	126	1125	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	13	116	37	17	37	13	364	67	126	1125	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	134	13	116	37	17	37	13	364	67	126	1125	21

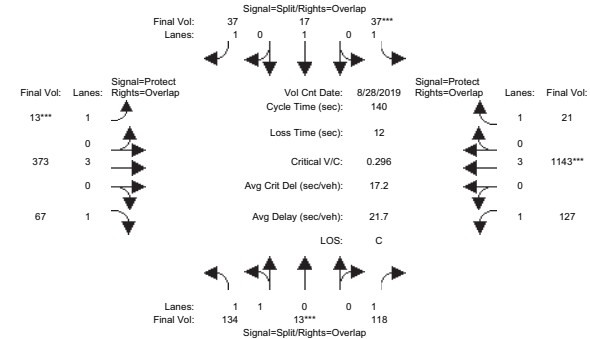
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.83	0.17	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3236	314	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.07	0.02	0.01	0.02	0.01	0.06	0.04	0.07	0.20	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.2	19.2	68.8	10.0	10.0	17.0	7.0	49.2	68.4	49.6	91.8	101.8
Volume/Cap:	0.30	0.30	0.13	0.30	0.13	0.17	0.15	0.18	0.08	0.20	0.30	0.02
Delay/Veh:	54.7	54.7	19.5	63.0	61.3	55.6	64.4	31.5	19.1	31.6	10.4	5.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.7	54.7	19.5	63.0	61.3	55.6	64.4	31.5	19.1	31.6	10.4	5.3
LOS by Move:	D	D	B	E	E	E	E	C	B	C	B	A
DesignQueue:	5	5	5	3	1	3	1	6	3	7	11	0

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

Blossom Hill Station TOD TA  
328 DU + 22,595 SF RetailLevel Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Project (AM)

## Intersection #3314: BLOSSOM HILL/CAHALAN



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: 28 Aug 2019 <<												
Base Vol:	134	13	116	37	17	37	13	364	67	126	1125	21
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:	134	13	116	37	17	37	13	364	67	126	1125	21
Added Vol:	0	0	2	0	0	0	0	9	0	1	18	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	13	118	37	17	37	13	373	67	127	1143	21
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:	134	13	118	37	17	37	13	373	67	127	1143	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	13	118	37	17	37	13	373	67	127	1143	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	134	13	118	37	17	37	13	373	67	127	1143	21

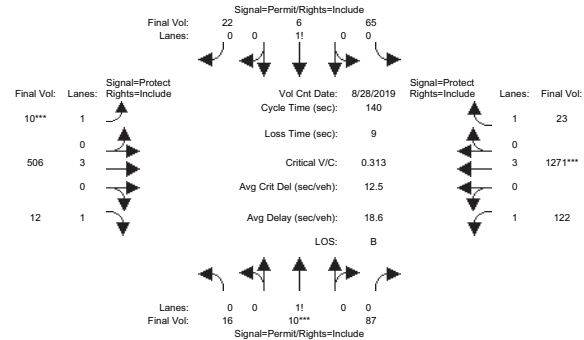
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.83	0.17	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3236	314	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.07	0.02	0.01	0.02	0.01	0.07	0.04	0.07	0.20	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.0	19.0	68.9	10.0	10.0	17.0	7.0	49.1	68.1	49.9	92.0	102.0
Volume/Cap:	0.31	0.31	0.14	0.30	0.13	0.17	0.15	0.19	0.08	0.20	0.31	0.02
Delay/Veh:	54.9	54.9	19.4	63.0	61.3	55.6	64.4	31.6	19.2	31.4	10.3	5.2
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:	54.9	54.9	19.4	63.0	61.3	55.6	64.4	31.6	19.2	31.4	10.3	5.2
LOS by Move:	D	D	B	E	E	E	E	C	B	C	B	A
DesignQueue:	5	5	5	3	1	3	1	6	3	7	11	0

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

Blossom Hill Station TOD TA  
328 DU + 22,595 SF RetailLevel Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing (AM)

## Intersection #3316: BLOSSOM HILL/CHESBRO



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: 28 Aug 2019 <<																
Base Vol:	16	10	87		65	6	22		10	506	12		122	1271	23	
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:	16	10	87		65	6	22		10	506	12		122	1271	23	
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:	16	10	87		65	6	22		10	506	12		122	1271	23	
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:	16	10	87		65	6	22		10	506	12		122	1271	23	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	16	10	87		65	6	22		10	506	12		122	1271	23	
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:	16	10	87		65	6	22		10	506	12		122	1271	23	

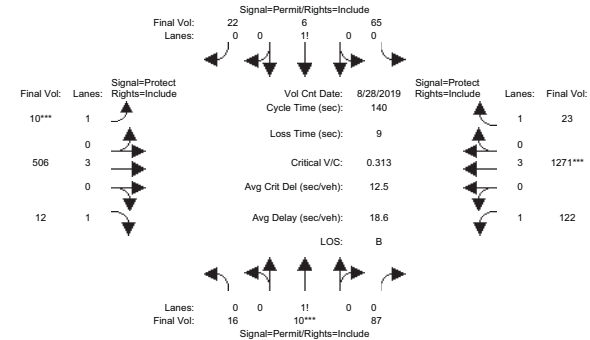
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.14	0.09	0.77		0.70	0.06	0.24		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	248	155	1347		1223	113	414		1750	5700	1750		1750	5700	1750	

Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.06		0.05	0.05	0.05		0.01	0.09	0.01		0.07	0.22	0.01	
Crit Moves:	****	****	****		****	****	****		****	****	****		****	****	****	
Green Time:	27.8	27.8	27.8		27.8	27.8	27.8		7.0	57.8	57.8		45.4	96.2	96.2	
Volume/Cap:	0.32	0.32	0.32		0.27	0.27	0.27		0.11	0.22	0.02		0.22	0.32	0.02	
Delay/Veh:	48.6	48.6	48.6		47.9	47.9	47.9		64.1	26.5	24.3		34.6	8.9	7.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	48.6	48.6	48.6		47.9	47.9	47.9		64.1	26.5	24.3		34.6	8.9	7.0	
LOS by Move:	D	D	D		D	D	D		E	C	C		C	A	A	
DesignQueue:	8	8	8		6	6	6		1	8	1		7	11	1	

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

Blossom Hill Station TOD TA  
328 DU + 22,595 SF RetailLevel Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background (AM)

## Intersection #3316: BLOSSOM HILL/CHESBRO



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: 28 Aug 2019 <<																
Base Vol:	16	10	87		65	6	22		10	506	12		122	1271	23	
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:	16	10	87		65	6	22		10	506	12		122	1271	23	
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:	16	10	87		65	6	22		10	506	12		122	1271	23	
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:	16	10	87		65	6	22		10	506	12		122	1271	23	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	16	10	87		65	6	22		10	506	12		122	1271	23	
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:	16	10	87		65	6	22		10	506	12		122	1271	23	

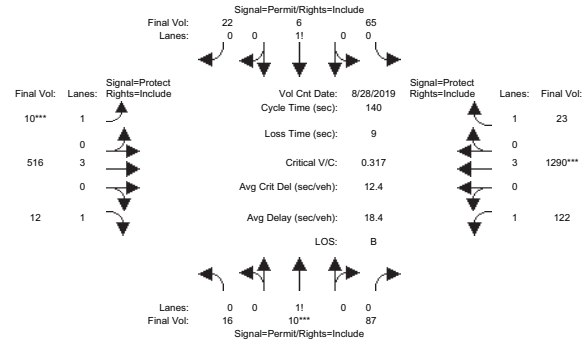
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.14	0.09	0.77		0.70	0.06	0.24		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	248	155	1347		1223	113	414		1750	5700	1750		1750	5700	1750	

Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.06		0.05	0.05	0.05		0.01	0.09	0.01		0.07	0.22	0.01	
Crit Moves:	****	****	****		****	****	****		****	****	****		****	****	****	
Green Time:	27.8	27.8	27.8		27.8	27.8	27.8		7.0	57.8	57.8		45.4	96.2	96.2	
Volume/Cap:	0.32	0.32	0.32		0.27	0.27	0.27		0.11	0.22	0.02		0.22	0.32	0.02	
Delay/Veh:	48.6	48.6	48.6		47.9	47.9	47.9		64.1	26.5	24.3		34.6	8.9	7.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	48.6	48.6	48.6		47.9	47.9	47.9		64.1	26.5	24.3		34.6	8.9	7.0	
LOS by Move:	D	D	D		D	D	D		E	C	C		C	A	A	
DesignQueue:	8	8	8		6	6	6		1	8	1		7	11	1	

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

Blossom Hill Station TOD TA  
328 DU + 22,595 SF RetailLevel Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Project (AM)

## Intersection #3316: BLOSSOM HILL/CHESBRO



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: 28 Aug 2019 <<												
Base Vol:	16	10	87	65	6	22	10	506	12	122	1271	23
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:	16	10	87	65	6	22	10	506	12	122	1271	23
Added Vol:	0	0	0	0	0	0	0	10	0	0	19	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	10	87	65	6	22	10	516	12	122	1290	23
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:	16	10	87	65	6	22	10	516	12	122	1290	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	10	87	65	6	22	10	516	12	122	1290	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	10	87	65	6	22	10	516	12	122	1290	23

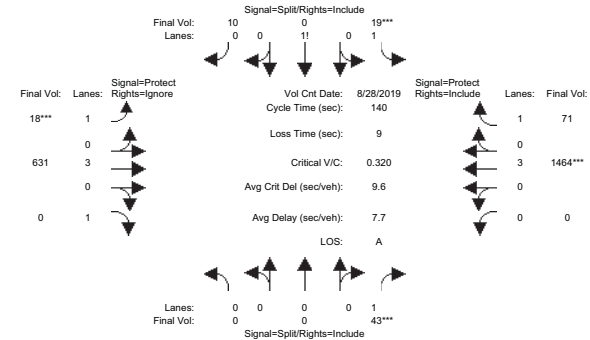
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.14	0.09	0.77	0.70	0.06	0.24	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	248	155	1347	1223	113	414	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.05	0.05	0.05	0.01	0.09	0.01	0.07	0.23	0.01
Crit Moves:	****			****			****			****		
Green Time:	27.5	27.5	27.5	27.5	27.5	27.5	7.0	58.5	58.5	45.0	96.5	96.5
Volume/Cap:	0.33	0.33	0.33	0.27	0.27	0.27	0.11	0.22	0.02	0.22	0.33	0.02
Delay/Veh:	48.9	48.9	48.9	48.1	48.1	48.1	64.1	26.2	23.9	34.8	8.8	6.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	48.9	48.9	48.1	48.1	48.1	64.1	26.2	23.9	34.8	8.8	6.9
LOS by Move:	D	D	D	D	D	D	E	C	C	C	A	A
DesignQueue:	8	8	8	6	6	6	1	8	1	7	11	1

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

Blossom Hill Station TOD TA  
328 DU + 22,595 SF RetailLevel Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing (AM)

## Intersection #3321: BLOSSOM HILL/INDIAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	10	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Aug 2019 <<												
Base Vol:	0	0	43	19	0	10	18	631	8	0	1464	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	43	19	0	10	18	631	8	0	1464	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	43	19	0	10	18	631	8	0	1464	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	43	19	0	10	18	631	0	0	1464	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	43	19	0	10	18	631	0	0	1464	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	0	43	19	0	10	18	631	0	0	1464	71

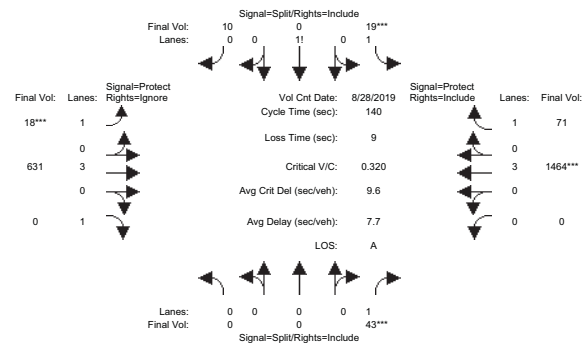
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	1.49	0.00	0.51	1.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	1750	2603	0	897	1750	5700	1750	0	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.01	0.00	0.01	0.01	0.11	0.00	0.00	0.26	0.04
Crit Moves:	****			****			****			****		
Green Time:	0.0	0.0	10.0	10.0	0.0	10.0	7.0	111	0.0	0.0	104	104.0
Volume/Cap:	0.00	0.00	0.34	0.10	0.00	0.16	0.21	0.14	0.00	0.00	0.35	0.05
Delay/Veh:	0.0	0.0	63.5	61.0	0.0	61.4	65.0	3.4	0.0	0.0	6.3	4.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	63.5	61.0	0.0	61.4	65.0	3.4	0.0	0.0	6.3	4.8
LOS by Move:	A	A	E	E	A	E	E	A	A	A	A	A
DesignQueue:	0	0	3	1	0	2	1	3	0	0	10	2

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

Blossom Hill Station TOD TA  
328 DU + 22,595 SF RetailLevel Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background (AM)

## Intersection #3321: BLOSSOM HILL/INDIAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	10	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Aug 2019 <<												
Base Vol:	0	0	43	19	0	10	18	631	8	0	1464	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	43	19	0	10	18	631	8	0	1464	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	43	19	0	10	18	631	8	0	1464	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	43	19	0	10	18	631	0	0	1464	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	43	19	0	10	18	631	0	0	1464	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	0	43	19	0	10	18	631	0	0	1464	71

