

CITY COUNCIL STAFF REPORT

File Nos.	C19-031 & SP20-016				
Applicant:	Henry Cord, Cord Associates				
Location	East side of South Winchester Boulevard				
	approximately 270 feet south of Fireside Drive				
	(1212-1224 South Winchester Boulevard)				
APN(s)	279-17-020 & 279-17-021				
Council District	1				
General Plan Designation	Neighborhood/Community Commercial				
Urban Village	Winchester Boulevard Urban Village				
Existing Zoning	R-1-8 Single-Family Residence				
Proposed Zoning	CP Commercial Pedestrian				
Acreage	0.69-gross acres				
Historic Resource	No				
Demolition	1,500 square feet				
Existing/Proposed Land Uses	Hotel				
Annexation Date:	February 24, 1955 (Maywood No_1)				
CEQA:	Initial Study/Mitigated Negative Declaration				
	(IS/MND) for the 1212-1224 South Winchester				
	Boulevard Hotel Project				

APPLICATION SUMMARY:

Conforming Rezoning from the R-1-8 Single-Family Residence Zoning District to the CP Commercial Pedestrian Zoning District and a Special Use Permit and Site Development Permit to allow the demolition of two existing commercial buildings and the removal of nine trees (four ordinance-size, five non-ordinance size) for the construction of an approximately 107,079-square foot, six-story, 119-room hotel with an approximately 49 percent parking reduction and an alternative parking arrangement on an approximately 0.69-gross acre site.

RECOMMENDATION:

Staff recommends that the City Council take all of the following actions:

- (a) Adopt a resolution adopting the Initial Study/Mitigated Negative Declaration for the 1212-1224 South Winchester Boulevard Hotel Project and the associated Mitigation Monitoring and Reporting Plan, all in accordance with the California Environmental Quality Act (CEQA).
- (b) Approve an ordinance rezoning the certain real property located on the east side of South Winchester Boulevard approximately 270 feet south of Fireside Drive from the R-1-8

Single-Family Residence Zoning District to the CP Commercial Pedestrian Zoning District approximately 0.69-gross acre site.

(c) Adopt a resolution approving, subject to conditions, a Special Use Permit and Site Development Permit to allow the demolition of two existing commercial buildings and the removal of nine trees (four ordinance-size, five non-ordinance size) and to allow the construction of an approximately 107,079-square foot, six-story, 119-room hotel with an approximately 49 percent parking reduction and an alternative parking arrangement on an approximately 0.69-gross acre site.

PROJECT DATA

GENERAL PLAN CONSISTENCY				
General	Plan Designation	Neighborhood/Community Commercial		
Consister	nt Policies	FS-4.1, LU-5.1, LU-5.2, LU-5.4, CD-1.1, CD-3.5, CD-4.9		
SURROU	UNDING USES			
	General Plan Land Use	Zoning	Existing Use	
North	Neighborhood/Community	R-1-8 Single-Family Zoning	Single-Family	
	Commercial	District	Residence	
South	Public/Quasi-Public	CO Commercial Office	Senior Care Facility	
East	Residential Neighborhood	R-1-8 Single-Family Zoning	Single-Family	
		District	Residences	
West	Urban Village	CP Commercial Pedestrian	Office Building	
RELATED APPROVALS				
Date	Action			
N/A	None			

PROJECT DESCRIPTION

On September 9, 2019, the applicant Henry Cord, submitted the following applications to be reviewed concurrently:

- Conforming Rezoning to rezone the property from the R-1-8 Single-Family Residence Zoning District to the CP Commercial Pedestrian Zoning District on an approximately 0.69-gross acre site.
- Special Use Permit and Site Development Permit to allow the demolition of two existing buildings and the removal of nine trees (four ordinance-size, five non-ordinance size) for the construction of an approximately 107,079-square foot, six-story, 119-room hotel with an approximately 49 percent parking reduction and an alternative parking arrangement on an approximately 0.69-gross acre site.

Background

The subject site is located on the eastside of South Winchester Boulevard approximately 270 feet south of Fireside Drive (See Figure 1). The subject site is currently developed with two commercial buildings formerly used as single-family residences. The site is surrounded by single-family residences to the north and east, a senior care facility to the south, and an office building across South Winchester Boulevard to the west.

The project includes the demolition of the two existing buildings and the removal of nine trees (four ordinance-size, five non-ordinance size) for the construction of an approximately 107,079-square foot, six-story, 119-room hotel. The existing buildings to be demolished are two commercial businesses, previously converted from single-family residences. Based on available building permits, the single-family residence at 1212 South Winchester Boulevard was legally converted from a residence to a business in November 2012.

The first floor of the hotel building would contain the main lobby reception area, guest luggage storage, a coffee station and bar area, two offices, an employee break room, a men's locker room, a women's locker room, laundry facilities, a fire control room, a fire pump room, an electrical room, and 12 guest rooms. The second floor would include common outdoor areas for hotel guests as well as the gym, jacuzzi, steam room, breakfast area, kitchen, and 18 guest rooms. Floors three through six would contain the remaining guest rooms. The guest rooms would range between approximately 270 to 700 square feet. Based on the Operations Plan (Exhibit F) provided, the hotel would employ ten staff in up to three shifts.

A total of 66 parking spaces would be provided in a subterranean garage, representing an approximately 49 percent reduction in the required number of vehicle parking spaces. The project would include a vehicle lift system. A parking reduction would include the implementation of a Transportation Demand Management (TDM) Plan (Exhibit I). TDM measures to support the reduction in required vehicle parking include bicycle parking, on-site bicycles for guest use, guest shuttle services, on-site access to car-share vehicles for hotel employees and guests, on-site paid parking, free annual VTA Smart Passes for employees, financial incentives for employees who bike or walk to work, and an on-site designated TDM coordinator and services.

Vehicular access to the subterranean garage would be provided from a right in/right out 27-footwide driveway on South Winchester Boulevard. The driveway would be located at the southern end of the building, adjacent to the loading and delivery area to the south. The project is also accessible to pedestrians from a 20-foot-wide sidewalk along South Winchester Boulevard. The project provides 66 vehicle parking spaces, 37 bicycle parking spaces, and eight motorcycle parking spaces in accordance with the Zoning Code.

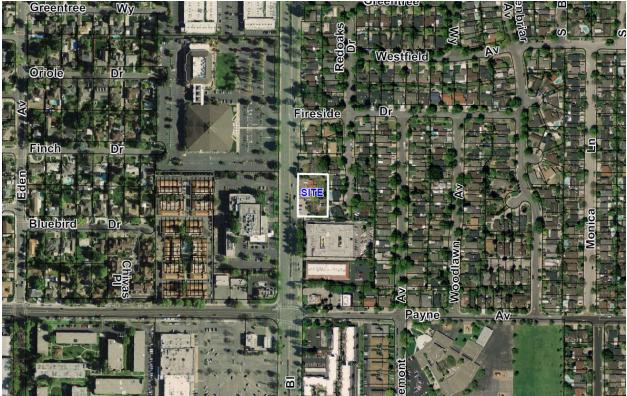


Figure 1: Aerial image of the subject site

As previously discussed, the subject property is currently located in the R-1-8 Zoning District. The project includes rezoning the site to the CP Commercial Pedestrian Zoning District, which would conform with the General Plan Land Use/Transportation Diagram land use designation of Neighborhood/Community Commercial.

ANALYSIS

The proposed project was analyzed for conformance with the following: 1) Envision San José 2040 General Plan, 2) Winchester Boulevard Urban Village Plan, 3) Zoning Ordinance, 4) Senate Bill 330 "no net loss" requirements, 5) City Council Policies, 6) Commercial Design Guidelines, 7) Permit Findings, and 8) California Environmental Quality Act (CEQA).

Envision San José 2040 General Plan Conformance

The subject site has an <u>Envision San José 2040 General Plan</u> Land Use/Transportation Diagram land use designation of Neighborhood/Community Commercial (see Figure 2).

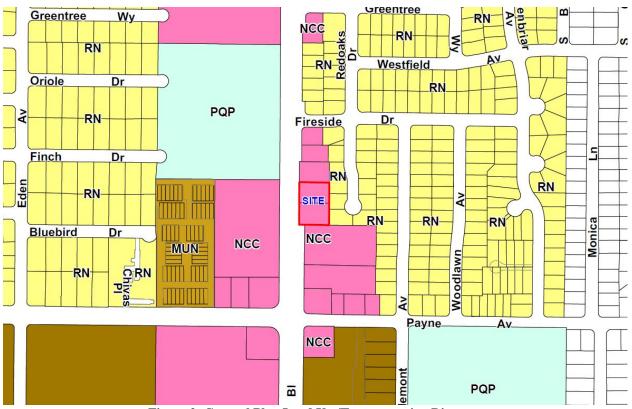


Figure 2: General Plan Land Use/Transportation Diagram

As shown in the above General Plan Map (Figure 3), the project site has an Envision San José 2040 General Plan Land Use/Transportation Diagram designation of Neighborhood/Community Commercial. This designation supports a very broad range of commercial activity, including commercial uses that serve the communities in neighboring areas, such as neighborhood serving retail and services and commercial/professional office development. Neighborhood/Community Commercial uses typically have a strong connection to and provide services and amenities for the nearby community and should be designed to promote that connection with an appropriate urban form that supports walking, transit use and public interaction. General office uses, hospitals, and private community gathering facilities are also allowed in this designation. The subject site is also located within the boundaries of the Winchester Boulevard Urban Village Plan.

The rezoning is consistent with the following General Plan policies:

- 1. <u>Implementation Policy IP-1.1 Land Use/Transportation Diagram:</u> Use the Envision General Plan Land Use/Transportation Diagram designations to indicate the general intended land use, providing flexibility to allow for a mix of land uses, intensities and development forms compatible with a wide variety of neighborhood contexts and to designate the intended roadway network to be developed over the timeframe of the *Envision General Plan.* Use the Zoning designation to indicate the appropriate type, form and height of development for particular properties.
- 2. <u>Implementation Policy IP-1.7 Land Use/Transportation Diagram</u>: Ensure that proposals to rezone and prezone properties conform to the Land Use/Transportation Diagram, and advance Envision General Plan vision, goals and policies.

3. <u>Implementation Policy IP-8.2 - Zoning</u>: Use the City's conventional zoning districts, contained in its Zoning Ordinance, to implement the *Envision General Plan* Land Use/Transportation Diagram. These districts include a range of allowed land uses, development intensities, and standards within major land use categories (residential, commercial and industrial) together with zoning districts for other land uses such as mixed-use and open space. The various ranges of allowed use and development intensity correspond generally to the respective *Envision General Plan* land use designations, while providing greater detail as to the appropriate land uses and form of development.

Analysis: The project consists of a Conforming Rezoning of the property from the R-1-8 Single-Family Residence Zoning District to the CP Commercial Pedestrian Zoning. The rezoning would conform with the General Plan Land Use Designation of Neighborhood/Community Commercial. The project would expand employment activity and generate tax revenue within a planned growth area. The rezoning would facilitate the construction of a new approximately 107,079-square foot, six-story, 119-room hotel.

The associated Special Use Permit and Site Development Permit is consistent with the following General Plan policies:

- 1. <u>Fiscal Sustainability Policy FS-4.1</u>: Preserve and enhance employment land acreage and building floor area capacity for various employment activities because they provide revenue, near-term jobs, contribute to our City's long-term achievement of economic development and job growth goals, and provide opportunities for the development of retail to serve individual neighborhoods, larger community areas, and the Bay Area.
- 2. <u>Land Use Policy LU-5.1:</u> In order to create complete communities, promote new commercial uses and revitalize existing commercial areas in locations that provide safe and convenient multi-modal access to a full range of goods and services.
- 3. <u>Land Use Policy LU-5.2</u>: To facilitate pedestrian access to a variety of commercial establishments and services that meet the daily needs of residents and employees, locate neighborhood-serving commercial uses throughout the city, including identified growth areas and areas where there is existing or future demand for such uses.

Analysis: The site is in close proximity to Santana Row, a large employment and shopping destination located to the north of the subject site. The hotel use would provide a necessary service for existing and future demand from business travelers and visitors. The minimal front setback along South Winchester Boulevard and transparent ground floor design are incorporated into the project to facilitate pedestrian and bicyclist access to the site. The TDM plan would further facilitate pedestrian and bicyclist access as it includes code required bicycle parking, on-site bicycles for guest use, free annual VTA Smart Passes for employees, financial incentives for employees who bike or walk to work, and an on-site TDM coordinator and services. Additionally, the project is conditioned to construct a 20-foot-wide sidewalk along the project frontage at South Winchester Boulevard.

- 4. <u>Land Use Policy LU-5.4</u>: Encourage new and intensification of existing commercial development, including stand-alone, vertical mixed-use or integrated horizontal mixed-use projects, consistent with the Land Use/Transportation Diagram.
- 5. <u>Attractive City Policy CD-1.1:</u> Require the highest standards of architectural and site design, and apply strong design controls for all development projects, both public and

private, for the enhancement and development of community character and for the proper transition between areas with different types of land uses.

- 6. <u>Connections Policy CD-3.5</u>: Encourage shared and alternative parking arrangements and allow parking reductions when warranted by parking demand.
- 7. <u>Compatibility Policy CD-4.9</u>: For development subject to design review, ensure the design of new or remodeled structures is consistent or complementary with the surrounding neighborhood fabric (including but not limited to prevalent building scale, building materials, and orientation of structures to the street).

Analysis: The project would facilitate the redevelopment of an underutilized site with a commercial land use designation. The hotel is designed to be compatible with the established neighborhood to the east as well as the commercial corridor along South Winchester Boulevard. The building massing is oriented towards South Winchester Boulevard. The building is set back 20 feet from the rear property line. Additionally, the building would incorporate a stepback at a height of 35 feet to reduce shadows and maintain the privacy of the adjacent residences. Blank walls would be mitigated with variations in color and materials as well as the addition of landscaping to the perimeter of the site. Materials would be varied, including natural wood paneling, architectural glazing, white sand stucco, and exposed gray concrete. The project would also include a 49 percent parking reduction and alternative parking arrangement (vehicle stackers). The parking reduction would be supported by a TDM plan to reduce vehicle trips and encourage multimodal transportation.

Winchester Boulevard Urban Village Conformance

Land Use Designation

The <u>Winchester Boulevard Urban Village Plan</u> was adopted by City Council on August 8, 2017 (Resolution No. 78306). The subject site has a land use designation of Neighborhood/ Community Commercial on the land use plan of the Winchester Boulevard Urban Village. This designation is applied to smaller, shallow parcels fronting Winchester Boulevard and abutting single-family residences. Given the size of the parcels, parking requirements in the zoning code and the urban design step down policies, these properties are appropriate for the location of smaller commercial businesses. Neighborhood/Community Commercial uses should have a strong connection to, and provide services and amenities for, the community. These uses should be designed to promote this connection with an appropriate urban form that supports walking, transit use and public interaction. Also, this designation supports the neighborhood servicing retail and small businesses along Winchester Boulevard.

Urban Village Goals and Policies

The project is consistent with the following goals and policies of the Winchester Boulevard Urban Village Plan.

- 1. <u>Goal LU-1</u>: Support new job generating and area-regional serving commercial development in the Winchester Urban Village by increasing the Village's commercial building square footage by at least 85 percent, or about 600,000 square feet.
- 2. <u>Policy 3-4:</u> Support a variety of commercial space to accommodate the needs of small, medium, and large companies.

- 3. <u>Policy 3-15:</u> New development along Winchester Boulevard should include ground floor commercial and/or active spaces such as lobbies fronting the street and wrapping the corner when located on a corner lot.
- 4. <u>Policy 3-20</u>: New development should support and enhance the pedestrian and bicycle environment and provide greater connectivity to the overall network.

Analysis: The project would allow the development of a job generating and area-regional serving commercial project within the Winchester Boulevard Urban Village. The approximately 107,079-square foot hotel would increase the Village's commercial building square footage while serving those visiting the area for business or pleasure. The hotel would employ up to ten staff in up to three shifts. The building is designed to improve pedestrian connectivity to the site. The primary entrance of the building is located along South Winchester Boulevard, with the lobby being immediately accessible from the newly constructed 20-foot-wide sidewalk.

Winchester Boulevard Urban Village Design

- 1. <u>Design Standard -1</u>: Primary pedestrian entrances for both ground floor and upper story uses shall face Winchester Boulevard.
- 2. <u>Design Standard- 2:</u> Ground floor building frontages shall have clear, untinted glass or other glazing material on at least 60 percent of the surface area of the facade between a height of two feet and seven feet above grade.
- 3. <u>Design Standard-5</u>: The minimum floor-to-ceiling height of the ground floor commercial space shall be a minimum of 15 feet and preferably 18 to 20 feet.
- 4. <u>Design Standard-9</u>: Buildings shall maintain facade quality of architectural articulation and finishes on all sides of a building that is visible to the public. Some of the architectural features of the main facade shall be incorporated into the rear and side elevations.
- 5. <u>Design Guideline-25</u>: The massing of building should be broken up through height variation and facade articulation such as recesses or encroachments, shifting planes, creating voids within the building mass, varying building materials, and using windows to create transparencies. Street-facing facades should include vertical projections at least three feet in depth for a height of at least two stories for every 25 horizontal feet.
- 6. <u>Design Standard-11:</u> Non-occupiable architectural features such as roof forms, chimneys, stairwells and towers may project up to ten feet above the maximum height.
- 7. <u>Design Standard-14:</u> Where the existing sidewalk in front of a development project is less than the required sidewalk (20 feet along Winchester and Stevens Creek boulevards and 12-15 feet on all other streets; see Chapter 6), the project must make up the difference such that the entire required sidewalk width is publicly accessible and functions as a sidewalk.

Analysis: As previously stated, the primary entrance would be located on the ground floor with direct access to the sidewalk along South Winchester Boulevard. The first-floor façade would be comprised of primarily clear, untinted glass. As shown on A.30 of the attached Plan Set (Exhibit B), the total transparency rate of the first-floor façade is approximately 63 percent. The floor to ceiling height of the ground floor would be 15 feet, consistent with Design Standard-5. The entire façade of the building would be well articulated with visual breaks and changes in depth on all sides of the building. Materials would be varied, including natural wood paneling, architectural glazing, white sand stucco, and exposed gray concrete. The rear of the building would be set back 20 feet from the residential area to the east. Additionally, the building would incorporate a stepback at a height of 35 feet to reduce shadows and maintain the privacy of the adjacent residences. Architectural projections such as the stairwell and elevator shaft would extend up to nine feet above the top of roof, within the allowable ten-foot range. Finally, the project would be required to construct a 20-foot-wide sidewalk along South Winchester Boulevard to improve pedestrian access to the site.

Zoning Ordinance Conformance

The proposed rezoning conforms with <u>Table 20-270</u>, <u>Section 20.120.110</u> of the San José Municipal Code, which identifies the CP Commercial Pedestrian Zoning District as a conforming district to the General Plan Land Use/Transportation Diagram land use designation of Neighborhood/Community Commercial.

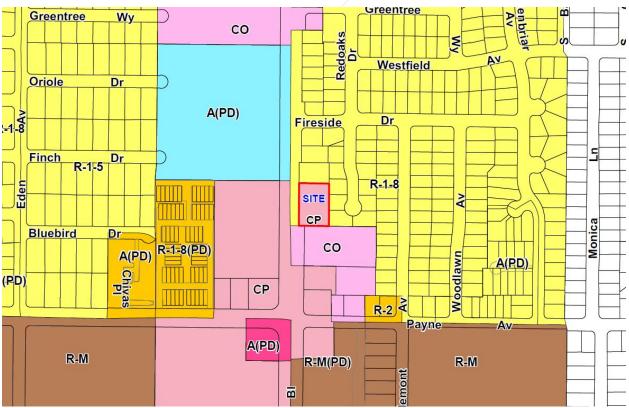


Figure 3: Proposed Zoning Map

Land Uses

Pursuant to <u>Table 20-90</u> of the Zoning Code, a hotel is a permitted use in the CP Commercial Pedestrian Zoning District. Therefore, a Site Development Permit is required to allow the demolition of the existing single-family houses and the construction of the hotel. Additionally, the project includes an alternative parking arrangement (vehicle stackers). Pursuant to Section <u>20.90.200</u> of the Zoning Code, a Special Use Permit is required to permit the alternative parking arrangement.

Development Standards

The project would conform with all required height and setback requirements of the CP Commercial Pedestrian Zoning District. Pursuant to <u>Table 20-100</u>, <u>Section 20.40.200</u> of the Zoning Code, for projects located in the CP Commercial Pedestrian that also have an approved Urban Village Plan, the project must follow the development standards of said plan. Per the Winchester Boulevard Urban Village Plan, architectural projections such as stairwell and elevator shafts may extend up to ten feet above the top of roof. As shown on the plan set, the architectural projections of the building would extend up to nine feet and six inches above the top of the roof. As the project is located within the Winchester Boulevard Urban Village, the project conforms with the following development standards.

Standard	Required	Provided
Front setback, non-residential ground	0-10 feet	0 feet
floor use		
Side, interior setback	0 feet	5 feet (north), 6 feet (south)
Rear, adjacent to residential neighborhood	20 feet minimum	20 feet
land use designations		
Maximum height (top of roof)	65 feet	64 feet
Maximum height with architectural	75 feet	74 feet, 6 inches
projections		

Parking

Use: Hotel	Ratio	Required	Provided
Vehicle Parking	One per guest room or suite, plus one per	129	66
	employee		
Bicycle Parking	One space, plus one per ten guest rooms	13	37
Motorcycle	One per 20 code required spaces	7	8
Parking			

The project requires 129 vehicle parking spaces; the project provides only 66 spaces. Pursuant to <u>Section 20.90.220</u> of the Zoning Code, a parking reduction of up to 50 percent of the code required parking spaces may be permitted for sites within a Growth Area with the implementation of a TDM Plan (Exhibit I). The project would provide 66 vehicle parking spaces with the implementation of a TDM Plan to allow for an approximately 49 percent parking reduction. A TDM Plan, dated January 27, 2021, was prepared by Hexagon Transportation Consultants, Inc, which reviewed the possibility of an approximately 49 percent parking reduction. In addition to providing the required bicycle parking spaces, showers, and lockers, the project would also implement additional TDM measures in accordance with <u>Section 20.90.220</u> of

the Municipal Code. The project would be required to provide on-site bicycles for guest use, guest shuttle services, on-site access to car-share vehicles for hotel employees and guests, on-site paid parking, free annual VTA Smart Passes for employees, financial incentives for employees who bike or walk to work, and an on-site TDM coordinator and services.

The project requires a total of 7 motorcycle parking spaces and 13 bicycle parking spaces. The project would provide 8 motorcycle parking spaces as well as 37 bicycle parking spaces.

In addition to the approximately 49 percent parking reduction, the project would utilize an alternative parking arrangement with the installation of vehicle stackers. An alternative parking arrangement requires the issuance of a Special Use Permit.

Noise

Pursuant to Table 20-105 of Section 20.40.600 of the San José Zoning Code, the sound level generated by any commercial use adjacent to a property used or zoned for residential purposes may not exceed 55 decibels at the property line. The subject site is adjacent to residential uses to the north and east. Therefore, a noise study was prepared by WJV Acoustics, dated September 17, 2020 (Exhibit G). Noise measurements were taken at the shared property boundaries with the residential areas to the north and east. Additional noise measurements were taken from the terminus of Redoaks Drive, the rear of the Senior Care Facility to the south, and the church across South Winchester Boulevard to the northwest. Sources of operation noise from the hotel development would typically be limited to parking lot vehicle movements, outdoor human activity, and mechanical/HVAC system. The noise report notes that vehicle activity in a parking lot would generally produce a maximum noise level of 60 to 65 decibels at a distance of 50 feet. However, all vehicle movements would occur in a subterranean garage, and would therefore not be audible at any of the noise measurement locations. An exterior seating area would be located on the sixth floor of the building fronting Winchester Boulevard. The seating area would be entirely shielded from the residential area to the east by the hotel building. The seating area would be shielded from Winchester Boulevard with acoustical glass shielding. As no details for rooftop mechanical equipment have been provided, all mechanical equipment is conditioned to comply with the applicable standards of the Municipal Code in this Special Use Permit. No mechanical equipment may exceed the maximum noise level of 55 decibels adjacent to the residential property lines without the issuance of a Special Use Permit. As the subject site is located within 500 feet of a residence, no construction would occur outside of the hours of 7:00 a.m. to 7:00 p.m., Monday through Friday. No construction would occur on weekends.

Tree Removals

The project includes the removal of four ordinance-size and five non-ordinance size trees. The trees proposed to be removed are located either within the proposed building footprint, within the newly dedicated sidewalks, within the plaza or paseo area, or within necessary driveways. Nine existing trees would be preserved. The trees to be removed include Mexican Fan Palm (2), Avocado (2), Cypress (2), Camphor (1), Locust (1), and Privet (1). The removal of all nine trees on-site requires the replacement of 32 trees (24-inch box trees) on site. Based on the plans provided, 48 trees (24-inch box trees) would be planted on-site. The trees to be planted include a mix of Italian Oak, Western Redbud, Ginko, Japanese Maple, Crepe Myrtle, Strawberry Trees, Laurel, and California Fan Palms.

Senate Bill 330 Compliance

The Housing Crisis Act of 2019 (SB 330, 2019) limits the manner in which local governments may reduce the capacity for residential units that can be built within the local agency's jurisdiction, including actions such as downzoning, changing general or specific plan land use designations to a less intensive use, reductions in height, density or floor area ratio, or other types of increased requirements that work to reduce the amount of housing capacity in the jurisdiction. An exception to this limitation is that a property may be allowed to reduce intensity of residential uses if changes in land use designations or zoning elsewhere in the jurisdiction ensure there is no net loss in residential capacity within the jurisdiction.

This rezoning does not reduce the intensity of residential uses. The rezoning from the R-1-8 Zoning District to the CP Commercial Pedestrian Zoning District would result in an increase of residential capacity by 71 residential units. The CP Commercial Pedestrian Zoning District allows for a greater residential density through affordable mixed-use residential/commercial projects, residential care facilities, hotel supportive housing, and live/work uses. Under SB940, the capacity from such projects will be reserved for future alignment of Zoning Districts and General Plan land use designations to avoid a net loss in residential capacity when the change occurs within one year. This project would reserve the capacity for future City-initiated rezoning.

However, as a practical matter, this site has historically been used for commercial uses and it is unlikely that commercial use of the site will change in the future if the hotel project is constructed.

Commercial Design Guidelines

The project was formally submitted in September 2019. The Citywide Design Standards and Guidelines did not become effective until March 24, 2021. Therefore, the project is subject to the <u>Commercial Design Guidelines</u>, adopted May 1988. The guidelines address issues of neighborhood compatibility, project function and aesthetics. The guidelines seek to assure that new commercial development preserves or improves the positive character of the existing neighborhood. The following guidelines apply to the project:

- Site Design and Organization
 - Buildings should generally be placed at their front setback lines in order to define and enliven the streets. Exceptions may occur in areas having an established pattern of wide setbacks from the street.
 - Only active building elevations, never blank walls or loading areas, should face public streets.
 - The site should be designed to accommodate all legitimate, anticipated circulation patterns, but those patterns should be defined by reduced areas of paving and well-placed landscape areas. Driveway cuts should be limited to one, occasionally two, per street.
 - All building elevations facing public streets, whether such elevations function as the front, side, or rear of the building should be architecturally detailed to avoid the appearance of the "back of the building"; buildings should contribute a positive presence to the street scene.

> Analysis: The building would be placed directly along the front setback of South Winchester Boulevard. The primary entrance would be located on the ground floor with direct access to the sidewalk along South Winchester Boulevard. The first-floor façade would be comprised of primarily clear untinted glass, providing views into the active lobby space. The entire façade of the building would be well articulated with visual breaks and changes in depth on all sides of the building. Materials would be varied, including natural wood paneling, architectural glazing, white sand stucco, and exposed gray concrete. The approximately 0.69gross acre site is large enough to accommodate the approximately 107,079square foot hotel, service facilities, parking, and landscape areas. The building would front South Winchester Boulevard, with the primary building entrance and lobby area directly accessible from the newly constructed 20-foot-wide sidewalk. The project would include 37 bicycle parking spaces to allow access for bicyclists as well. All vehicle parking would be located in a subterranean garage.

- Structures
 - Transitions between existing and new buildings should be gradual. The height and mass of new projects should not create abrupt changes from those of existing buildings.
 - Monotony of building design should be avoided. Variation in wall plane, roof line, detailing, materials, and siting may be used to prevent a monotonous appearance in buildings.
 - Materials and colors should be varied where appropriate to provide architectural interest.
 - Loading areas, access and circulation driveways, trash, and storage areas and rooftop equipment should be located as far as possible from adjacent residences and should never be located next to residential properties without fully mitigating their negative effects.

Analysis: The rear of the building would be set back 20 feet from the residential area to the east. Additionally, the building would incorporate a stepback at a height of 35 feet to reduce shadows and maintain the privacy of the adjacent residences. Blank walls would be mitigated with variations in color and materials as well as the addition of landscaping to the perimeter of the site. Materials would be varied, including natural wood paneling, architectural glazing, white sand stucco, and exposed gray concrete. All loading and trash facilities would be located interior to the building in an enclosed area located at the northern end of the building along South Winchester Boulevard.

- Landscaping
 - All areas not covered by structures, service yards, walkways, driveways, and parking spaces should be landscaped.
 - The perimeter of the site should be landscaped to provide parking lot screening, a buffer for adjacent uses, and an attractive view from the street.
 - A mixed planting of trees, shrubs, and groundcover in the area between the buildings and the sidewalk should be included

> Analysis: The project includes a detailed landscaping plan. Nine existing trees would be preserved on-site. An additional 46 new trees would be planted on-site. Street trees would be planted along the project frontage along Winchester Boulevard and trees would be planted along the perimeter of the site to further soften the transition between the existing residences and the hotel.

Site Development Permit Findings. Pursuant to San José Municipal Code <u>Section 20.100.630</u>, staff recommends City Council make the following findings:

1. The Site Development Permit, as approved, is consistent with and will further the policies of the General Plan, applicable specific plans and area development policies; and

Analysis: As previously discussed, the construction of the hotel would be consistent with the General Plan and Winchester Boulevard Urban Village Land Use Designation of Neighborhood Community Commercial. The project is consistent with General Plan Policies related to fiscal sustainability, land use and employment, and community design. Additionally, the project is consistent with the Winchester Boulevard Urban Village Plan policies for the creation of a vibrant commercial corridor, land use compatibility, and urban design. The project would also provide employment to approximately ten employees.

2. The Site Development Permit, as approved, conforms with the Zoning Code and all other Provisions of the San José Municipal Code applicable to the project; and

Analysis: As discussed in the Zoning Section above, a hotel is a permitted use within the CP Commercial Pedestrian Zoning District. The project would conform with all applicable height and setback requirements of the CP Zoning District. The project would also meet all parking requirements for vehicle, bicycle parking, and motorcycle parking. As discussed above, the project's operational noise would not exceed the 55 decibel threshold at the residential property line. The project would also mitigate the removal of the trees on site with the planting of 46 trees.

3. The Site Development Permit, as approved, is consistent with applicable City Council policies, or counterbalancing considerations justify the inconsistency; and

Analysis: Staff followed Council Policy 6-30: Public Outreach Policy. A Community Meeting was held on August 10, 2020. A notice of the public hearing was distributed to the owners and tenants of all properties located within 1,000 feet of the project site and posted on the City website. An on-site sign was also posted on the project frontage. The staff report is also posted on the City's website. Staff has been available to respond to questions from the public.

4. The interrelationship between the orientation, location, and elevations of proposed buildings and structures and other uses on-site are mutually compatible and aesthetically harmonious.

Analysis: There are no other uses that would be on the site other than the hotel and ancillary uses (hotel office, bar, lounge area, etc.). The hotel building is oriented towards the street with the primary pedestrian and vehicle entries along South Winchester Boulevard.

5. The orientation, location, and elevation of the proposed buildings and structures and other uses on the site are compatible with and are aesthetically harmonious with adjacent development or the character of the neighborhood.

> Analysis: The hotel would be located along South Winchester Boulevard, with single-family residences to the east and north, a single-story commercial use to the south, and a threestory commercial use to the west, across South Winchester Boulevard. The project applicant coordinated the design on all sides of the building ensuring that varied materials, windows, and facade treatments were utilized on each side of the hotel building. The number of windows is reduced in the upper floors at the rear of the building. The rear of the building would be set back 20 feet from the residential area to the east. Additionally, the building would incorporate a stepback at a height of 35 feet to reduce shadows and maintain the privacy of the adjacent residences.

6. The environmental impacts of the project, including but not limited to noise, vibration, dust, drainage, erosion, storm water runoff, and odor which, even if insignificant for purposes of the California Environmental Quality Act (CEQA), will not have an unacceptable negative effect on adjacent property or properties.

Analysis: Based on review of the project by the various City departments, there are no non-CEQA related impacts anticipated for the project with regard to noise, vibration, dust, drainage, erosion, stormwater runoff, or odor. The project development is not anticipated to create odor or unusual noise as the majority of the activity occurs indoors and is not an odor-producing use. Noise and ground vibration related to construction and demolition are the only anticipated noise impacts and these are expected to be temporary (24 months). Best management construction practices would be implemented to reduce the noise impact on the neighborhood, including designating a noise disturbance coordinator, limiting construction activity to Monday through Friday, 7:00 am to 7:00 pm, and prohibiting unnecessary idling of construction equipment and vehicles. Similarly, the project would also incorporate best management practices to address fugitive dust, including damp street sweeping to prevent storm water pollution and minimize erosion during construction. This project would be required to comply with the City's Post-Construction Urban Runoff Management Policy (Policy 6-29) which requires implementation of site design measures, source controls and numerically-sized Low Impact Development (LID) stormwater treatment measures to minimize stormwater pollutant discharges. Therefore, with respect to noise, vibration, dust, drainage, erosion, storm water runoff, and odor, the project will not have an unacceptable negative effect on adjacent property or properties.

7. Landscaping, irrigation systems, walls and fences, features to conceal outdoor activities, exterior heating, ventilating, plumbing, utility and trash facilities are sufficient to maintain or upgrade the appearance of the neighborhood.

Analysis: As shown on the plan set, the landscaping, irrigation systems, all walls and fences, exterior heating, ventilating, plumbing, utility, and trash facilities are sufficient to maintain and upgrade the appearance of the neighborhood. All mechanical equipment would be screened from view and would not be visible from the street or surrounding buildings. The project will provide street trees along the ground floor of the project. Additionally, the project will install landscaping along the perimeter of the property. The trash facilities will be located on the ground floor and shielded by a roll-up door designed to mimic residential garage doors.

8. Traffic access, pedestrian access and parking are adequate.

Analysis: The overall project is adequately accessible by the surrounding street network. The site is accessible to vehicular and pedestrian traffic from South Winchester Boulevard. All parking would be located in a subterranean garage accessible from South Winchester Boulevard. As previously discussed, the project would incorporate an approximately 49 percent parking reduction, which would be supported by the implementation of a TDM Plan. The site is also served by VTA Bus Route 60, with the nearest stop located approximately 310 feet to the south of the site.

Special Use Permit Findings. Pursuant to San José Municipal Code <u>Section 20.100.820</u>, staff recommends City Council make the following findings:

1. The special use permit, as approved, is consistent with and will further the policies of the General Plan and applicable specific plans and area development policies; and

Analysis: The alternative parking arrangement (vehicle stackers) is consistent with the General Plan land use designation of Neighborhood Community Commercial, as it would be incidental to the hotel use. The parking arrangement would be consistent with General Plan Policy CD-3.5 which encourages shared and alternative parking arrangements, as well as reductions in vehicle parking.

2. The special use permit, as approved, conforms with the zoning code and all other provisions of the San José Municipal Code applicable to the project; and

Analysis: As discussed above, the project includes all required vehicle parking with a 49 percent parking reduction and includes all required bicycle parking. The project implements TDM measures to support the alternative parking arrangement and parking reduction.

3. The special use permit, as approved, is consistent with applicable city council policies, or counterbalancing considerations justify the inconsistency; and

Analysis: There are no applicable City Council policies other than those discussed above.

- 4. The proposed use at the location requested will not:
 - a. Adversely affect the peace, health, safety, morals or welfare of persons residing or working in the surrounding area; or
 - b. Impair the utility or value of property of other persons located in the vicinity of the site; or
 - c. Be detrimental to public health, safety, or general welfare; and

Analysis: The hotel project, including the alternative parking arrangement, would not impact the peace, health, safety, morals or welfare of persons residing or working in the surrounding area, as the hotel would provide a necessary service to visitors and businesses in the surrounding area. The hotel use is not expected to generate excessive noise as all parking activity would occur in a subterranean garage with the entrance at the project frontage along South Winchester Boulevard. The project would not impair the utility or value of property of other persons located in the vicinity of the site; or be detrimental to public health, safety or general welfare. The project would redevelop the existing site with a new development. The project is consistent with the requirements of the Zoning Ordinance in terms of parking, height, setbacks, and use.

5. The proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in this title, or as is otherwise required in order to integrate the use with existing and planned uses in the surrounding area; and

Analysis: As discussed above, the project site is adequate in size and shape to accommodate the development features in order to integrate the hotel use with the surrounding area.

- 6. The proposed site is adequately served:
 - a. By highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate; or by other forms of transit adequate to carry the kind and quantity of individuals such use would generate; and
 - b. By other public or private service facilities as are required.

Analysis: The overall project is adequately accessible by the surrounding street network. The site is accessible to vehicular and pedestrian traffic from South Winchester Boulevard. The site is also served by VTA Bus Route 60, with the nearest stop located approximately 310 feet to the south of the site. The site is served by all necessary public and private utilities.

7. The environmental impacts of the project, including but not limited to noise, vibration, dust, drainage, erosion, storm water runoff, and odor which, even if insignificant for purposes of the California Environmental Quality Act (CEQA), will not have an unacceptable negative affect on adjacent property or properties.

Analysis: Beyond CEQA, demolition of the existing commercial structures and the construction of the hotel project would not have an unacceptable negative affect on adjacent property or properties as it complies with the General Plan, Zoning Ordinance, and Urban Village use, standards and policies. The project was evaluated per adopted stormwater requirements and has been found in compliance by providing on-site stormwater treatment measures as prescribed by the Department of Public Works. Additionally, the hotel development is not anticipated to create odor or unusual noise as the majority of the activity occurs indoors and the hotel use is not an odor producing use. Noise and ground vibration related to construction and demolition are the only anticipated noise impacts and these would be temporary for the duration of construction (approximately 24 months). Construction would not be allowed during of the hours of 7:00 a.m. to 7:00 p.m., Monday through Friday. No construction would be allowed on weekends.

Best management construction practices would be implemented to reduce noise, fugitive dust, and erosion and storm water runoff.

With the implementation of the identified mitigation measures and standard permit conditions, the project's impacts would be less than significant.

Based on review of the project by the various City departments, there are no non-CEQA related impacts anticipated for the project with regard to noise, vibration, dust, drainage, erosion, stormwater runoff, or odor having an unacceptable negative effect on adjacent property or properties.

Alternative Parking Arrangement Findings. In addition to any other findings required for a Special Use Permit, the City Council may approve such off-street parking facilities arrangements only upon making the following findings:

1. The number of off-street parking spaces provided in such parking facilities adequately meets the parking requirements of the individual buildings and uses as specified in this <u>Chapter 20.90</u> of this title;

Analysis: As discussed in the parking section above, the project would provide 66 required vehicle parking spaces with the implementation of a TDM Plan to allow for an approximately 49 percent parking reduction. The 66 vehicle parking spaces would be provided in the form of vehicle stackers located in the subterranean garage of the hotel building.

2. It is reasonably certain that the parking facility shall continue to be provided and maintained at the same location for the service of the building or use for which such facility is required, during the life of the building or use; and

Analysis: The garage would be accessible only to guests, employees, and authorized vehicles. The vehicle stackers would be operated by the valet attendant, who would be responsible for parking and retrieving cars located in the subterranean garage.

3. The parking facility is reasonably convenient and accessible to the buildings or uses to be served.

Analysis: The garage would be located in the basement level of the building and would be immediately accessible from both the interior and exterior of the building.

Parking Reduction Findings. To make the findings for a Reduction in the Required Off-Street Parking Spaces pursuant to San José Municipal Code <u>Section 20.90.220</u>, the City Council must determine that:

- 1. The structure or use is located within two thousand (2,000) feet of a proposed or an existing rail station or bus rapid transit station, or an area designated as a Neighborhood Business District, or as an Urban Village, or as an area subject to an area development policy in the City's General Plan or the use is listed in Section 20.90.220.G; and
- 2. The structure or use provides bicycle parking spaces in conformance with the requirements of Table 20-90.
- 3. For any reduction in the required off-street parking spaces that is more than twenty percent, the project shall be required to implement a Transportation Demand Management (TDM) program that contains but is not limited to one of the following measures:
 - a. Implement a carpool/vanpool or car-share program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of vanpool or car-share vehicles, etc., and assign carpool, vanpool and car-share parking at the most desirable on-site locations at the ratio set forth in the development permit or development exception considering type of use; or
 - b. Develop a transit use incentive program for employees and tenants, such as on-site distribution of passes or subsidized transit passes for local transit system (participation in the regionwide Clipper Card or VTA SmartPass system will satisfy this requirement).
- 4. In addition to the requirements of Section 20.90.220 A, for any reduction in the required offstreet parking spaces that is more than 20 percent, the project shall be required to implement a TDM program that contains but is not limited to at least two of the following measures in Section 20.90.200 A.1.d.

Analysis: The project requires 129 vehicle parking spaces. Pursuant to Section 20.90.220 of the Zoning Code, a parking reduction of up to 50 percent of the code-required parking spaces may be permitted for sites within a Growth Area with the implementation of a TDM Plan. The site is located within the Winchester Boulevard Urban Village. The project would

provide 66 vehicle parking spaces with the implementation of a TDM Plan (See Exhibit I) to allow for an approximately 49 percent parking reduction. A TDM Plan, dated January 27, 2021, was prepared by Hexagon Transportation Consultants, Inc. for the project to achieve the approximately 49 percent parking reduction. In addition to providing the required bicycle parking spaces, showers, and lockers, the project would also implement additional TDM measures. The project would be required to provide on-site bicycles for guest use, guest shuttle services, on-site access to car-share vehicles for hotel employees and guests, on-site paid parking, free annual VTA Smart Passes for employees, financial incentives for employees who bike or walk to work, and an on-site TDM coordinator and services.

Tree Removal Permit Findings. In order to make the Tree Removal findings pursuant to <u>Section</u> <u>13.32.100</u> of the San José Municipal Code, the City Council must determine that:

- 1. That the condition of the tree with respect to disease, danger of falling, proximity to an existing or proposed structure, and/or interference with utility services, is such that preservation of the public health or safety requires its removal.
- 2. That the location of the tree with respect to a proposed improvement unreasonably restricts the economic development of the parcel in question; or

Analysis: The project includes the removal of four ordinance-size and five non-ordinance size trees. The trees proposed to be removed are located within the proposed building footprint. Nine existing trees would be preserved. The trees to be removed include Mexican Fan Palm (2), Avocado (2), Cypress (2), Camphor (1), Locust (1), and Privet (1). The removal of all nine trees on-site requires the replacement of 32 trees (24-inch box trees) on site. Based on the plans provided, 48 (24-inch box trees) would be planted on-site. The trees to be planted include a mix of Italian Oak, Western Redbud, Ginko, Japanese Maple, Crepe Myrtle, Strawberry Trees, Laurel, and California Fan Palms.

Demolition Permit Findings. <u>Chapter 20.80</u> of the San José Municipal Code establishes evaluation criteria for the issuance of a permit to allow demolition.

- 1. The failure to approve the permit would result in the creation or continued existence of a nuisance, blight or dangerous condition;
- 2. The failure to approve the permit would jeopardize public health, safety or welfare;
- 3. The approval of the permit should facilitate a project that is compatible with the surrounding neighborhood;
- 4. The approval of the permit should maintain the supply of existing housing stock in the City of San José;
- 5. Both inventoried and non-inventoried buildings, sites and districts of historical significance should be preserved to the maximum extent feasible;
- 6. Rehabilitation or reuse of the existing building would not be feasible; and
- 7. The demolition, removal or relocation of the building without an approved replacement building should not have an adverse impact on the surrounding neighborhood.

Analysis: The approval of the demolition permit would not result in the creation or continued existence of a nuisance, blight or dangerous condition. The failure to approve the permit would not jeopardize public health, safety or welfare. The demolition permit would facilitate a project that is compatible with the surrounding neighborhood. The project

includes the demolition of two existing single-story commercial buildings and associated sheds and parking areas for the construction of an approximately 107,079-square foot, sixstory, 119-room hotel. The project is located in a commercial land use designation and is developed at a scale that does not preclude nearby residential developments and therefore would not affect the City's overall housing stock. While the project includes the construction of a hotel, the associated rezoning of the site from R-1-8 to CP would result in an increase of residential capacity by 71 residential units. The CP Commercial Pedestrian Zoning District allows for a greater residential density through affordable mixed-use residential/commercial projects, residential care facilities, hotel supportive housing, and live/work uses. As discussed above, the demolition of the buildings would facilitate the construction of a project that is compatible with the surrounding neighborhood and is consistent with the General Plan, Winchester Urban Village Plan, and Zoning Code. The Initial Study/Mitigated Negative Declaration evaluated all structures on-site for potential historical significance. The project would not allow the demolition of any buildings or sites of historical significance. The project site consists of two existing structures (the structure at 1212 South Winchester Boulevard was built in 1948, and the structure at 1224 South Winchester Boulevard was built in 1940). Neither of the two structures are listed in the City's Historic Inventory of City Landmarks, and the City's Historic Preservation Officer determined that a full historic report is not required for the project site. The nearest City Landmark is the Winchester Mystery House, which is approximately one mile north. The rehabilitation of the existing single-story commercial buildings would not be feasible, as the two buildings could not facilitate the development of a commercial use at the scale or intensity of development appropriate for a project in the Winchester Boulevard Urban *Village Plan. The demolition of any existing buildings on-site would not be approved until* the issuance of a grading permit or the submittal of a complete Building Permit Application as conditioned in the Special Use Permit for the subject site.

CONCLUSION

Should the rezoning be approved by the City Council, the property would be rezoned from the R-1-8 Zoning District to the CP Commercial Pedestrian Zoning District. Should the resolution be adopted, the project would be allowed to proceed with the demolition of the two existing singlefamily residences and allow the construction of an approximately 107,079-square foot, six-story, 119-room hotel with an approximately 49 percent parking reduction and an alternative parking arrangement.

CLIMATE SMART SAN JOSÉ

The recommendation in this staff report aligns with one or more Climate Smart San José energy, water, or mobility goals. The project would facilitate the energy efficiency of a newly constructed commercial building that would be required to meet the requirements of San José Municipal Code Chapter 17.84.220, Green Building Compliance Requirements. The project would also provide employment to approximately ten employees at the site. The project would also implement a TDM Plan to reduce vehicle trips and encourage multi-modal access to the site.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The City of San José, as the lead agency for the proposed project prepared an Initial Study/Mitigated Declaration (MND) in compliance with CEQA. The 1212-1224 South Winchester Boulevard Hotel Project IS/MND was circulated for public review and comment for twenty days from May 26, 2021 through June 15, 2021. Comments were received from public agencies and private parties, including neighbors. Comments received concerned the following: the traffic impact of the hotel, inadequate parking, and on-site circulation for the hotel operations, noise and vibration impacts to neighboring properties, health effects from project construction, including construction pollutants, trash removal, shade and shadow impact on neighborhood, dust control measures, hotel operations, availability of technical reports, and privacy from taller development.

The Initial Study concluded that the proposed project would not result in any significant and unavoidable environmental impacts with implementation of identified mitigation measures. The MND includes impacts related to Air Quality, Biological Resources, Hazards and Hazardous Materials, and Noise. The project includes a Mitigation Monitoring and Reporting Program to lessen the identified impacts to a less than significant level. Therefore, an EIR is not required, and an Initial Study/Mitigated Negative Declaration is the appropriate level of CEQA clearance for the project.

The entire IS/MND, Reponses to Comments, and other related environmental documents are available on the Planning web site at: <u>https://www.sanjoseca.gov/your-government/departments-offices/planning-building-code-enforcement/planning-division/environmental-planning/environmental-review/negative-declaration-initial-studies/1212-1224-south-winchester-boulevard-hotel-project.</u>

PUBLIC HEARING NOTIFICATION

Staff followed Council Policy 6-30: Public Outreach Policy. A Community Meeting was held on August 10, 2020. Concerns raised at the community meeting included the suitability of a hotel at the site, proximity to residential areas, insufficient parking, the number of proposed staff (ten), the height of the building, and traffic. See Exhibit K for a list of public comments received prior to the hearing. A notice of the public hearing was distributed to the owners and tenants of all properties located within 1,000 feet of the project site and posted on the City website. An on-site sign was also posted on the project frontage. The staff report is also posted on the City's website. Staff has been available to respond to questions from the public. No public comments were received.

/s/ CHRISTOPHER BURTON, Director Planning, Building and Code Enforcement

For questions, please contact Robert Manford, Deputy Director, at (408) 535-7900.

- A. Legal Description & Plat Map
- B. Plan Set
- C. Draft Rezoning Ordinance
- D. Draft IS/MND Resolution
- E. Draft SUP Resolution
- F. Operations Plan
- G. Noise Study
- H. Transportation Analysis
- I. TDM Plan
- J. Signed MMRP
- K. Public Comments

EXHIBIT A

1212 S. WINCHESTER BLVD. LEGAL DESCRIPTION

REAL PROPERTY IN THE CITY OF SAN JOSE, COUNTY OF SANTA CLARA, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE CENTER LINE OF SANTA CLARA AND LOS GATOS ROAD, DISTANT THEREON S. 0' 10' E. 100 FEET FROM THE INTERSECTION OF SAID CENTER LINE WITH THE NORTHERLY LINE OF THE 13.869 ACRE TRACT OF LAND CONVEYED BY ANGELINA SANFILIPPO, A WIDOW TO VICTOR J. COLOMBINI, ET UX BY DEED DATED JULY 25, 1945 AND RECORDED OCTOBER 22, 1945, COUNTY RECORDER'S FILE NO. 365278; THENCE ALONG THE CENTER LINE OF SAID ROAD S. 0' 10' E. 100 FEET; THENCE PARALLEL WITH THE NORTHERLY LINE OF SAID 13.869 ACRE TRACT S. 89' 44' E. 225 FEET; THENCE PARALLEL WITH THE CENTER LINE OF SANTA CLARA AND LOS GATOS ROAD N. 0' 10' W. 100 FEET; THENCE PARALLEL WITH THE NORTHERLY LINE OF SAID 13.869 ACRE TRACT, N. 89' 44' W. 225 FEET TO THE POINT OF BEGINNING BEING A PART OF SECTION 23, T. 7 S., 1 W. M.D.M.

EXCEPTING THEREFROM, THAT PORTION OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEASTERLY CORNER OF THAT CERTAIN TRACT OF LAND DESCRIBED IN THE DEED FROM VICTOR J. COLOMBINI, ET UX, TO CARL FERRANTI, ET UX, DATED JANUARY 23, 1946, RECORDED JANUARY 24, 1946 IN BOOK 1312 OF OFFICIAL RECORDS, AT PAGE 503, SANTA CLARA COUNTY RECORDS; THENCE FROM SAID POINT OF BEGINNING SOUTH 0° 10' EAST ALONG THE EASTERLY LINE OF LAND SO DESCRIBED IN THE DEED TO CARL FERRANTI, ET UX, FOR A DISTANCE OF 100 FEET; THENCE NORTH 89° 44' WEST ALONG THE SOUTHERLY LINE OF SAID LAND SO DESCRIBED IN THE DEED TO CARL FERRANTI, ET UX, FOR A DISTANCE OF 100 FEET; THENCE NORTH 89° 44' WEST ALONG THE SAID DEED TO CARL FERRANTI, ET UX, FOR A DISTANCE OF 44 FEET; THENCE NORTH 0° 10' WEST AND PARALLEL WITH THE SAID EASTERLY LINE OF LAND SO DESCRIBED IN THE SAID DEED TO CARL FERRANTI, ET UX, FOR A DISTANCE OF 100 FEET TO A POINT IN THE NORTHERLY LINE OF LAND SO DESCRIBED IN THE SAID DEED TO CARL FERRANTI, ET UX; THENCE SOUTH 89° 44' EAST ALONG THE SAID LAST MENTIONED LINE 44 FEET TO THE POINT OF BEGINNING.

APN: 279-17-021

1224 S. WINCHESTER BLVD. LEGAL DESCRIPTION:

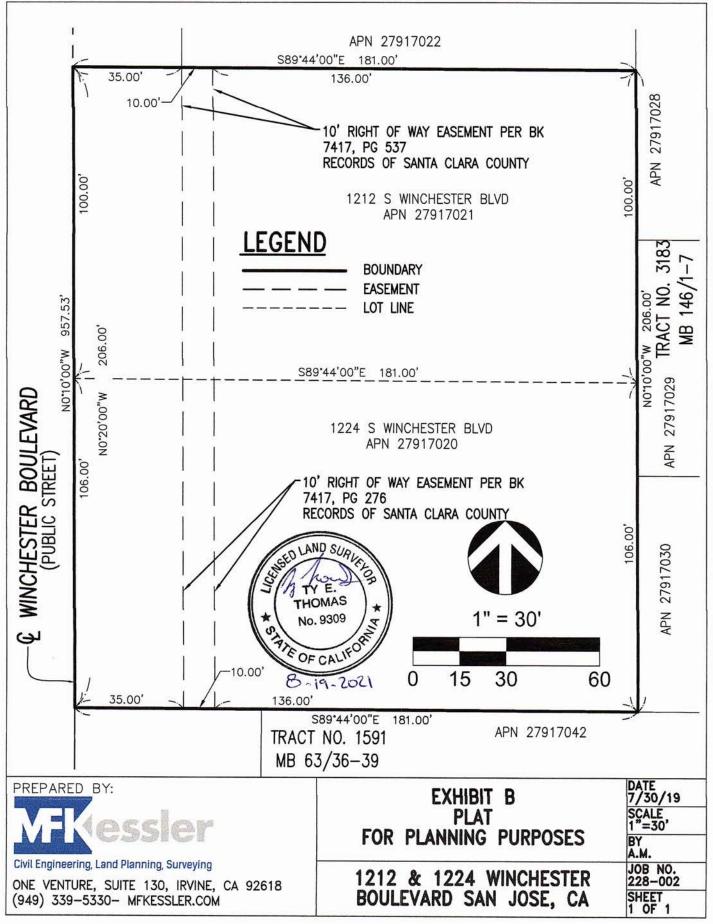
THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF SAN JOSE, COUNTY OF SANTA CLARA, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE CENTER LINE OF THE SANTA CLARA AND LOS GATOS ROAD, DISTANT THEREON S. 0' 10' E. 200 FEET FROM THE INTERSECTION OF SAID CENTER LINE WITH THE NORTHERLY LINE OF THE 13.867 ACRE TRACT OF LAND CONVEYED BY ANGELINA SANFILIPPO, WIDOW, TO VICTOR J. COLUMBINI, ET UX BY DEED DATED JULY 25, 1945 AND RECORDED OCTOBER 22, 1945, COUNTY RECORDERS FILE NO. 365278 AS AMENDED, SAID POINT OF BEGINNING ALSO BEING THE SOUTHWESTERLY CORNER OF THAT CERTAIN PARCEL OF LAND AS CONTAINED IN THE DEED FROM VICTOR J. COLUMBINI, ET UX, TO CARL FERRANTI, ET UX, BY INSTRUMENT DATED JANUARY 23, 1946, AND RECORDED JANUARY 24, 1946, IN BOOK 1312 OF OFFICIAL RECORDS, PAGE 503, THENCE PARALLEL WITH THE NORTHERLY LINE OF SAID 13.869 ACRE TRACT SOUTH 89' 44' EAST 181 FEET; THENCE PARALLEL WITH THE CENTER LINE OF SANTA CLARA AND LOS GATOS ROAD SOUTH 0' 10' EAST 106 FEET; THENCE PARALLEL WITH THE NORTHERLY LINE OF SAID 13.869 ACRE NORTH 89' 44' WEST 181 FEET TO THE CENTER LINE OF SANTA CLARA AND LOS GATOS ROAD NORTH 0' 10' WEST 106 FEET TO THE POINT OF BEGINNING AND BEING A PART OF SECTION 23, T.7S.R.1W. MDB&M.

APN: 279-17-020

PREPARED BY:	EXHIBIT A LEGAL DESCRIPTION	DATE 7/30/19 SCALE N/A BY A.M.
Civil Engineering, Land Planning, Surveying ONE VENTURE, SUITE 130, IRVINE, CA 92618	1212 & 1224 WINCHESTER	JOB NO. 228-002
(949) 339-5330- MFKESSLER.COM	BOULEVARD SAN JOSE, CA	SHEET 1 OF 1

EXHIBIT B



T&M SURVEYING 08/25/2019 JOB NO. 537

Overall Boundary

Course: S89° 44' 00"E Length: 181.00'

Course: S00° 10' 00"E Length: 206.00'

Course: N89° 44' 00"W Length: 181.00'

Course: N00° 10' 00"W Length: 206.00'

 Perimeter: 703.99'
 Area: 37284.42 Sq. Ft.

 Error Closure:
 0.0000
 Course: N00° 00' 00"E

 Error North:
 0.00000
 East: 0.00000

Precision 1: 70400000.00

1212 S WINCHESTER BLVD Course: S89° 44' 00"E Length: 181.00'

Course: S00° 10' 00"E Length: 100.00'

Course: N89° 44' 00"W Length: 181.00'

Course: N00° 10' 00"W Length: 100.00'

Perimeter: 492.00' Area: 18100.00 Sq. Ft. Error Closure: 0.0100 Course: N00° 10' 00"W Error North: 0.01000 East: -0.00003

Precision 1: 49201.00

1224 S WINCHESTER BLVD Course: S89° 44' 00"E Length: 181.00'

Course: S00° 10' 00"E Length: 106.00'

Course: N89° 44' 00"W Length: 181.00'

Course: N00° 10' 00"W Length: 106.00'

 Perimeter: 492.00'
 Area: 19184.42 Sq. Ft.

 Error Closure:
 0.0100
 Course: N00° 10' 00"W

 Error North:
 0.01000
 East: -0.00003

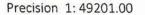






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SHILA YASMEH

628 N. MAPLE DR. BEVERLY HILLS - CA 90210 TEL: (650) 492-3249

mailto:SHILA.YASMEH@GMAIL.COM

REVISIONS

REV-1 11/01/2019

2	REV-2	05/15/2020
3	REV-3	02/01/2021
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COVER SHEET



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APPLICANT:

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SURVEY ENGINEER :

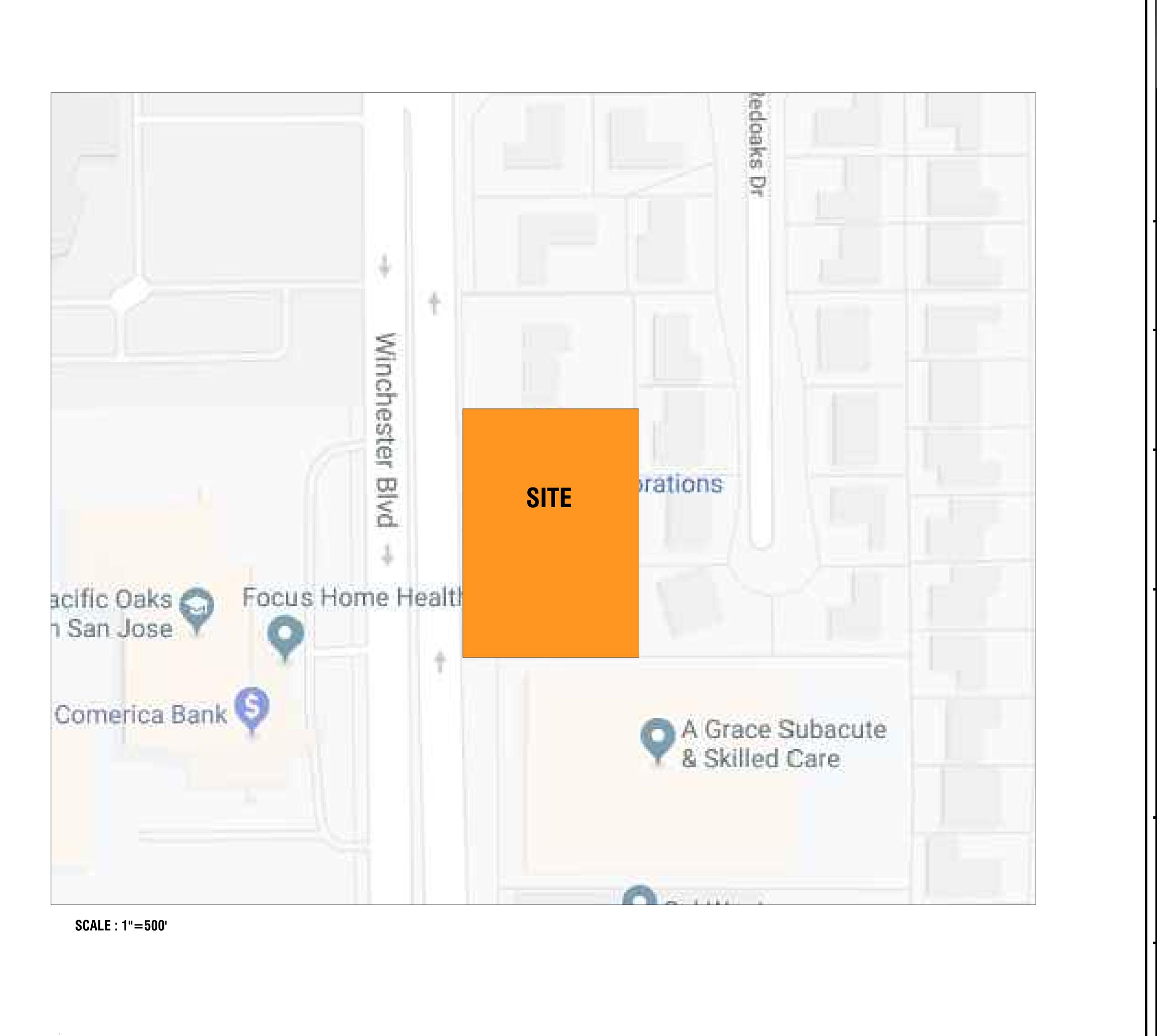
MKessler & ASSOCIATES ONE VENTURE SUITE 130, IRVINE, CA 92618 949-339-5330

CIVIL ENGINEER:

JMH WEISS, INC.1731 Technology Drive, Suite 880San Jose, CA 95110CONTACT :Dj Edwards. PE. QSDE-MAIL :djedwards@jmhweiss.comPH408-790-4982

LANDSCAPE ENGINEER :

SHILA YASMEH628 N. MAPLE DR.BEVERLY HILLS - CA 90210E-MAIL :SHILA.YASMEH@GMAIL.COMPH :(650) 492-3249



16: WINCHESTER HORTEO PDARTEZO SUIVEC20 ERMIT SET-05 12 2020



OWNER

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CIVIL ENGINEER

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LANDSCAPE DESIGNER

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REVISIONS

 1
 REV-1
 11/01/2019

 2
 REV-2
 05/15/2020

 3
 REV-3
 02/01/2021

SCALE : 1"=500'

TITLE SHEET

A.01

OWNER :	ADAM A
PROJECT ADDRESS :	1224&1
	SAN JOS
ASSESSOR PARCEL NO. :	279-17-
BUILDING CLASSIFICATION:	HOTEL
TYPE OF CONSTRUCTION :	Type I-A
GENERAL PLAN DESIGNATION:	Urban V
BUILDING HEIGHT :	64'-7"
LOT SIZE :	30,074.5
GOVERNMENT BODY :	CITY OF
OCCUPANCY GROUP :	R1

SETBACK TABULATION		
FRONT SETBACK26'-0" (first floor: 31'-0")		
SIDE YARD SETBACK 6'-0"		
SIDE YARD SETBACK	6'-0"	
REAR SETBACK	20'-0"	

PARKING TABLE -WINCHESTER HOTEL

PARKING TABULATION	SPACE
UNDERGROUND PARKING LEVEL (SINGLE)	8
UNDERGROUND PARKING LEVEL (DOUBLE)	29
TOTAL	66

TOTAL

11

18

27

23

22

19

119

100%

ROOM MATRIX

PERCENT		75	5.6%		13.4%	10.9%
TOTAL		85	5	14	2	13
6th FLOOR	HOTEL ROOMS	15	1	1	-	2
5th FLOOR	HOTEL ROOMS	13	1	1	_	6
4th FLOOR	HOTEL ROOMS	15	1	3	1	3
3rd FLOOR	HOTEL ROOMS	22	-	3	-	2
2nd FLOOR	COMMON AREA HOTEL ROOMS	10	1	6	1	-
1st FLOOR	LOBBY HOTE ROOM	10	1	-	_	_
BASEMENT FLOOR -1	PARKING	-	-	-	_	_
FLOORS		KING	ACCESSIBLE KING	QUEEN	ACCESSIBLE QUEEN	ONE BEDROOM S
TYPE OF ROOM	0					

FLOOR AREA TA	BLE			
FLOORS	FLOOR USE	CONSTRUCTION	FLOOR AREA	
BASEMENT FLOOR -1	PARKING & UTILITY ROOMS	Type I-A	20531.4	sq.ft.
1st FLOOR	LOBBY & COFFEE SHOP& OFFICE& RECEPTION + HOTEL ROOMS & SECURITY & LAUNDRY	Type I-A	15512.9	sq.ft.
2nd FLOOR	HOTEL ROOMS& RESTAURANT/COFFEE SHOP +GYM/STEAM ROOM & JACUZZI	Type III-A	15282.3	sq.ft.
3rd FLOOR	HOTEL ROOMS	Type III-A	16062.3	sq.ft.
4th FLOOR	HOTEL ROOMS	Type III-A	16062.3	sq.ft.
5th FLOOR	HOTEL ROOMS	Type III-A	12657.9	sq.ft.
6th FLOOR	HOTEL ROOMS	Type III-A	10970.8	sq.ft.
T	OTAL		107079.9	sq.ft.

PROJECT DESCRIPTION			
The project proposes to develop an 6-story hotel (u64'7" feet) with up to 119 guestrooms.			
The first floor would contain the main lobby reception luggage storage, coffee station and bar area, 2 office accounting, management, employees break room, n room, women locker room, fire control room, laundry pomp room, electrical room, and 11 guest rooms.			
Common outdoor areas for hotel guests are propose			
locatedon 2nd floor that contain gym and lockers, ja room,breakfast area and kitchen			
18 guest rooms would also be located on 2nd floor. Floors 3 through 6 would contain guest rooms that from approximately 270 to 770 square feet in size.			

A total of 66 parking spaces are provided. Parking is provided by one underground parking level which is using double parking system, which will be supported by a TDM plan.

A 20 feet rear setback and 6 feet side setback is provided, and additional sidewalk easements will be provided to allow for 20 feet sidewalk are provided on Winchester avenue.