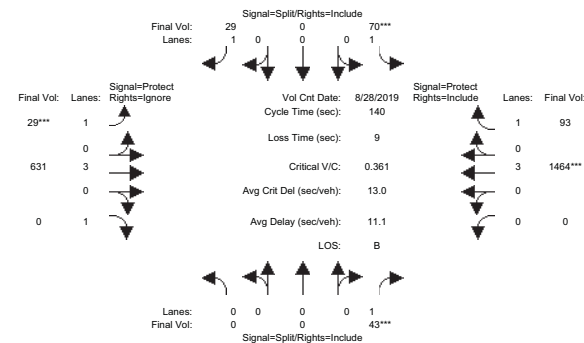
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	1.49	0.00	0.51	1.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	1750	2603	0	897	1750	5700	1750	0	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.01	0.00	0.01	0.01	0.11	0.00	0.00	0.26	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	0.0	10.0	10.0	0.0	10.0	7.0	111	0.0	0.0	104	104.0
Volume/Cap:	0.00	0.00	0.34	0.10	0.00	0.16	0.21	0.14	0.00	0.00	0.35	0.05
Delay/Veh:	0.0	0.0	63.5	61.0	0.0	61.4	65.0	3.4	0.0	0.0	6.3	4.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	63.5	61.0	0.0	61.4	65.0	3.4	0.0	0.0	6.3	4.8
LOS by Move:	A	A	E	E	A	E	E	A	A	A	A	A
DesignQueue:	0	0	3	1	0	2	1	3	0	0	10	2

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

Blossom Hill Station TOD TA  
328 DU + 22,595 SF RetailLevel Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Project (AM)

## Intersection #3321: BLOSSOM HILL/INDIAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	10	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Aug 2019 <<												
Base Vol:	0	0	43	19	0	10	18	631	8	0	1464	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	43	19	0	10	18	631	8	0	1464	71
Added Vol:	0	0	0	51	0	19	11	0	0	0	0	22
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	43	70	0	29	29	631	8	0	1464	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	43	70	0	29	29	631	0	0	1464	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	43	70	0	29	29	631	0	0	1464	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	0	43	70	0	29	29	631	0	0	1464	93

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:	0.00	0.00	1.00	1.00	0.00	1.00	1.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	1750	1750	0	1750	1750	5700	1750	0	5700	1750

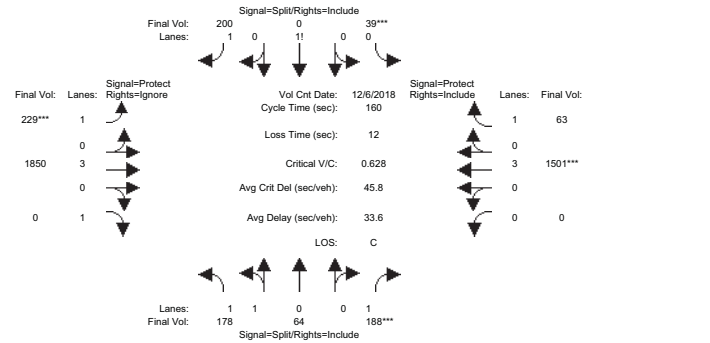
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.04	0.00	0.02	0.02	0.11	0.00	0.00	0.26	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	0.0	10.0	15.4	0.0	15.4	7.0	106	0.0	0.0	98.6	98.6
Volume/Cap:	0.00	0.00	0.34	0.36	0.00	0.15	0.33	0.15	0.00	0.00	0.36	0.08
Delay/Veh:	0.0	0.0	63.5	59.0	0.0	56.8	66.5	4.8	0.0	0.0	8.3	6.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	63.5	59.0	0.0	56.8	66.5	4.8	0.0	0.0	8.3	6.5
LOS by Move:	A	A	E	E	A	E	E	A	A	A	A	A
DesignQueue:	0	0	3	5	0	2	2	4	0	0	12	2

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

Blossom Hill Station TOD TA  
328 DU + 22,595 SF Retail

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

Intersection #3004: 85/BLOSSOM HILL (E)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Dec 2018 << 4:45 - 5:45 PM												
Base Vol:	178	64	188	39	0	200	229	1850	343	0	1501	63
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:	178	64	188	39	0	200	229	1850	343	0	1501	63
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:	178	64	188	39	0	200	229	1850	343	0	1501	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	64	188	39	0	200	229	1850	0	0	1501	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	64	188	39	0	200	229	1850	0	0	1501	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	178	64	188	39	0	200	229	1850	0	0	1501	63

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.48	0.52	1.00	0.28	0.00	1.72	1.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2611	939	1750	491	0	3009	1750	5700	1750	0	5700	1750

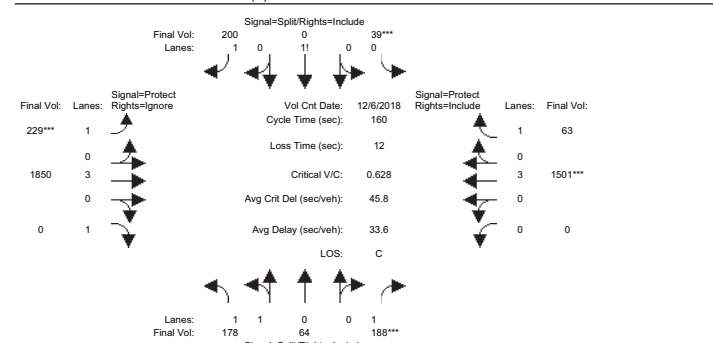
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.11	0.08	0.00	0.07	0.13	0.32	0.00	0.00	0.26	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.4	27.4	27.4	20.2	0.0	20.2	33.3	100	0.0	0.0	67.1	67.1
Volume/Cap:	0.40	0.40	0.63	0.63	0.00	0.53	0.63	0.52	0.00	0.00	0.63	0.09
Delay/Veh:	59.4	59.4	65.8	69.6	0.0	66.5	61.2	16.6	0.0	0.0	37.2	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.4	59.4	65.8	69.6	0.0	66.5	61.2	16.6	0.0	0.0	37.2	28.0
LOS by Move:	E	E	E	E	A	E	E	B	A	A	D	C
Design Queue:	10	10	15	12	0	10	18	22	0	0	28	4

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

Blossom Hill Station TOD TA  
328 DU + 22,595 SF Retail

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

Intersection #3004: 85/BLOSSOM HILL (E)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Dec 2018 << 4:45 - 5:45 PM												
Base Vol:	178	64	188	39	0	200	229	1850	343	0	1501	63
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:	178	64	188	39	0	200	229	1850	343	0	1501	63
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:	178	64	188	39	0	200	229	1850	343	0	1501	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	64	188	39	0	200	229	1850	0	0	1501	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	64	188	39	0	200	229	1850	0	0	1501	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	178	64	188	39	0	200	229	1850	0	0	1501	63

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.48	0.52	1.00	0.28	0.00	1.72	1.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2611	939	1750	491	0	3009	1750	5700	1750	0	5700	1750

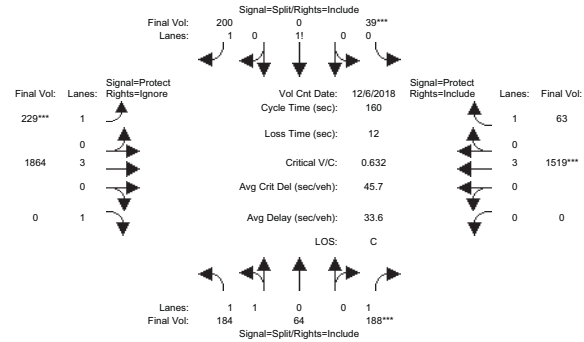
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.11	0.08	0.00	0.07	0.13	0.32	0.00	0.00	0.26	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.4	27.4	27.4	20.2	0.0	20.2	33.3	100	0.0	0.0	67.1	67.1
Volume/Cap:	0.40	0.40	0.63	0.63	0.00	0.53	0.63	0.52	0.00	0.00	0.63	0.09
Delay/Veh:	59.4	59.4	65.8	69.6	0.0	66.5	61.2	16.6	0.0	0.0	37.2	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.4	59.4	65.8	69.6	0.0	66.5	61.2	16.6	0.0	0.0	37.2	28.0
LOS by Move:	E	E	E	E	A	E	E	B	A	A	D	C
Design Queue:	10	10	15	12	0	10	18	22	0	0	28	4

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



Blossom Hill Station TOD TA  
328 DU + 22,595 SF RetailLevel Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
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## Intersection #3004: 85/BLOSSOM HILL (E)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	6 Dec 2018	<<	4:45 - 5:45 PM						
Base Vol:	178	64	188	39	0	200	229	1850	343	0	1501	63
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:	178	64	188	39	0	200	229	1850	343	0	1501	63
Added Vol:	6	0	0	0	0	0	0	14	17	0	18	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	64	188	39	0	200	229	1864	360	0	1519	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	184	64	188	39	0	200	229	1864	0	0	1519	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	64	188	39	0	200	229	1864	0	0	1519	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	184	64	188	39	0	200	229	1864	0	0	1519	63

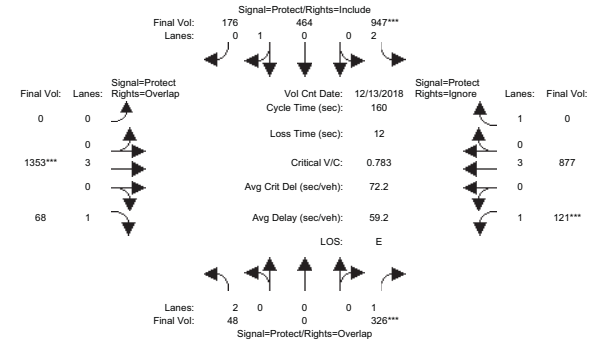
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.49	0.51	1.00	0.28	0.00	1.72	1.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2634	916	1750	491	0	3009	1750	5700	1750	0	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.11	0.08	0.00	0.07	0.13	0.33	0.00	0.00	0.27	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.2	27.2	27.2	20.1	0.0	20.1	33.2	101	0.0	0.0	67.5	67.5
Volume/Cap:	0.41	0.41	0.63	0.63	0.00	0.53	0.63	0.52	0.00	0.00	0.63	0.09
Delay/Veh:	59.7	59.7	66.1	69.9	0.0	66.7	61.4	16.5	0.0	0.0	37.0	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.7	59.7	66.1	69.9	0.0	66.7	61.4	16.5	0.0	0.0	37.0	27.8
LOS by Move:	E	E	E	E	A	E	E	B	A	A	D	C
DesignQueue:	10	10	15	12	0	10	18	22	0	0	28	4

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

Blossom Hill Station TOD TA  
328 DU + 22,595 SF RetailLevel Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing (PM)

## Intersection #3005: 85/BLOSSOM HILL (W)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	13 Dec 2018	<<	5:00 - 6:00 PM						
Base Vol:	48	0	326	947	464	176	0	1353	68	121	877	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	0	326	947	464	176	0	1353	68	121	877	122
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:	48	0	326	947	464	176	0	1353	68	121	877	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	48	0	326	947	464	176	0	1353	68	121	877	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	0	326	947	464	176	0	1353	68	121	877	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	48	0	326	947	464	176	0	1353	68	121	877	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	2.00	0.72	0.28	0.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	0	1750	3150	1305	495	0	5700	1750	1750	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.19	0.30	0.36	0.36	0.00	0.24	0.04	0.07	0.15	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	9.4	0.0	23.5	61.4	76.0	76.0	0.0	48.5	57.9	14.1	62.6	0.0
Volume/Cap:	0.26	0.00	1.27	0.78	0.75	0.75	0.00	0.78	0.11	0.78	0.39	0.00
Delay/Veh:	72.8	0.0	216.5	46.8	37.9	37.9	0.0	53.3	34.0	93.9	35.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.8	0.0	216.5	46.8	37.9	37.9	0.0	53.3	34.0	93.9	35.1	0.0
LOS by Move:	E	A	F	D	D	D	A	D	C	F	D	A
DesignQueue:	2	0	28	34	35	35	0	30	4	11	16	0

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

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

Diagram of a signalized intersection with four approaches. The central text provides key performance indicators:

- Vol Cnt Date: 12/13/2018
- Cycle Time (sec): 160
- Loss Time (sec): 12
- Critical V/C: 0.783
- Avg Crt Del (sec/veh): 72.2
- Avg Delay (sec/veh): 59.2
- LOS: E

The four approaches are detailed as follows:

- Top Approach:** Signal=Protect/Right=Include. Final Vol: 176, 0, 1, 464, 0, 0, 947\*\*\*.
- Right Approach:** Signal=Protect/Right=Ignore. Final Vol: 1, 0, 0, 877, 0, 121\*\*\*.
- Bottom Approach:** Signal=Protect/Right=Overlap. Final Vol: 0, 0, 1353\*\*\*, 0, 3, 68.
- Left Approach:** Signal=Protect/Right=Overlap. Final Vol: 0, 48, 0, 0, 1, 326\*\*\*.