ES	
1 SPACE	
;	
13 SPACES BICYCLE 7 SPACES MOTORCYCLE	
YCLE RCYCLE	

BICYCLE & MOTORCYCLE TABLE - WINCHESTER HOTEL

6-story hotel (up to a height of IS.

in lobby reception area, guest bar area, 2 office rooms, es break room, men locker ol room, laundry, security, fire guest rooms.

ests are proposed to be and lockers, jacuzzi, steam

guest rooms that would range

PARKING TABLE -WINCHESTER HOTEL

		RATIO	REQUIRED
HOTEL ROOMS	119 ROOMS	1 PER ROOM	119 SPACES
EMPLOYEES & OFFICE	10 EMPLOYEES	1 PER 1 EMPLOYEE	10 SPACES
TOTAL PROJECT REQUIREMENT			129 SPACES
PARKING PROVIDED			66
PARKING REDUCTION			63
F	49.0 %		



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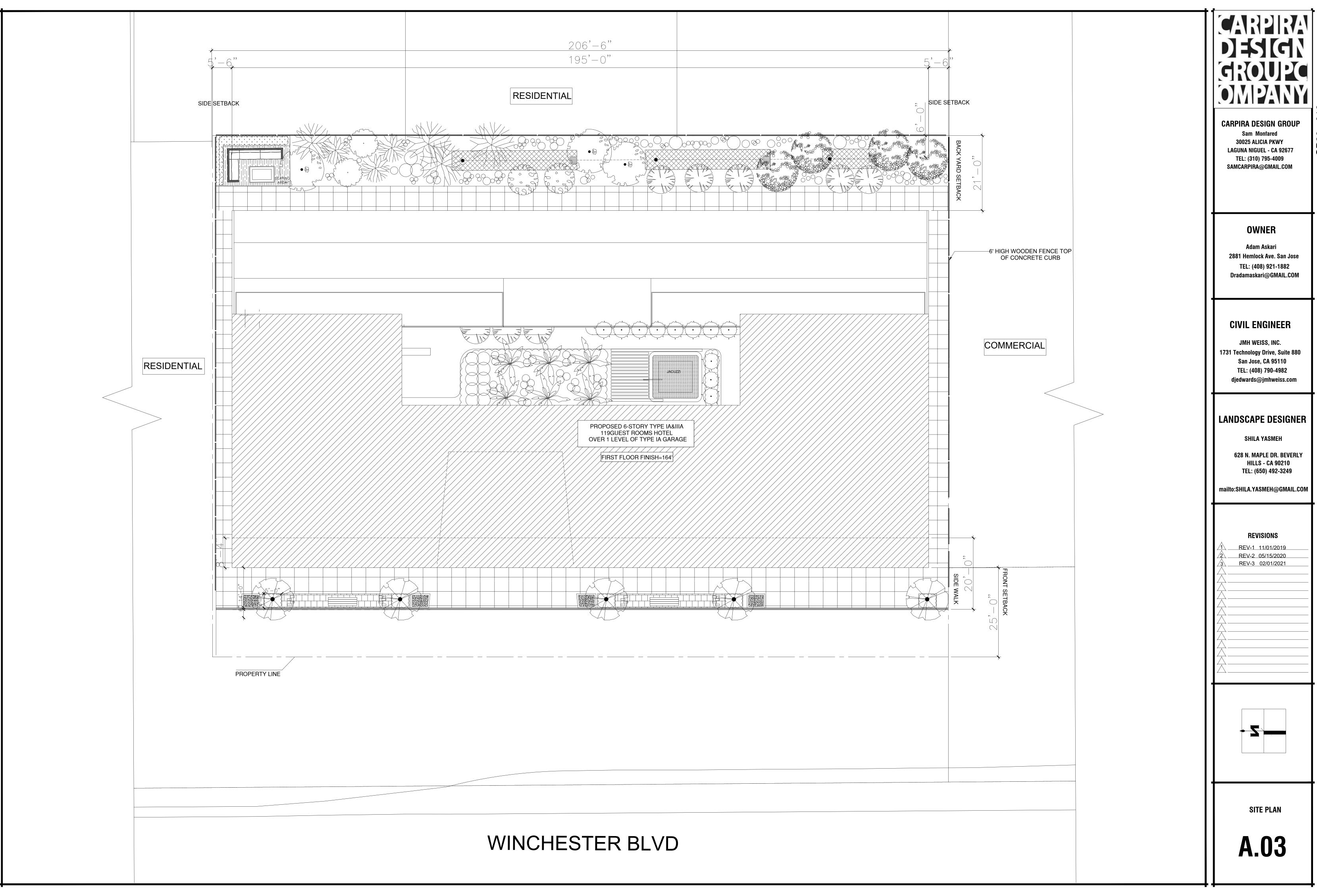
LANDSCAPE DESIGNER

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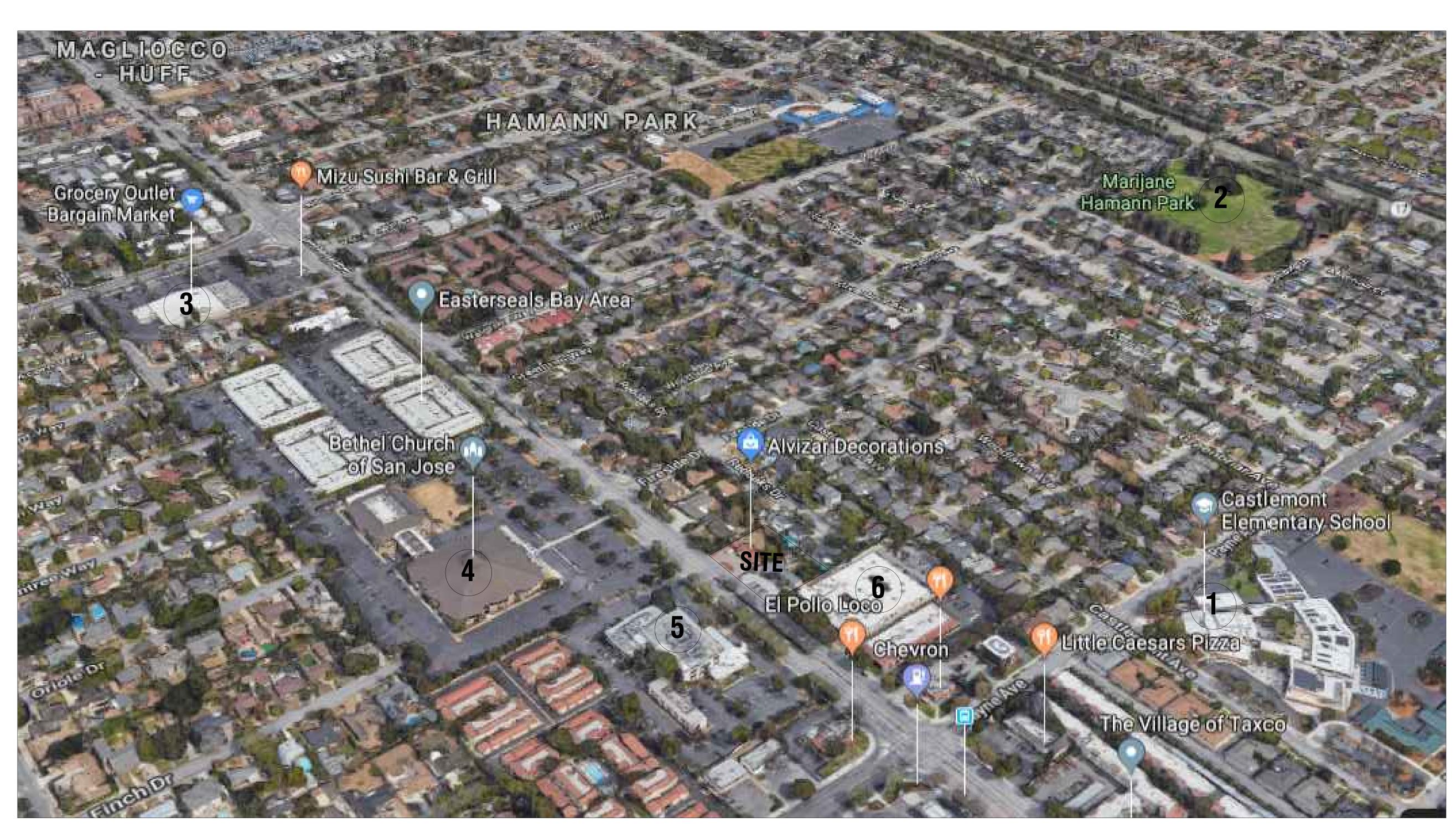
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PROJECT		
INFORMATION &		
TABLES		
A.02		



LANDSCAPE DESIGNER

628 N. MAPLE DR. BEVERLY

mailto:SHILA.YASMEH@GMAIL.COM



VICINITY MAP

2. MARIJANE HAMANN PARK • 2747 WESTFIELD AVE. 4. BETHEL CHURCH OF SAN JOSE • 1201 S WINCHESTER BLVD. **6. A GRACE SUBACUTE & SKILLED CARE • 1250 S WINCHESTER BLVD.**

1. CASTLEMONT ELEMENTARY SCHOOL • 3040 PAYNE AVE. 3. GROCERY OUTLET BARGAIN MARKET • 3140 WILLIAMS RD. 5. PACIFIC OAKS COLLEGE IN SAN JOSE • 1245 S WINCHESTER BLVD.



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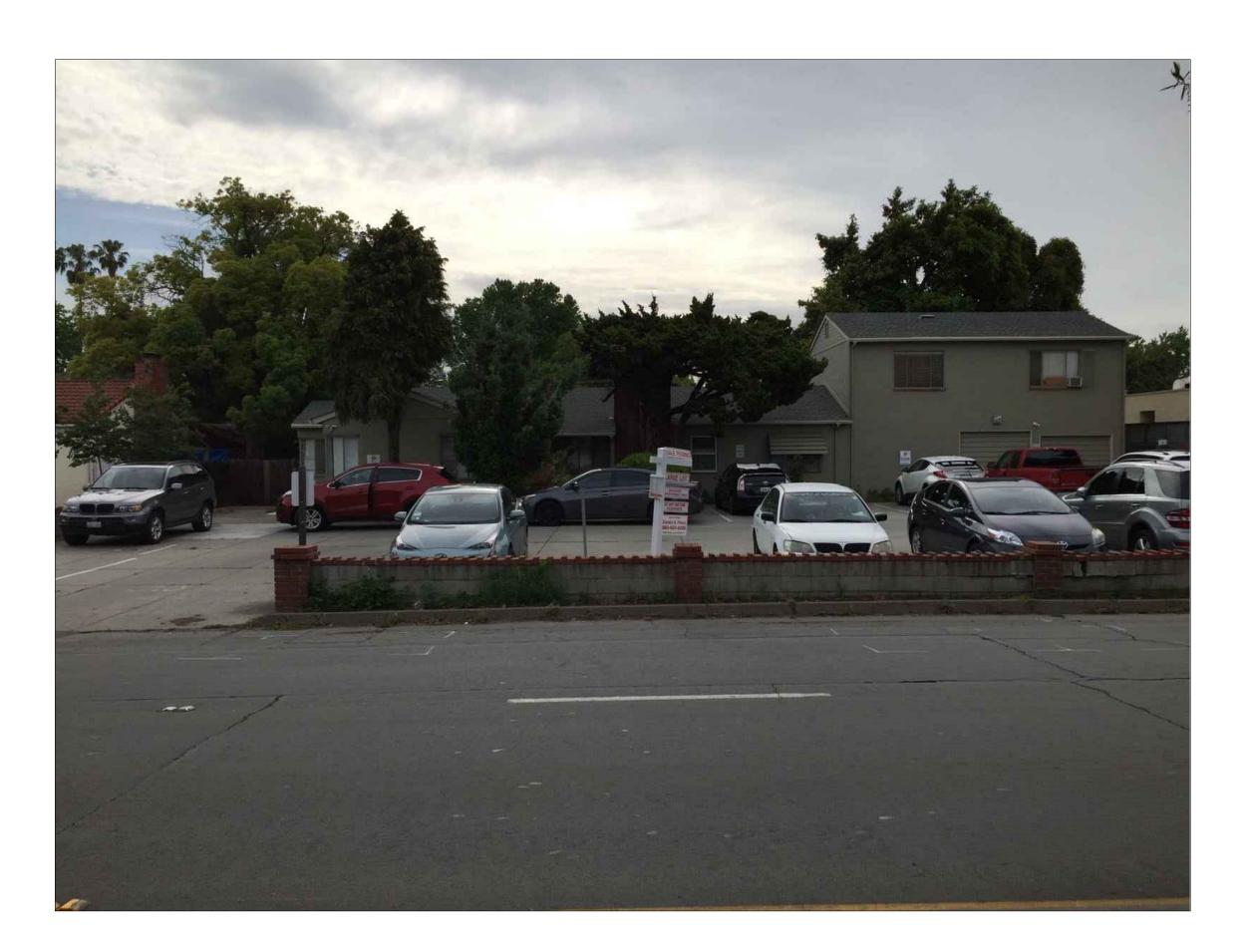
REVISIONS

REV-1 11/01/2019 REV-2 05/15/2020 REV-3 02/01/2021

> VICINITY MAP













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SP

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LANDSCAPE DESIGNER

SHILA YASMEH

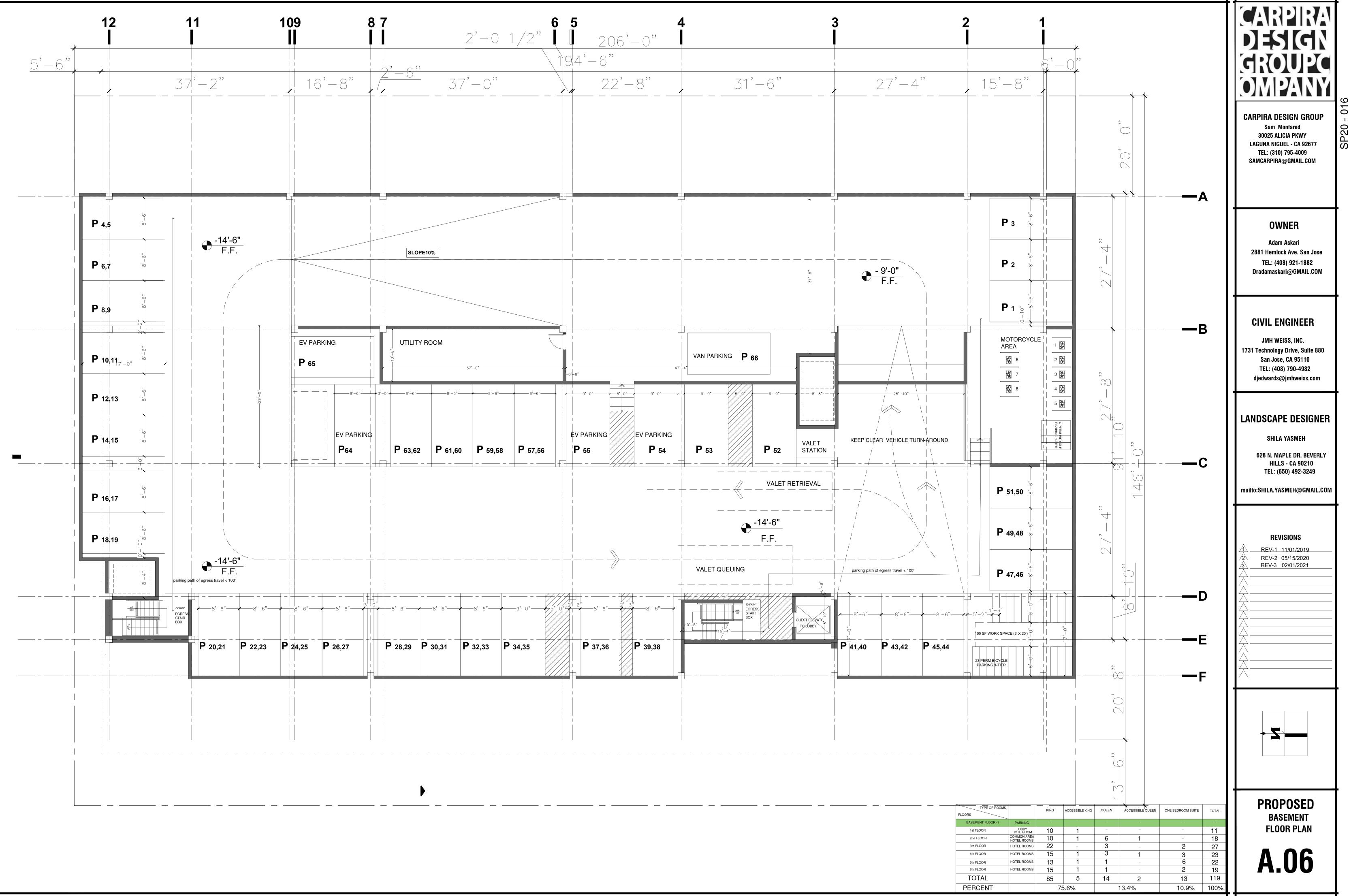
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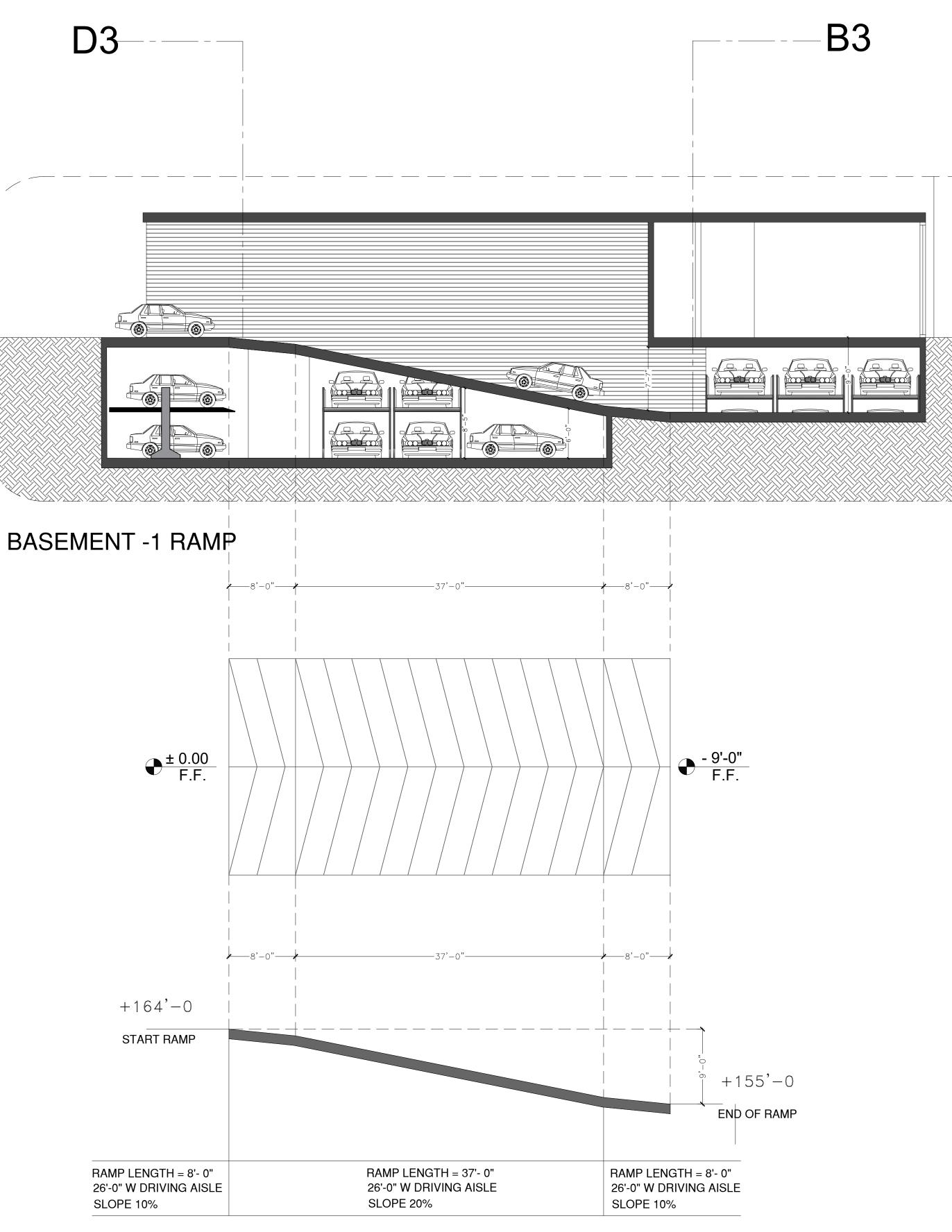
mailto:SHILA.YASMEH@GMAIL.COM

REVISIONS

SITE PHOTOS









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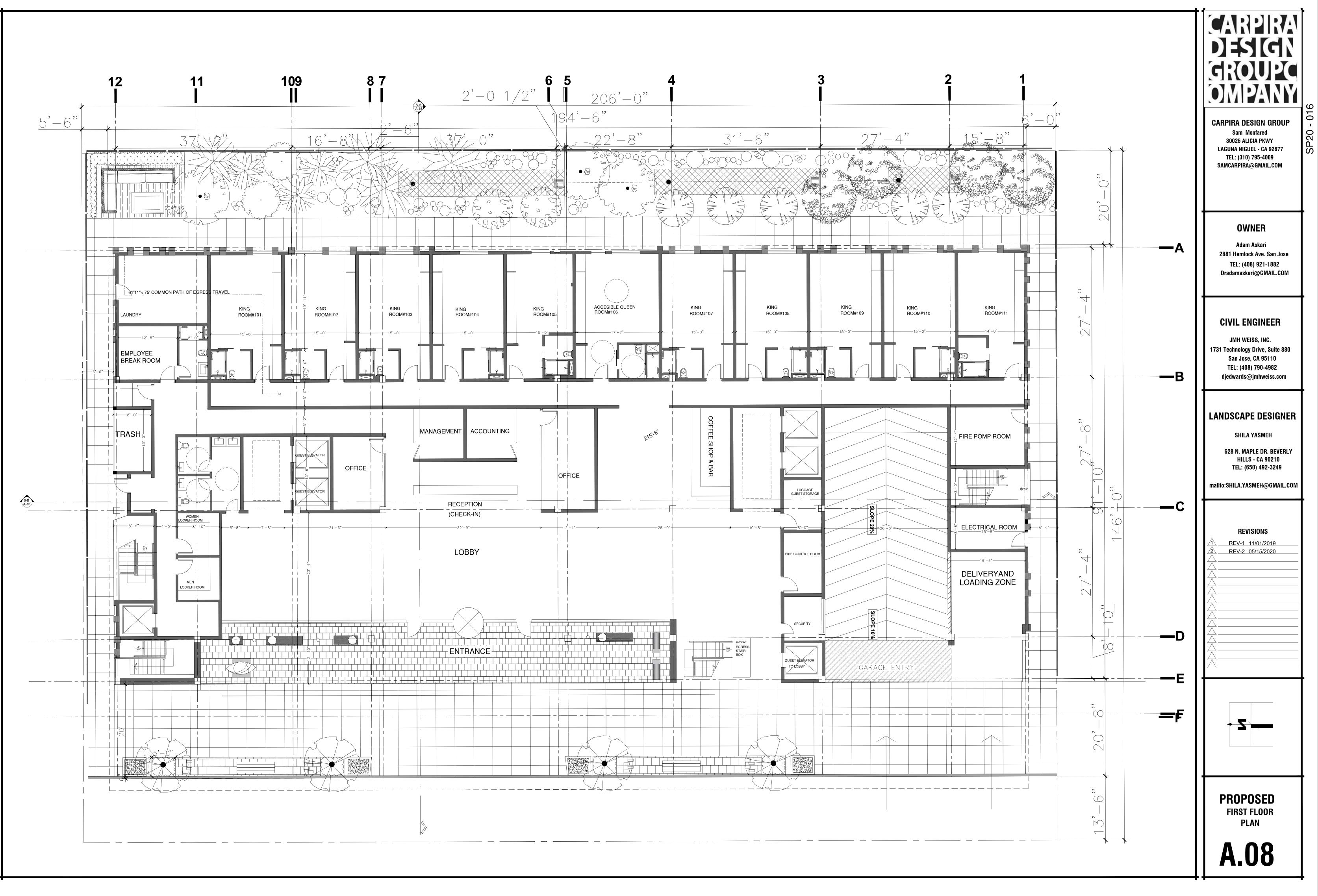
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REV-1 11/01/2019 REV-2 05/15/2020 REV-3 02/01/2021

PROPOSED PARKING RAMP PLAN **A.07**

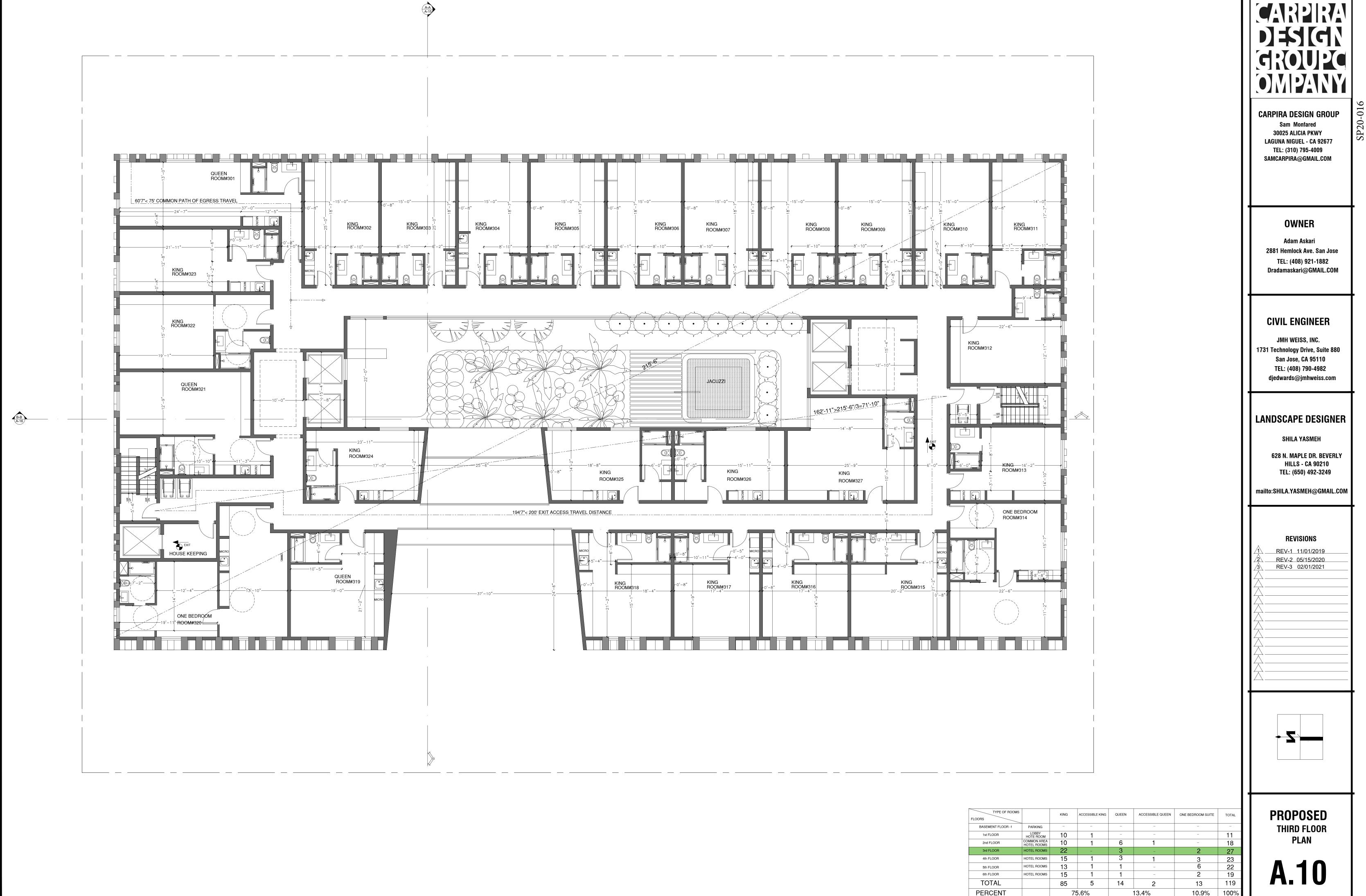




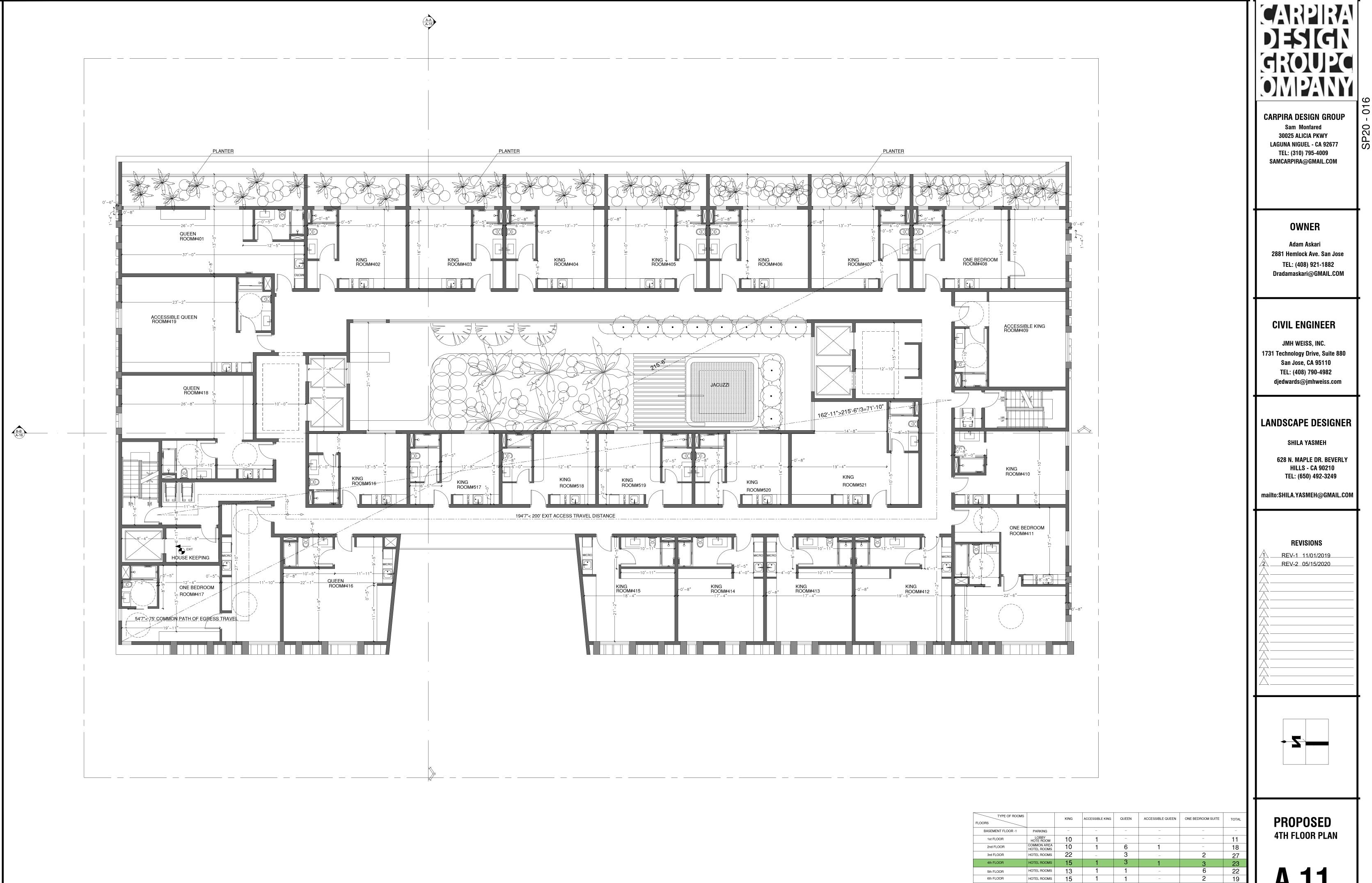
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E NAME: FOR CIVIL PLOT DATE: 6-3-20



: NAME: FOR CIVIL PLOT DATE: 6-3-2



A. I I

119

10.9% 100%

13

6th FLOOR

TOTAL

PERCENT

HOTEL ROOMS

15

1

85 5

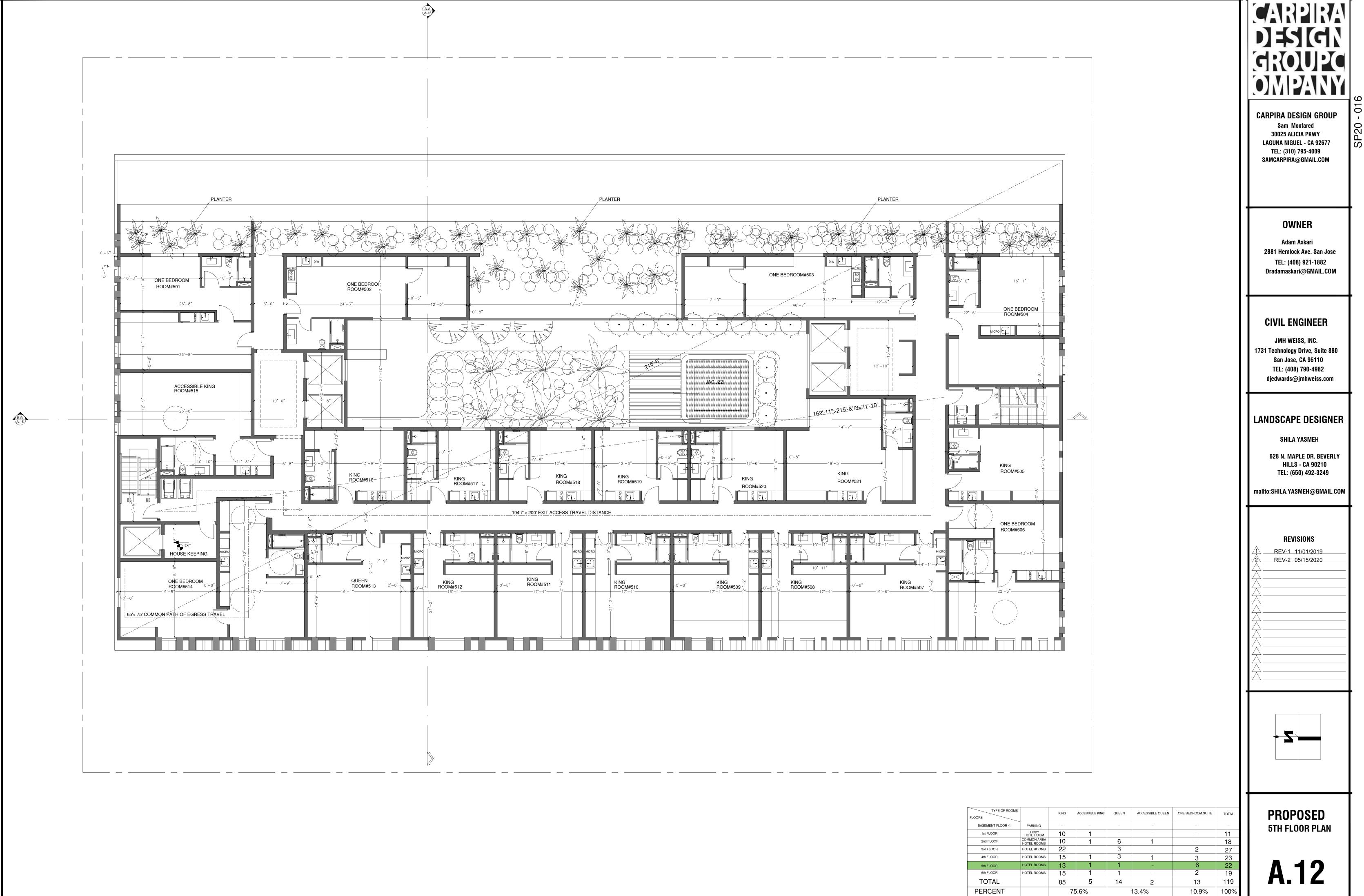
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1

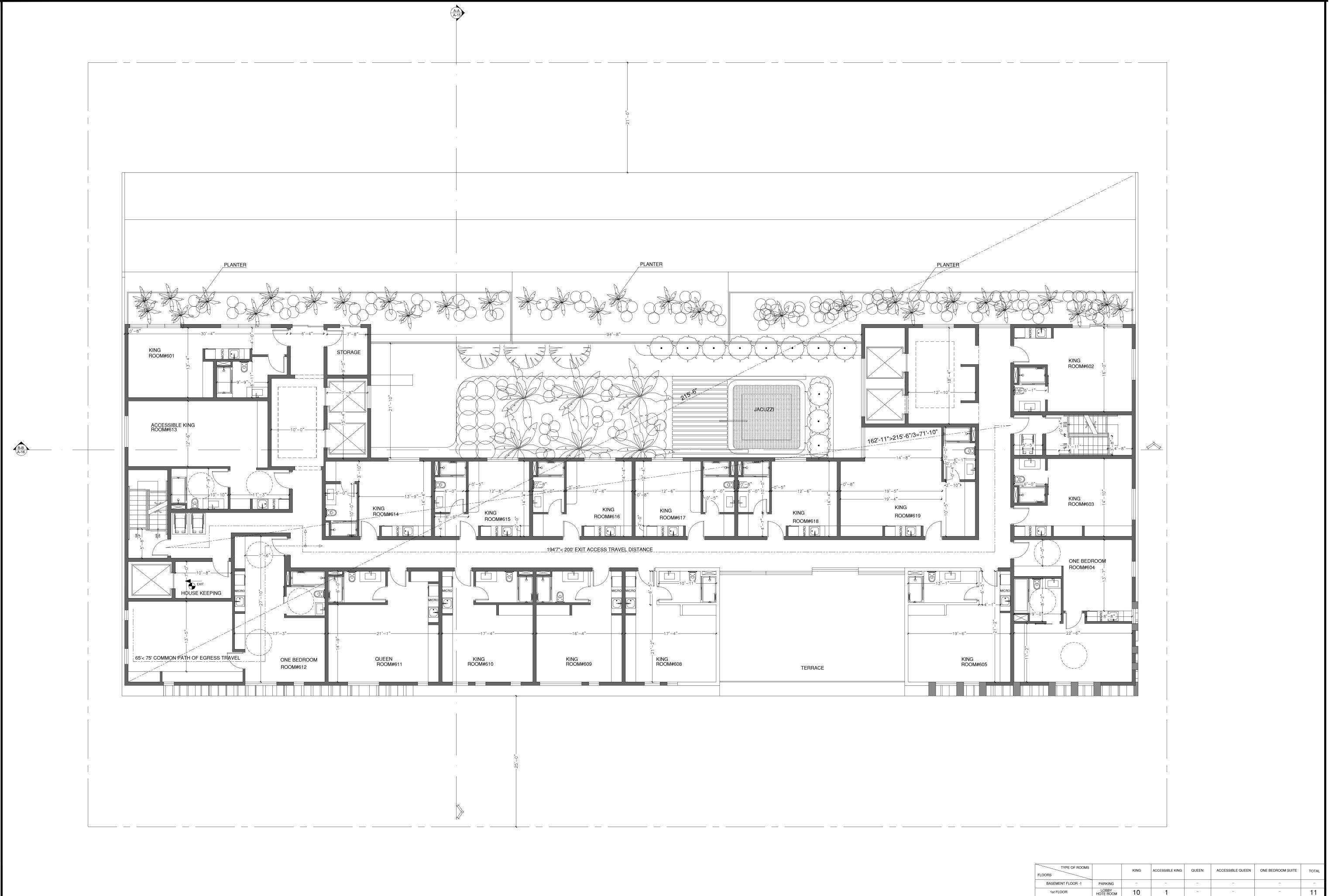
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2

13.4%



ILE NAME: WICHESTER.HOTELOTIDADE: 2007/23AVED VERSIO



.E NAME: WICHESTER.HOTELOTIDADE: 2027-23AVED VERSIC



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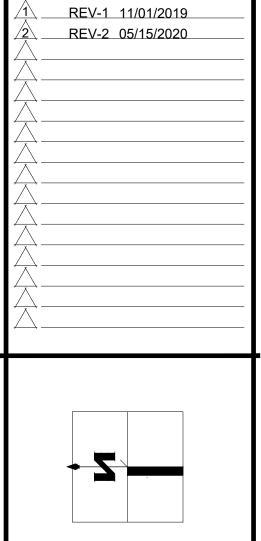
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LANDSCAPE DESIGNER

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19

119

10.9% 100%

13

COMMON AREA

HOTEL ROOMS

HOTEL ROOMS

HOTEL ROOMS

HOTEL ROOMS

HOTEL ROOMS

2nd FLOOR

3rd FLOOR

4th FLOOR

5th FLOOR 6th FLOOR

TOTAL

PERCENT

10

22

15

13

75.6%

1

6

3 3

1

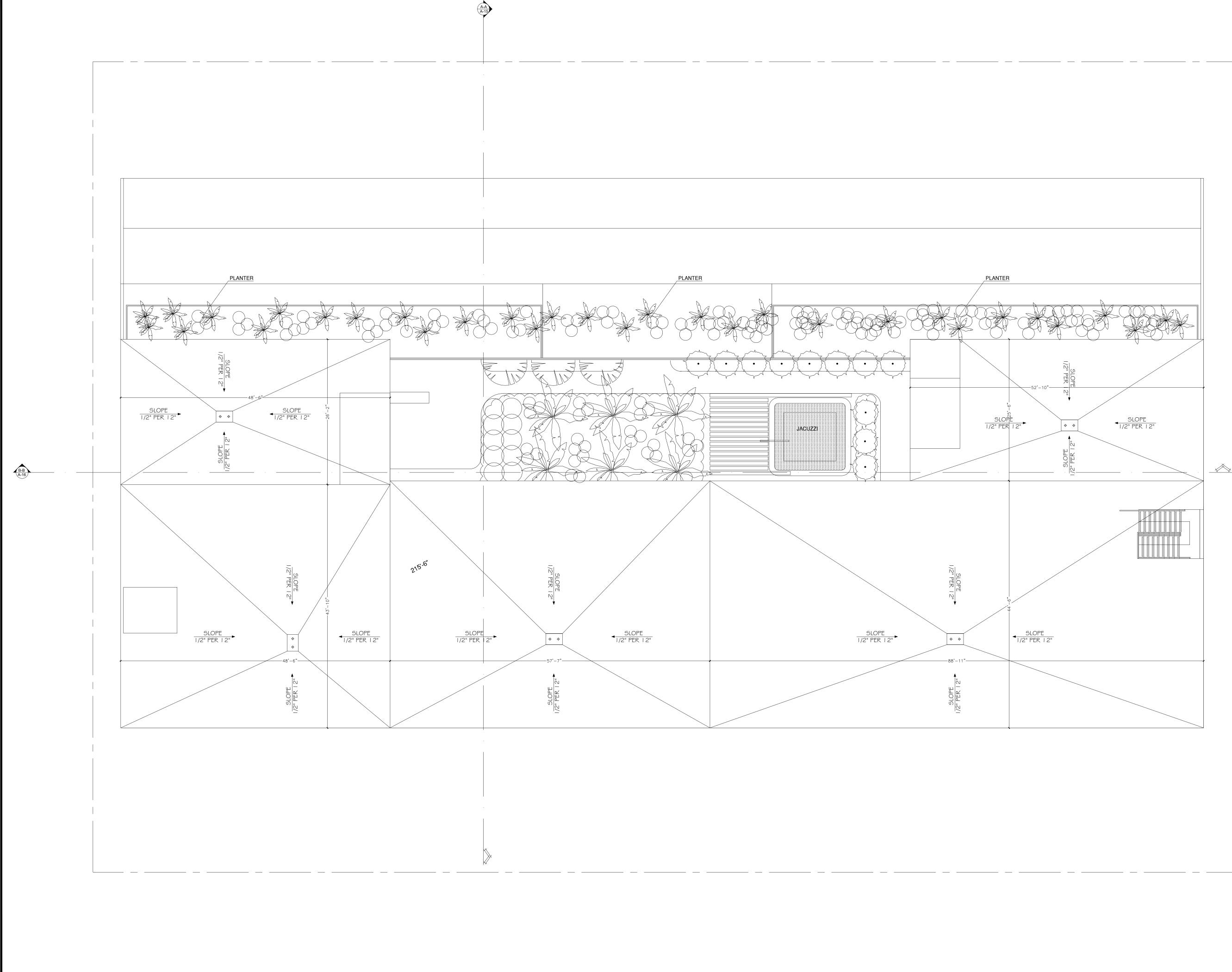
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85 5 14 2

1

1

13.4%





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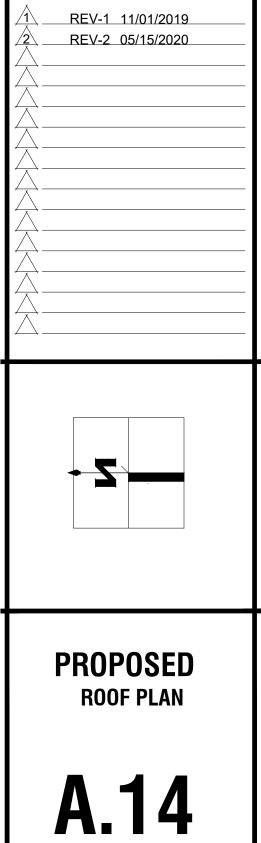
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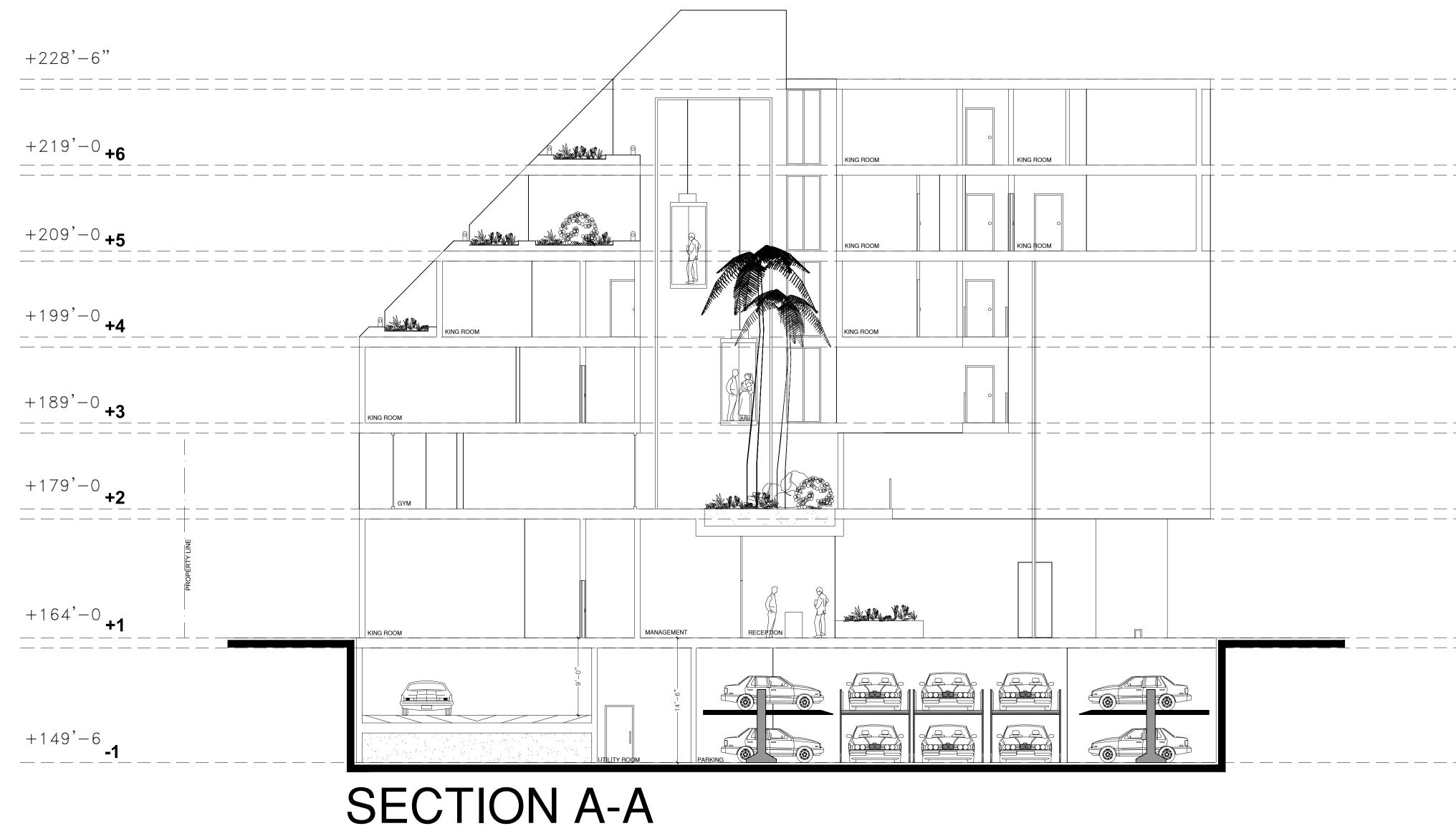
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REVISIONS





B





SP

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CIVIL ENGINEER

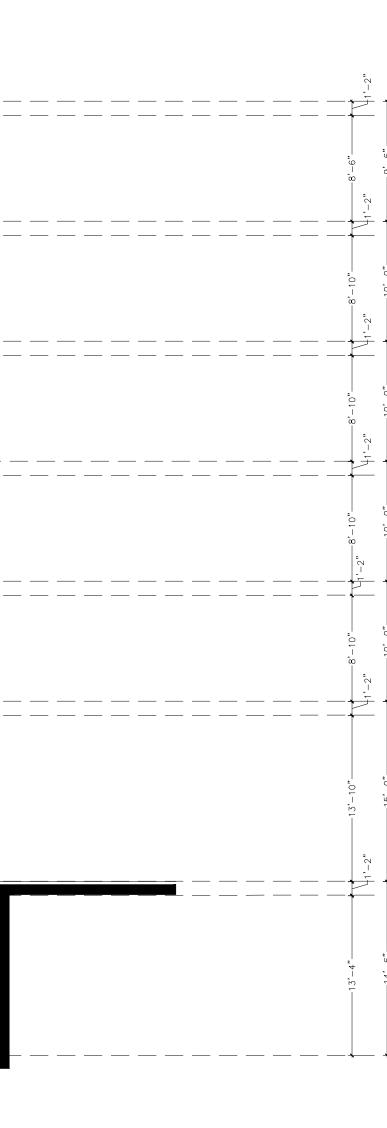
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LANDSCAPE DESIGNER

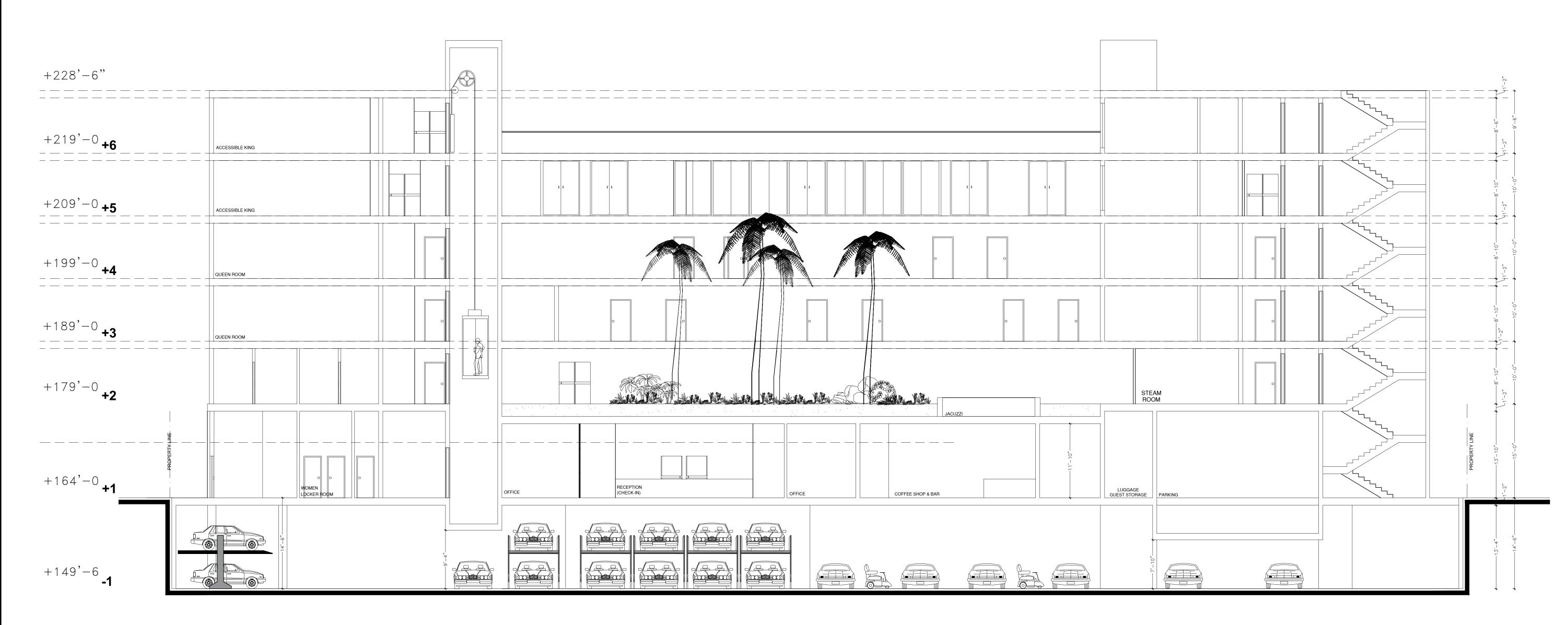
SHILA YASMEH

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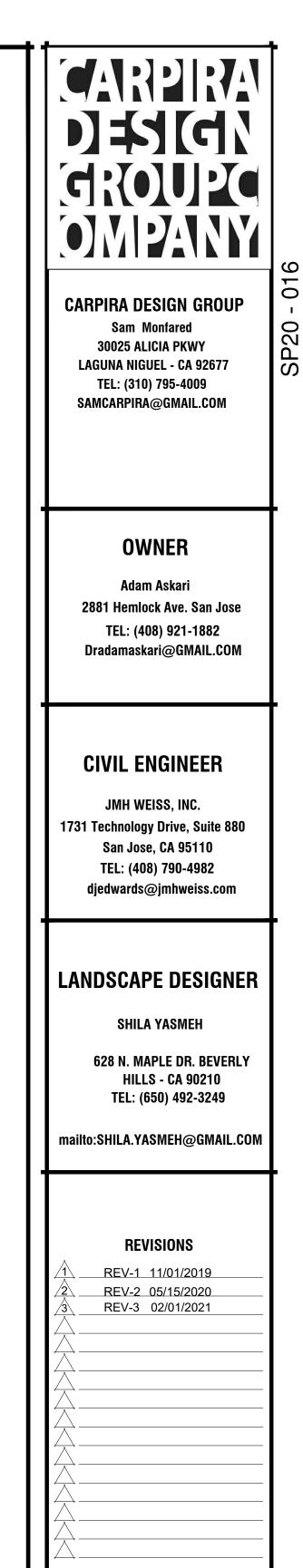
REVISIONS
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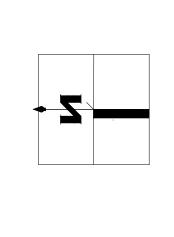


SECTION B-B



E NAME: WINCHESTER HOPPED PDANEZOBIPAGEDERMIT SET-05 12 2020_RECOVER

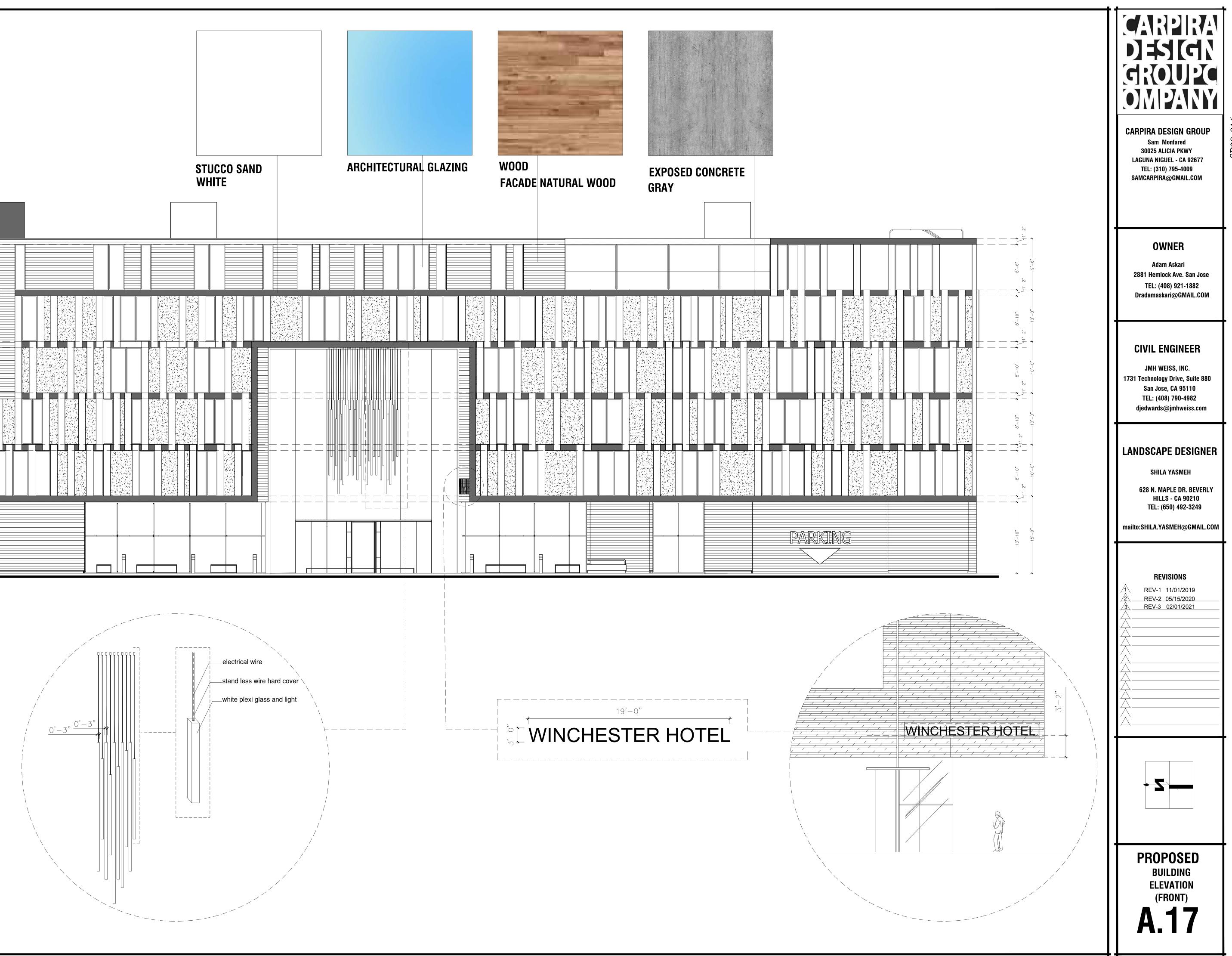


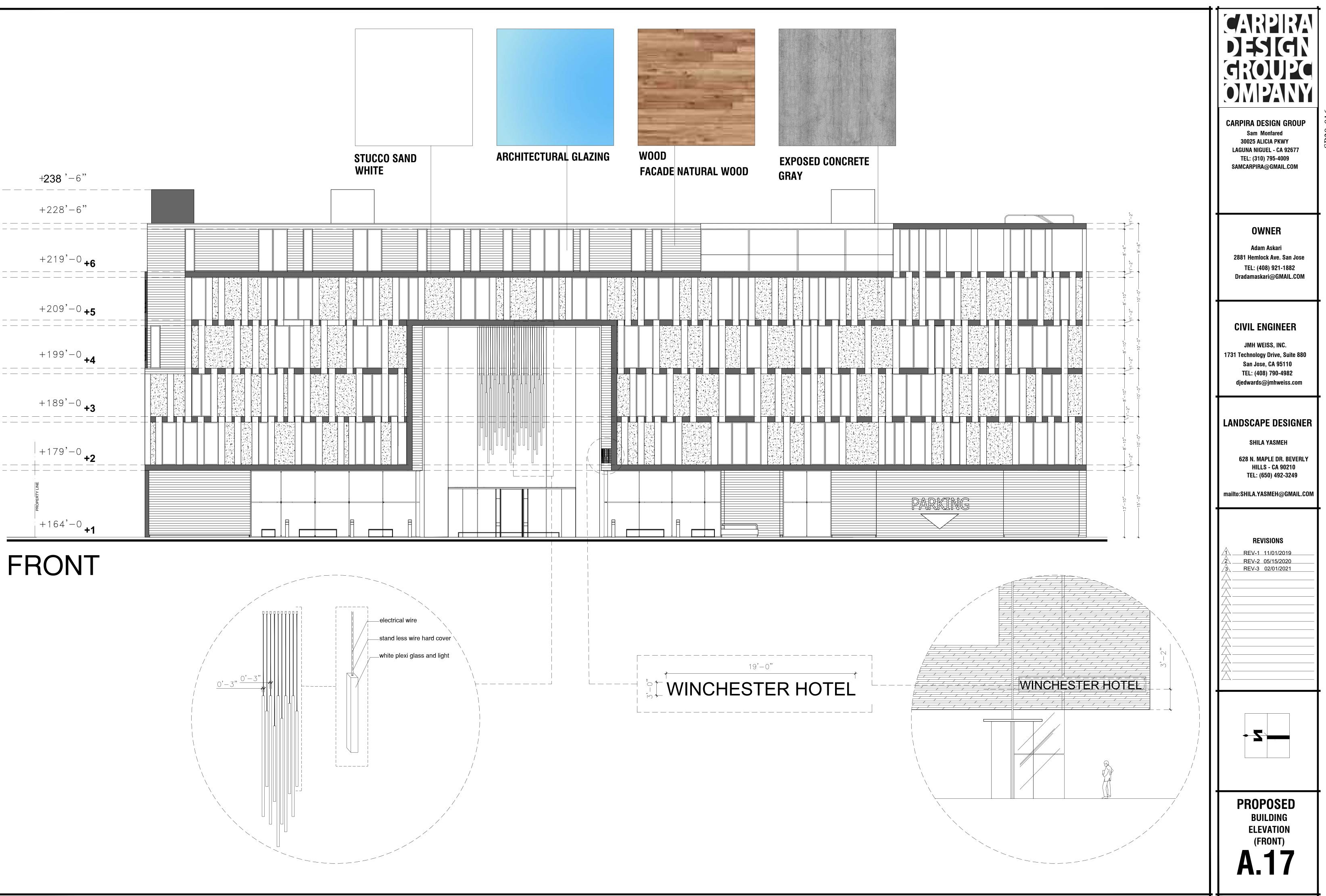


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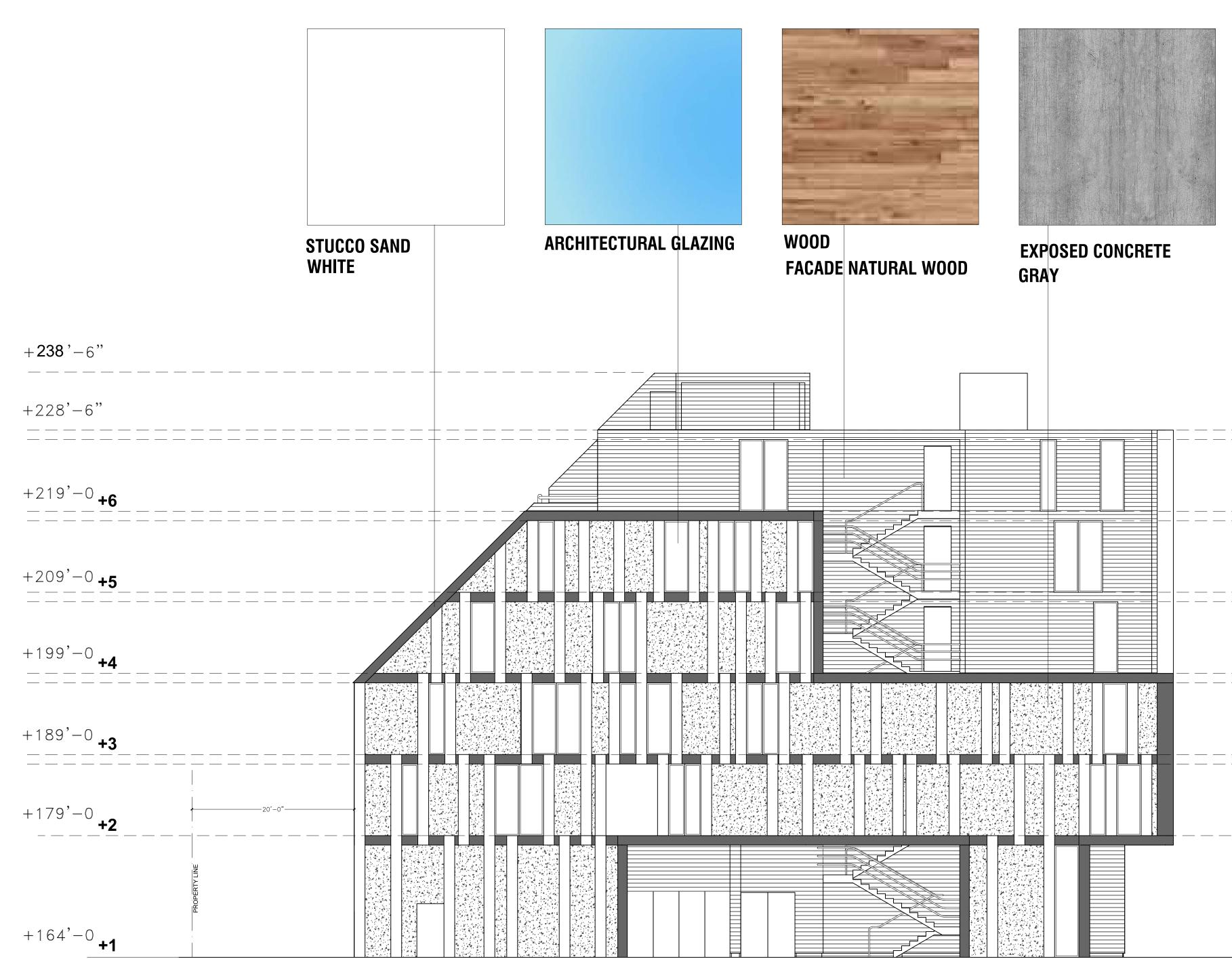


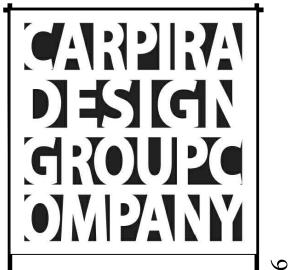






LEFT SIDE





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SP20-

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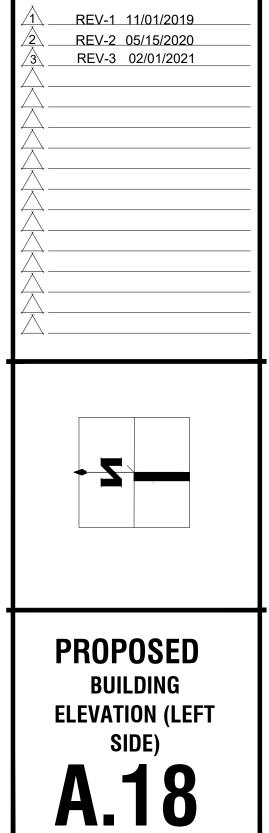
LANDSCAPE DESIGNER

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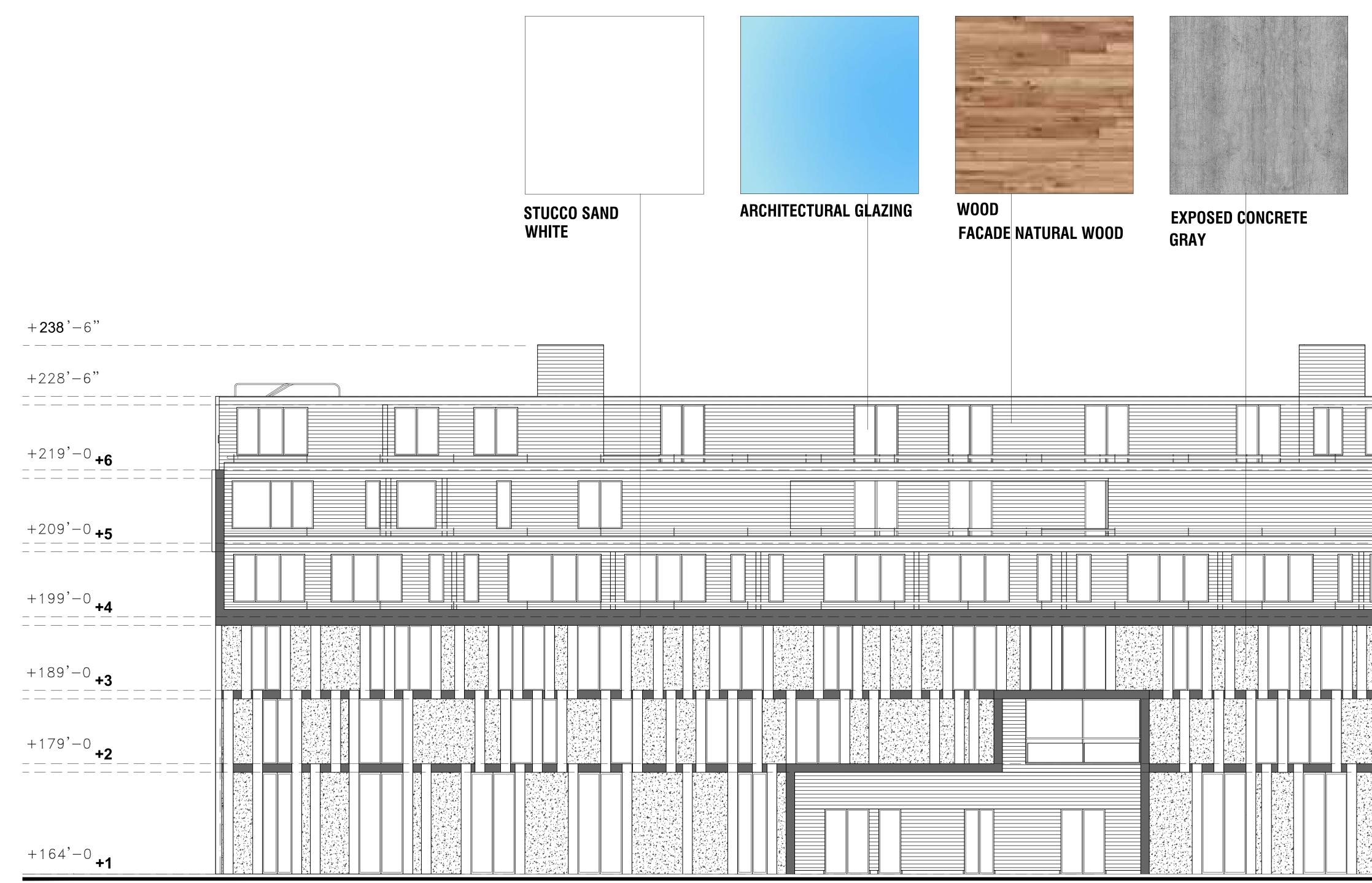
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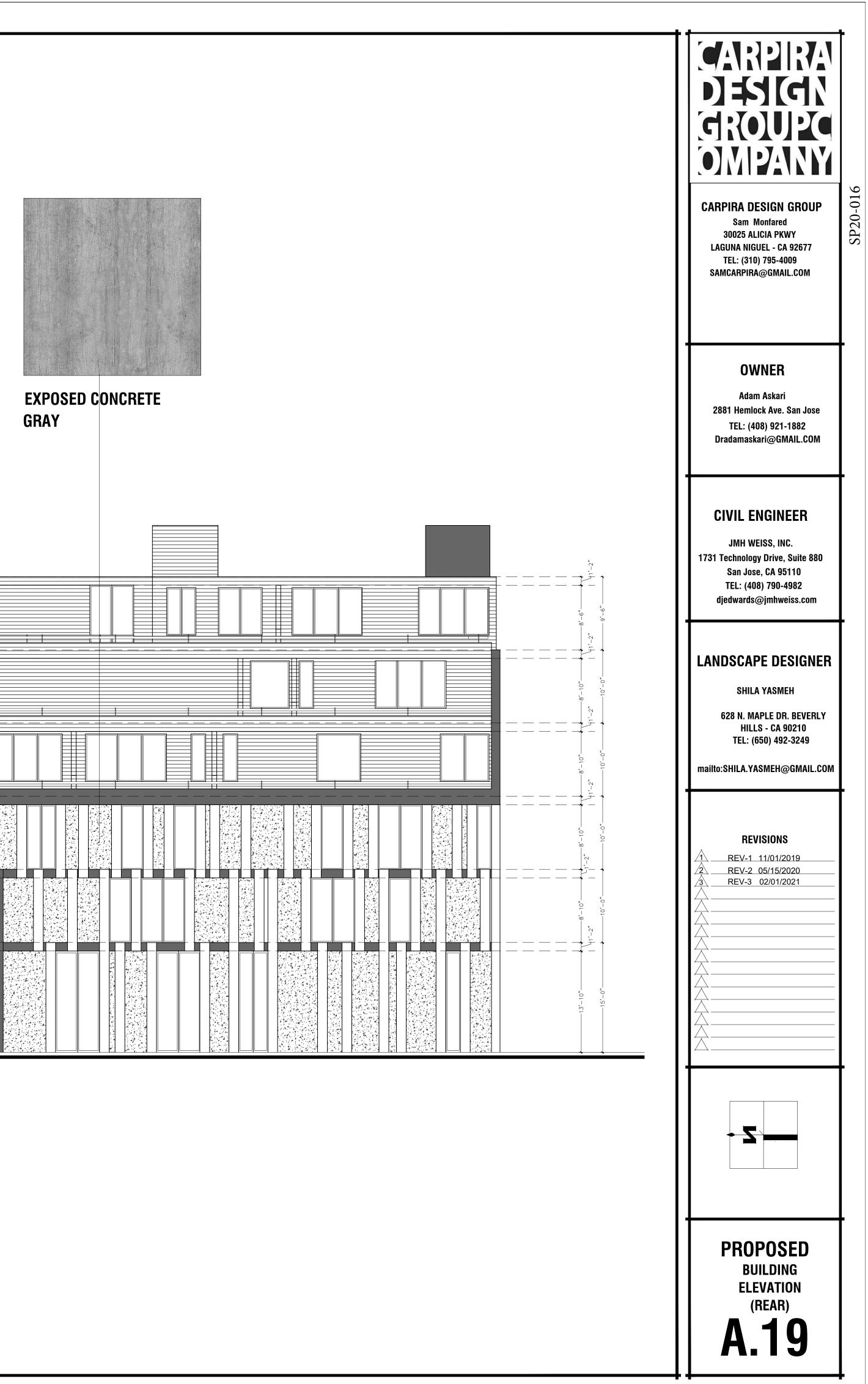
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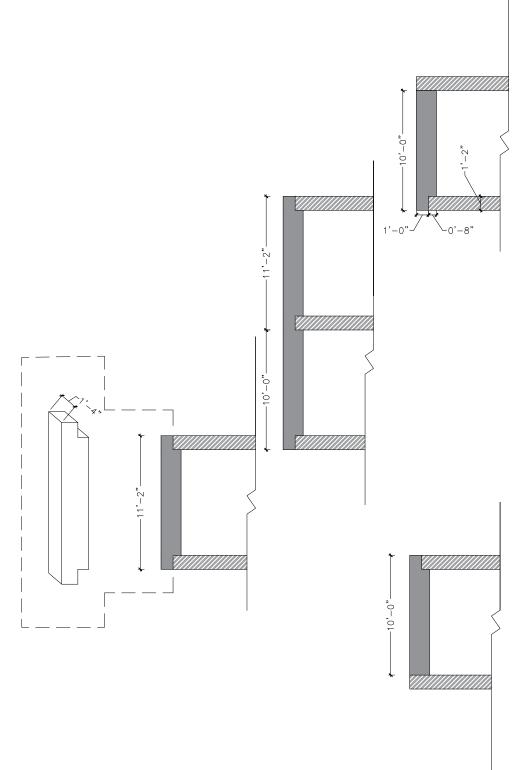