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Traffix 8 0 0715

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

The diagram illustrates a three-phase traffic signal intersection. The signal timing and volume data are as follows:

Phase	Signal	Final Vol: Lanes	Vol Cnt Date	Cycle Time (sec)	Loss Time (sec)	Critical V/C	Avg Cnt Del (sec/veh)	Avg Delay (sec/veh)	LOS	Signal	Lanes	Final Vol
1	Protect/Right=Include	203 0	12/13/2018	160	12	0.789	73.6	60.1	E	Protect/Right=Ignore	1	0
2	Protect/Right=Include	464 0								Protect/Right=Ignore	0	
3	Protect/Right=Include	947*** 0								Protect/Right=Ignore	3	901
4	Protect/Right=Include	2 0								Protect/Right=Ignore	0	
5	Protect/Right=Include	72 1								Protect/Right=Ignore	1	121***

Additional data from the diagram:

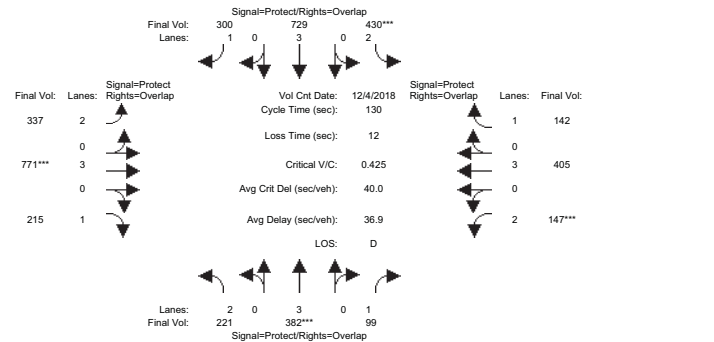
- Final Vol: Lanes: 2 0 0 0 1
- Final Vol: 52 0 0 0 326\*\*\*
- Signal: Protect/Right=Include
- Signal: Protect/Right=Ignore
- Signal: Protect/Right=Overlap
- Signal: Protect/Right=Queue

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Traffix 8.0.0715

Blossom Hill Station TOD TA  
328 DU + 22,595 SF RetailLevel Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing (PM)

## Intersection #3080: BLOSSOM HILL/SANTA TERESA



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:	4 Dec 2018	<<	5:00 - 6:00 PM										
Base Vol:	221	382	99	430	729	300	337	771	215	147	405	142				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	382	99	430	729	300	337	771	215	147	405	142				
Added Vol:	0	0	0	0	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	0	0	0	0
Initial Fut:	221	382	99	430	729	300	337	771	215	147	405	142				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00
PHF Volume:	221	382	99	430	729	300	337	771	215	147	405	142				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	382	99	430	729	300	337	771	215	147	405	142				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00
FinalVolume:	221	382	99	430	729	300	337	771	215	147	405	142				

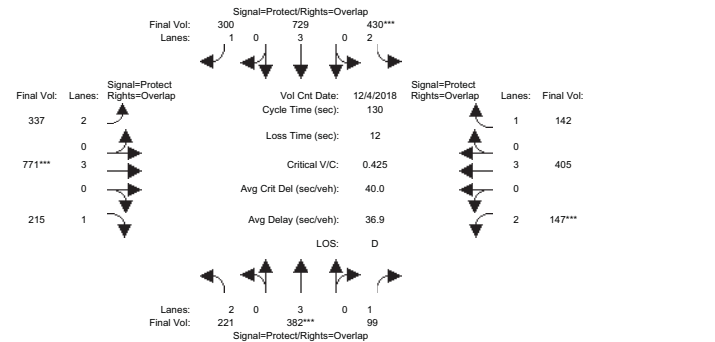
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00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

Capacity Analysis Module:																
Vol/Sat:	0.07	0.07	0.06	0.14	0.13	0.17	0.11	0.14	0.12	0.05	0.07	0.08				
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****				
Green Time:	22.1	20.5	34.8	41.8	40.2	72.6	32.4	41.4	63.5	14.3	23.3	65.1				
Volume/Cap:	0.41	0.42	0.21	0.42	0.41	0.31	0.43	0.42	0.25	0.42	0.40	0.16				
Delay/Veh:	48.7	49.7	37.2	34.9	35.7	15.5	41.4	35.1	19.6	54.9	47.4	17.7				
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:	48.7	49.7	37.2	34.9	35.7	15.5	41.4	35.1	19.6	54.9	47.4	17.7				
LOS by Move:	D	D	D	C	D	B	D	D	B	D	D	B				
DesignQueue:	8	8	6	13	13	11	11	13	9	6	8	6				

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

Blossom Hill Station TOD TA  
328 DU + 22,595 SF RetailLevel Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background (PM)

## Intersection #3080: BLOSSOM HILL/SANTA TERESA



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:	4 Dec 2018	<<	5:00 - 6:00 PM										
Base Vol:	221	382	99	430	729	300	337	771	215	147	405	142				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	382	99	430	729	300	337	771	215	147	405	142				
Added Vol:	0	0	0	0	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	0	0	0	0
Initial Fut:	221	382	99	430	729	300	337	771	215	147	405	142				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00
PHF Volume:	221	382	99	430	729	300	337	771	215	147	405	142				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	382	99	430	729	300	337	771	215	147	405	142				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00
FinalVolume:	221	382	99	430	729	300	337	771	215	147	405	142				

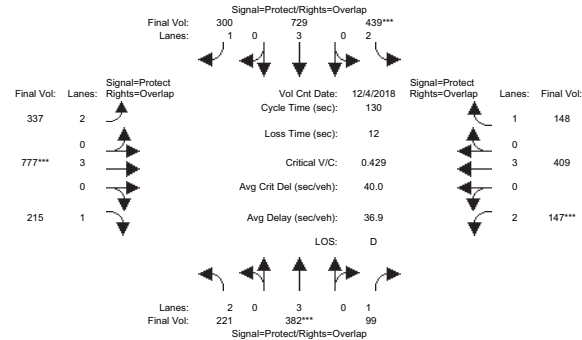
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00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

Capacity Analysis Module:																
Vol/Sat:	0.07	0.07	0.06	0.14	0.13	0.17	0.11	0.14	0.12	0.05	0.07	0.08				
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****				
Green Time:	22.1	20.5	34.8	41.8	40.2	72.6	32.4	41.4	63.5	14.3	23.3	65.1				
Volume/Cap:	0.41	0.42	0.21	0.42	0.41	0.31	0.43	0.42	0.25	0.42	0.40	0.16				
Delay/Veh:	48.7	49.7	37.2	34.9	35.7	15.5	41.4	35.1	19.6	54.9	47.4	17.7				
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:	48.7	49.7	37.2	34.9	35.7	15.5	41.4	35.1	19.6	54.9	47.4	17.7				
LOS by Move:	D	D	D	C	D	B	D	D	B	D	D	B				
DesignQueue:	8	8	6	13	13	11	11	13	9	6	8	6				

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

Blossom Hill Station TOD TA  
328 DU + 22,595 SF RetailLevel Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Project (PM)

## Intersection #3080: BLOSSOM HILL/SANTA TERESA



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:	4 Dec 2018	<<	5:00 - 6:00 PM										
Base Vol:	221	382	99	430	729	300	337	771	215	147	405	142				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	221	382	99	430	729	300	337	771	215	147	405	142				
Added Vol:	0	0	0	9	0	0	0	6	0	0	4	6				
ATI:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	221	382	99	439	729	300	337	777	215	147	409	148				
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:	221	382	99	439	729	300	337	777	215	147	409	148				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	221	382	99	439	729	300	337	777	215	147	409	148				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	221	382	99	439	729	300	337	777	215	147	409	148				

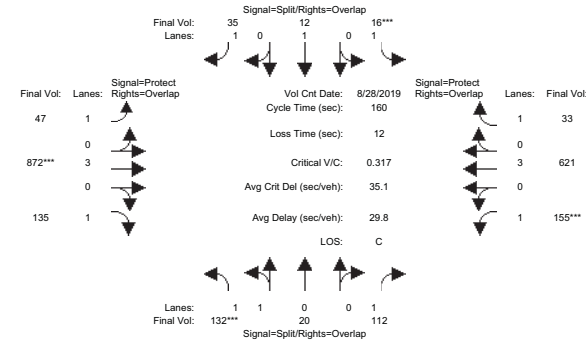
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92				
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00				
Final Sat.:	3150	5700	1750	3150	5700	1750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

Capacity Analysis Module:																
Vol/Sat:	0.07	0.07	0.06	0.14	0.13	0.17	0.11	0.14	0.12	0.05	0.07	0.08				
Crit Moves:	****			****			****			****						
Green Time:	22.2	20.3	34.5	42.2	40.4	72.6	32.3	41.3	63.5	14.1	23.2	65.4				
Volume/Cap:	0.41	0.43	0.21	0.43	0.41	0.31	0.43	0.43	0.25	0.43	0.40	0.17				
Delay/Veh:	48.6	49.9	37.4	34.7	35.6	15.4	41.5	35.2	19.6	55.0	47.5	17.6				
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:	48.6	49.9	37.4	34.7	35.6	15.4	41.5	35.2	19.6	55.0	47.5	17.6				
LOS by Move:	D	D	D	C	D	B	D	D	B	E	D	B				
DesignQueue:	8	8	6	13	13	11	11	13	9	6	8	6				

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

Blossom Hill Station TOD TA  
328 DU + 22,595 SF RetailLevel Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing (PM)

## Intersection #3314: BLOSSOM HILL/CAHALAN



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:	28 Aug 2019	<<											
Base Vol:	132	20	112	16	12	35	47	872	135	155	621	33				
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:	132	20	112	16	12	35	47	872	135	155	621	33				
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:	132	20	112	16	12	35	47	872	135	155	621	33				
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:	132	20	112	16	12	35	47	872	135	155	621	33				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	132	20	112	16	12	35	47	872	135	155	621	33				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	132	20	112	16	12	35	47	872	135	155	621	33				

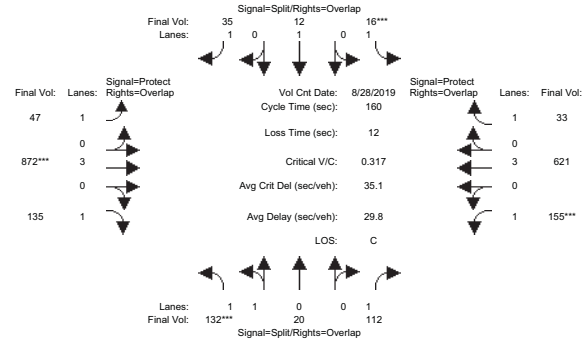
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92				
Lanes:	1.74	0.26	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00				
Final Sat.:	3083	467	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750				

Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.06	0.01	0.01	0.02	0.03	0.15	0.08	0.09	0.11	0.02				
Crit Moves:	****			****			****			****						
Green Time:	20.8	20.8	63.8	10.0	10.0	43.6	33.6	74.2	95.0	43.0	83.6	93.6				
Volume/Cap:	0.33	0.33	0.16	0.15	0.10	0.07	0.13	0.33	0.13	0.33	0.21	0.03				
Delay/Veh:	63.7	63.7	31.0	71.6	71.1	43.3	51.5	27.2	14.4	47.4	20.5	14.0				
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:	63.7	63.7	31.0	71.6	71.1	43.3	51.5	27.2	14.4	47.4	20.5	14.0				
LOS by Move:	E	E	C	E	E	D	D	C	B	D	C	B				
DesignQueue:	6	6	7	1	1	2	4	14	5	11	9	1				

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

Blossom Hill Station TOD TA  
328 DU + 22,595 SF RetailLevel Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background (PM)

## Intersection #3314: BLOSSOM HILL/CAHALAN



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: 28 Aug 2019 <<												
Base Vol:	132	20	112	16	12	35	47	872	135	155	621	33
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:	132	20	112	16	12	35	47	872	135	155	621	33
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:	132	20	112	16	12	35	47	872	135	155	621	33
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:	132	20	112	16	12	35	47	872	135	155	621	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	20	112	16	12	35	47	872	135	155	621	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	132	20	112	16	12	35	47	872	135	155	621	33

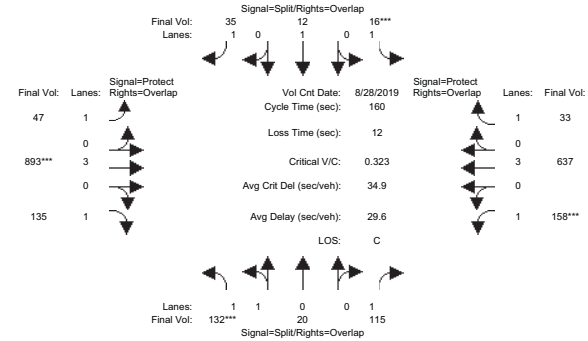
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.74	0.26	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3083	467	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.06	0.01	0.01	0.02	0.03	0.15	0.08	0.09	0.11	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.8	20.8	63.8	10.0	10.0	43.6	33.6	74.2	95.0	43.0	83.6	93.6
Volume/Cap:	0.33	0.33	0.16	0.15	0.10	0.07	0.13	0.33	0.13	0.33	0.21	0.03
Delay/Veh:	63.7	63.7	31.0	71.6	71.1	43.3	51.5	27.2	14.4	47.4	20.5	14.0
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:	63.7	63.7	31.0	71.6	71.1	43.3	51.5	27.2	14.4	47.4	20.5	14.0
LOS by Move:	E	E	C	E	E	D	D	C	B	D	C	B
DesignQueue:	6	6	7	1	1	2	4	14	5	11	9	1

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

Blossom Hill Station TOD TA  
328 DU + 22,595 SF RetailLevel Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Project (PM)

## Intersection #3314: BLOSSOM HILL/CAHALAN



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: 28 Aug 2019 <<												
Base Vol:	132	20	112	16	12	35	47	872	135	155	621	33
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:	132	20	112	16	12	35	47	872	135	155	621	33
Added Vol:	0	0	3	0	0	0	0	0	21	0	3	16
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	20	115	16	12	35	47	893	135	158	637	33
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:	132	20	115	16	12	35	47	893	135	158	637	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	20	115	16	12	35	47	893	135	158	637	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	132	20	115	16	12	35	47	893	135	158	637	33