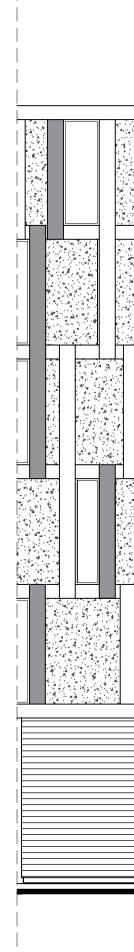
REAR

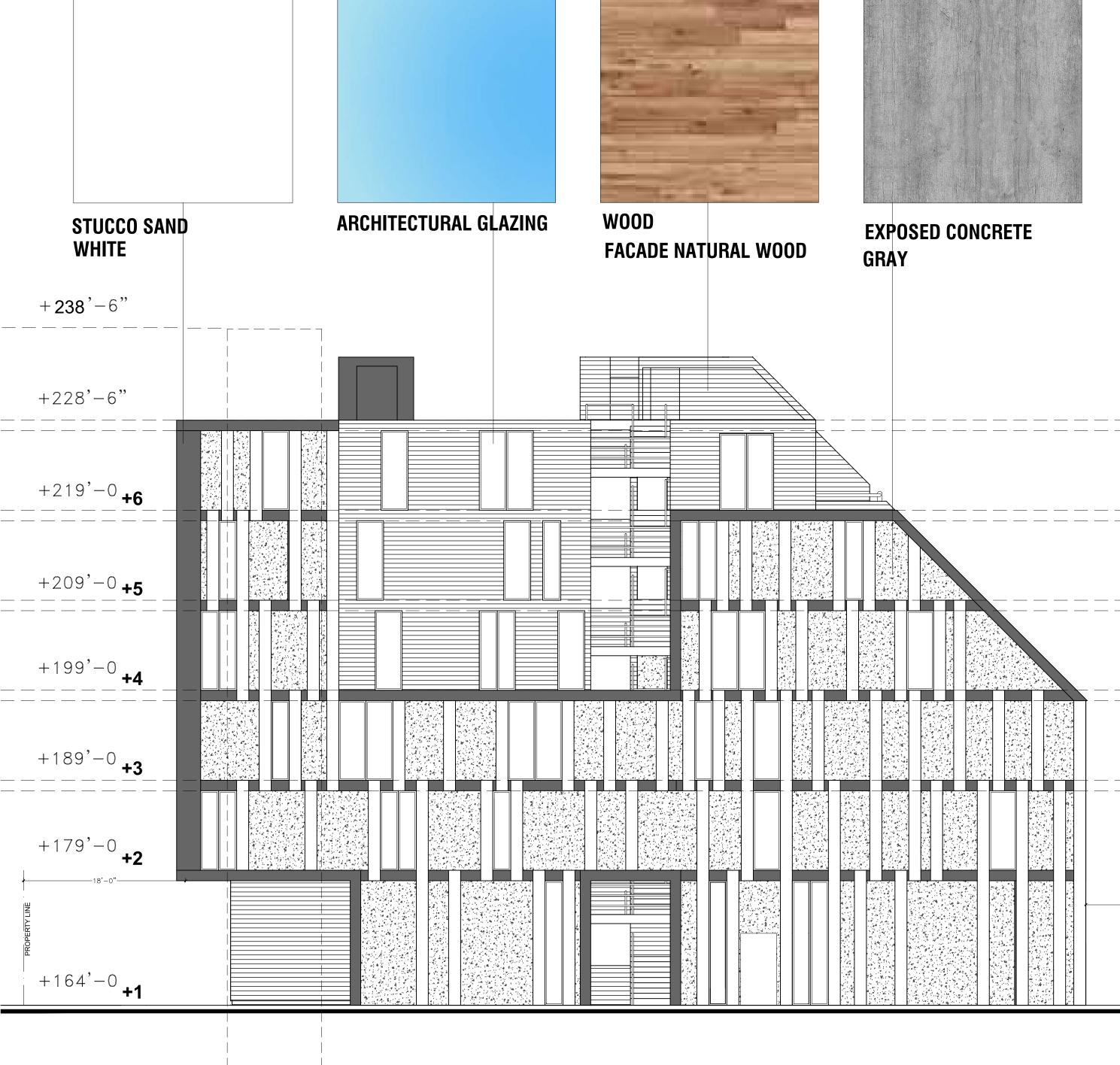












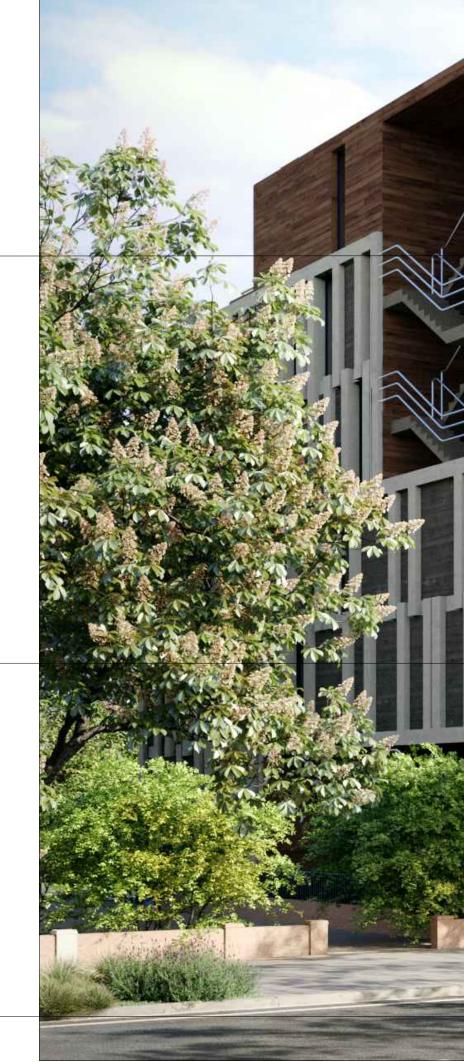
		CARPIRA DESIGN GROUP Sam Monfared 30025 ALICIA PKWY LAGUNA NIGUEL - CA 92677	SP20-016
	-	TEL: (310) 795-4009 SAMCARPIRA@GMAIL.COM OWNER Adam Askari 2881 Hemlock Ave. San Jose TEL: (408) 921-1882 Dradamaskari@GMAIL.COM	
 -2" -8'-6" -1 -1 -2" -8'-6" -1 -2" -2" -6" -1 -2"		CIVIL ENGINEER JMH WEISS, INC. 1731 Technology Drive, Suite 880 San Jose, CA 95110 TEL: (408) 790-4982 djedwards@jmhweiss.com	
+ 10"		LANDSCAPE DESIGNER SHILA YASMEH 628 N. MAPLE DR. BEVERLY HILLS - CA 90210 TEL: (650) 492-3249 mailto:SHILA.YASMEH@GMAIL.COM	
+ - - 13'-10" + + - - - + + - - - - - - - + + - - - - - - - + + - - - - - - - + + - - 10'-0" - + - - -		REVISIONS 1 REV-1 11/01/2019 2 REV-2 05/15/2020 3 REV-3 02/01/2021 3	
		PROPOSED BUILDING ELEVATION (RIGHT SIDE) A.20	



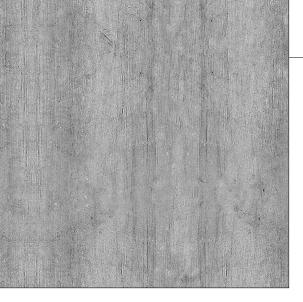
ARCHITECTURAL GLAZING



WOOD FACADE NATURAL WOOD



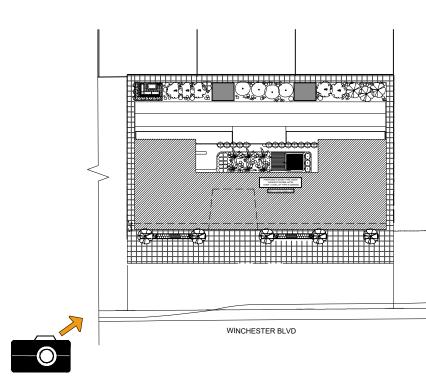
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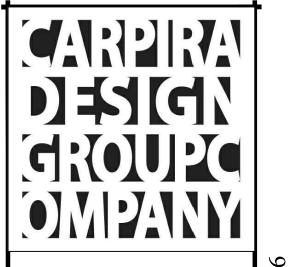


EXPOSED CONCRETE GRAY









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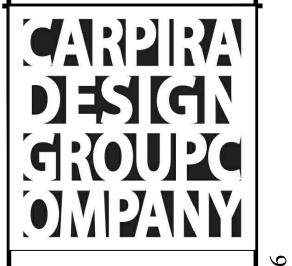
REVISIONS

PROPOSED MATERIAL BOARD

A.21



WINCHESTER BLVD



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REVISIONS



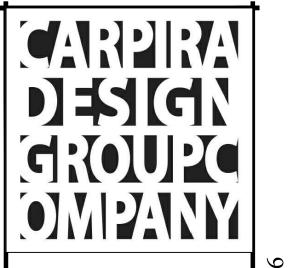
PROPOSED

BUILDING

RENDERING



: NAME: WINCHESTER HOPPED PDARTEZ OSHNG209 ERMIT SET-05 12 20



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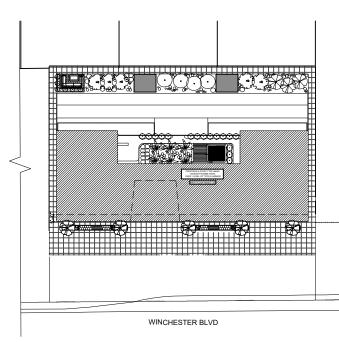
REVISIONS



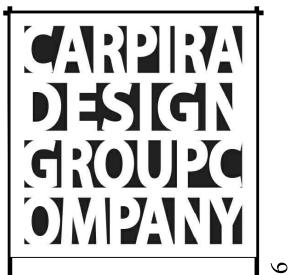
PROPOSED

BUILDING





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OWNER

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CIVIL ENGINEER

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LANDSCAPE DESIGNER

SHILA YASMEH

628 N. MAPLE DR. BEVERLY HILLS - CA 90210 TEL: (650) 492-3249

mailto:SHILA.YASMEH@GMAIL.COM

REVISIONS



PROPOSED



WINCHESTER BLVD



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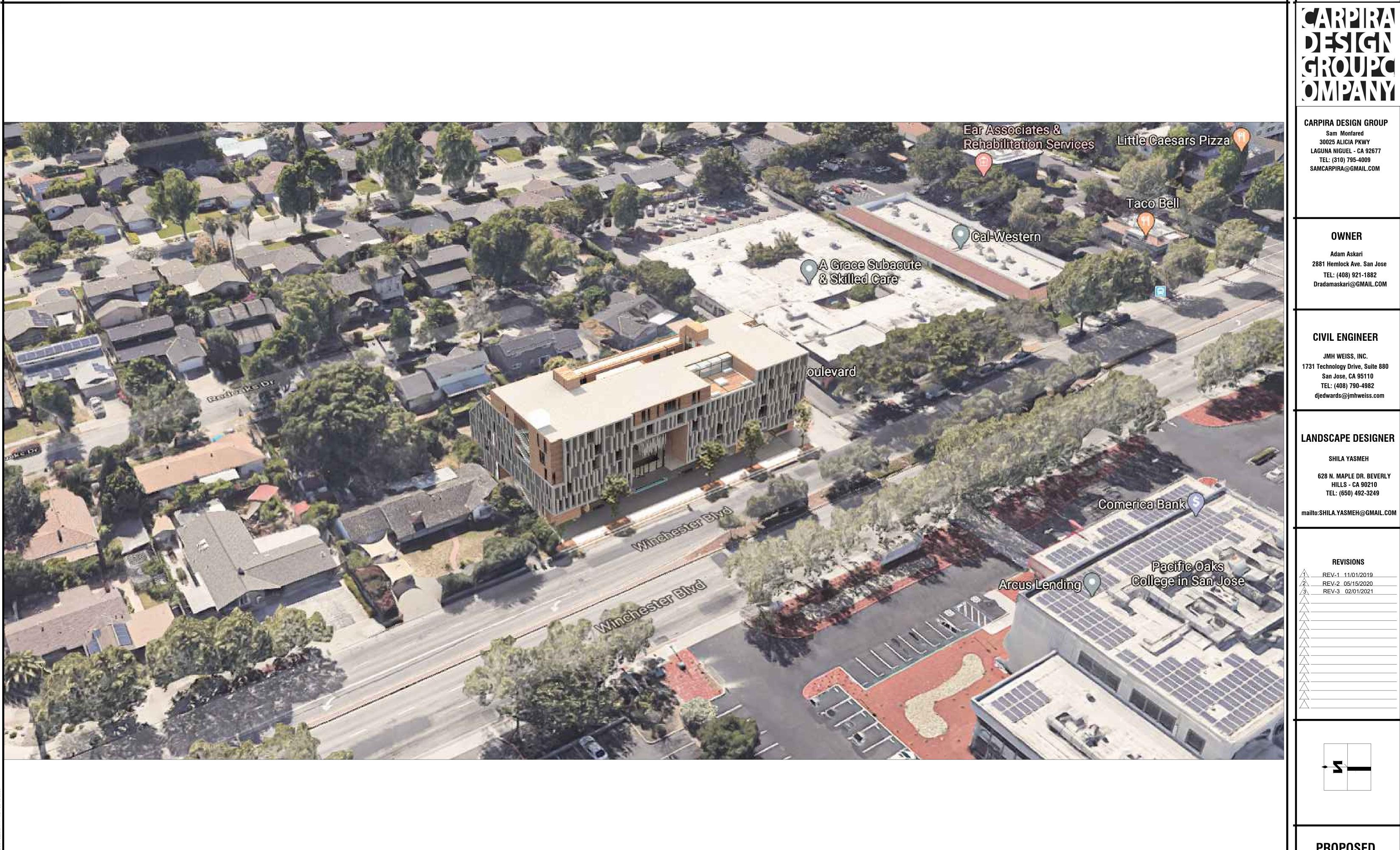
mailto:SHILA.YASMEH@GMAIL.COM

REVISIONS

building rendering **A.25**

PROPOSED

SP20-01



PROPOSED **BIRD VIEW** RENDERING

A.26



E NAME: WINCHESTER HOPPED PDATEZ OSHNG209 ERMIT SET-05 12 2020



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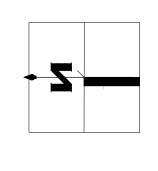
mailto:SHILA.YASMEH@GMAIL.COM

REVISIONS

 REV-1
 11/01/2019

 REV-2
 05/15/2020

 REV-3
 02/01/2021



PROPOSED BIRD VIEW RENDERING

A.27

P20-01

WINTER

WINTER 9AM

WINTER 10AM

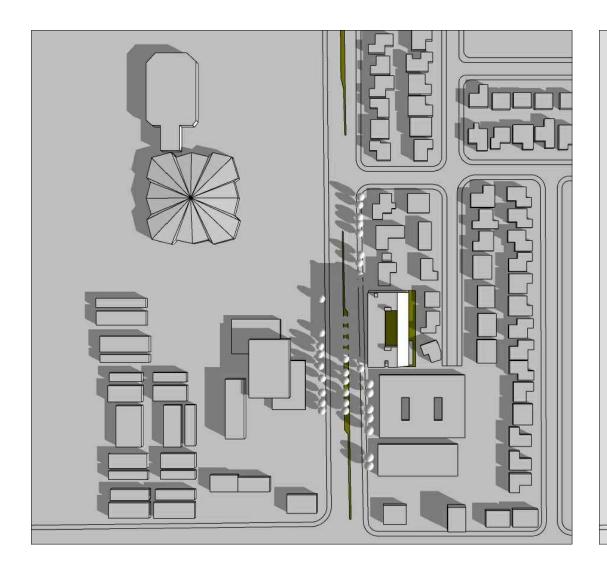


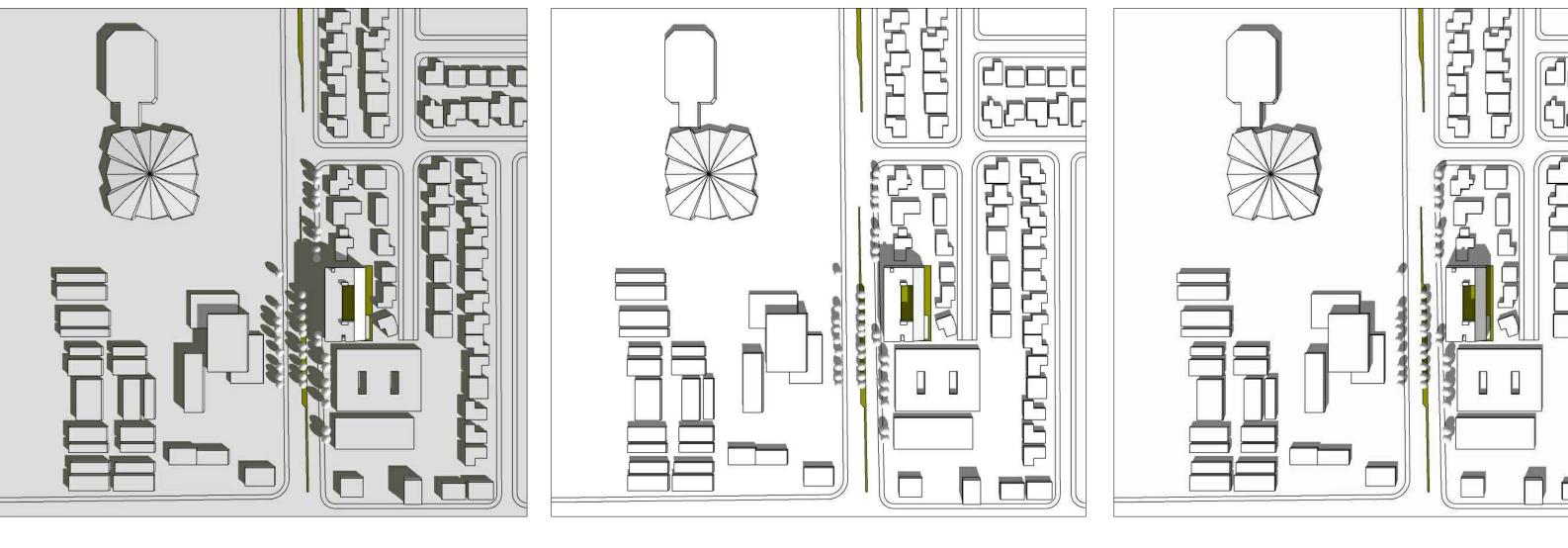


AUTUMN

AUTUMN 9 AM

AUTUMN 10 AM



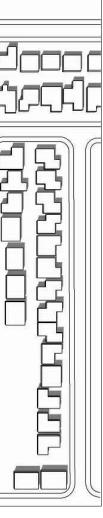


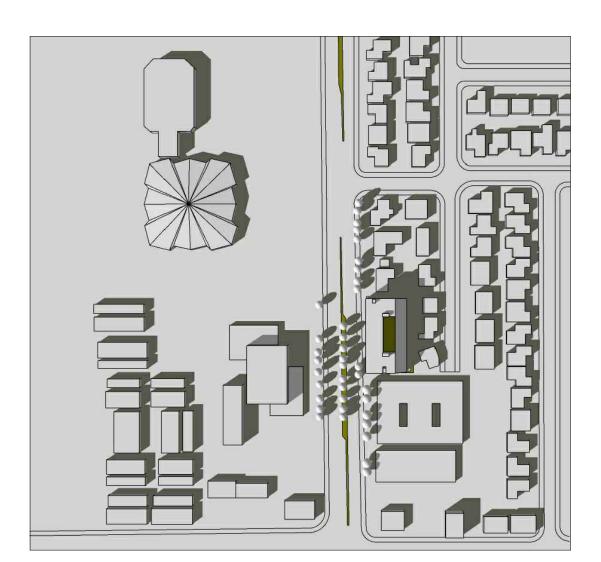
AUTUMN 12 AM

AUTUMN 2PM

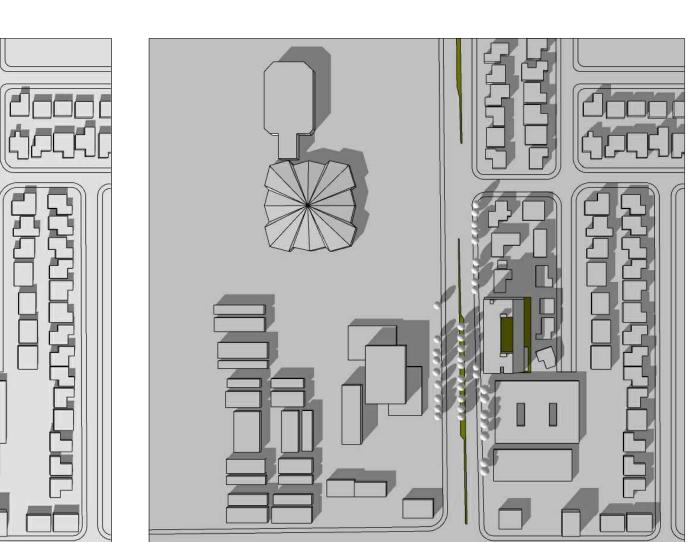
WINTER 12AM

WINTER 2PM





AUTUMN 4PM



WINTER 4PM



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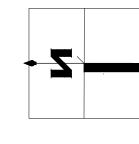
LANDSCAPE DESIGNER

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REVISIONS



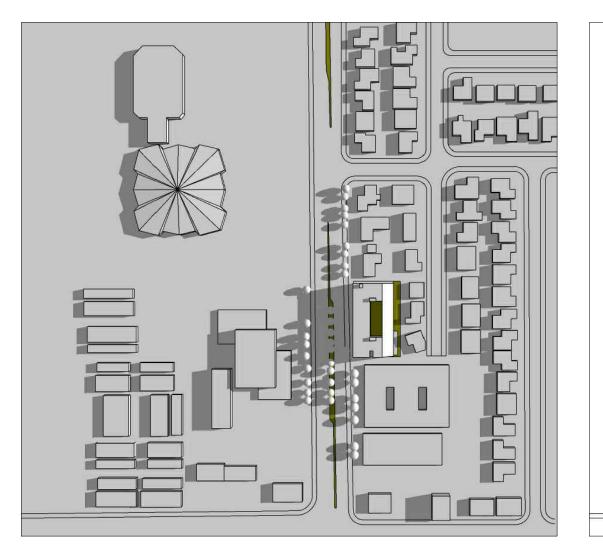
PROPOSED Shadow Study

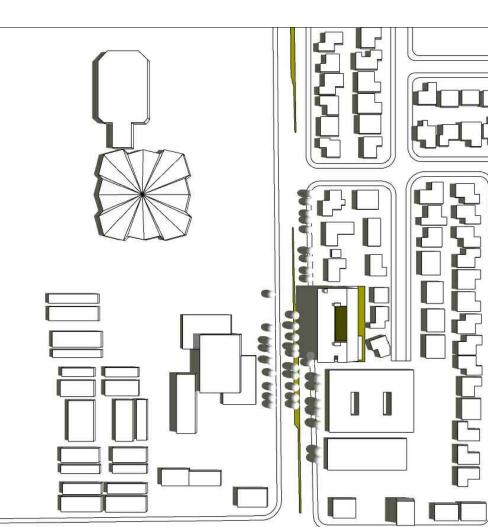
A.28

SUMMER

SUMMER 8AM

SUMMER 10AM

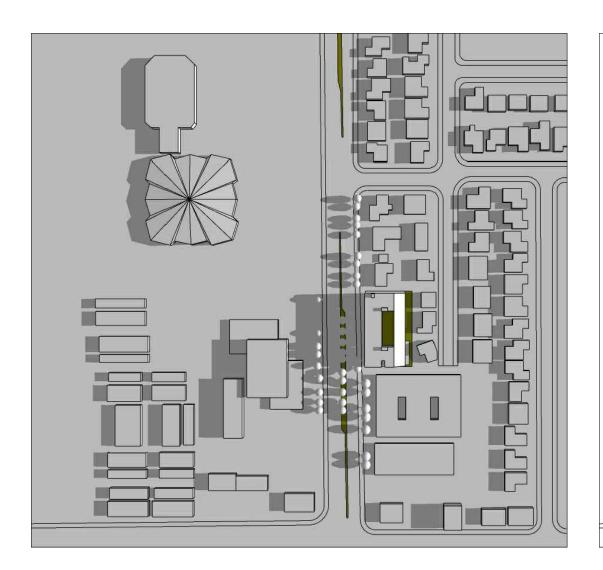


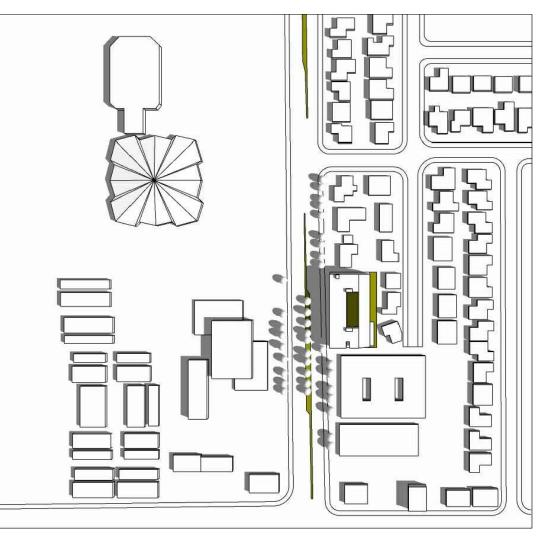


SPRING

SPRING 8AM

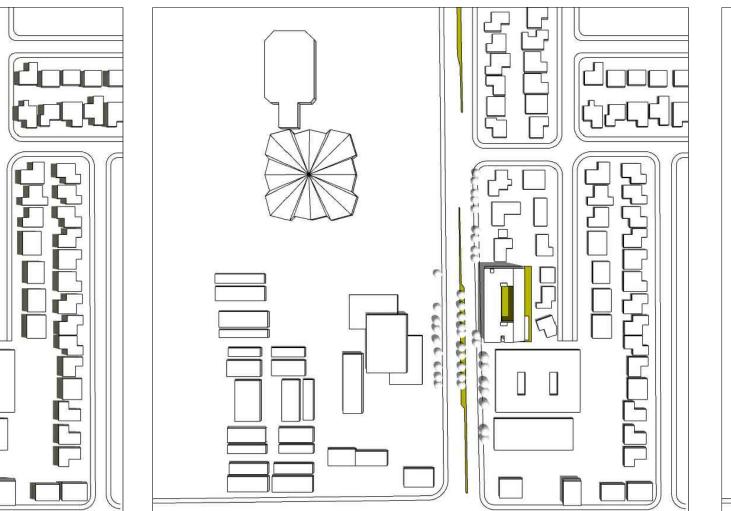
SPRING 10AM

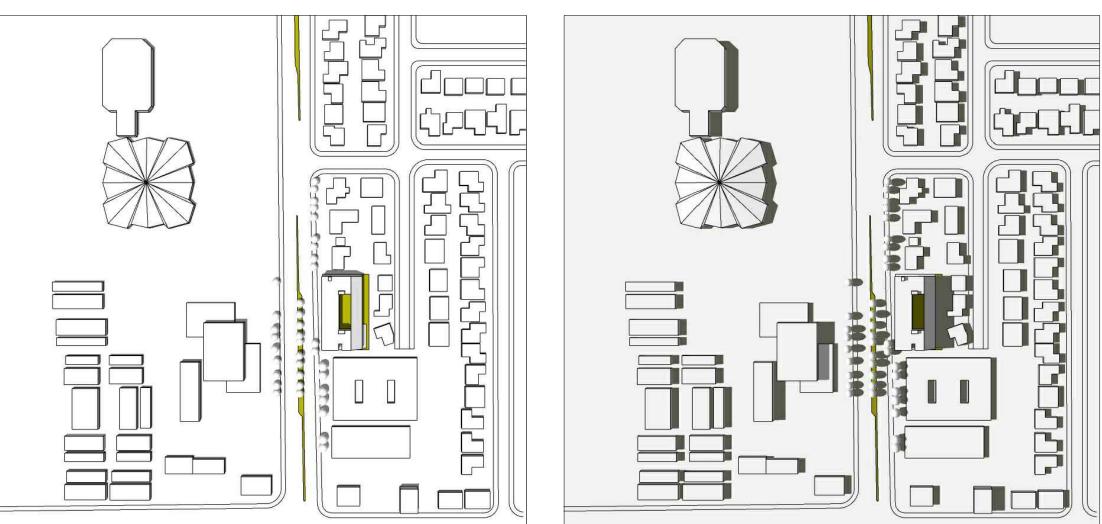




SUMMER 12AM

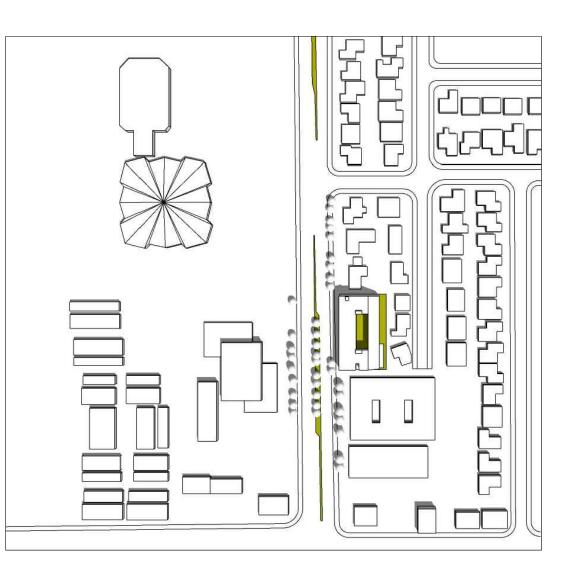
SUMMER 2PM

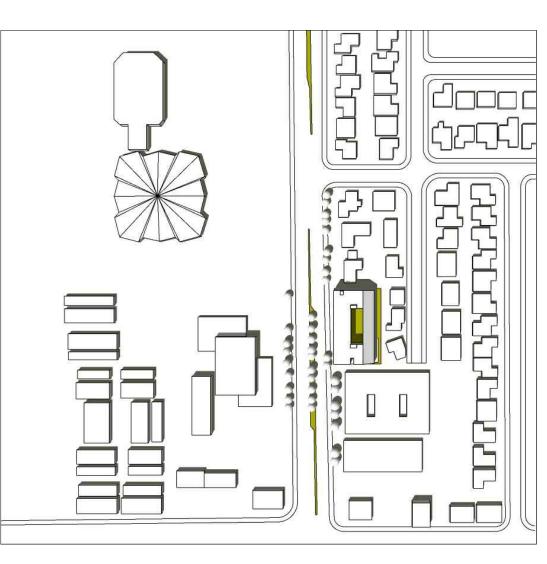


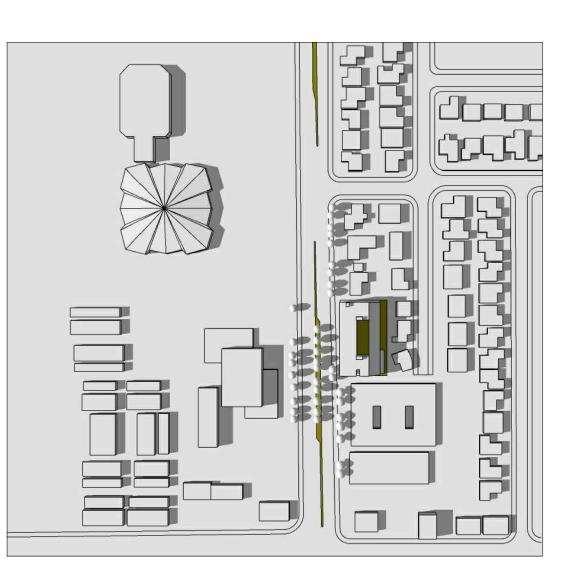


SPRING 12AM

SPRING 2PM







SPRING 5PM

SUMMER 5PM



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LANDSCAPE DESIGNER

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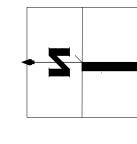
mailto:SHILA.YASMEH@GMAIL.COM

REVISIONS

 1
 REV-1
 11/01/2019

 2
 REV-2
 05/15/2020

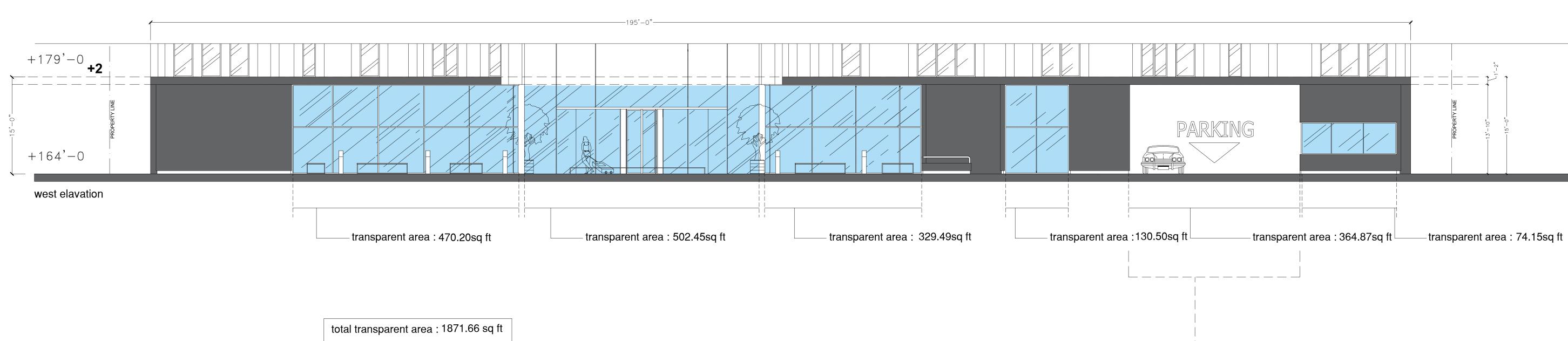
 3
 REV-3
 02/01/2021



PROPOSED Shadow Study

A.29





total transparent area : 1871.66 sq ft
total surface area : 2925 sq ft
total solid area : 1053.34 sq ft
total transparency rate: 63 %





CARPIRA DESIGN GROUP Sam Monfared 30025 ALICIA PKWY LAGUNA NIGUEL - CA 92677 TEL: (310) 795-4009 SAMCARPIRA@GMAIL.COM 9

Q

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REVISIONS

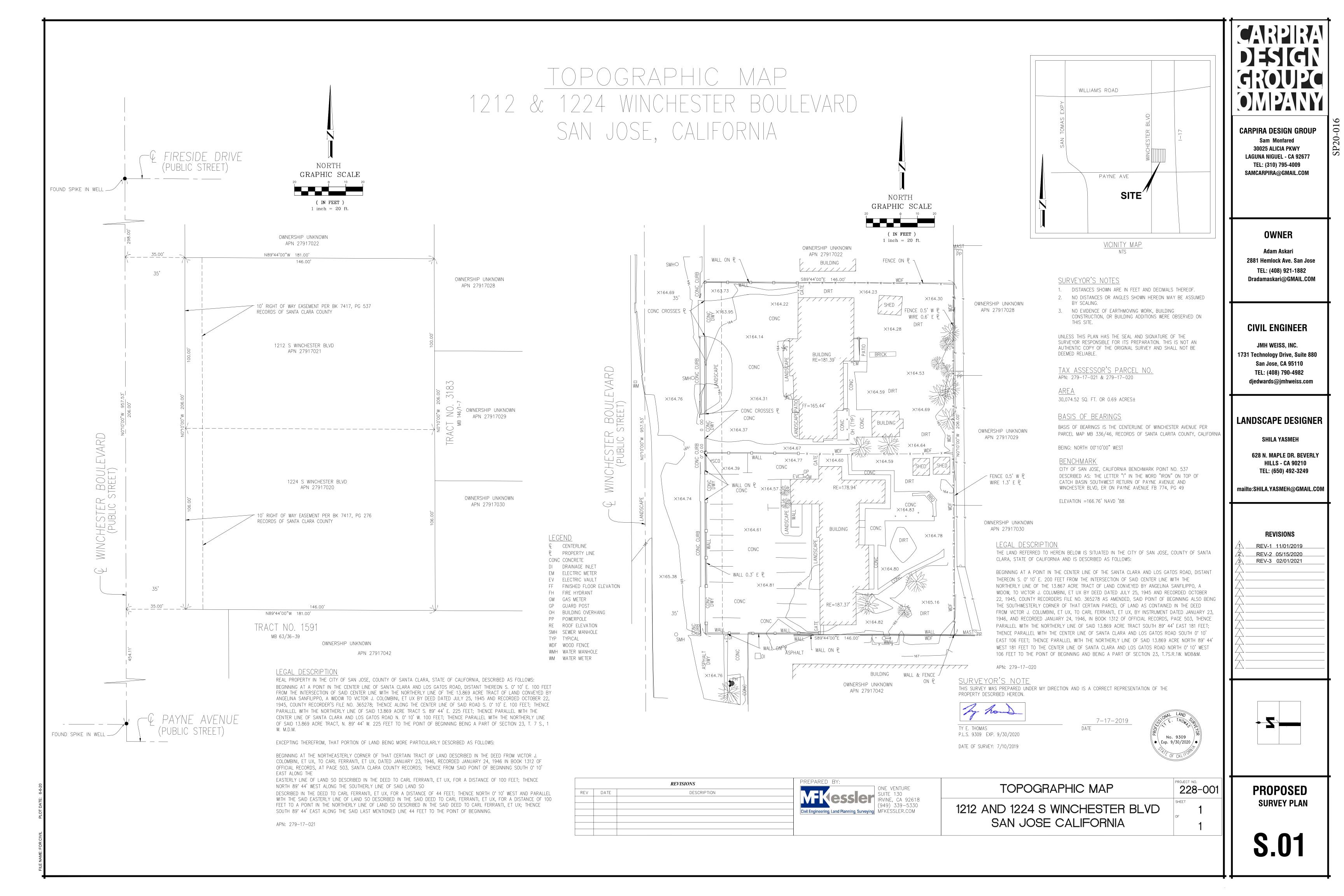
 REV-1
 11/01/2019

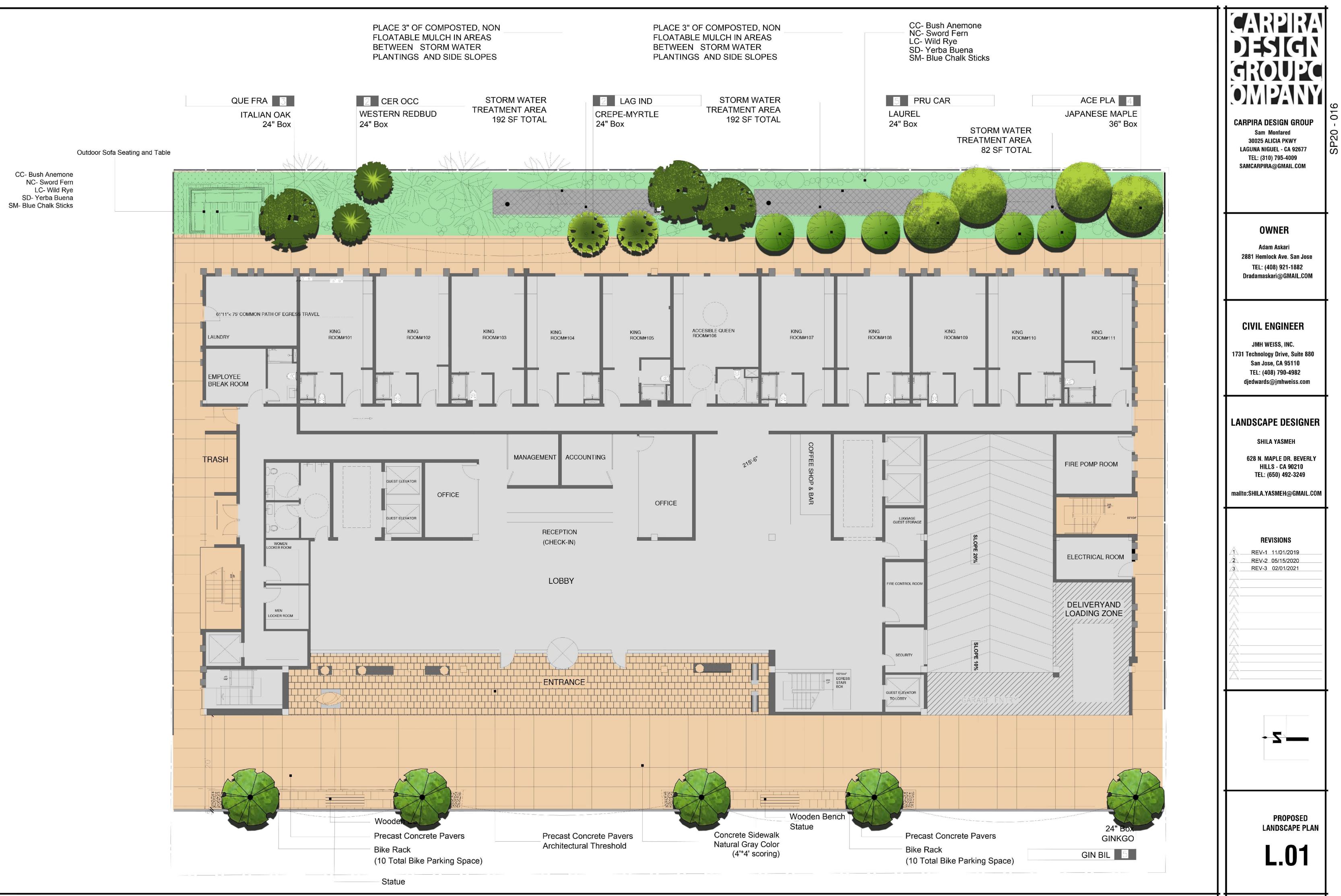
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 05/15/2020

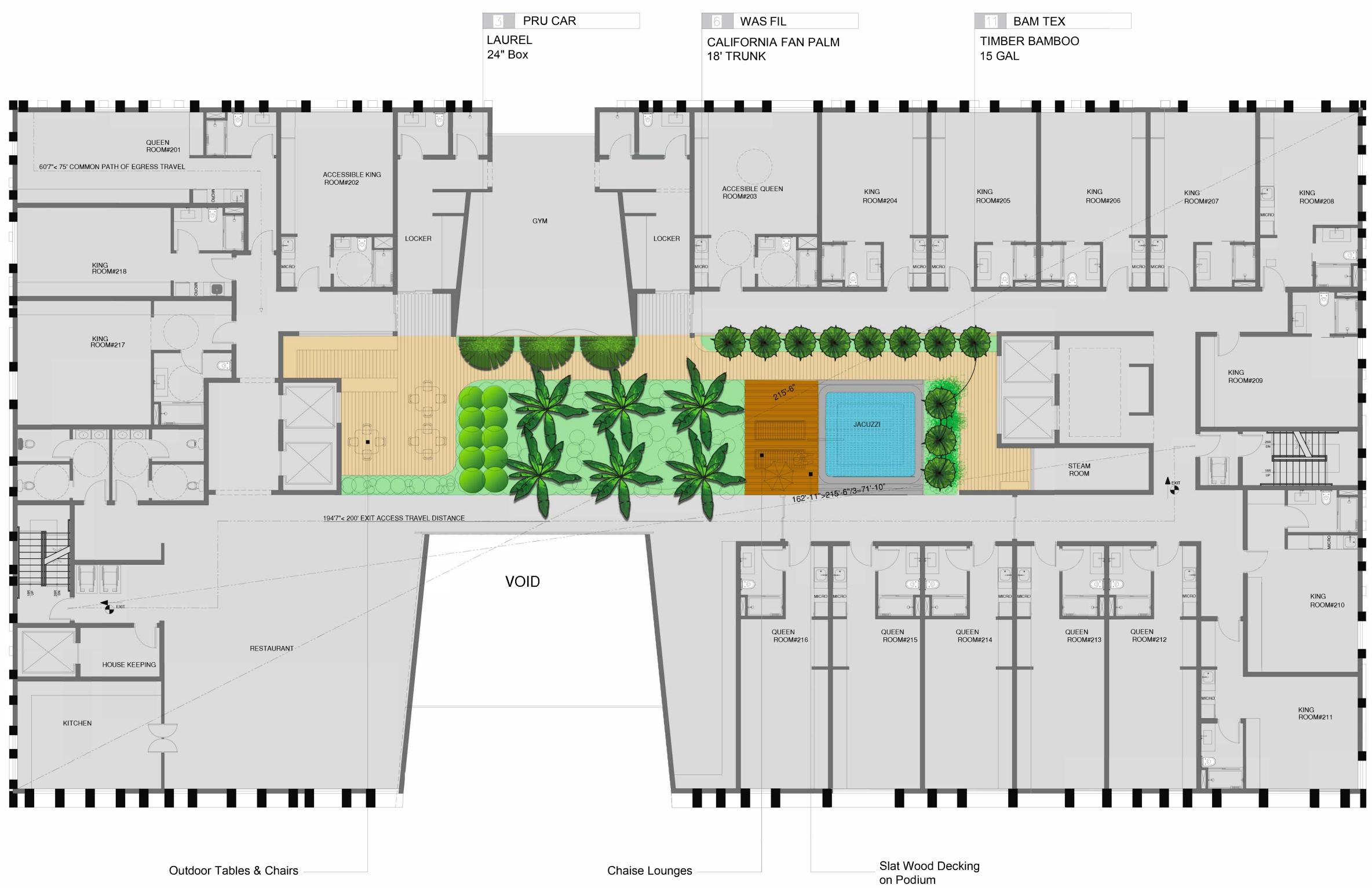
 REV-3
 02/01/2021

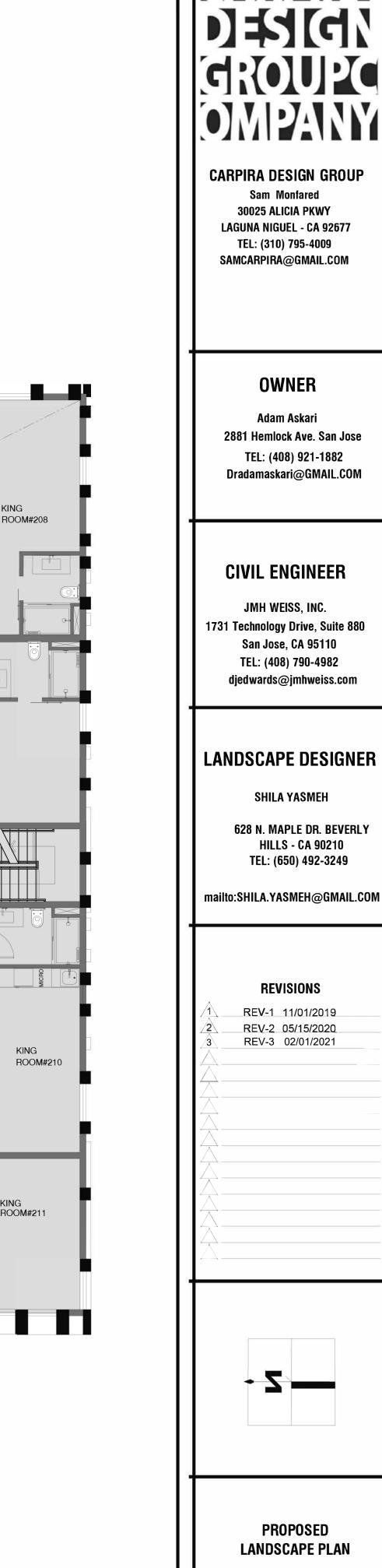
PROPOSED TRANSPARENCY STUDIO











L.02

SP20-016





Bollard Lights







Concrete Sidewalk Natural Gray Color



Concrete Sidewalk

Natural Gray Color

Outdoor Statue



Outdoor Statue



Bike Rack

Bike Rack



Precast Concrete Pavers



Slat Wood Decking on Podium



Outdoor Tables & Chairs





Wooden Bench

JACUZZI

Chaise Lounges



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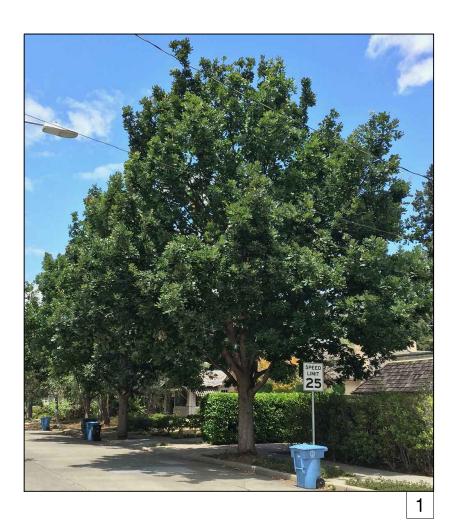
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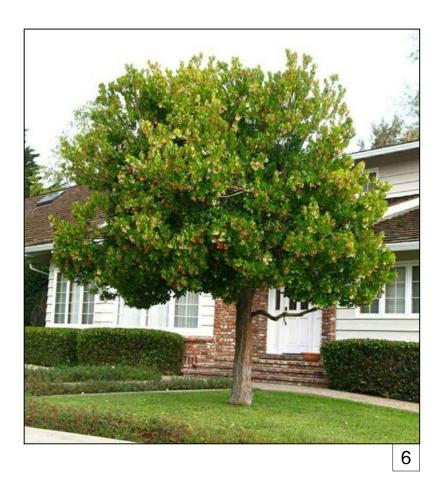
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REVISIONS
REVISIONS REV-1 11/01/2019 REV-2 05/15/2020 REV-3 02/01/2021
proposed furniture imagery L.O3































	TREES					COMMENTS/	CALIFORNIA	WUCOLS
	KEY	SIZE	BOTANICAL NAME	COMMON NAME	QUANTITY	SPACING	NATIVE	RATING
1	QUE FRA	24" BOX	QUERCUS FRAINETTO	ITALIAN OAK	3			
2	CER OCC	24" BOX	CERCIS OCCIDENTALIS	WESTERN REDBUD	2		NATIVE	
3	GIN BIL	24" BOX	GINKGO BILOBA	GINKGO	5			MEDIUM
4	ACE PLA	36" BOX	ACER PALMATUM	JAPANESE MAPLE	4			
5	LAG IND	24" BOX	LAGERSTROEMIA INDICA	CREPE-MYRTLE	2			
6	MAR ARB	24" BOX	ARBUTUS U 'MARINA'	STRAWBERRY TREE	5	MULTI		
7	PRU CAR	24" BOX	PRUNUS CAROLINIANA	LAUREL	8	MULTI		
8	WAS FIL	18" BOX	WASHINGTONIA FILIFERA	CALIFORNIA FAN PALM	6	STD.	NATIVE	
9	BAM TEX	15 GAL	BAMBUSA TEXTILIS	TIMBER BAMBOO	11			
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NOTICE:

THE ABOVE PLANTS HAVE BEEN SELECTED AS BEING REPRESENTATIVE OF THE OVERALL PLANTING DESIGN INTENT. THIS PLANT PALETTE IS BEING SUGGESTED FOR USE, BUT SHOULD NOT PRECLUDE USE OF OTHER APPROPRIATE PLANT MATERIAL. OTHER COMPATIBLE VARIETIES OF TREES, SHRUBS AND GROUND COVERS SHOULD BE SELECTED TO COMPLEMENT THE CHARACTER OF THE PROJECT. WE DO NOT HAVE ANY PLANTS ON STORMWATERS AREA.











5





SHURBS COMMENTS/ CALIFORNIA WUCOLS NATIVE RATING SPACING SIZE BOTANICAL NAME COMMON NAME CEANOTHUS THYRSIFLORUS 60" O.C 1 GAL BLUE BLOSSOM NATIVE LOW 'REPENS VICTORIA' 1 GAL NEPHROLEPIS CORDIFOLIA SWORD FERN BUSH ANEMONE NATIVE LOW 5 GAL CARPENTERIA CALIFORNICA 5 GAL ROSEMARINUS OFFICIANALIS 'TUSCAN BLUE' TUSCAN BLUE ROSEMARY GRASSES 1 GAL LEYMUS CONDENSATUS CANYON PRINCE WILD RYE 1 GAL JUNCUS PATENS CALIFORNIA GRAY RUSH 18" O.C NATIVE LOW GROUND COVER 1 GAL SATUREJA DOUGLASII YERBA BUENA BLUE CHALK STICKS 1 GAL SENECIO MANDRALISCAPE 1 GAL BOUGANVILLEA BOUGANVILLEA 'CALIFORNIA GOLD' 1 GAL CLYTOSTOMA CALESTOIGES TRUMPET VINE

*5 GALLON UNLESS NOTED OTHERWISE



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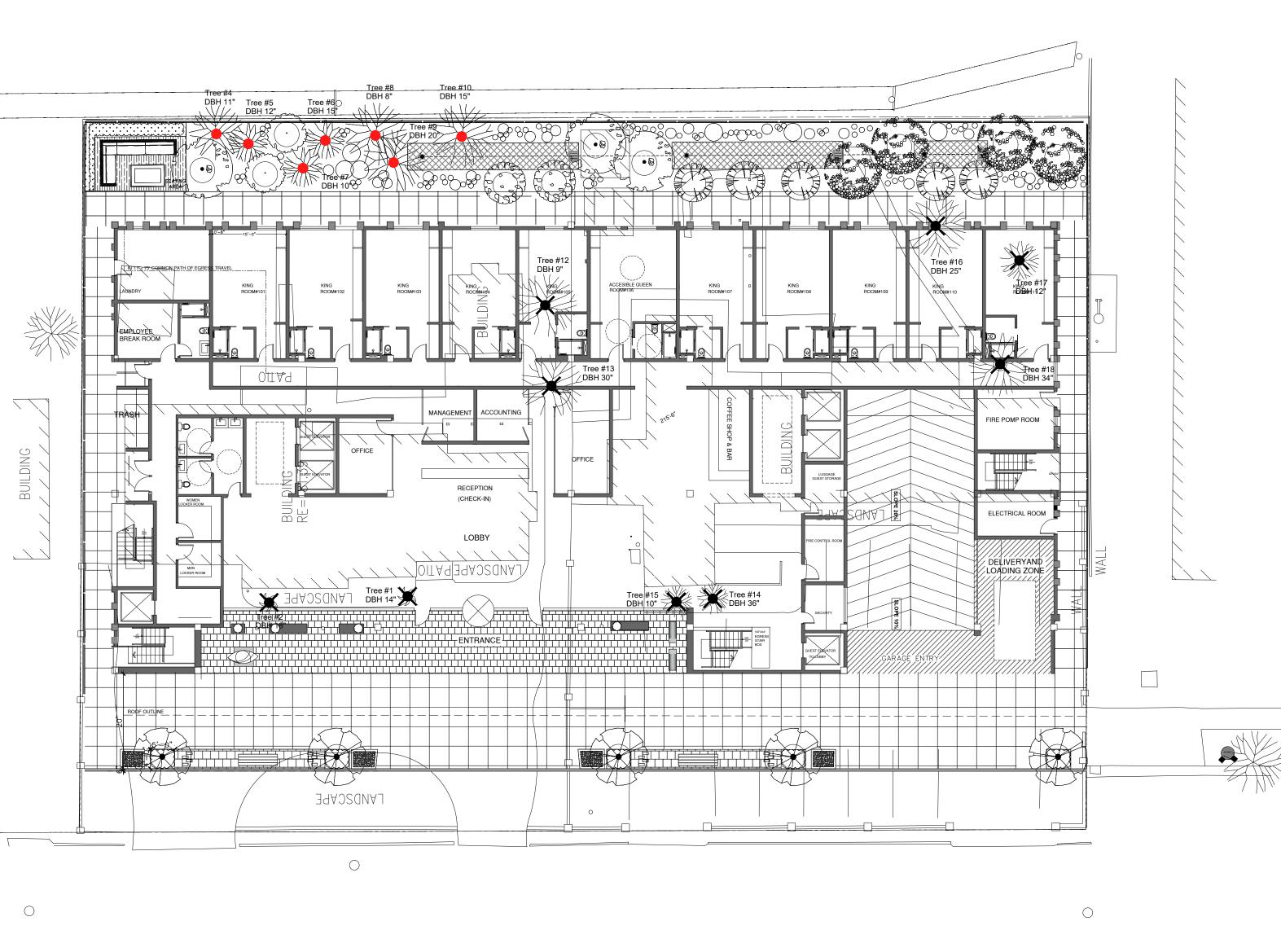
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LANDSCAPE DESIGNER

SHILA YASMEH

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REVISIONS
<u>A</u>
2 REV-2 05/15/2020 3 REV-3 02/01/2021
<u>/3</u>
+
PROPOSED
PLANTING
IMAGERY
L.04



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	EXISTING TREES							
TREE NO.	BOTANICAL NAME	COMMON NAME	CALIFORNIA NATIVE	DBH (at 54" above grade)	Tree Health (1 to 5)	Tree Mitigation		
1	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	NATIVE	14"	3	TO BE REMOVED		
2	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	NATIVE	18"	3	TO BE REMOVED		
3	QUERCUS AGRIFOLIA	COAST LIVE OAK	NATIVE	8"	3	TO REMAIN		
4	FRAXINUS AMERICANA	ASH	NON NATIVE	11"	4	TO REMAIN		
5	CALLISTEMON VIMINALIS	WEEPING BOTTLE BRUSH	NON NATIVE	12"	3	TO REMAIN		
6	CALLISTEMON VIMINALIS	WEEPING BOTTLE BRUSH	NON NATIVE	15"	3	TO REMAIN		
7	CALLISTEMON VIMINALIS	WEEPING BOTTLE BRUSH	NON NATIVE	10"	3	TO REMAIN		
8	LIGUSTRUM SP	PRIVET	NON NATIVE	8"	4	TO REMAIN		
9	LIGUSTRUM SP	PRIVET	NON NATIVE	20"	4	TO REMAIN		

NOTE : SEE ARBORIST REPORT FOR TREE PROTECTION NOTES

TREE MITIGATION ANALYSIS/PROGRAM

Using the chart below, there are a total of 32 mitigation trees required.

4-Native 38" + trees 1-Non-Native 38" + tree 1-Native 19"-38" tree 1-Non-Native 19"-38" tree 1-Orchard 38"+ tree 1-Orchard 19"-38" trees

Mitigation Requirement

The plan pro	poses 46 new tr	rees total, mee	ting the mitigat

		ig the intigation	1090	
	TREE	Replaceme	nt F	
Circumference of	Type of Tree to be Re			
Tree to be Removed	NATIVE	Non- NATIVE	Or	
38 inches or more	5:1	4:1		
19 to 38 inches	3:1	2:1	1	
Less than 19" inches	1:1	1:1	1	
X:X = tree replacement to tree loss ratio Note: Trees greater than or equal to 38-inch circumference shall not b Permit, or equivalent, has been approved for the removal of such tree Commercial and Industrial properties, a permit is required for removal A 38-inch tree equal 12.1 inches in diameter. A 24-inch box tree = two 15-gallon trees. Single Family and Two-dwelling properties may be mitigated at a 1.1 f				

EXISTING TREES

0.	BOTANICAL NAME	COMMON NAME	CALIFORNIA NATIVE	DBH (at 54" above grade)	Tree Health (1 to 5)	Tree Mitigation
	LIGUSTRUM SP	PRIVET	NON NATIVE	15"	4	TO REMAIN
	LIGUSTRUM SP	PRIVET	NON NATIVE	22"	4	TO REMAIN
	PERSEA AMERICANA	AVOCADO	Orchard	9"	3	TO BE REMOVED
	CINNAMOMUM CAMPHORA	CAMPHOR	NON NATIVE	30"	4	TO BE REMOVED
	CUPRESSUS MACROCARPA	CYPRESS	NATIVE	36"	3	TO BE REMOVED
	CUPRESSUS MACROCARPA	CYPRESS	NATIVE	10"	4	TO BE REMOVED
	ROBINIA PSEUDOACACIAN	LOCUST	NATIVE	25"	2	TO BE REMOVED
	LIGUSTRUM SP	PRIVET	NON NATIVE	12"	4	TO BE REMOVED
	PERSEA AMERICANA	AVOCADO	Orchard	34"	4	TO BE REMOVED



S

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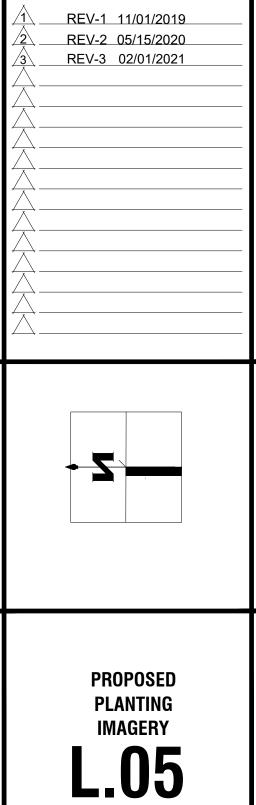
LANDSCAPE DESIGNER

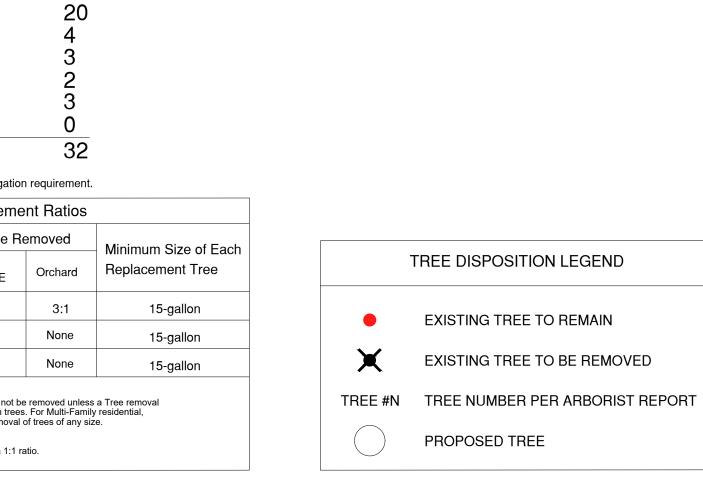
SHILA YASMEH

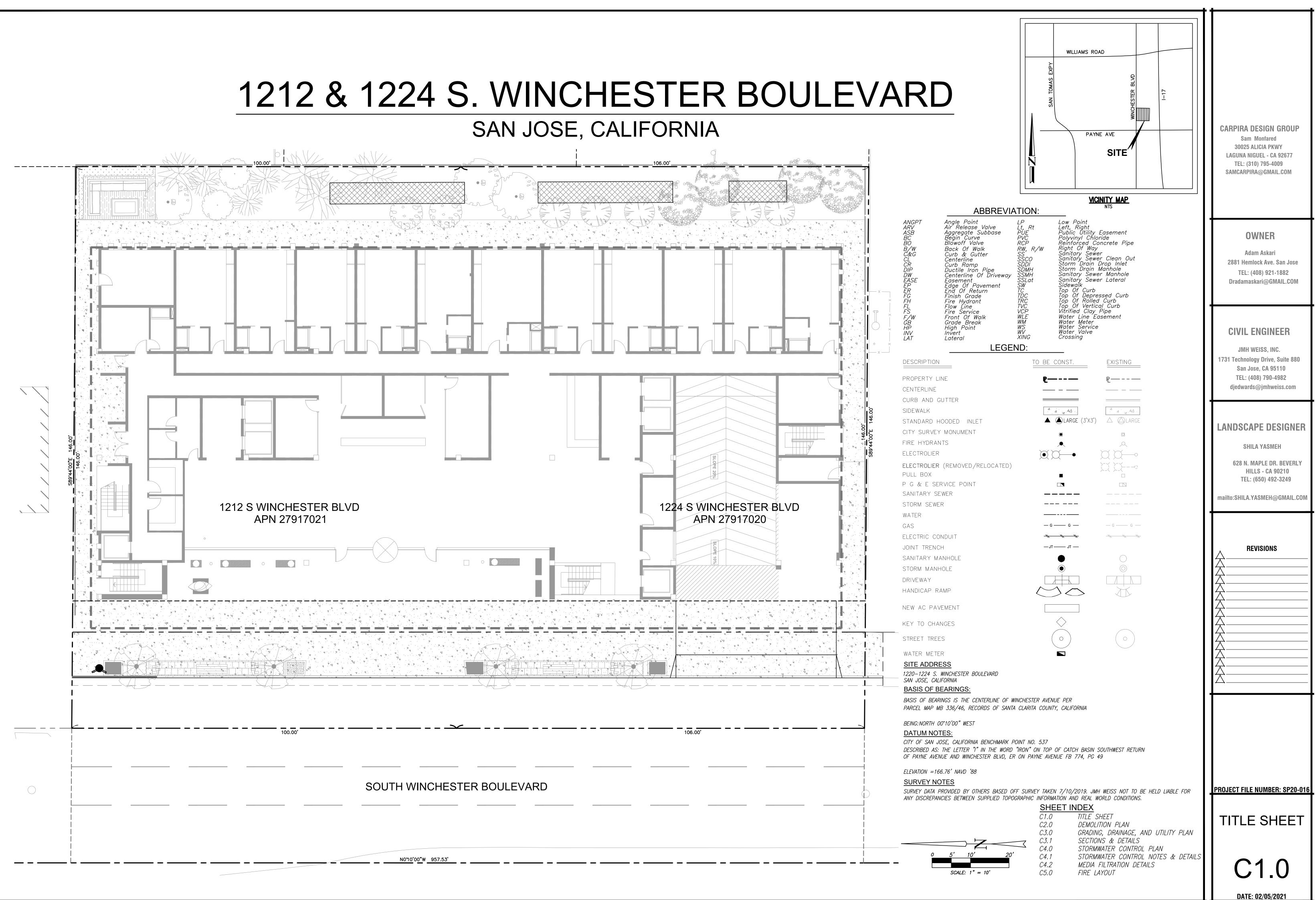
628 N. MAPLE DR. BEVERLY HILLS - CA 90210 TEL: (650) 492-3249