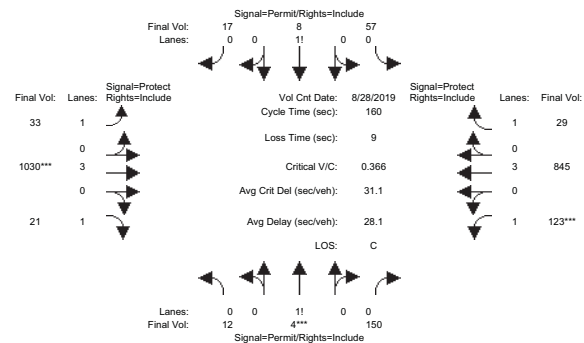
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.74	0.26	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3083	467	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.07	0.01	0.01	0.02	0.03	0.16	0.08	0.09	0.11	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.4	20.4	63.4	10.0	10.0	43.1	33.1	74.6	95.0	43.0	84.5	94.5
Volume/Cap:	0.34	0.34	0.17	0.15	0.10	0.07	0.13	0.34	0.13	0.34	0.21	0.03
Delay/Veh:	64.1	64.1	31.3	71.6	71.1	43.7	51.9	27.1	14.4	47.5	20.1	13.7
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:	64.1	64.1	31.3	71.6	71.1	43.7	51.9	27.1	14.4	47.5	20.1	13.7
LOS by Move:	E	E	C	E	E	D	D	C	B	D	C	B
DesignQueue:	6	6	7	1	1	2	4	15	5	11	9	1

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

Blossom Hill Station TOD TA  
328 DU + 22,595 SF RetailLevel Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing (PM)

## Intersection #3316: BLOSSOM HILL/CHESBRO



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:	28 Aug 2019	<<							
Base Vol:	12	4	150	57	8	17	33	1030	21	123	845	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	4	150	57	8	17	33	1030	21	123	845	29
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:	12	4	150	57	8	17	33	1030	21	123	845	29
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:	12	4	150	57	8	17	33	1030	21	123	845	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	4	150	57	8	17	33	1030	21	123	845	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	4	150	57	8	17	33	1030	21	123	845	29

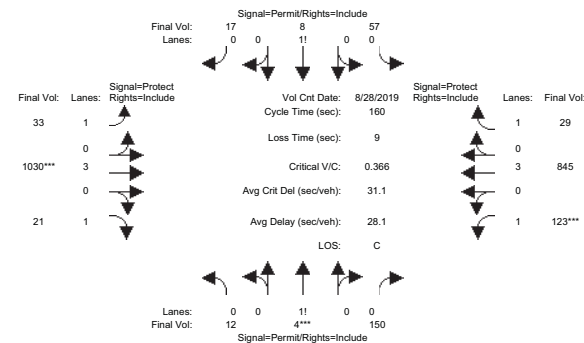
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.07	0.02	0.91	0.69	0.10	0.21	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	127	42	1581	1216	171	363	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.05	0.05	0.05	0.02	0.18	0.01	0.07	0.15	0.02
Crit Moves:	****						****			****		
Green Time:	41.4	41.4	41.4	41.4	41.4	41.4	25.0	78.9	78.9	30.7	84.6	84.6
Volume/Cap:	0.37	0.37	0.37	0.18	0.18	0.18	0.12	0.37	0.02	0.37	0.28	0.03
Delay/Veh:	49.1	49.1	49.1	46.3	46.3	46.3	58.3	25.2	20.8	56.9	20.9	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.1	49.1	49.1	46.3	46.3	46.3	58.3	25.2	20.8	56.9	20.9	18.1
LOS by Move:	D	D	D	D	D	D	E	C	C	E	C	B
DesignQueue:	12	12	12	6	6	6	3	16	1	10	12	1

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

Blossom Hill Station TOD TA  
328 DU + 22,595 SF RetailLevel Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background (PM)

## Intersection #3316: BLOSSOM HILL/CHESBRO



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:	28 Aug 2019	<<							
Base Vol:	12	4	150	57	8	17	33	1030	21	123	845	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	4	150	57	8	17	33	1030	21	123	845	29
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:	12	4	150	57	8	17	33	1030	21	123	845	29
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:	12	4	150	57	8	17	33	1030	21	123	845	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	4	150	57	8	17	33	1030	21	123	845	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	4	150	57	8	17	33	1030	21	123	845	29

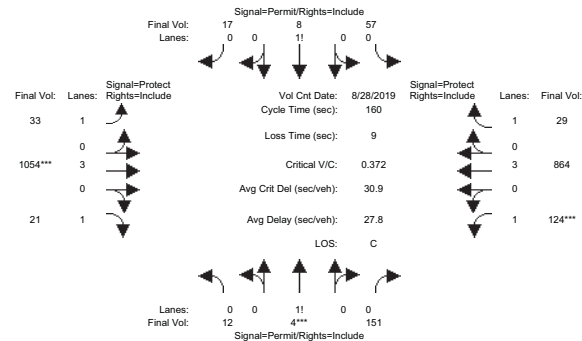
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.07	0.02	0.91	0.69	0.10	0.21	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	127	42	1581	1216	171	363	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.05	0.05	0.05	0.02	0.18	0.01	0.07	0.15	0.02
Crit Moves:	****						****			****		
Green Time:	41.4	41.4	41.4	41.4	41.4	41.4	25.0	78.9	78.9	30.7	84.6	84.6
Volume/Cap:	0.37	0.37	0.37	0.18	0.18	0.18	0.12	0.37	0.02	0.37	0.28	0.03
Delay/Veh:	49.1	49.1	49.1	46.3	46.3	46.3	58.3	25.2	20.8	56.9	20.9	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.1	49.1	49.1	46.3	46.3	46.3	58.3	25.2	20.8	56.9	20.9	18.1
LOS by Move:	D	D	D	D	D	D	E	C	C	E	C	B
DesignQueue:	12	12	12	6	6	6	3	16	1	10	12	1

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

Blossom Hill Station TOD TA  
328 DU + 22,595 SF RetailLevel Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Project (PM)

## Intersection #3316: BLOSSOM HILL/CHESBRO



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:	28 Aug 2019	<<							
Base Vol:	12	4	150	57	8	17	33	1030	21	123	845	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	4	150	57	8	17	33	1030	21	123	845	29
Added Vol:	0	0	1	0	0	0	0	24	0	1	19	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	4	151	57	8	17	33	1054	21	124	864	29
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:	12	4	151	57	8	17	33	1054	21	124	864	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	4	151	57	8	17	33	1054	21	124	864	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	4	151	57	8	17	33	1054	21	124	864	29

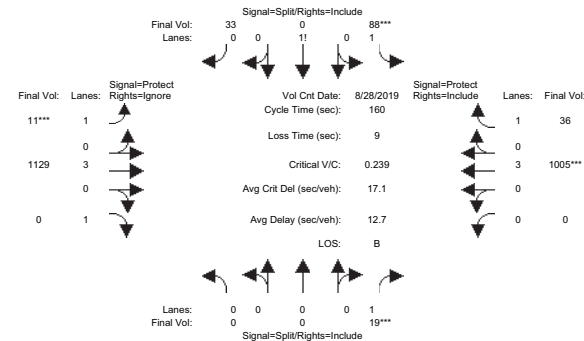
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.07	0.02	0.91	0.69	0.10	0.21	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	126	42	1582	1216	171	363	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.05	0.05	0.05	0.02	0.18	0.01	0.07	0.15	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	41.0	41.0	41.0	41.0	41.0	41.0	24.6	79.5	79.5	30.5	85.3	85.3
Volume/Cap:	0.37	0.37	0.37	0.18	0.18	0.18	0.12	0.37	0.02	0.37	0.28	0.03
Delay/Veh:	49.4	49.4	49.4	46.6	46.6	46.6	58.6	24.9	20.5	57.1	20.6	17.7
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:	49.4	49.4	49.4	46.6	46.6	46.6	58.6	24.9	20.5	57.1	20.6	17.7
LOS by Move:	D	D	D	D	D	D	E	C	C	E	C	B
DesignQueue:	12	12	12	6	6	6	3	17	1	10	12	1

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

Blossom Hill Station TOD TA  
328 DU + 22,595 SF RetailLevel Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing (PM)

## Intersection #3321: BLOSSOM HILL/INDIAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	10	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	28 Aug 2019	<<							
Base Vol:	0	0	19	88	0	33	11	1129	18	0	1005	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	19	88	0	33	11	1129	18	0	1005	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	19	88	0	33	11	1129	18	0	1005	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	19	88	0	33	11	1129	0	0	1005	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	19	88	0	33	11	1129	0	0	1005	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	0	19	88	0	33	11	1129	0	0	1005	36

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:	0.00	0.00	1.00	1.57	0.00	0.43	1.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	1750	2750	0	750	1750	5700	1750	0	5700	1750

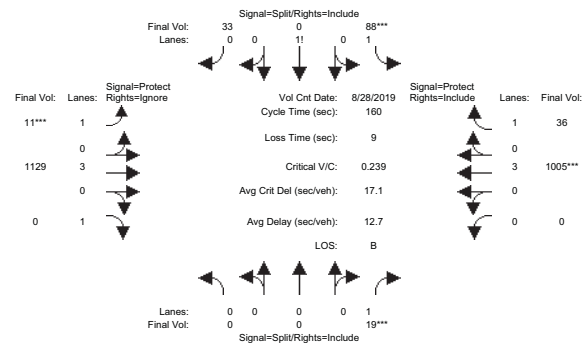
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.03	0.00	0.04	0.01	0.20	0.00	0.00	0.18	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	0.0	10.0	26.8	0.0	26.8	7.0	114	0.0	0.0	107	107.2
Volume/Cap:	0.00	0.00	0.17	0.19	0.00	0.26	0.14	0.28	0.00	0.00	0.26	0.03
Delay/Veh:	0.0	0.0	71.8	57.5	0.0	58.3	74.5	8.2	0.0	0.0	10.6	8.9
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:	0.0	0.0	71.8	57.5	0.0	58.3	74.5	8.2	0.0	0.0	10.6	8.9
LOS by Move:	A	A	E	E	A	E	E	A	A	A	B	A
DesignQueue:	0	0	2	5	0	6	1	10	0	0	10	1

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



Blossom Hill Station TOD TA  
328 DU + 22,595 SF RetailLevel Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background (PM)

## Intersection #3321: BLOSSOM HILL/INDIAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	10	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Aug 2019 <<												
Base Vol:	0	0	19	88	0	33	11	1129	18	0	1005	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	19	88	0	33	11	1129	18	0	1005	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	19	88	0	33	11	1129	18	0	1005	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	19	88	0	33	11	1129	0	0	1005	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	19	88	0	33	11	1129	0	0	1005	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	19	88	0	33	11	1129	0	0	1005	36

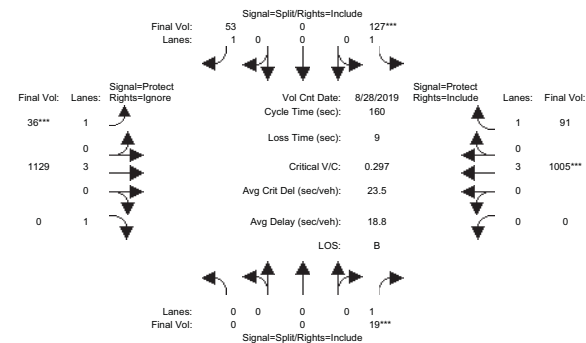
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	1.57	0.00	0.43	1.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	1750	2750	0	750	1750	5700	1750	0	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.03	0.00	0.04	0.01	0.20	0.00	0.00	0.18	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	0.0	10.0	26.8	0.0	26.8	7.0	114	0.0	0.0	107	107.2
Volume/Cap:	0.00	0.00	0.17	0.19	0.00	0.26	0.14	0.28	0.00	0.00	0.26	0.03
Delay/Veh:	0.0	0.0	71.8	57.5	0.0	58.3	74.5	8.2	0.0	0.0	10.6	8.9
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:	0.0	0.0	71.8	57.5	0.0	58.3	74.5	8.2	0.0	0.0	10.6	8.9
LOS by Move:	A	A	E	E	A	E	E	A	A	A	B	A
DesignQueue:	0	0	2	5	0	6	1	10	0	0	10	1

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

Blossom Hill Station TOD TA  
328 DU + 22,595 SF RetailLevel Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Project (PM)

## Intersection #3321: BLOSSOM HILL/INDIAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	10	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Aug 2019 <<												
Base Vol:	0	0	19	88	0	33	11	1129	18	0	1005	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	19	88	0	33	11	1129	18	0	1005	36
Added Vol:	0	0	0	39	0	20	25	0	0	0	0	55
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	19	127	0	53	36	1129	18	0	1005	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	19	127	0	53	36	1129	0	0	1005	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	19	127	0	53	36	1129	0	0	1005	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	19	127	0	53	36	1129	0	0	1005	91

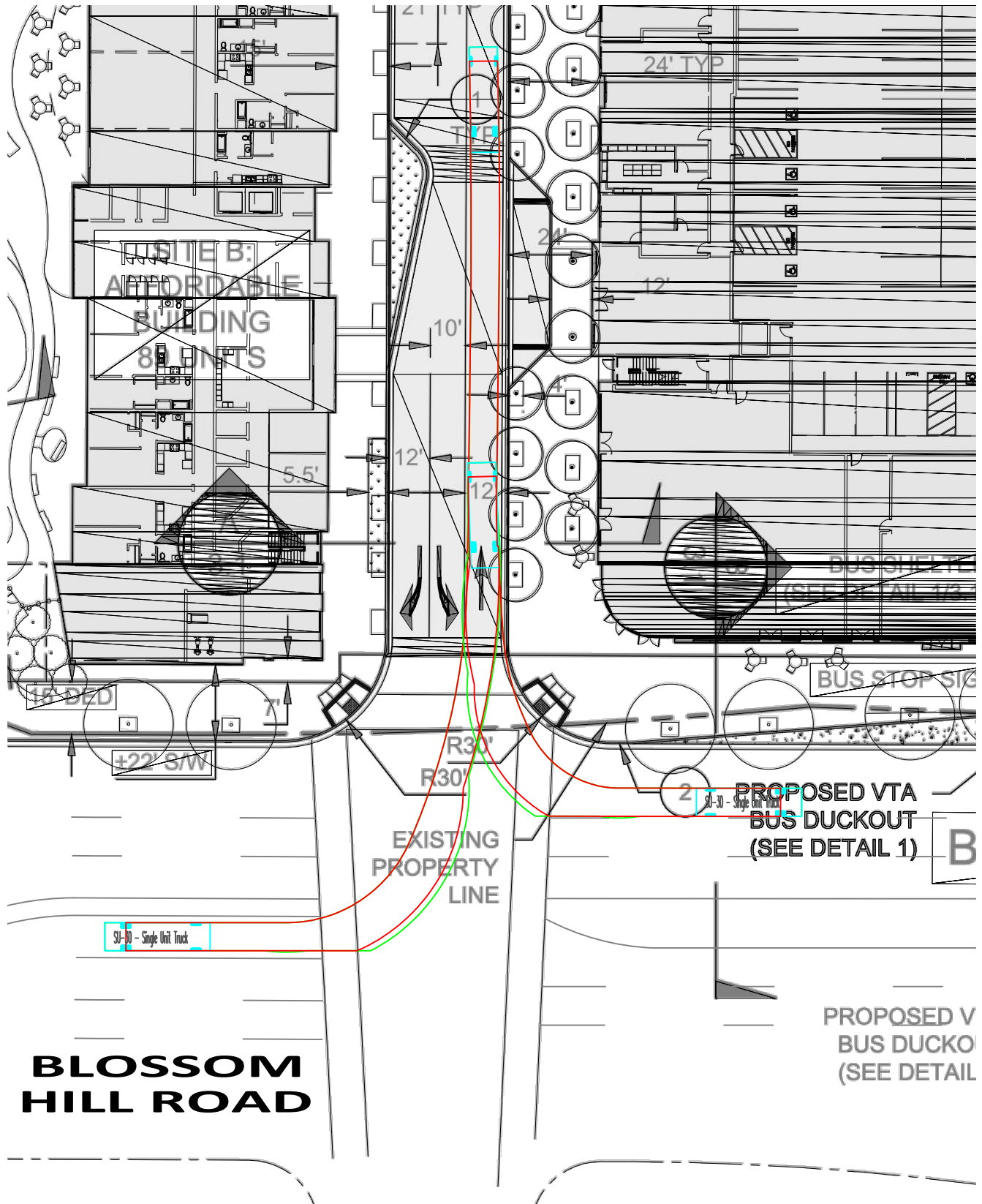
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	1.00	0.00	1.00	1.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	1750	1750	0	1750	1750	5700	1750	0	5700	1750

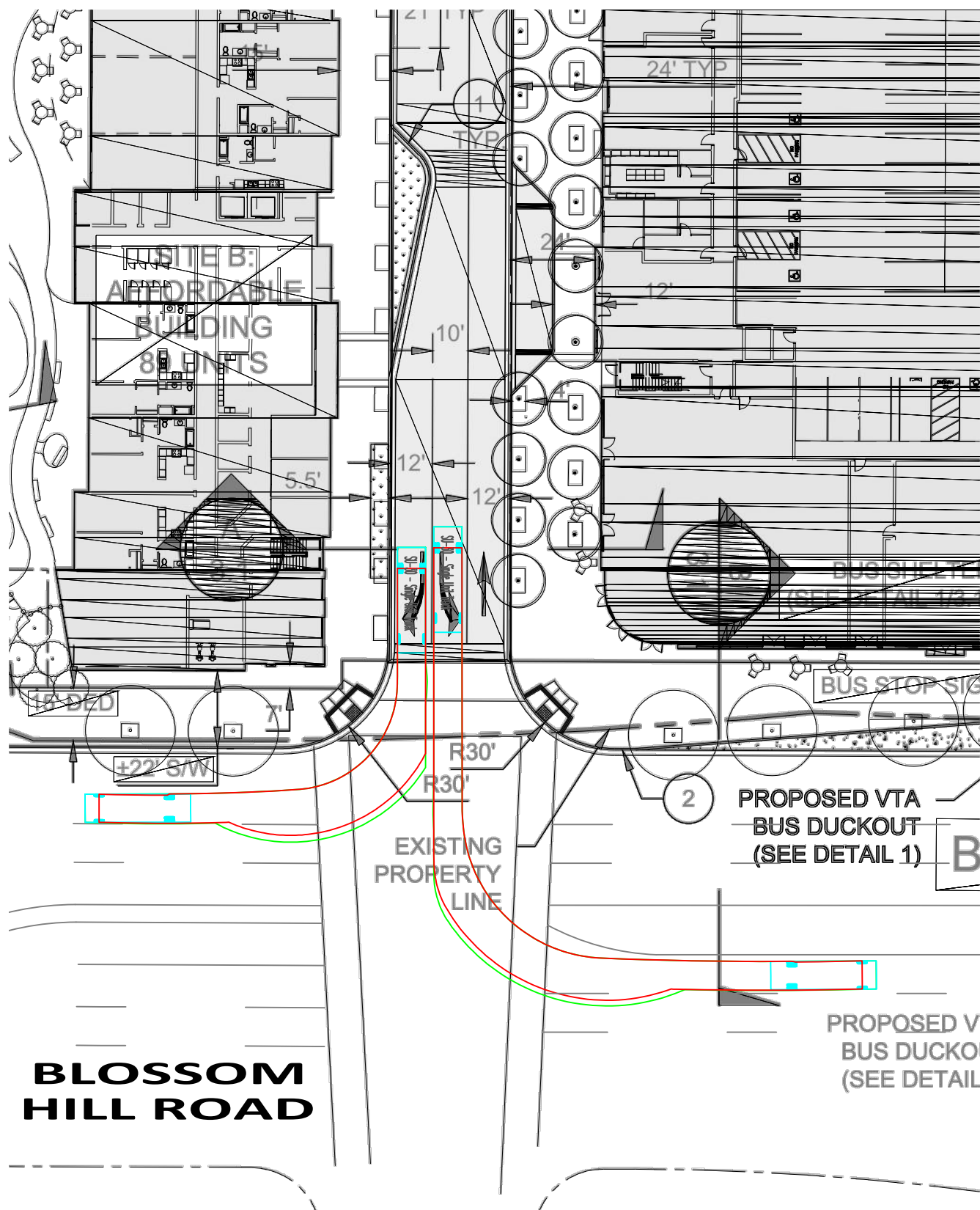
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.07	0.00	0.03	0.02	0.20	0.00	0.00	0.18	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	0.0	10.0	38.0	0.0	38.0	10.8	103	0.0	0.0	92.3	92.3
Volume/Cap:	0.00	0.00	0.17	0.31	0.00	0.13	0.31	0.31	0.00	0.00	0.31	0.09
Delay/Veh:	0.0	0.0	71.8	50.6	0.0	48.1	72.5	12.7	0.0	0.0	17.5	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	71.8	50.6	0.0	48.1	72.5	12.7	0.0	0.0	17.5	15.2
LOS by Move:	A	A	E	D	A	D	E	B	A	A	B	B
DesignQueue:	0	0	2	10	0	4	3	13	0	0	13	4

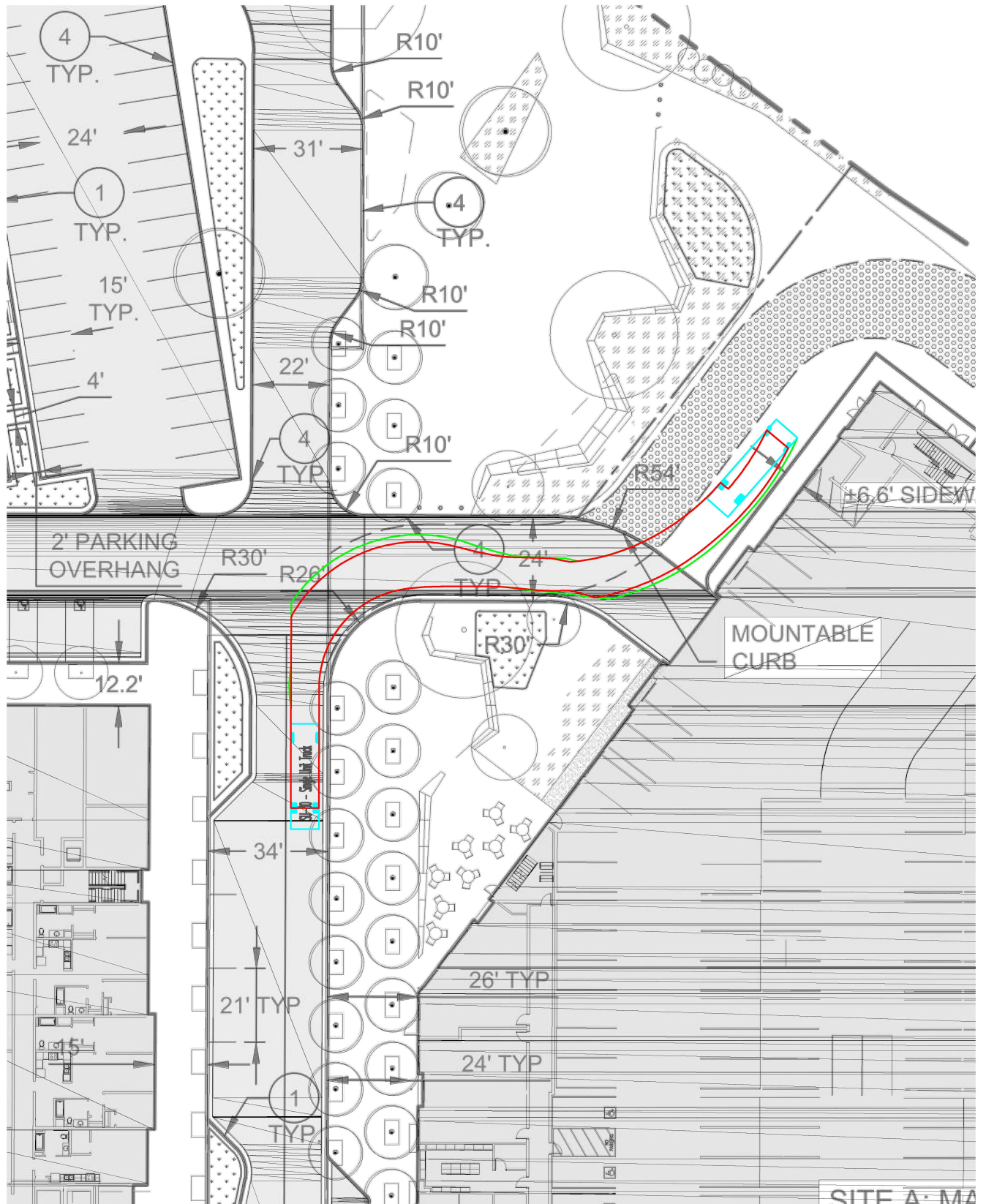
Note: Queue reported is the number of cars per lane.

## **Appendix D**

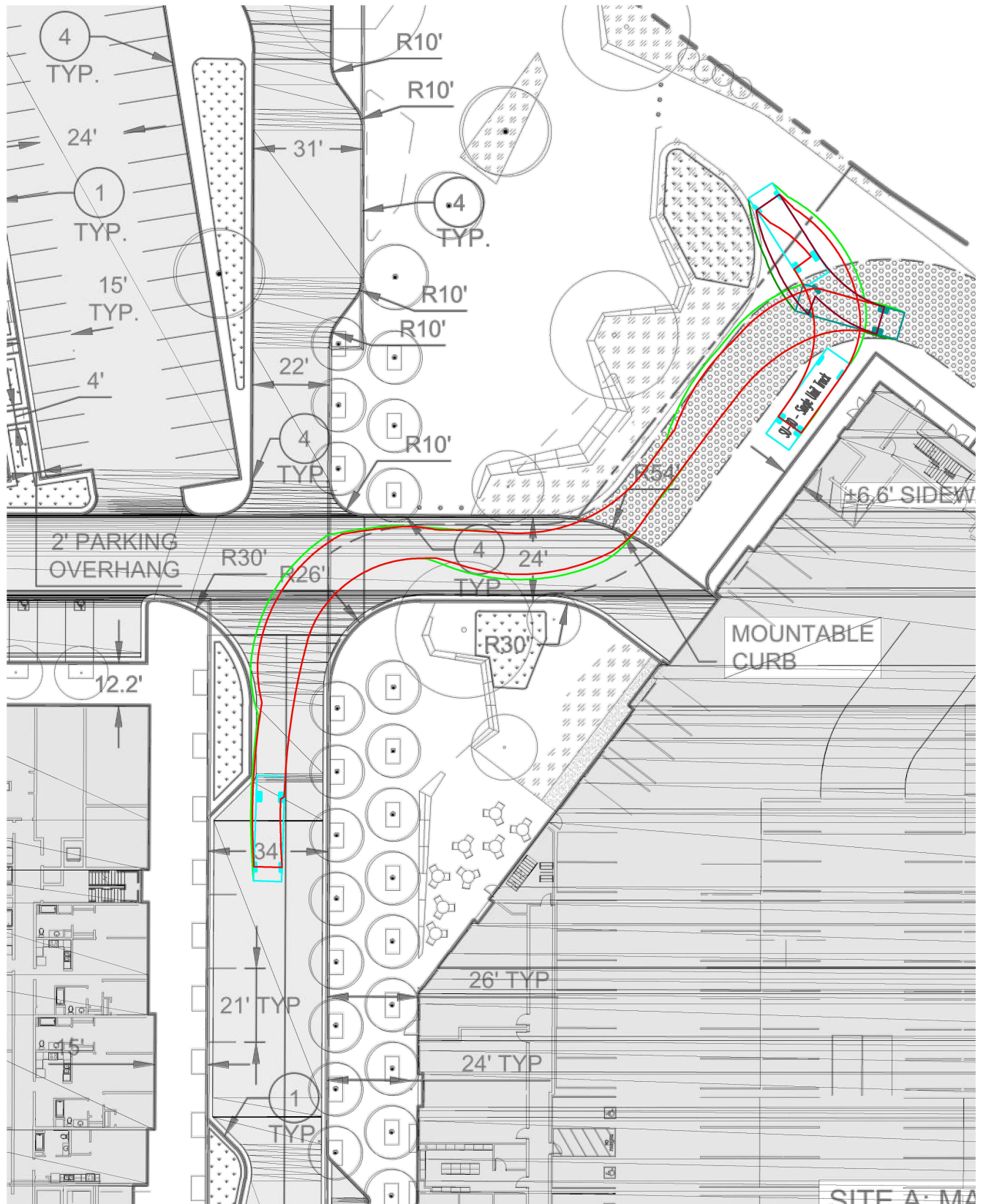
### **Project Site Truck Turning Templates**