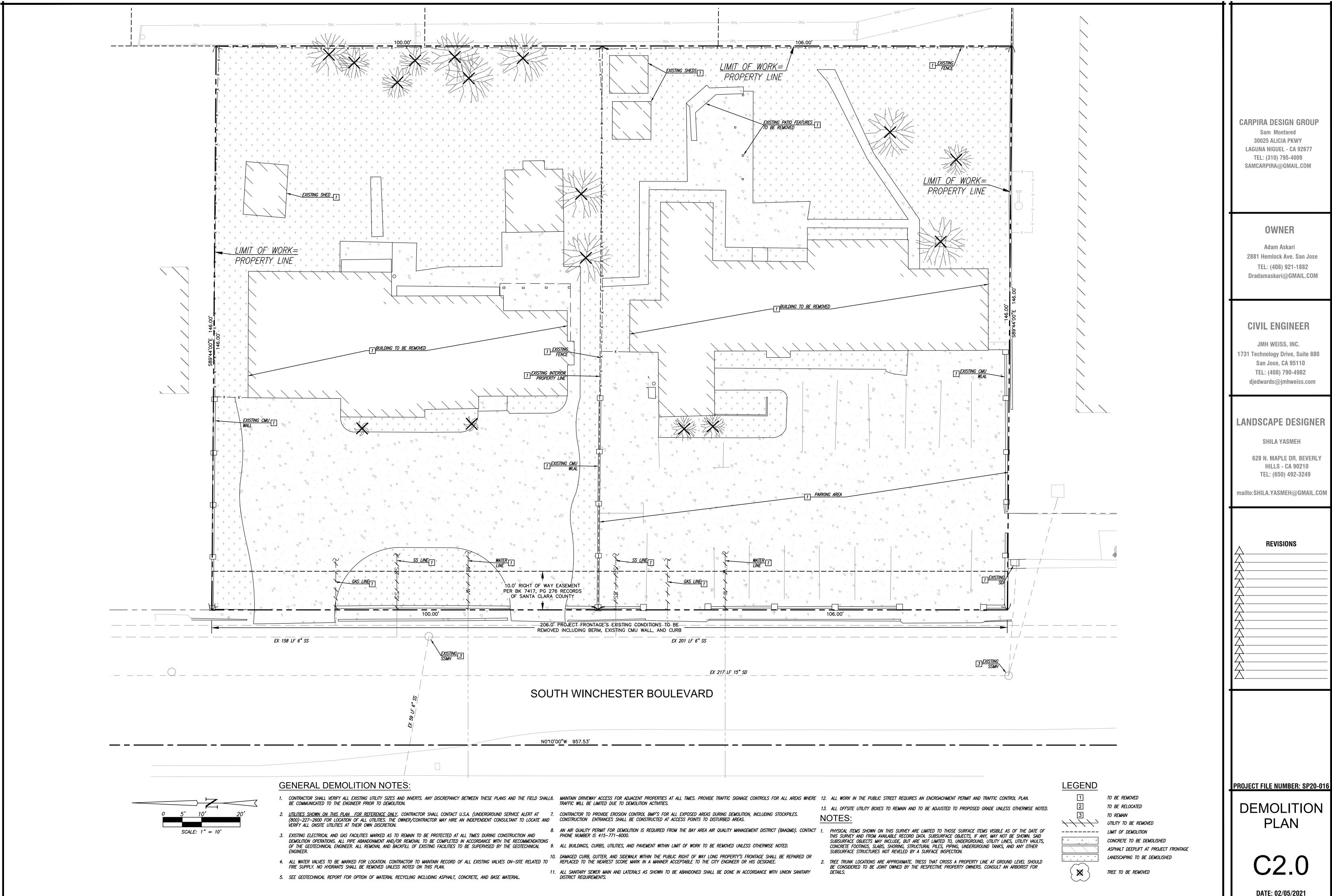
mailto:SHILA.YASMEH@GMAIL.COM

REVISIONS

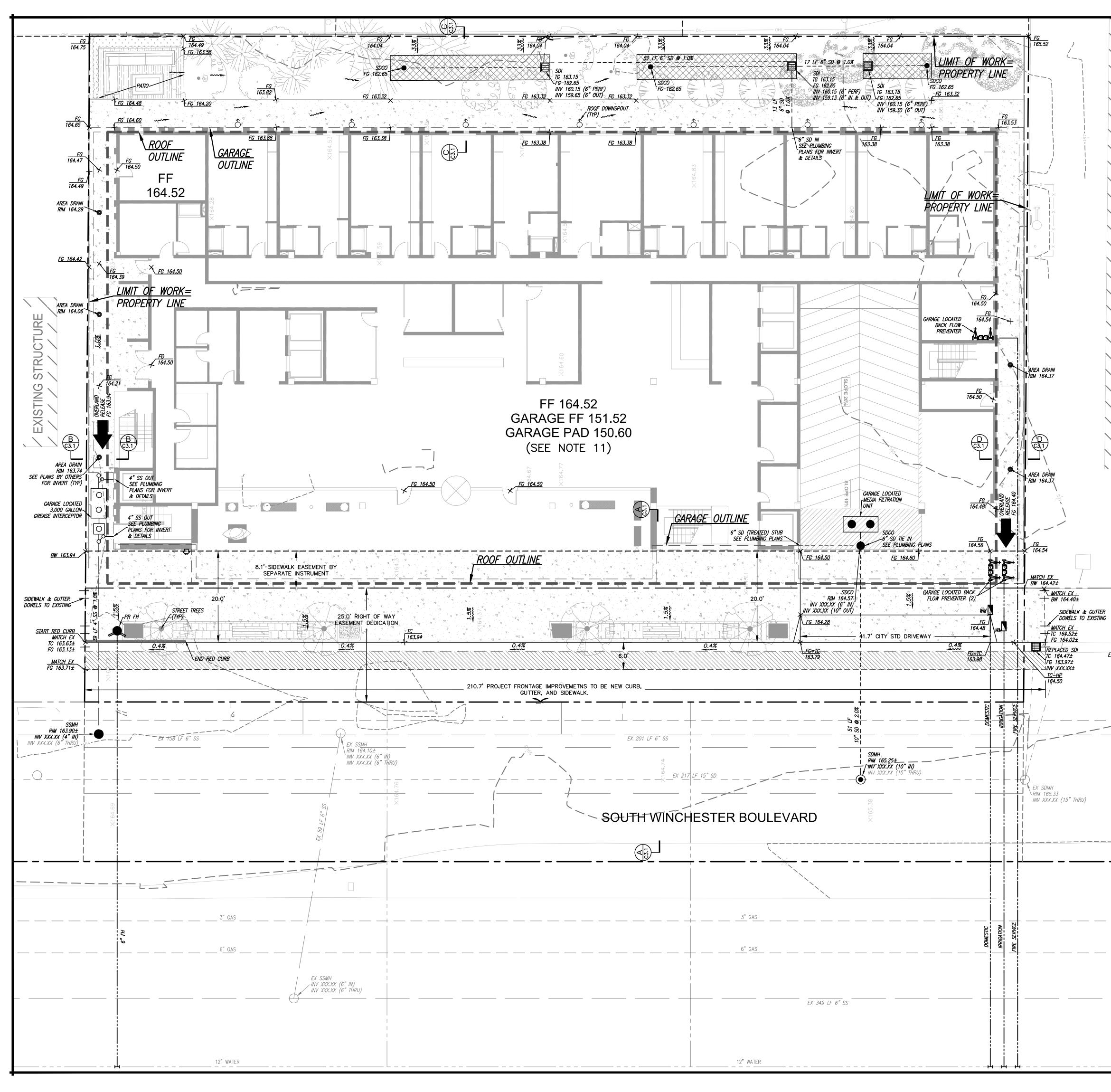






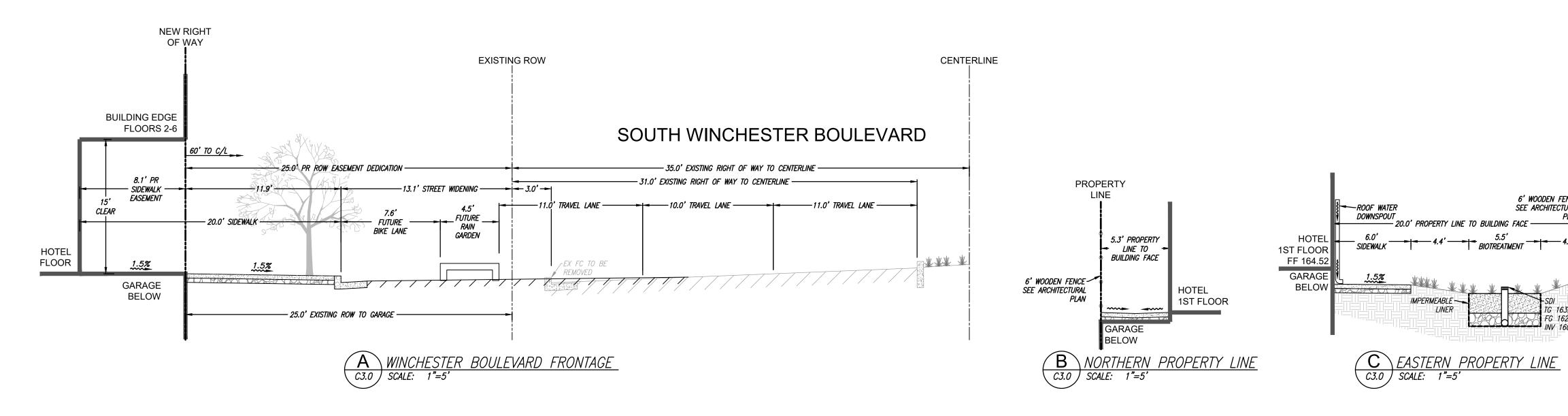


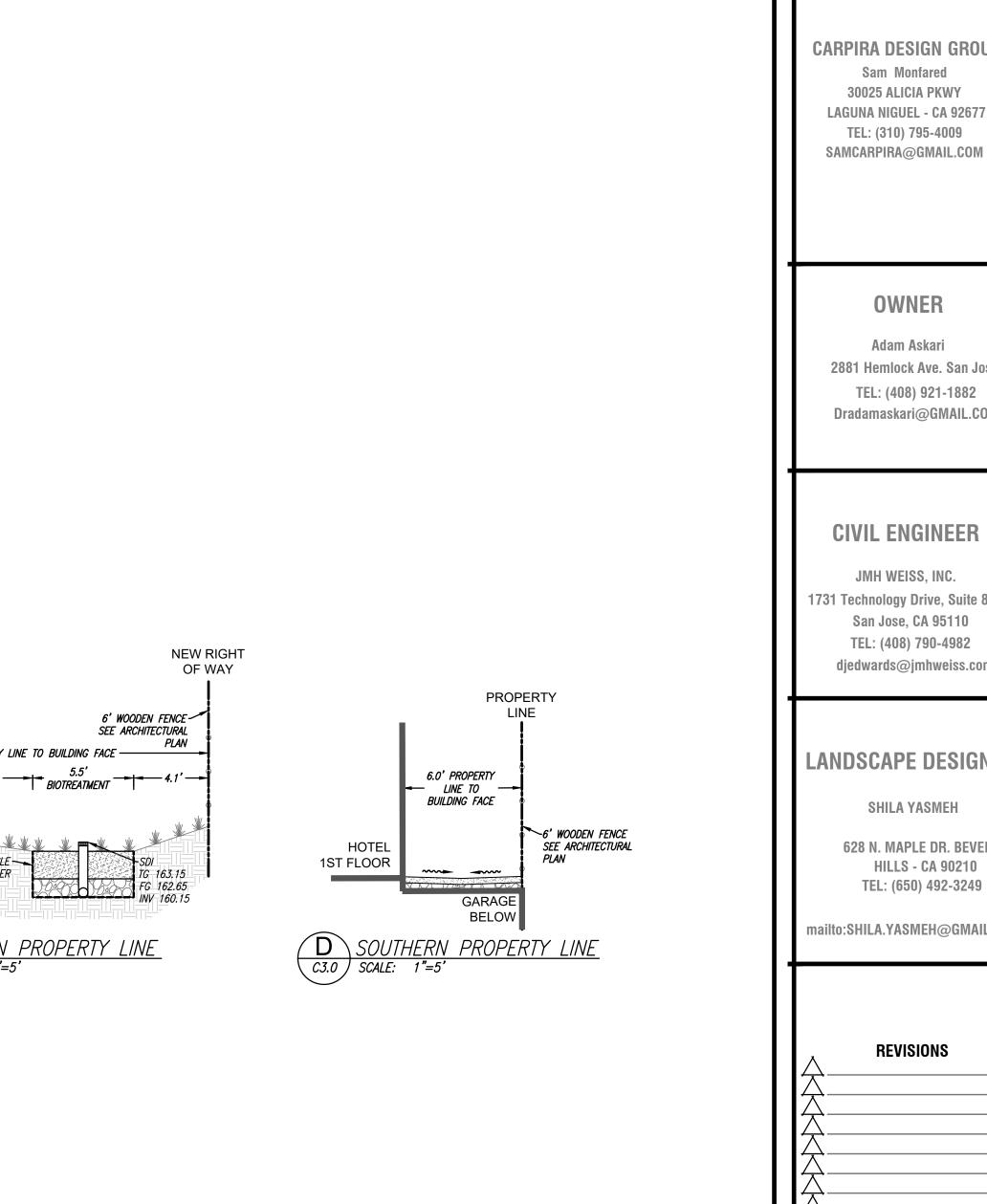
DATE: 02/05/2021



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	<u>GRADING, DRAINAGE, AND UTILITY NOTES</u> 1. ALL PVC PIPE CONNECTIONS TO CONCRETE STRUCTURES SHALL BE BY WATER STOP PER CITY OF SAN JOSE	
	2. WATER LINES SHOWN FOR INFORMATION ONLY. SEE PLAN BY SAN JOSE WATER COMPANY FOR CONSTRUCTION	
	DETAILS AND DESIGN 3. SANITARY SEWER MAIN AND LATERALS ONSITE SHALL BE PVC SDR-26 UNLESS OTHERWISE NOTED ON PLANS.	
	4. SANITARY LINES SHOWN FOR INFORMATION ONLY.	
	 STORM MAIN AND LATERALS ONSITE SHALL BE PVC SDR-21 UNLESS OTHERWISE NOTED ON PLANS. ALL ON-SITE CONNECTED PIPES IN LANDSCAPED AREAS SHALL BE PVC SDR 35 UNLESS OTHERWISE SPECIFIED 	
	7. ALL ON-SITE CONNECTED PIPE IN VEHICULAR TRAVEL PATH SHALL BE PVC SDR 26 UNLESS OTHERWISE SPECIFIED.	
	8. ALL PVC TO CONCRETE CONNECTIONS SHALL BE DONE WITH WATERSTOP PER CITY OF SAN JOSE STANDARD DETAIL D-19	
	9. SURVEY DATA PROVIDED BY OTHERS BASED OFF SURVEY TAKEN 7/10/2019. JMH WEISS NOT TO BE HELD LIABLE FOR ANY DISCREPANCIES BETWEEN SUPPLIED TOPOGRAPHIC INFORMATION AND REAL WORLD CONDITIONS. UTILITY DEPTH AT TIME OF SURVEY NOT RECORDED. ADDITIONAL UTILITY INFORMATION TO BE ADDED WHEN PROVIDED.	CARPIRA DESIGN GROUP Sam Monfared 30025 ALICIA PKWY
	10. 3" CONDUIT TO BE INSTALLED ALONG WINCHESTER BOULEVARD FOR FUTURE CITY COMMUNICATIONS. 11. GARAGE PAD DEPTH ASSUMED. TO BE UPDATED UPON GEOTECHNICAL REPORT GENERATION.	LAGUNA NIGUEL - CA 92677 TEL: (310) 795-4009 SAMCARPIRA@GMAIL.COM
STRUCTURE	EARTH WORK QUANTITIES CUT:	
	IMPORT: <u>0 CY**</u>	014/1157
\ SNI	<u>NOTE:</u> EARTHWORK QUANTITIES SHOWN ARE APPROXIMATE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO INDEPENDENTLY ESTIMATE	OWNER
EXISTIN	QUANTITIES FOR HIS/HER OWN USE. **NUMBERS ASSUME 11" PAD FOR GARAGE SLAB	Adam Askari 2881 Hemlock Ave. San Jose TEL: (408) 921-1882 Dradamaskari@GMAIL.COM
		CIVIL ENGINEER
		JMH WEISS, INC. 1731 Technology Drive, Suite 880 San Jose, CA 95110 TEL: (408) 790-4982 djedwards@jmhweiss.com
		LANDSCAPE DESIGNEF
		628 N. MAPLE DR. BEVERLY HILLS - CA 90210 TEL: (650) 492-3249
		mailto:SHILA.YASMEH@GMAIL.CO
EXISTING FIRE /		
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		À
		PROJECT FILE NUMBER: SP20-0
		GRADING,
		DRAINAGE,
		PLAN
	<u> </u>	C3.0
	SCALE: 1" = 10'	DATE: 02/05/2021

DATE: 02/05/2021





CARPIRA DESIGN GROUP Sam Monfared **30025 ALICIA PKWY** LAGUNA NIGUEL - CA 92677 TEL: (310) 795-4009

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CIVIL ENGINEER

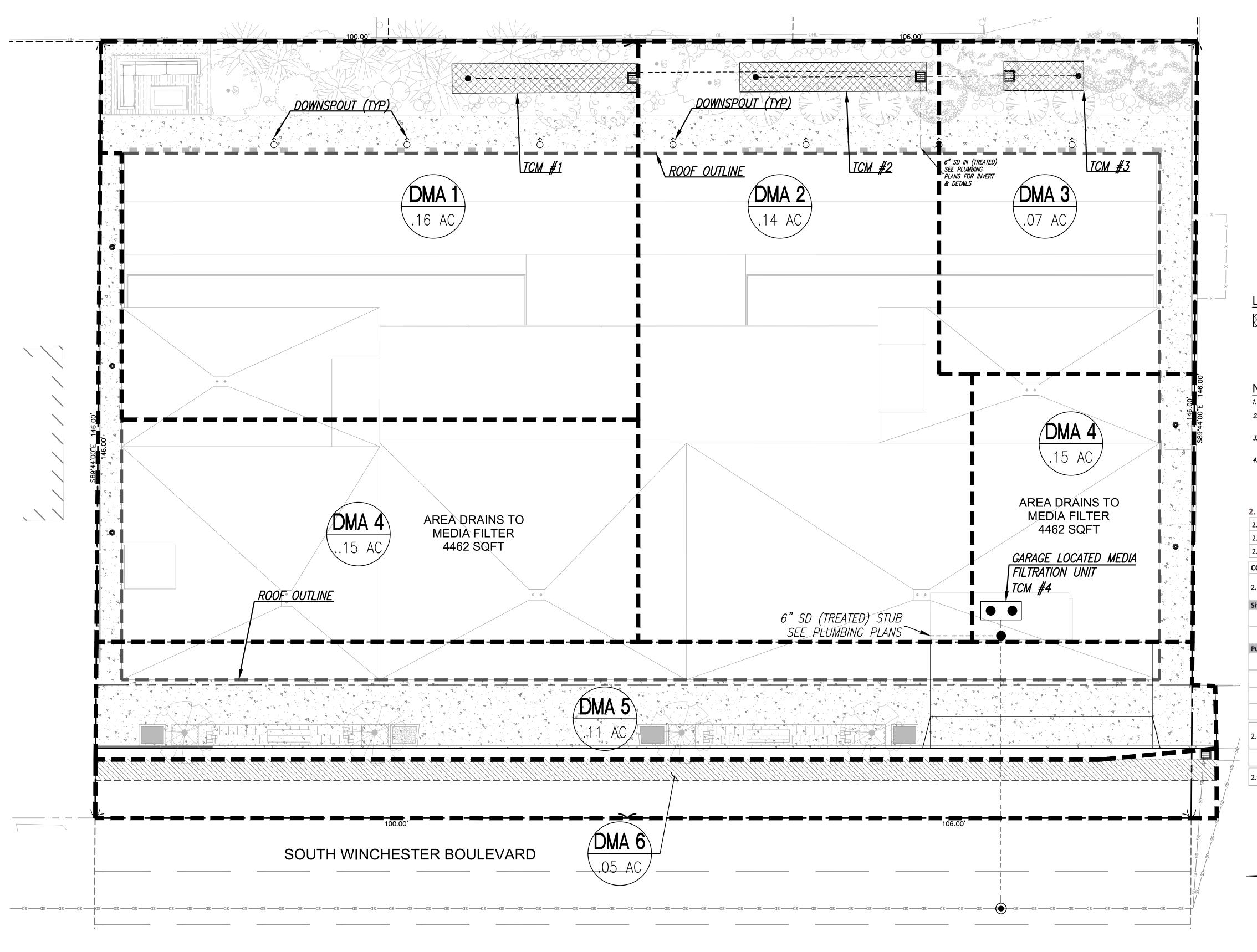
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LANDSCAPE DESIGNER

SHILA YASMEH

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REVISIONS
PROJECT FILE NUMBER: SP20-016
SECTIONS & DETAILS
C3.1 DATE: 02/05/2021



									TREATMEN ⁻	F CONTROL ME	ASURE SUMM	ARY TABLE										·
DMA #	TCM #	Location	Treatment Type	LID or Non-LID	Sizing Method	Drainage Area (s.f.)	Impervious Area (s.f.)	Pervious Area (Permeable Pavement) (s.f.)	Pervious Area (Other) (s.f.)	% Onsite Area Treated by LID or Non-LID TCM	Bioretention	Bioretention Area Provided (s.f.)	Overflow Riser Height (in)	Storage Depth Required (ft)	Storage Depth Provided (ft)	# of Cartridges Required	# of Cartridges Provided	Media Type	Cartridge Height (inches)	# of Credit Trees	Treatment Credit (s.f.)	Comments
1	1	Onsite	Bioretention lined* w/ underdrain	LID	3. Flow-Volume Combo	6,982	5,767	0	1,215	30.02%	192	193	6	3	3	-	-	BioSoil	-	-	-	-
2	2	Onsite	Bioretention lined* w/ underdrain	LID	3. Flow-Volume Combo	6,696	5,897	0	799	28.79%	188	193	6	3	3	-	-	BioSoil	-	-	-	-
3	3	Onsite	Bioretention lined* w/ underdrain	LID	3. Flow-Volume Combo	3,017	2,348	0	669	12.97%	82	83	6	3	3	-	-	BioSoil	-	-	-	-
4	4	Onsite	Proprietary Media Filter System (MFS)	LID	N/A	6,560	6,560	0	0	28.21%	-	-	-	-	-	1	1	PhosphoSorb	27	-	-	-
5	-	Offsite	Roadway Project ***	N/A	N/A	4,592	4,592	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-
6	-	Offsite	Maintenance	N/A	N/A	2,341	2,341	0	0	_	-	-	-	-	-	_	-	-	-	-	_	-
	Eastantan				Totals:	23,255	20,572	0	2,683	100.00%												

Footnotes: * "Lined" refers to an impermeable liner placed on the bottom of a Bioretention basin or a concrete Flow-Through Planter, such that no infiltration into native soil occurs.

** Sizing for Bioretention Area Required calculated using the 4% Method (Impervious Area x 0.04)
 *** Per Chapter 2.3 of the C3 Stormwater Handbook Roadway projects that add new sidewalk along an existing roadway are exempt from Provision C.3.c of the Municipal Stormwater Permit.

LEGEND

BIORETENTION AREA DRAINAGE MANAGEMENT AREA (DMA)

DMA BOUNDARY

NOTES

1. PROJECT WILL NOT LOCATE OVERFLOW STRUCTURES DIRECTLY IN LINE WITH OR NEXT TO STORMWATER INLET STRUCTURES.

2. PER CHAPTER 2.3 OF THE C.3 STORMWATER HANDBOOK, ROADWAY PROJECTS THAT ADD NEW SIDEWALK ALONG AN EXISTING ROADWAY ARE EXEMPT FROM PROVISION C.3.C OF THE STORMWATER PERMIT.

3. PROJECT FALLS WITHIN SPECIAL PROJECT CATEGORY "C" STATUS GRANTING AT LEAST 45% OF SITE'S IMPERVIOUS AREA MAY BE TREATED THROUGH MEDIA FILTRATION. CURRENTLY 32.85% OF IMPERVIOUS AREA TREATED THROUGH MEDIA FILTRATION.

4. PLACE 3" OF COMPOSTED, NON-FLOATABLE MULCH IN AREAS BETWEEN STORMWATER PLANTINGS AND SIDE SLOPES

2. AREA DATA

2.a Enter the Project Phase Number (1, 2, 3,	etc. or N/A if No	t Applicable):	1				
2.b Total area of site:	0.69	acres					
2.c Total area of site that will be disturbed:	0.69	acres					
COMPARISON OF IMPERVIOUS AND PERV		F PROJECT SITE:					
2.d IMPERVIOUS AREAS - IA	Pre-Project Existing IA sq. ft.	Existing IA Retained As-Is ¹ sq. ft.	Existing IA Replaced with IA ² sq. ft.	New Creat	ed ²	Total Post Project IA sq. ft.	-
Site Totals		i.	ia i	· · ·		·	
Total IA	^{d.1} 14,989	d.2 0	^{d.3} 14,989	^{d.4} 5,583	C.	d.5 (d.2+d.3+d.4 20,572	4)
Total New and Replaced IA			d.6 (d.3+d.4) 20,572				
Public Street Totals							
Total Public Streets IA ³	^{d.8} 6,870	d.9 0	^{d.10} 6,870	^{d.11} 63	d	l.12 (d.9+d.10+d. 6,933	.11)
Total New and Replaced Public Streets IA			d.13 (d.10+d.11) 6,933				
Total Site and Public Streets IA	d.14 (d.1.+d.8) 21,859		h		d	l.15 (d.5+d.12) 27,505	
Percent Replacement of IA in Redevelopr	nent Projects (d.	3÷d.1) x 100:			d	^{1.16} 100	%
2.e PERVIOUS AREAS - PA	Pre-Project Existing PA sq. ft.					Total Post Project PA sq. ft.	-
Total PA ⁴	^{e.1} 8,329					^{2.2} 2,683	
2.f Total Area (IA + PA)	f_1 (d.14 + e.1) 30,188				f,	² 2 (d.15 + e.2) 30,188	

SCALE: 1" = 10'

CARPIRA DESIGN GROUP Sam Monfared 30025 ALICIA PKWY LAGUNA NIGUEL - CA 92677 TEL: (310) 795-4009 SAMCARPIRA@GMAIL.COM

OWNER

Adam Askari 2881 Hemlock Ave. San Jose TEL: (408) 921-1882 Dradamaskari@GMAIL.COM

CIVIL ENGINEER

JMH WEISS, INC. 1731 Technology Drive, Suite 880 San Jose, CA 95110 TEL: (408) 790-4982 djedwards@jmhweiss.com

LANDSCAPE DESIGNER

SHILA YASMEH

628 N. MAPLE DR. BEVERLY HILLS - CA 90210 TEL: (650) 492-3249

A REVISIONS
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Δ
PROJECT FILE NUMBER: SP20-016
STORMWATER
CONTROL
PLAN
C4.0
DATE: 02/05/2021

OPERATION AND MAINTENANCE INFORMATION:

- PROPERTY INFORMATION: I. I.A. PROPERTY ADDRESS: 2881 HEMLOCK AVE, 376 BAYWOOD AVE <u>SAN JOSE, CA 95128</u>
- I.B. PROPERTY OWNER: <u>ADAM ASKARI</u>
- II. RESPONSIBLE PARTY FOR MAINTENANCE: II.A. CONTACT: ADAM ASKARI
 - II.B. PHONE NUMBER OF CONTACT: <u>(408)-249-8888</u>
 - II.C. EMAIL: DRADAMASKARI@GMAIL.COM
 - II.D. ADDRESS: 2881 HEMLOCK AVE SAN JOSE, CA 95128

PROJECT SITE INFORMATION:

- 1. SOILS TYPE: B
- 2. GROUND WATER DEPTH: 55-60' BELOW GROUND SURFACE
- 3. NAME OF RECEIVING BODY: GUADALUPE
- 4. FLOOD ZONE: ZONE D
- 5. FLOOD ELEVATION (IF APPLICABLE): N/A

SOURCE CONTROL MEASURES

- CONNECT THE FOLLOWING FEATURES TO SANITARY SEWER:
- a.INTERIOR PARKING STRUCTURES.
- 2. BENEFICIAL LANDSCAPING.
- 3. USE OF WATER EFFICIENT IRRIGATION SYSTEMS. 4. MAINTENANCE (PAVEMENT SWEEPING, CATCH BASIN
- CLEANING, GOOD HOUSEKEEPING).
- 5. STORM DRAIN LABELING.
- 6. OTHER: ____

SITE DESIGN MEASURES

- 1. PROTECT EXISTING TREES, VEGETATION, AND SOIL.
- 2. DIRECT RUNOFF FROM ROOFS, SIDEWALKS, PATIOS TO LANDSCAPED AREAS.
- 3. CLUSTER STRUCTURES/PAVEMENT.
- 4. PLANT TREES ADJACENT TO AND IN PARKING AREAS AND ADJACENT TO OTHER IMPERVIOUS AREAS. 5. PARKING:
- 5.1. ON TOP OF OR UNDER BUILDINGS.
- 5.2. NOT PROVIDED IN EXCESS OF CODE.

BIOTREATMENT SOIL REQUIREMENTS

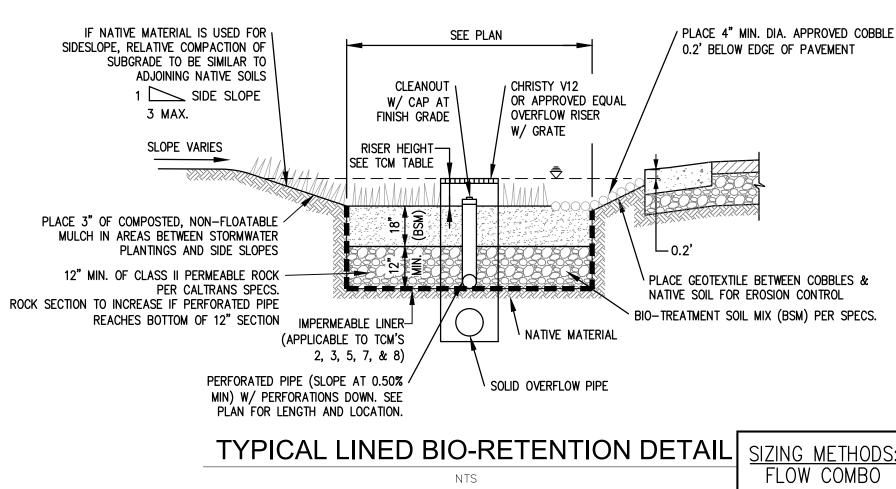
- BIORETENTION SOIL MIX SHALL MEET THE REQUIREMENTS AS OUTLINED IN APPENDIX C OF THE C.3 STORM WATER HANDBOOK AND SHALL BE A MIXTURE OF FINE SAND AND COMPOST MEASURED ON A VOLUME BASIS OF 60-70% SAND AND 30-40% COMPOST. CONTRACTOR TO REFER TO APPENDIX C FOR SAND AND COMPOST MATERIAL SPECIFICATIONS. CONTRACTOR MAY OBTAIN A COPY OF THE C3 HANDBOOK AT : HTTP: //WWW.SANJOSECA.GOV/INDEX.ASPX?NID=1761
- PRIOR TO ORDERING THE BIOTREATMENT SOIL MIX OR DELIVERY TO THE PROJECT SITE, CONTRACTOR SHALL PROVIDE A BIOTREATMENT SOIL MIX SPECIFICATION CHECKLIST, COMPLETED BY THE SOIL MIX SUPPLIER AND CERTIFIED TESTING LAB.

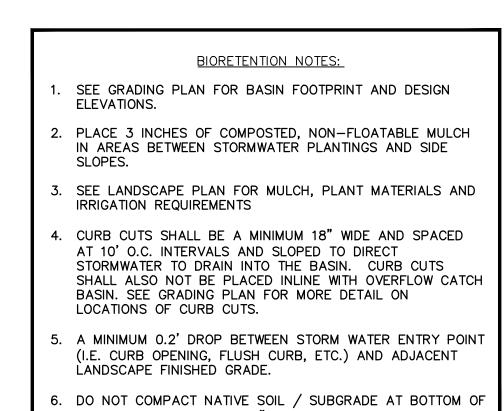
	TABLE 1 ROUTINE MAINTENANCE ACTIVITIES FOR MEDIA FILTERS	
NO.	MAINTENANCE TASK	FREQUENCY OF TASK
1	INSPECT FOR STANDING WATER, SEDIMENT, TRASH AND DEBRIS.	MONTHLY DURING RAINY SEASON
2	REMOVE ACCUMULATED TRASH AND DEBRIS IN THE UNIT DURING ROUTINE INSPECTIONS.	MONTHLY DURING RAINY SEASON, OR AS NEEDED AFTER STORM EVENTS
3	INSPECT TO ENSURE THAT THE FACILITY IS DRAINING COMPLETELY WITHIN FIVE DAYS AND PER MANUFACTURER'S SPECIFICATIONS.	ONCE DURING THE WET SEASON AFTER MAJOR STORM EVENT.
4	REPLACE THE MEDIA PER MANUFACTURER'S INSTRUCTIONS OR AS INDICATED BY THE CONDITION OF THE UNIT.	PER MANUFACTURER'S SPECIFICATIONS.
5	INSPECT MEDIA FILTERS USING THE ATTACHED INSPECTION CHECKLIST.	QUARTERLY OR AS NEEDED

NOTE: MEDIA FILTRATION UNIT TO BE SERVICED BY VACUUM TRACK.