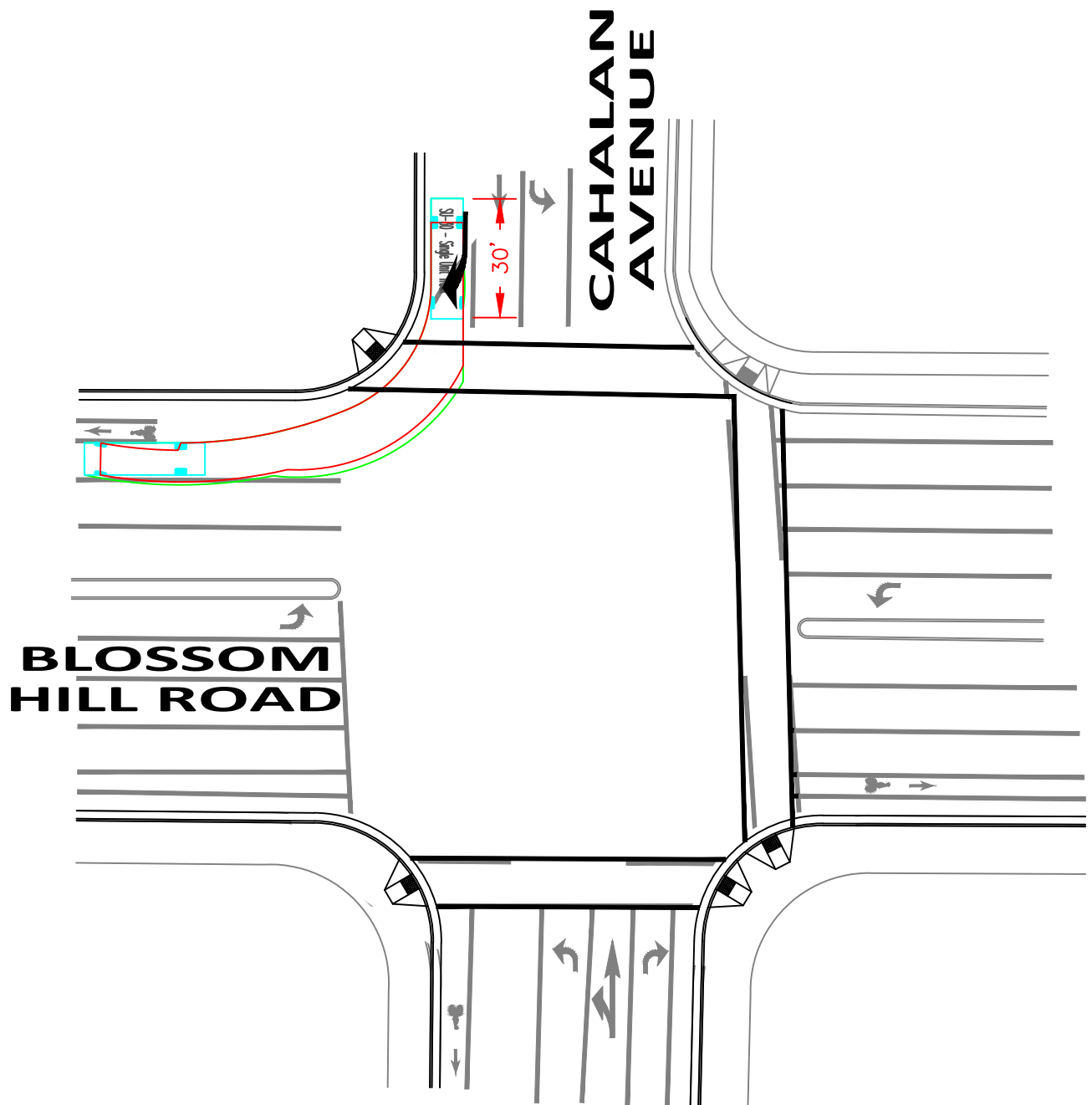




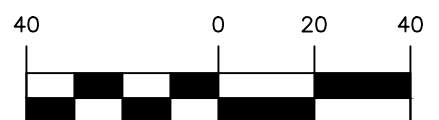
## **Appendix E**

### **Truck Turning Template at Cahalan Avenue/Blossom Hill Road**





GRAPHIC SCALE



1 INCH = 40 FEET

## **Appendix B: Draft EIR Comment Letters**

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**Jared Blumenfeld**  
Secretary for  
Environmental Protection



## Department of Toxic Substances Control

Meredith Williams, Ph.D.  
Director  
8800 Cal Center Drive  
Sacramento, California 95826-3200



**Gavin Newsom**  
Governor

### Sent Via Electronic Mail

April 22, 2022

Ms. Reema Mahamood  
Planner III  
Department of Planning, Building and Code Enforcement  
City of San Jose  
200 E. Santa Clara Street, 3rd Floor  
San José, CA 95113  
[Reema.Mahamood@sanjoseca.gov](mailto:Reema.Mahamood@sanjoseca.gov)

CITY OF SAN JOSE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE  
BLOSSOM HILL STATION MIXED-USE PROJECT – DATED MARCH 2022  
(STATE CLEARINGHOUSE NUMBER: 2020100005)

Dear Ms. Mahamood:

#### Comment A.1

The Department of Toxic Substances Control (DTSC) received a Notice of Availability of a Draft Environmental Impact Report (EIR) and Public Comment Period for the Blossom Hill Station Mixed-Use Project (Project) in San Jose, California. The Lead Agency is receiving this notice from DTSC because the Project includes one or more of the following: groundbreaking activities, work in close proximity to a roadway, the former presence of site buildings, importation of backfill soil, and/or work on or in close proximity to an agricultural or former agricultural site.

DTSC has review comments on the Hazards and Hazardous Materials section of the document, *Draft Environmental Impact Report, Blossom Hill Station Mixed-Use Project*, File No.: SP20-012 (DEIR), dated March 2022 and prepared by the City of San Jose in

#### Comment A.2

consultation with David J. Powers & Associates, Inc. DTSC notes that the description of Mitigation Measure *MM HAZ-1.1* presented in Section 3.9.2.1 – *Project Impacts* and addressing “item b” therein, involves the use of Regional Water Quality Control Board (RWQCB) environmental screening levels (ESLs) for soils. Because environmental screening levels may differ among various regulatory agencies, DTSC recommends that Mitigation Measure *MM HAZ-1.1* be clarified to identify the mechanism(s) to initiate any

required investigation and/or remediation and determine the government agency who will be responsible for providing appropriate regulatory oversight.

**Comment A.3** DEIR Section 3.9.2.1 – *Project Impacts* also states that the project site was formerly used for agricultural purposes, indicating the potential for residual pesticides in on-site soils. DTSC recommends that former agricultural lands be evaluated in accordance with DTSC's 2008 [Interim Guidance for Sampling Agricultural Properties \(Third Revision\)](#).

**Comment A.4** Appendix F of the DEIR contains a Phase-I environmental site assessment which indicates the existence of structures on the Project site during the 1939-1982 time period based on aerial photos. DTSC recommends that sampling for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk near former buildings should be conducted in accordance with DTSC's 2006 [Interim Guidance Evaluation of School Sites with Potential Contamination from Lead Based Paint, Termiticides, and Electrical Transformers](#). Removal and disposal of any of the above-mentioned chemicals should be conducted in compliance with California environmental regulations and policies.

**Comment A.5** In addition, DTSC recommends that the following issues be evaluated in the Hazards and Hazardous Materials section of the DEIR:

1. Refiners in the United States started adding lead compounds to gasoline in the 1920s in order to boost octane levels and improve engine performance. This practice did not officially end until 1992 when lead was banned as a fuel additive in California. Tailpipe emissions from automobiles using leaded gasoline contained lead and resulted in aerally deposited lead (ADL) being deposited in and along roadways throughout the state. ADL-contaminated soils still exist along roadsides and medians and can also be found underneath some existing road surfaces due to past construction activities. Due to the potential for ADL-contaminated soil DTSC, recommends collecting soil samples for lead analysis prior to performing any intrusive activities for the project described in the DEIR.
2. If any projects initiated as part of the proposed project require the importation of soil to backfill any excavated areas, proper sampling should be conducted to ensure that the imported soil is free of contamination. DTSC recommends the imported materials be characterized according to [DTSC's 2001 Information Advisory Clean Imported Fill Material](#).

DTSC appreciates the opportunity to comment on the DEIR. Should you need any assistance with an environmental investigation, please visit DTSC's [Site Mitigation and Restoration Program](#) page to apply for lead agency oversight. Additional information regarding voluntary agreements with DTSC can be found at [DTSC's Brownfield website](#).

If you have any questions, please contact me at (916) 255-3582 or via email at [Brian.McAloon@dtsc.ca.gov](mailto:Brian.McAloon@dtsc.ca.gov).

Sincerely,



Brian McAloon  
Project Manager  
Site Evaluation and Remediation Unit  
Site Mitigation and Restoration Program  
Department of Toxic Substances Control

cc: (via email)

Governor's Office of Planning and Research  
State Clearinghouse  
[State.Clearinghouse@opr.ca.gov](mailto:State.Clearinghouse@opr.ca.gov)

Mr. Dave Kereazis  
Office of Planning & Environmental Analysis  
Department of Toxic Substances Control  
[Dave.Kereazis@dtsc.ca.gov](mailto:Dave.Kereazis@dtsc.ca.gov)

## California Department of Transportation

DISTRICT 4  
OFFICE OF TRANSIT AND COMMUNITY PLANNING  
P.O. BOX 23660, MS-10D | OAKLAND, CA 94623-0660  
[www.dot.ca.gov](http://www.dot.ca.gov)



April 25, 2022

SCH #: 2020100005  
GTS #: 04-SCL-2020-01034  
GTS ID: 19260  
Co/Rt/Pm: SCL/85/4.1

Reema Mahamood, Planner III  
City of San Jose  
200 E. Santa Clara Street  
San Jose, CA 95113

### Re: Blossom Hill Station Mixed-Use Project Draft Environmental Impact Report (DEIR)

Dear Reema Mahamood:

#### Comment B.1

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Blossom Hill Station Mixed-Use Project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the March 2022 DEIR.

#### Project Understanding

The project proposes to construct a six-story mixed-use building with approximately 22,595 square feet of commercial space and up to 239 market-rate multi-family residential units. The project would also include construction of a six-story multi-family residential building with 89 affordable units, reconfiguration of the Santa Clara Valley Transportation Authority (VTA) surface parking lot and station entrance, removal of 52 ordinance-sized trees, and improvements to the Canoas Creek trail adjacent to the project site.

#### Comment B.2

#### Travel Demand Analysis

The project VMT analysis and significance determination are undertaken in a manner consistent with the Office of Planning and Research's (OPR) Technical Advisory. Per the DEIR, this project is found to have significant unavoidable VMT impact. Caltrans commends the Lead Agency in developing the Transportation Demand Management (TDM) Plan to reduce VMT. The proposed measures identified in the TDM plan should be documented with annual monitoring reports to demonstrate effectiveness.

**Comment B.3**

**Multimodal Improvements**

3.17.1.2 *Existing Conditions, DEIR, Figure 3.17-1 and Appendix H, Transportation Impact Analysis, Figure 5.* These figures only identify existing Class II Bike Lanes. please add Class I bike paths, the 87 trail, the Guadalupe River Trail and the Martial Cottle Park Trail, consistent with the diagram on page 39 of the San Jose Better Bike Plan 2025.

**Comment B.4**

3.17.1.1 *Regulatory Setting, DEIR, Pedestrian and Bicycle Facilities and Appendix H, Transportation Impact Analysis, Existing Bicycle Facilities.* Please include a reference to Class IV bikeways. Additionally, please refer to the Martial Cottle Park Trail when discussing the surrounding bicycle facilities.

**Comment B.5**

2.0 *Project Information and Description, DEIR, Figure 2.2-4.*

Caltrans recommends the protected bike lane along Blossom Hill Road extend into the street intersection approaching the State Route (SR)-85 off ramp. The Lead Agency may consider placing the bike lane closer to the sidewalk and reducing the sidewalk and bulb out width at the intersection to accommodate a protected bike lane leading up to the Blossom Hill and SR-85 off ramp intersection. A protected intersection corner island along the south-west corner of the intersection could mitigate bike/vehicle right turn conflicts. High visibility crosswalks are also recommended along all crosswalks near the site. A pedestrian refuge island with a nose at the east leg of the Blossom Hill Rd. and Indian Ave. intersection would further accommodate pedestrian safety.

**Comment B.6**

The following bicycle improvement is recommended to reduce impacts to the State Transportation Network (STN):

- Upgrade bikeways on Blossom Hill Rd from a Class II facility to a Class IV facility, as depicted in the San Jose's Better Bike Plan 2025.

There is sufficient room along Blossom Hill to accommodate a Class IV facility without removing any travel lanes. Consider the limits of the upgrade to be from Cahalan Ave to Snell Ave. The project already proposes upgrading the bike lane to a Class IV on Blossom Hill Rd. directly in front of the development. Continuing this improvement will more seamlessly connect it to the surrounding neighborhood and provide better bikeway connectivity.



**Comment B.7**

**Construction-Related Impacts**

Potential impacts to the State Right-of-Way (ROW) from project-related temporary access points should be analyzed. Mitigation for significant impacts due to construction and noise should be identified. Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, visit: <https://dot.ca.gov/programs/traffic-operations/transportation-permits>. Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the STN.

**Comment B.8**

**Equitable Access**

If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

**Comment B.9**

**Encroachment Permit**

Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' ROW requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating Caltrans' ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement. Your application package may be emailed to [D4Permits@dot.ca.gov](mailto:D4Permits@dot.ca.gov).

Please note that Caltrans is in the process of implementing an online, automated, and milestone-based Caltrans Encroachment Permit System (CEPS) to replace the current permit application submittal process with a fully electronic system, including online payments. The new system is expected to be available during 2022. To obtain information about the most current encroachment permit process and to download the permit application, please visit <https://dot.ca.gov/programs/traffic-operations/ep/applications>.

Reema Mahamood, Planner II  
April 25, 2022  
Page 4

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, or for future notifications and requests for review of new projects, please email [LDR-D4@dot.ca.gov](mailto:LDR-D4@dot.ca.gov).

Sincerely,

A handwritten signature in black ink that reads "Mark Leong". The signature is fluid and cursive, with a long horizontal stroke at the end.

MARK LEONG  
District Branch Chief  
Local Development Review

c: State Clearinghouse

## San Francisco Bay Regional Water Quality Control Board

*Sent via electronic mail: No hardcopy to follow*

March 14, 2022

Department of Planning, Building, and Code Enforcement  
200 East Santa Clara Street, 3rd Floor Tower  
San José CA 95113-1905

Attn: Reema Mahamood, Planner III ([Reema.Mahamood@sanjoseca.gov](mailto:Reema.Mahamood@sanjoseca.gov))

Subject: Blossom Hill Station Mixed Use Project, Draft Environmental Impact Report  
SCH No. 2020100005

Dear Ms. Mahamood:

**Comment C.1**

San Francisco Bay Regional Water Quality Control Board (Water Board) staff has reviewed the *Blossom Hill Station Mixed Use Project, Draft Environmental Impact Report* (DEIR). The DEIR assesses potential impacts associated with implementing the Blossom Hill Station Mixed Use Project (Project). The 7.42-acre Project site is located at 605 Blossom Hill Road (Assessor's Parcel Number: 464-22- 032), between Canoas Creek and the State Route 85 offramp, in south San José. The project site is currently developed with a 542-space surface parking lot for the adjacent VTA light rail station, VTA bus stop, landscaping and ornamental trees. The proposed Project would demolish approximately half of the existing surface parking and associated landscaping to construct a new six-story, market-rate, mixed-use building and a new five-story affordable residential building containing a total of 328 residential units and 13,590 square feet commercial space.

**Comment C.2**

**Comment 1. Section 2.4.2, Trail Improvements, does not correctly identify the extent of Water Board and California Department of Fish and Wildlife (CDFW) jurisdiction in Canoas Creek.**

This section of the DEIR contains the following text:

Although not anticipated, any work that would occur around Canoas Creek below the ordinary high-water mark would require permitting and approval from regulatory agencies including but not limited to United States Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), California Department of Fish and Wildlife (CDFW).

The ordinary high water mark of a creek establishes the upper bound of federal jurisdiction under the federal Clean Water Act (CWA). However, the Water Board has regulatory authority over wetlands and waterways under both the federal Clean Water Act (CWA) and the State of California's Porter-Cologne Water Quality Control Act

JIM McGRATH, CHAIR | THOMAS MUMLEY, INTERIM EXECUTIVE OFFICER

(California Water Code, Division 7). Under the CWA, the Water Board has regulatory authority over actions in waters of the United States, through the issuance of water quality certifications (Certifications) under Section 401 of the CWA, which are issued in conjunction with permits issued by the U.S. Army Corps of Engineers (USACE), under Section 404 of the CWA. When the Water Board issues Section 401 Certifications, it simultaneously issues general Waste Discharge Requirements (WDRs) for the project, under the Porter-Cologne Water Quality Control Act. Activities in areas that are outside of the jurisdiction of the USACE (e.g., isolated wetlands, vernal pools, seasonal streams, intermittent streams, channels that lack a nexus to navigable waters, or stream banks above the ordinary high water mark) are regulated by the Water Board, under the authority of the Porter-Cologne Water Quality Control Act. Activities that lie outside of USACE jurisdiction may require the issuance of either individual or general WDRs. Any work on Canoas Creek below the top of bank will require a permit from the Water Board.

CDFW jurisdiction along a creek channel extends to the outer dripline of riparian vegetation at the top of bank. Therefore, any activity that impacts trees at the top of bank of Canoas Creek may require a Lake and Streambed Alteration Agreement from CDFW.

Please revise Section 2.2.4 to correctly identify the extent of Water Board and CDFW jurisdiction along Canoas Creek.

Please contact me at [brian.wines@waterboards.ca.gov](mailto:brian.wines@waterboards.ca.gov) if you have any questions.

Sincerely,



Brian Wines  
Water Resource Control Engineer  
Watershed Division

cc: State Clearinghouse (state.clearinghouse@opr.ca.gov)  
CDFW, Kristin Garrison (Kristin.garrison@wildlife.ca.gov)



April 15, 2022

City of San Jose  
Department of Planning, Building, and Code Enforcement  
Reema Mahamood, Planner III

Via Email: [reema.mahamood@sanjoseca.gov](mailto:reema.mahamood@sanjoseca.gov)

Re: Draft Environmental Impact Report (DEIR) for the Blossom Hill Station Project

Dear Ms. Mahamood,

**Comment D.1**

Santa Clara Valley Audubon Society (SCVAS) is one of the largest National Audubon Society chapters in California. SCVAS' mission is to promote the enjoyment, understanding, and protection of birds and other wildlife by engaging people of all ages in birding, education, and conservation. Please find our comments on the Draft Environmental Impact Report (DEIR) for the Blossom Hill Station Project.

**Trees**

The DEIR does not include a biological resources impact for the removal of 55 ordinance-sized trees and 14 non-ordinance-sized trees. Trees and local canopy coverage is critical for mitigating the effects of climate change, reducing the urban heat island effect, and preserving biodiversity. The San Francisco Estuary Institute<sup>1</sup> has found that current protected lands and waters will not be enough to stop the biodiversity crisis; urban ecology is critical for protecting biodiversity. Removing 114 trees, including 69 ordinance and non-ordinance-sized trees will have an adverse effect on the city's canopy coverage. Please analyze the cumulative effects of removing 114 trees on the greater canopy coverage in San Jose.

**Comment D.2**

Furthermore, for the trees that do end up being removed, there needs to be strict enforcement that native trees are planted elsewhere to mitigate the effects of losing 114 mature trees. Page 15 of the DEIR explains that "105 new trees and ornamental shrubs will be planted." All plants should be native and prioritized for their habitat value. There must be insurance that these 105

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<sup>1</sup> [https://www.sfei.org/sites/default/files/biblio\\_files/Spotswood2021\\_Bioscience.pdf](https://www.sfei.org/sites/default/files/biblio_files/Spotswood2021_Bioscience.pdf)

plant species will be maintained and cared for, and please include plans for exactly where all trees and shrubs will be planted.

#### **Comment D.3**

Impact BIO-3: When possible, please avoid removal of trees to mitigate for impacting migratory birds and nesting birds. CEQA requires avoidance of any impact when possible; therefore, avoid tree removal as much as possible and instead include the trees in the Project.

#### **Comment D.4**

##### **Lighting**

The DEIR does not include a biological resources impact analysis for outdoor lighting. Page 15 of the DEIR includes lighting along the new trail, adjacent to Canoas Creek, a riparian corridor. Artificial light at night (ALAN) is detrimental to virtually all species and affects entire ecosystem viability<sup>2</sup>. There should be no lighting on the new trail and there needs to be an analysis of the effects of lighting on birds and the riparian habitat.

Being adjacent to a riparian corridor (Canoas Creek), please follow responsible outdoor lighting guidelines<sup>3</sup> for the Project. This includes:

- No lighting along Canoas Creek, including the new pedestrian/bike path.
- Outdoor lighting should have a correlated color temperature (CCT) of no more than 2,700K<sup>4</sup>.
- All fixtures should be shielded and downward facing to only light what it is meant to.
- All fixtures should be turned off from 11pm-5am and/or motion sensor activated.

#### **Comment D.5**

##### **Trail Improvements Along Canoas Creek**

There should be a biological resources impact analysis of widening a trail along the Canoas Creek. Due to increased speeds and traffic, widening of sidewalks and trails along a riparian corridor can have detrimental effects on wildlife and existing habitat. In order to protect wildlife and restore viable habitat, trails, especially in riparian corridors, should be slow, winding, and not used at night, so as to not infringe upon existing habitat.

Additionally, for all new landscaping, please only use native vegetation to help restore habitat and protect biodiversity.

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<sup>2</sup>• [https://www.exeter.ac.uk/news/homepage/title\\_823811\\_en.html](https://www.exeter.ac.uk/news/homepage/title_823811_en.html)  
• <https://esajournals.onlinelibrary.wiley.com/doi/full/10.1890/1540-9295%282004%29002%5B0191%3AELP%5D2.0.CO%3B2>  
• <https://www.frontiersin.org/articles/10.3389/fenvs.2017.00061/full>  
• <https://www.nature.com/articles/s41598-020-68667-y>  
• <https://pubmed.ncbi.nlm.nih.gov/33139919/>

<sup>3</sup> <https://www.darksky.org/our-work/lighting/lighting-for-citizens/lighting-basics/>

<sup>4</sup> <https://www.darksky.org/values-centered-lighting-resolution/>

For any questions or requests for information, please contact [advocate@scvas.org](mailto:advocate@scvas.org).

Sincerely,

Giulianna Pendleton

Environmental Advocacy Assistant

Santa Clara Valley Audubon Society





March 12, 2022

Reema Mahamood  
City of San Jose  
200 E Santa Clara Street, 3<sup>rd</sup> Floor  
San Jose, CA 95113

Ref: Gas and Electric Transmission and Distribution

Dear Reema Mahamood,

**Comment E.1**

Thank you for submitting the SP20-012 plans for our review. PG&E will review the submitted plans in relationship to any existing Gas and Electric facilities within the project area. If the proposed project is adjacent/or within PG&E owned property and/or easements, we will be working with you to ensure compatible uses and activities near our facilities.

Attached you will find information and requirements as it relates to Gas facilities (Attachment 1) and Electric facilities (Attachment 2). Please review these in detail, as it is critical to ensure your safety and to protect PG&E's facilities and its existing rights.

Below is additional information for your review:

1. This plan review process does not replace the application process for PG&E gas or electric service your project may require. For these requests, please continue to work with PG&E Service Planning: [https://www.pge.com/en\\_US/business/services/building-and-renovation/overview/overview.page](https://www.pge.com/en_US/business/services/building-and-renovation/overview/overview.page).
2. If the project being submitted is part of a larger project, please include the entire scope of your project, and not just a portion of it. PG&E's facilities are to be incorporated within any CEQA document. PG&E needs to verify that the CEQA document will identify any required future PG&E services.
3. An engineering deposit may be required to review plans for a project depending on the size, scope, and location of the project and as it relates to any rearrangement or new installation of PG&E facilities.

Any proposed uses within the PG&E fee strip and/or easement, may include a California Public Utility Commission (CPUC) Section 851 filing. This requires the CPUC to render approval for a conveyance of rights for specific uses on PG&E's fee strip or easement. PG&E will advise if the necessity to incorporate a CPUC Section 851 filing is required.

This letter does not constitute PG&E's consent to use any portion of its easement for any purpose not previously conveyed. PG&E will provide a project specific response as required.

Sincerely,

Plan Review Team  
Land Management



## **Attachment 1 – Gas Facilities**

There could be gas transmission pipelines in this area which would be considered critical facilities for PG&E and a high priority subsurface installation under California law. Care must be taken to ensure safety and accessibility. So, please ensure that if PG&E approves work near gas transmission pipelines it is done in adherence with the below stipulations. Additionally, the following link provides additional information regarding legal requirements under California excavation laws: <https://www.usanorth811.org/images/pdfs/CA-LAW-2018.pdf>

1.     Standby Inspection: A PG&E Gas Transmission Standby Inspector must be present during any demolition or construction activity that comes within 10 feet of the gas pipeline. This includes all grading, trenching, substructure depth verifications (potholes), asphalt or concrete demolition/removal, removal of trees, signs, light poles, etc. This inspection can be coordinated through the Underground Service Alert (USA) service at 811. A minimum notice of 48 hours is required. Ensure the USA markings and notifications are maintained throughout the duration of your work.
2.     Access: At any time, PG&E may need to access, excavate, and perform work on the gas pipeline. Any construction equipment, materials, or spoils may need to be removed upon notice. Any temporary construction fencing installed within PG&E's easement would also need to be capable of being removed at any time upon notice. Any plans to cut temporary slopes exceeding a 1:4 grade within 10 feet of a gas transmission pipeline need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.
3.     Wheel Loads: To prevent damage to the buried gas pipeline, there are weight limits that must be enforced whenever any equipment gets within 10 feet of traversing the pipe.

Ensure a list of the axle weights of all equipment being used is available for PG&E's Standby Inspector. To confirm the depth of cover, the pipeline may need to be potholed by hand in a few areas.

Due to the complex variability of tracked equipment, vibratory compaction equipment, and cranes, PG&E must evaluate those items on a case-by-case basis prior to use over the gas pipeline (provide a list of any proposed equipment of this type noting model numbers and specific attachments).

No equipment may be set up over the gas pipeline while operating. Ensure crane outriggers are at least 10 feet from the centerline of the gas pipeline. Transport trucks must not be parked over the gas pipeline while being loaded or unloaded.

4.     Grading: PG&E requires a minimum of 36 inches of cover over gas pipelines (or existing grade if less) and a maximum of 7 feet of cover at all locations. The graded surface cannot exceed a cross slope of 1:4.
5.     Excavating: Any digging within 2 feet of a gas pipeline must be dug by hand. Note that while the minimum clearance is only 12 inches, any excavation work within 24 inches of the edge of a pipeline must be done with hand tools. So to avoid having to dig a trench entirely with hand tools, the edge of the trench must be over 24 inches away. (Doing the math for a 24 inch



wide trench being dug along a 36 inch pipeline, the centerline of the trench would need to be at least 54 inches [ $24/2 + 24 + 36/2 = 54$ ] away, or be entirely dug by hand.)

Water jetting to assist vacuum excavating must be limited to 1000 psig and directed at a 40° angle to the pipe. All pile driving must be kept a minimum of 3 feet away.

Any plans to expose and support a PG&E gas transmission pipeline across an open excavation need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

6. Boring/Trenchless Installations: PG&E Pipeline Services must review and approve all plans to bore across or parallel to (within 10 feet) a gas transmission pipeline. There are stringent criteria to pothole the gas transmission facility at regular intervals for all parallel bore installations.

For bore paths that cross gas transmission pipelines perpendicularly, the pipeline must be potholed a minimum of 2 feet in the horizontal direction of the bore path and a minimum of 12 inches in the vertical direction from the bottom of the pipe with minimum clearances measured from the edge of the pipe in both directions. Standby personnel must watch the locator trace (and every ream pass) the path of the bore as it approaches the pipeline and visually monitor the pothole (with the exposed transmission pipe) as the bore traverses the pipeline to ensure adequate clearance with the pipeline. The pothole width must account for the inaccuracy of the locating equipment.

7. Substructures: All utility crossings of a gas pipeline should be made as close to perpendicular as feasible ( $90^\circ \pm 15^\circ$ ). All utility lines crossing the gas pipeline must have a minimum of 12 inches of separation from the gas pipeline. Parallel utilities, pole bases, water line 'kicker blocks', storm drain inlets, water meters, valves, back pressure devices or other utility substructures are not allowed in the PG&E gas pipeline easement.

If previously retired PG&E facilities are in conflict with proposed substructures, PG&E must verify they are safe prior to removal. This includes verification testing of the contents of the facilities, as well as environmental testing of the coating and internal surfaces. Timelines for PG&E completion of this verification will vary depending on the type and location of facilities in conflict.

8. Structures: No structures are to be built within the PG&E gas pipeline easement. This includes buildings, retaining walls, fences, decks, patios, carports, septic tanks, storage sheds, tanks, loading ramps, or any structure that could limit PG&E's ability to access its facilities.

9. Fencing: Permanent fencing is not allowed within PG&E easements except for perpendicular crossings which must include a 16 foot wide gate for vehicular access. Gates will be secured with PG&E corporation locks.

10. Landscaping: Landscaping must be designed to allow PG&E to access the pipeline for maintenance and not interfere with pipeline coatings or other cathodic protection systems. No trees, shrubs, brush, vines, and other vegetation may be planted within the easement area. Only those plants, ground covers, grasses, flowers, and low-growing plants that grow unsupported to a maximum of four feet (4') in height at maturity may be planted within the easement area.



11. Cathodic Protection: PG&E pipelines are protected from corrosion with an “Impressed Current” cathodic protection system. Any proposed facilities, such as metal conduit, pipes, service lines, ground rods, anodes, wires, etc. that might affect the pipeline cathodic protection system must be reviewed and approved by PG&E Corrosion Engineering.

12. Pipeline Marker Signs: PG&E needs to maintain pipeline marker signs for gas transmission pipelines in order to ensure public awareness of the presence of the pipelines. With prior written approval from PG&E Pipeline Services, an existing PG&E pipeline marker sign that is in direct conflict with proposed developments may be temporarily relocated to accommodate construction work. The pipeline marker must be moved back once construction is complete.

13. PG&E is also the provider of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E’s facilities must be reviewed and approved by PG&E to ensure that no impact occurs which may endanger the safe operation of its facilities.



## **Attachment 2 – Electric Facilities**

It is PG&E's policy to permit certain uses on a case by case basis within its electric transmission fee strip(s) and/or easement(s) provided such uses and manner in which they are exercised, will not interfere with PG&E's rights or endanger its facilities. Some examples/restrictions are as follows:

1. **Buildings and Other Structures:** No buildings or other structures including the foot print and eave of any buildings, swimming pools, wells or similar structures will be permitted within fee strip(s) and/or easement(s) areas. PG&E's transmission easement shall be designated on subdivision/parcel maps as **"RESTRICTED USE AREA – NO BUILDING."**
2. **Grading:** Cuts, trenches or excavations may not be made within 25 feet of our towers. Developers must submit grading plans and site development plans (including geotechnical reports if applicable), signed and dated, for PG&E's review. PG&E engineers must review grade changes in the vicinity of our towers. No fills will be allowed which would impair ground-to-conductor clearances. Towers shall not be left on mounds without adequate road access to base of tower or structure.
3. **Fences:** Walls, fences, and other structures must be installed at locations that do not affect the safe operation of PG&E's facilities. Heavy equipment access to our facilities must be maintained at all times. Metal fences are to be grounded to PG&E specifications. No wall, fence or other like structure is to be installed within 10 feet of tower footings and unrestricted access must be maintained from a tower structure to the nearest street. Walls, fences and other structures proposed along or within the fee strip(s) and/or easement(s) will require PG&E review; submit plans to PG&E Centralized Review Team for review and comment.
4. **Landscaping:** Vegetation may be allowed; subject to review of plans. On overhead electric transmission fee strip(s) and/or easement(s), trees and shrubs are limited to those varieties that do not exceed 10 feet in height at maturity. PG&E must have access to its facilities at all times, including access by heavy equipment. No planting is to occur within the footprint of the tower legs. Greenbelts are encouraged.
5. **Reservoirs, Sumps, Drainage Basins, and Ponds:** Prohibited within PG&E's fee strip(s) and/or easement(s) for electric transmission lines.
6. **Automobile Parking:** Short term parking of movable passenger vehicles and light trucks (pickups, vans, etc.) is allowed. The lighting within these parking areas will need to be reviewed by PG&E; approval will be on a case by case basis. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications. Blocked-up vehicles are not allowed. Carports, canopies, or awnings are not allowed.
7. **Storage of Flammable, Explosive or Corrosive Materials:** There shall be no storage of fuel or combustibles and no fueling of vehicles within PG&E's easement. No trash bins or incinerators are allowed.



8. Streets and Roads: Access to facilities must be maintained at all times. Street lights may be allowed in the fee strip(s) and/or easement(s) but in all cases must be reviewed by PG&E for proper clearance. Roads and utilities should cross the transmission easement as nearly at right angles as possible. Road intersections will not be allowed within the transmission easement.

9. Pipelines: Pipelines may be allowed provided crossings are held to a minimum and to be as nearly perpendicular as possible. Pipelines within 25 feet of PG&E structures require review by PG&E. Sprinklers systems may be allowed; subject to review. Leach fields and septic tanks are not allowed. Construction plans must be submitted to PG&E for review and approval prior to the commencement of any construction.

10. Signs: Signs are not allowed except in rare cases subject to individual review by PG&E.

11. Recreation Areas: Playgrounds, parks, tennis courts, basketball courts, barbecue and light trucks (pickups, vans, etc.) may be allowed; subject to review of plans. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications.

12. Construction Activity: Since construction activity will take place near PG&E's overhead electric lines, please be advised it is the contractor's responsibility to be aware of, and observe the minimum clearances for both workers and equipment operating near high voltage electric lines set out in the High-Voltage Electrical Safety Orders of the California Division of Industrial Safety (<https://www.dir.ca.gov/Title8/sb5g2.html>), as well as any other safety regulations. Contractors shall comply with California Public Utilities Commission General Order 95 ([http://www.cpuc.ca.gov/gos/GO95/go\\_95\\_startup\\_page.html](http://www.cpuc.ca.gov/gos/GO95/go_95_startup_page.html)) and all other safety rules. No construction may occur within 25 feet of PG&E's towers. All excavation activities may only commence after 811 protocols has been followed.

Contractor shall ensure the protection of PG&E's towers and poles from vehicular damage by (installing protective barriers) Plans for protection barriers must be approved by PG&E prior to construction.

13. PG&E is also the owner of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs that may endanger the safe and reliable operation of its facilities.

## Mahamood, Reema

---

**From:** Ryan Warner <ryan.warner.mn@gmail.com>  
**Sent:** Friday, March 11, 2022 9:43 AM  
**To:** District 10  
**Cc:** Mahamood, Reema  
**Subject:** BLOSSOM HILL STATION MIXED-USE PROJECT

[Some people who received this message don't often get email from ryan.warner.mn@gmail.com. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

[External Email]

cc: Project Manager Mahamood

Dear Council Member Mahan,

### **Comment F.1**

Before COVID, I regularly parked in the Blossom Hill VTA lot, and the lot was never heavily utilized. The space really can be put to better use, so I support adding housing at the site, and look forward to new retail here. But as-is, the planned remaining VTA parking lot is just barely big enough for pre-pandemic levels of usage, and 300 spaces for residents does not seem like enough.

Looking at development on Cottle, where the high rise tenets clog up the Safeway parking lot, it seems like we should plan for more. If residents overflow into the VTA lot, where will VTA lot users go? From what I've seen, the VTA lot is used more for tech bus parking than it is for VTA access, so it's not like those tech bus users can just park at Snell station, their busses don't go there.

Since COVID, I moved within walking distance of this station, specifically because I like the life style of being able to walk to this VTA stop to catch my own tech bus. So I really do welcome having development here, but I hope it is done smartly so as not to create conflict between VTA lot users, residents, and our neighborhood.

Sincerely,  
Ryan Warner  
Indian Ave Resident.

This message is from outside the City email system. Do not open links or attachments from untrusted sources.



## Mahamood, Reema

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**From:** Gordon Chester <gordon.chester@att.net>  
**Sent:** Friday, March 11, 2022 9:47 AM  
**To:** Mahamood, Reema  
**Subject:** Blossom Hill Station (SP20-012 & T20-012)

You don't often get email from gordon.chester@att.net. [Learn why this is important](#)

[External Email]

### Comment G.1

Good morning Reema,  
I was hoping you could tell if you know why buildings are segregated into affordable and market rate versus being mixed. If you don't know would you be able to let me know the developer's email that I could pose this question?

Thank you so much, have a great weekend,

Gordon

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

## Mahamood, Reema

---

**From:** Mar Robbart <marrobbart@yahoo.com>  
**Sent:** Thursday, March 10, 2022 4:39 PM  
**To:** Mahamood, Reema  
**Subject:** Re: Blossom Hill Station Mixed-use project

You don't often get email from marrobbart@yahoo.com. [Learn why this is important](#)

[External Email]

Thank you so much for your prompt reply! I really appreciate the info!

Mar Robbart

On Thursday, March 10, 2022, 04:16:29 PM PST, Mahamood, Reema <reema.mahamood@sanjoseca.gov> wrote:

Hello Mar,

The applicant for the project is:

Green Republic Blossom Hill LLC

84 West Santa Clara Street, Ste 600

San Jose, CA 95113

Melissa Durkin (408) 292-1601 ext.1228

Reema

**Reema Mahamood**

Planner III, Environmental Review

City of San José | Planning, Building & Code Enforcement

200 E. Santa Clara St., T-3

San José, CA 95113

d - 408.535.6872

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**From:** Mar Robbart <marrobbart@yahoo.com>  
**Sent:** Thursday, March 10, 2022 2:26 PM  
**To:** Mahamood, Reema <reema.mahamood@sanjoseca.gov>  
**Subject:** Blossom Hill Station Mixed-use project

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Dear Ms Mahmood,

**Comment H.1**

Please give me the contact info for the applicants of this project.

Thank you very much for your time, I appreciate your effort

Sincerely,

Mar Robbart

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