	TABLE 1 ROUTINE MAINTENANCE ACTIVITIES FOR BIORETENTION AREA	AS
NO.	MAINTENANCE TASK	FREQUENCY OF TASK
1	REMOVE OBSTRUCTIONS, WEEDS, DEBRIS AND TRASH FROM BIORETENTION AREA AND ITS INLETS AND OUTLETS; AND DISPOSE OF PROPERLY.	QUARTERLY, OR AS NEEDED AFTER STORM EVENTS
2	INSPECT BIORETENTION AREA FOR STANDING WATER. IF STANDING WATER DOES NOT DRAIN WITHIN 2-3 DAYS, TILL AND REPLACE THE SURFACE BIOTREATMENT SOIL WITH THE APPROVED SOIL MIX AND REPLANT.	QUARTERLY, OR AS NEEDED AFTER STORM EVENTS
3	CHECK UNDERDRAINS FOR CLOGGING. USE THE CLEANOUT RISER TO CLEAN ANY CLOGGED UNDERDRAINS.	QUARTERLY, OR AS NEEDED AFTER STORM EVENTS
4	MAINTAIN THE IRRIGATION SYSTEM AND ENSURE THAT PLANTS ARE RECEIVING THE CORRECT AMOUNT OF WATER (IF APPLICABLE).	QUARTERLY
5	ENSURE THAT THE VEGETATION IS HEALTHY AND DENSE ENOUGH TO PROVIDE FILTERING AND PROTECT SOILS FROM EROSION. PRUNE AND WEED THE BIORETENTION AREA. REMOVE AND/OR REPLACE ANY DEAD PLANTS.	ANNUALLY, BEFORE THE WET SEASON BEGINS
6	USE COMPOST AND OTHER NATURAL SOIL AMENDMENTS AND FERTILIZERS INSTEAD OF SYNTHETIC FERTILIZERS, ESPECIALLY IF THE SYSTEM USES AN UNDERDRAIN.	ANNUALLY, BEFORE THE WET SEASON BEGINS
7	CHECK THAT MULCH IS AT APPROPRIATE DEPTH (2 - 3 INCHES PER SOIL SPECIFICATIONS) AND REPLENISH AS NECESSARY BEFORE WET SEASON BEGINS. IT IS RECOMMENDED THAT 2" – 3" OF ARBOR MULCH BE REAPPLIED EVERY YEAR.	ANNUALLY, BEFORE THE WET SEASON BEGINS
8	INSPECT THE ENERGY DISSIPATION AT THE INLET TO ENSURE IT IS FUNCTIONING ADEQUATELY, AND THAT THERE IS NO SCOUR OF THE SURFACE MULCH. REMOVE ACCUMULATED SEDIMENT.	ANNUALLY, BEFORE THE WET SEASON BEGINS
9	INSPECT OVERFLOW PIPE TO ENSURE THAT IT CAN SAFELY CONVEY EXCESS FLOWS TO A STORM DRAIN. REPAIR OR REPLACE DAMAGED PIPING.	ANNUALLY, BEFORE THE WET
10	REPLACE BIOTREATMENT SOIL AND MULCH, IF NEEDED. CHECK FOR STANDING WATER, STRUCTURAL FAILURE AND CLOGGED OVERFLOWS. REMOVE TRASH AND DEBRIS. REPLACE DEAD PLANTS.	SEASON BEGINS
11	INSPECT BIORETENTION AREA USING THE ATTACHED INSPECTION CHECKLIST.	ANNUALLY, BEFORE THE WET SEASON

SIZING FOR VOLUME BASED TREATMENT	SIZING FOR VOLUME BASED TREATMENT
DMA # 1 A= 6982 Impervious Area = 5767 s.f. % Imperviousness= 82.60%	DMA # 2 A= 6696 s.f. % Imperviousness= 88.07%
MAPsite = 15 Correction Factor= 1.07914 MAPgage = 13.9 Clay (D): Clay Loam (D): X	MAPsite = 15 Correction Factor= 1.07914 MAPgage = 13.9 Clay (D): Clay Loam (D): X
Silt Loam/Loam (B): Not Applicable (100% Impervious):	Silt Loam/Loam (B): Not Applicable (100% Impervious):
Are the soils outside the building footprint graded/compacted? Yes Yes/No	Are the soils outside the building footprint graded/compacted? Yes/No
If yes, and the soil will be compacted during site preparation and grading, the soil infiltration rate will be decreased. Modify your answer to a soil with a lower infiltration rate (eg. Silt Loam to Clay) Modified Soil Type:	If yes, and the soil will be compacted during site preparation and grading, the soil infiltration rate will be decreased. Modify your answer to a soil with a lower infiltration rate (eg. Silt Loam to Clay) Modified Soil Type:
S= 1.00%	S= 1.00%
UBS Volume for 1% Slope (UBS1%) = 0.492990547 inches (Use Figure B-2) UBS Volume for 15% Slope (UBS15%) = 0.512990547 inches (Use Figure B-5)	UBS Volume for 1% Slope (UBS1%) = 0.520337515 inches (Use Figure B-2) UBS Volume for 15% Slope (UBS15%) = 0.540337515 inches (Use Figure B-5)
UBS Volume for X% Slope (UBSX%) = 0.492990547 inches (Corrected Slope for the site) Adjusted UBS = Correction Factor (Step 2) x UBSx% (Step 5)	UBS Volume for X% Slope (UBSX%) = 0.520337515 inches (Corrected Slope for the site) Adjusted UBS = Correction Factor (Step 2) x UBSx% (Step 5)
Adjusted UBS = 0.53200419 inches	Adjusted UBS = 0.5615153 inches
Design Volume = Adjusted UBS (Step 6) x Drainage Area (Step 1) x 1ft/12 inch	Design Volume = Adjusted UBS (Step 6) x Drainage Area (Step 1) x 1ft/12 inch
COMBO FLOW & VOLUME BIORETENTION CALCULATION Total Drainage Area = 6,982 sq. ft	COMBO FLOW & VOLUME BIORETENTION CALCULATION Total Drainage Area = 6,696 sg. ft
Impervious Area = 5,767 sq. ft	Impervious Area = 5,897 sq. ft
Pervious Area = 1,215 sq. ft Equivalent Impervious Area = 122 sq. ft Total Equivalent Impervious = 5,889 sq. ft	Pervious Area = 799 sq. ft Equivalent Impervious Area = 80 sq. ft Total Equivalent Impervious = 5,977 sq. ft
Rainfall Intensity = 0.2 in/hr	Rainfall Intensity = 0.2 in/hr
Duration = Adjusted UBS (Step 6) / Rainfall Intensity Duration = 2.66002094 hrs	Duration = Adjusted UBS (Step 6) / Rainfall Intensity Duration = 2.80757652 hrs
Estimate the Surface Area = <u>192</u> sq. ft (Typically start with Total Impervious x 0.03) Volume of Treated Runoff = <u>212.801675</u> cu. ft Volume in Ponding Area = <u>96.7360948</u> cu. ft Depth of Ponding = <u>0.50383383</u> ft Depth of Ponding = <u>6</u> inches	Estimate the Surface Area = 188 sq. ft (Typically start with Total Impervious x 0.03) Volume of Treated Runoff = 219.926827 cu. ft Volume in Ponding Area = 93.3987122 cu. ft Depth of Ponding = 0.49680166 ft Depth of Ponding = 6 inches
(Round up)	(Round up)
If Depth of Ponding is less than 6" the design can be optimized with a smaller surface area. (repeat) If Depth of Ponding is greater than 12" a larger surface area will be required. (repeat) If Depth of Ponding is between 6" to 12" this is the range allowable for Bioretention or Flow-Through Planters.	If Depth of Ponding is less than 6" the design can be optimized with a smaller surface area. (repeat) If Depth of Ponding is greater than 12" a larger surface area will be required. (repeat) If Depth of Ponding is between 6" to 12" this is the range allowable for Bioretention or Flow-Through Planters.
SIZING FOR VOLUME BASED TREATMENT	
DMA # 3 A= 3017 s.f. % Imperviousness= Transformed and the second	
MAPsite = 15 Correction Factor= 1.07914 MAPgage = 13.9 0 <td></td>	
Clay (D): Clay Loam (D): X	
Silt Loam/Loam (B): Not Applicable (100% Impervious): Are the soils outside the building footprint graded/compacted? Yes Yes/No	
If yes, and the soil will be compacted during site preparation and grading, the soil infiltration	
rate will be decreased. Modify your answer to a soil with a lower infiltration rate (eg. Silt Loam to Clay) Modified Soil Type:	
S= 1.00%	
UBS Volume for 1% Slope (UBS1%) = 0.469128273 inches (Use Figure B-2) UBS Volume for 15% Slope (UBS15%) = 0.489128273 inches (Use Figure B-5)	
UBS Volume for X% Slope (UBSX%) = 0.469128273 inches (Corrected Slope for the site) Adjusted UBS = Correction Factor (Step 2) x UBSx% (Step 5)	
Adjusted UBS = 0.50625353 inches	
Design Volume = Adjusted UBS (Step 6) x Drainage Area (Step 1) x 1ft/12 inch	
Design Volume = 127.28 ft^3	
COMBO FLOW & VOLUME BIORETENTION CALCULATION Total Drainage Area = 3,017 sq. ft	
$\frac{3,017}{\text{sq. ft}} \frac{\text{sq. ft}}{\text{sq. ft}}$ $\frac{1000}{\text{sq. ft}} \frac{1000}{\text{sq. ft}} 1$	
Equivalent Impervious Area = 67 sq. ft Total Equivalent Impervious = 2,415 sq. ft	
Rainfall Intensity = 0.2 in/hr Duration = Adjusted UBS (Step 6) / Rainfall Intensity	
Duration = 2.53126766 hrs	
Estimate the Surface Area = 82 sq. ft (Typically start with Total Impervious x 0.03)	
Estimate the Surface Area = 82 sq. ft (Typically start with Total Impervious x 0.03) Volume of Treated Runoff = 86.4849784 cu. ft Volume in Ponding Area = 40.7955971 cu. ft	
Estimate the Surface Area = 82 sq. ft (Typically start with Total Impervious x 0.03) Volume of Treated Runoff = 86.4849784 cu. ft	





BASIN. LOOSEN SOIL TO 12" DEPTH.

STANDARD STORMWATER CONTROL NOTES:

STANDARD WATER SHALL NOT REMAIN IN THE TREATMENT MEASURES FOR MORE THAN FIVE DAYS, TO PREVENT MOSQUITO GENERATION. SHOULD ANY MOSQUITO ISSUE ARISE, CONTACT THE SANTA CLARA VALLEY VECTOR CONTROL DISTRICT. MOSQUITO LARVICIDES SHALL BE APPLIED ONLY WHEN ABSOLUTELY NECESSARY, AS INDICATED BY THE DISTRICT, AND THEN ONLY BY A LICENSED PROFESSIONAL OR CONTRACTOR. CONTACT INFORMATION FOR THE DISTRICT IS PROVIDED BELOW.

DO NOT USE PESTICIDES OR OTHER CHEMICAL APPLICATIONS TO TREAT DISEASED PLANS. CONTROL WEEDS OR REMOVED UNWANTED GROWTH. EMPLOY NON-CHEMICAL CONTROLS (BIOLOGICAL, PHYSICAL AND CULTURAL CONTROLS) TO TREAT A PEST PROBLEM. PRUNE PLANS PROPERTY AND AT THE APPROPRIATE TIME OF YEAR. PROVIDE ADEQUATE IRRIGATION FOR LANDSCAPE PLANS. DO NOT OVER WATER. SPECIAL PROJECT SUMMARY: 25% OF LID TREATMENT AND 75% OF NON-LID TREATMENT FOR ONSITE AREA.

SIZING METHODS:
FLOW COMBO

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CIVIL ENGINEER

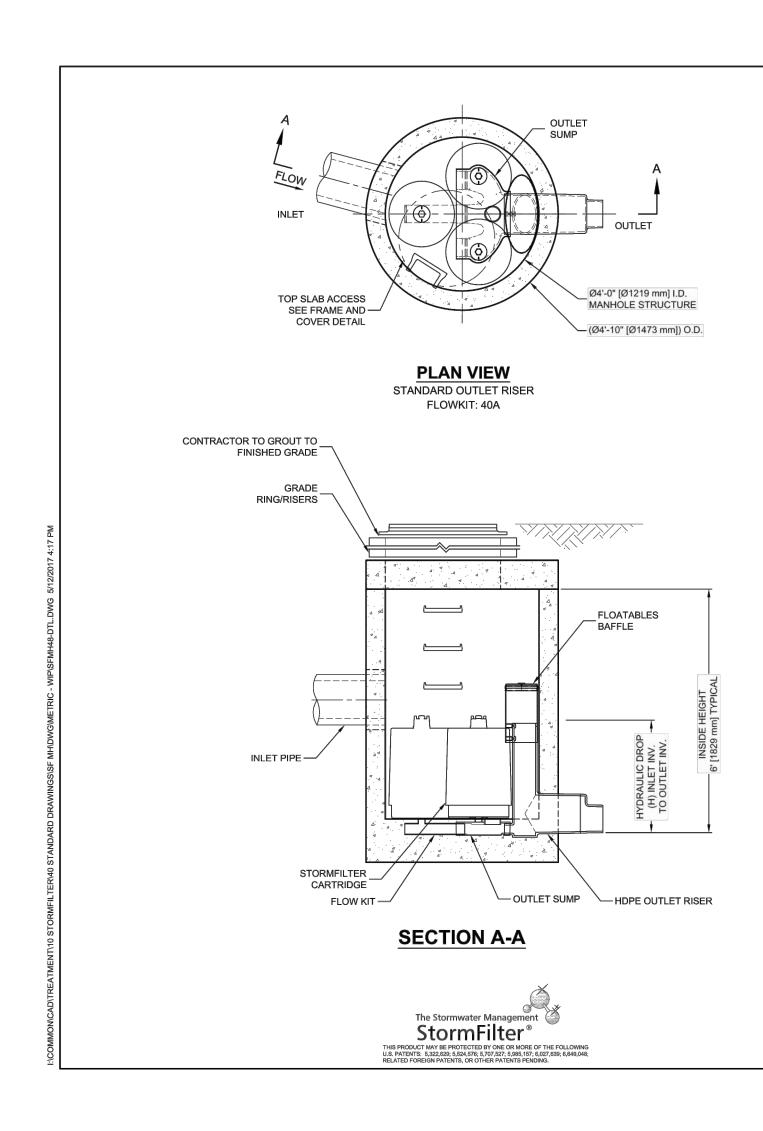
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LANDSCAPE DESIGNER

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CatchBasin StormFilter™

Important: These guidelines should be used as a part of your site stormwater plan.

Overview

The CatchBasin StormFilter™ (CBSF) consists of a multi-chamber Once in the cartridge chamber, polluted water ponds and steel, concrete, or plastic catch basin unit that can contain up to percolates horizontally through the media in the filter cartridges. four StormFilter cartridges. The steel CBSF is offered both as a standard and as a deep unit.

The CBSF is installed flush with the finished grade and is applicable for both constrained lot and retrofit applications. It can also be fitted with an inlet pipe for roof leaders or similar applications.

The CBSF unit treats peak water quality design flows up to 0.13 Applications cfs, coupled with an internal weir overflow capacity of 1.0 cfs for The CBSF is particularly useful where small flows are being the standard unit, and 1.8 cfs for the deep steel and concrete units. Plastic units have an internal weir overflow capacity of 0.5 head to spare. The unit is ideal for applications in which cfs.

Design Operation

The CBSF is installed as the primary receiver of runoff, similar to a standard, grated catch basin. The steel and concrete CBSF units have an H-20 rated, traffic bearing lid that allows the filter to be installed in parking lots, and for all practical purposes, takes up no land area. Plastic units can be used in landscaped of re piping the storm system. areas and for other non-traffic-bearing applications.

The CBSF consists of a sumped inlet chamber and a cartridge chamber(s). Runoff enters the sumped inlet chamber either by sheet flow from a paved surface or from an inlet pipe discharging directly to the unit vault. The inlet chamber is equipped with an internal baffle, which traps debris and floating oil and grease, and an overflow weir. While in the inlet chamber, heavier solids are allowed to settle into the deep sump, while lighter solids and soluble pollutants are directed under the baffle and into the cartridge chamber through a port between the baffle and the overflow weir.

OPERATION AND CINTECH MAINTENANCE ENGINEERED SOLUTIONS

Treated water collects in the cartridge's center tube from where it

is directed by an under-drain manifold to the outlet pipe on the

value, excess water spills over the overflow weir, bypassing the

treated or for sites that are flat and have little available hydraulic

standard catch basins are to be used. Both water quality and

The retrofit market has many possible applications for the CBSF.

without having to "chase the grade," thus reducing the high cost

The CBSF can be installed by replacing an existing catch basin

catchment issues can be resolved with the use of the CBSF.

downstream side of the overflow weir and discharged.

When flows into the CBSF exceed the water quality design

cartridge bay, and discharges to the outlet pipe.

Retro-Fit



CatchBasin StormFilter™

Maintenance Guidelines

Maintenance procedures for typical catch basins can be applied to the CatchBasin StormFilter (CBSF). The filter cartridges contained in the CBSF are easily removed and replaced during maintenance activities according to the following guidelines.

- 1. Establish a safe working area as per typical catch basin service activity.
- 2. Remove steel grate and diamond plate cover (weight 100 lbs. each).
- 3. Turn cartridge(s) counter-clockwise to disconnect from pipe manifold.
- . Remove 4" center cap from cartridge and replace with lifting cap.
- 5. Remove cartridge(s) from catch basin by hand or with vactor truck boom
- 6. Remove accumulated sediment via vactor truck (min. clearance 13" x 24").
- 7. Remove accumulated sediment from cartridge bay. (min. clearance 9.25" x 11").
- 8. Rinse interior of both bays and vactor remaining water and sediment.
- 9. Install fresh cartridge(s) threading clockwise to pipe manifold.
- 10. Replace cover and grate.

11. Return original cartridges to Contech for cleaning. Media may be removed from the filter cartridges using the vactor truck before the cartridges are removed from the catch basin structure. Empty cartridges can be easily removed from the catch basin structure by hand. Empty cartridges should be reassembled and returned to Contech as appropriate.

Materials required include a lifting cap, vactor truck and fresh filter cartridges. Contact Contech for specifications and availability of the lifting cap. The vactor truck must be equipped with a hose capable of reaching areas of restricted clearance. the owner may refresh spent cartridges. Refreshed cartridges are also available from Contech on an exchange basis. Contact the maintenance department of Contech at 503-258-3157 for more information.

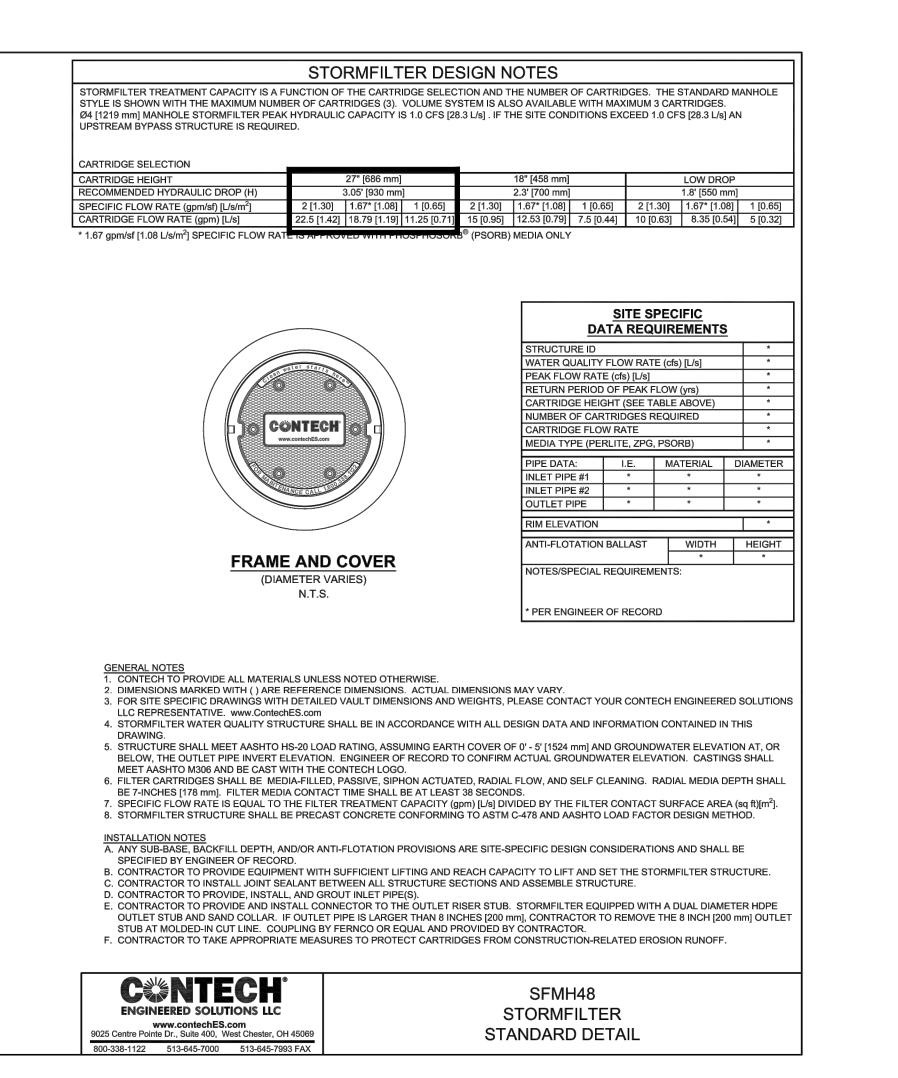
Maintenance is estimated at 26 minutes of site time. For units with more than one cartridge, add approximately 5 minutes for each additional cartridge. Add travel time as required.

URBANGREEN[™]

www.ContechES.com/stormwater 800-338-1122 © 2013 Contech Engineered Solutions

Page 1

UrbanGreen[®]





Mosquito Abatement

n certain areas of the United States, mosquito abatement is desirable to reduce the incidence of vectors.

In BMPs with standing water, which could provide mosquito breeding habitat, certain abatement measures can be taken. 1. Periodic observation of the standing water to determine if

the facility is harboring mosquito larvae.

2. Regular catch basin maintenance.

3. Use of larvicides containing Bacillus thuringiensis israelensis (BTI). BTI is a bacterium toxic to mosquito and black fly larvae

In some cases, the presence of petroleum hydrocarbons may interrupt the mosquito growth cycle.

Using Larvicides in the CatchBasin StormFilter Larvicides should be used according to manufacturer's

recommendations. Two widely available products are Mosquito Dunks and Summit B.t.i. Briquets. For more information, visit http://www. summitchemical.com/mos ctrl/d efault.htm.

The larvicide must be in contact with the permanent pool. The larvicide should also be fastened to the CatchBasin StormFilter by string or wire to prevent displacement by high flows. A magnet can be used with a steel catch basin.

For more information on mosquito abatement in stormwater BMPs, refer to the following: http://www.ucmrp.ucdavis.edu/ publications/managingmosquitoesstormwater8125.pdf



The Stormwater Management StormFilter[®]

Vault, Cast-In-Place, and Linear Units

Important: These guidelines should be used as a part of your site stormwater management plan.

Description

The Stormwater Management StormFilter® (StormFilter) is a passive, flow-through, stormwater filtration system. The system is comprised of one or more vaults that house rechargeable, media-filled, filter cartridges. The StormFilter works by passing stormwater through the media-filled cartridges, which trap particulates and adsorb materials such as dissolved metals and hydrocarbons. Once filtered through the media, the treated stormwater is directed to a collection pipe or discharged into an open channel drainage way.

The StormFilter is offered in multiple configurations, including vault, linear, catch basin, manhole, and cast-in-place. The vault, linear, manhole, and catch basin models utilize pre-manufactured units to ease the design and installation processes. The cast-in-place units are customized for larger flows and may be either covered or uncovered underground units.

Purpose

The StormFilter is a passive, flow-through, stormwater filtration system designed to improve the quality of stormwater runoff from the urban environment before it enters receiving waterways. It is intended to function as a Best Management Practice (BMP) to meet federal, state, and local

Operation and Maintenance

requirements for treating runoff in compliance with the Clean Water Act.

Through independent third party studies, it has been demonstrated that the StormFilter is highly effective for treatment of first flush flows and for treatment of flow-paced flows during the latter part of a storm. In general, the StormFilter's efficiency is highest when pollutant concentrations are highest. The primary non-point source pollutants targeted for removal by the StormFilter are: suspended solids (TSS), oil and grease, soluble metals, nutrients, organics, and trash and debris.

Sizing

The StormFilter is sized to treat the peak flow of a water quality design storm. The peak flow is determined from calculations based on the contributing watershed hydrology and from a design storm magnitude set by the local stormwater management agency. The particular size of a StormFilter unit is determined by the number of filter cartridges (see Figure 1) required to treat this peak flow.

The flow rate through each filter cartridge is adjustable, allowing control over the amount of contact time between the influent and the filter media. The maximum flow rate through each cartridge can be adjusted to between 5 and 15 gpm using a calibrated restrictor disc at the base of each filter cartridge. Adjustments to the cartridge flow rate will affect the number of cartridges required to treat the peak flow.

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CV * Input Q= C x i x Q= 0.0271 G.U.L.D. 0

Treatment

	MEDI	A FILTER	SIZING						
DMA #	4								
A=	6560	s.f.	A= 0.15060 acre						
/alue	Area* (s.f.)	Weighted C Value	Rainfall Intensity (i)						
).9	6,560		i = 0.2						
).8	0	0.900							
).7	0	0.900							
).1	0								
Values I	Values by hand or use Table at the bottom of the spreadsheet.								
A 074	cfs								
Cartridge Cartridg		wrate (CTF): [Q x (449 gp 0.6477509 1	27 PhosphoSorb 18.79 gpm/cartridge						

Basic Function

The StormFilter is designed to siphon stormwater runoff through a filter cartridge containing media. A variety of filter media is available and can be customized for each site to target and remove the desired levels of sediments, dissolved phosphorus, dissolved metals, organics, and oil and grease. In many cases, a combination of media is recommended to maximize the effectiveness of the stormwater pollutant removal.

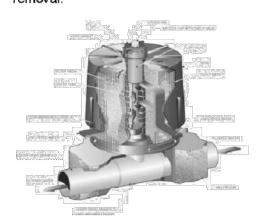


Figure 1. The StormFilter Cartridge

Priming System Function

When stormwater in the StormFilter unit enters a StormFilter cartridge, it percolates horizontally through the cartridge's filter media and collects in the center tube of the cartridge, where the float in the cartridge is in a closed (downward) position.

Water continues to pass through the filter media and into the cartridge's center tube. The air in the cartridge is displaced by the water and purged from beneath the filter hood through the one-way check valve located in the cap. Once the center tube is filled with water (approximately 18 inches deep), there is enough buoyant force on the float to open the float valve and allow the treated water in the center tube to flow into the under-drain manifold. This causes the check valve to close, initiating a siphon that draws polluted water throughout the full surface area and volume of the filter. Thus,

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the entire filter cartridge is used to filter water throughout the duration of the storm, regardless of the water surface elevation in the unit. This siphon continues until the water surface elevation drops to the elevation of the hood's scrubbing regulators.

The cartridges are connected to the underdrain manifold with a plastic connector. Since some media used is potentially buoyant, a threaded connector affixed to the under-drain manifold (with glue or other adhesive) is necessary to ensure that the cartridge isn't lifted out of place. For the heavier compost media, a slip connector is used.

The StormFilter is also equipped with flow spreaders that trap floating debris and surface films, even during overflow conditions. Depending on individual site characteristics, some systems are equipped with high and/or base flow bypasses. High flow bypasses are installed when the calculated peak storm event generates a flow that overcomes the overflow capacity of the system. This is especially important for precast systems. Base flow bypasses are sometimes installed to bypass continuous inflows caused by ground water seepage, which usually do not require treatment. All StormFilter units are designed with an overflow. The overflow operates when the inflow rate is greater than the treatment capacity of the filter cartridges.

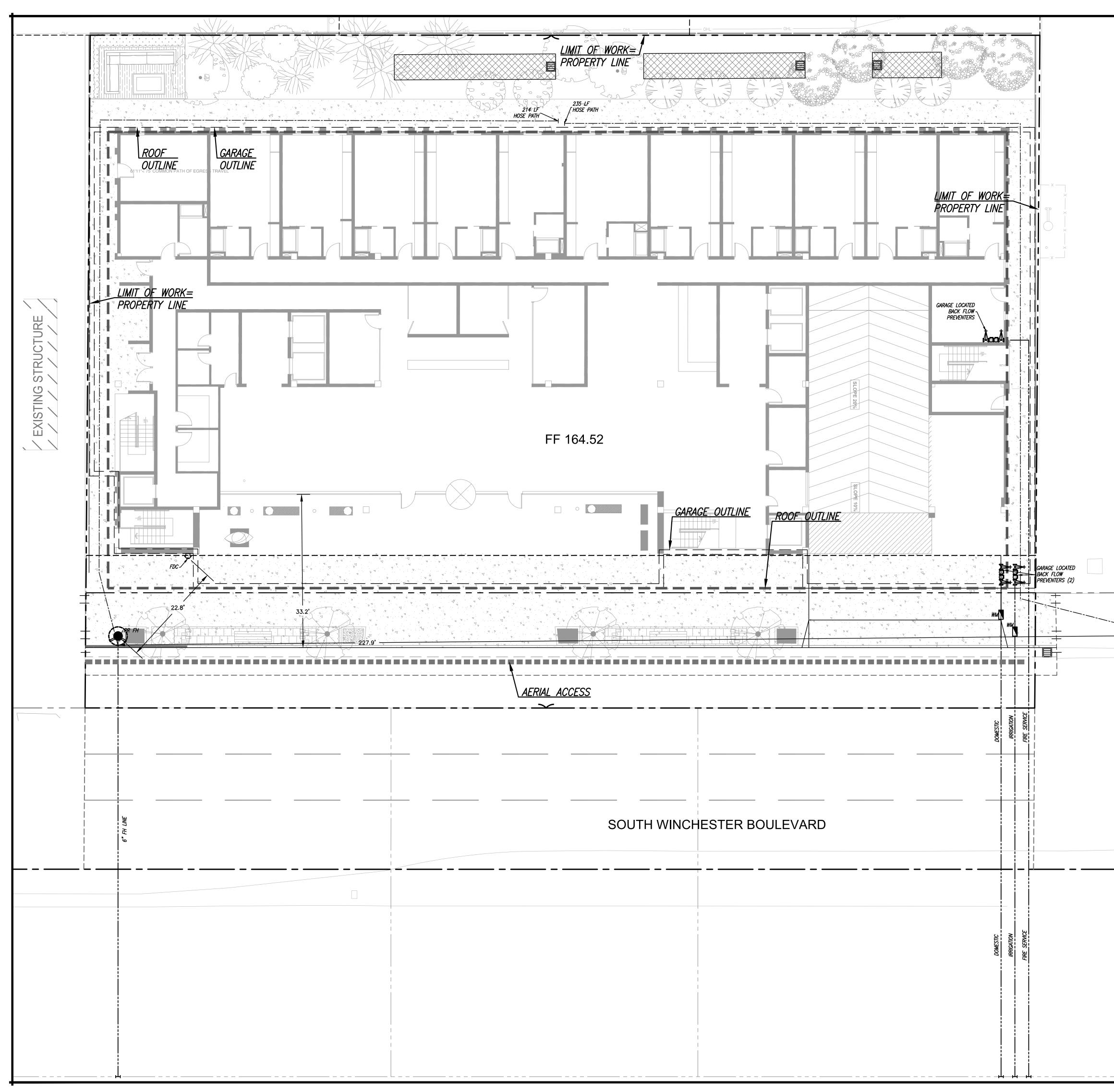
2 of 9

CARPIRA DESIGN GROUP Sam Monfared 30025 ALICIA PKWY LAGUNA NIGUEL - CA 92677 TEL: (310) 795-4009 SAMCARPIRA@GMAIL.COM
OWNER Adam Askari 2881 Hemlock Ave. San Jose TEL: (408) 921-1882 Dradamaskari@GMAIL.COM
CIVIL ENGINEER JMH WEISS, INC. 1731 Technology Drive, Suite 880 San Jose, CA 95110 TEL: (408) 790-4982 djedwards@jmhweiss.com
LANDSCAPE DESIGNER SHILA YASMEH 628 N. MAPLE DR. BEVERLY HILLS - CA 90210 TEL: (650) 492-3249 mailto:SHILA.YASMEH@GMAIL.COM
PROJECT FILE NUMBER: SP20-016





DATE: 02/05/2021



EX FH]

FIRE GENERAL NOTES

- . THE UNDERGROUND FIRE PROTECTION SYSTEM SHOWN ON THIS PLAN IS SCHEMATIC ONLY AND IS NOT INTENDED TO BE AN INSTALLATION DRAWING. REFER TO CONTRACTOR'S SHOP DRAWINGS FOR PIPE SIZING, LOCATION AND APPURTENANCES.
- 2. THE UNDERGROUND FIRE PROTECTION SYSTEM INSTALLER SHALL PREPARE SHOP DRAWINGS SHOWING ALL INFORMATION REQUIRED BY THE LOCAL FIRE JURISDICTION.
- 3. SHOP DRAWINGS SHALL BE SUBMITTED TO THE LOCAL FIRE JURISDICTION, THE RATING AGENCY AND THE ARCHITECT ALLOWING TIME FOR REVIEW AND ACCEPTANCE, PRIOR TO THE START OF WORK.
- 4. THE UNDERGROUND FIRE PROTECTION SYSTEM INSTALLER SHALL COORDINATE WITH THE OVERHEAD SPRINKLER CONTRACTOR FOR LOCATION OF RISER ASSEMBLIES.
- 5. ALL FIRE DEPARTMENT ACCESS ROADS, WATER MAINS, AND FIRE HYDRANTS SHALL BE INSTALLED AND OPERATIONAL DURING CONSTRUCTION IN ACCORDANCE WITH THE FIRE CODE AND ALL OTHER APPLICABLE STANDARDS.

FIRE PROTECTION NOTES:

SCALE: 1" = 10

1. NEW BUILDING – 107,079.9 SQ. FT. (2016 CALIFORNIA FIRE CODE B104.3) BLDG CONSTRUCTION TYPE – IA & III–A REQUIRED FIRE FLOW – 4,250 GPM

MINIMUM – 4 FIRE HYDRANTS AVERAGE SPACING – 300 FT. (INCREASE BY 50% TO 450 FT. BASED ON APPENDIX C TABLE C102.1 F.)

2. ALL FIRE TRUCK ACCESSIBLE ROADWAYS FOR THIS PROJECT ARE, OR, WILL BE, DESIGNED TO SUPPORT FIRE APPARATUS OF AT LEAST 75,000 LBS.

3. FIRE DEPARTMENT CONNECTIONS (FDC) WILL BE PROVIDED WITH FIRE HYDRANTS LOCATED LESS THAN 100' FROM EACH FDC.

CARPIRA DESIGN GROUP Sam Monfared 30025 ALICIA PKWY LAGUNA NIGUEL - CA 92677 TEL: (310) 795-4009 SAMCARPIRA@GMAIL.COM

OWNER

Adam Askari 2881 Hemlock Ave. San Jose TEL: (408) 921-1882 Dradamaskari@GMAIL.COM

CIVIL ENGINEER

JMH WEISS, INC. 1731 Technology Drive, Suite 880 San Jose, CA 95110 TEL: (408) 790-4982 djedwards@jmhweiss.com

LANDSCAPE DESIGNER

SHILA YASMEH

628 N. MAPLE DR. BEVERLY HILLS - CA 90210 TEL: (650) 492-3249

mailto:SHILA.YASMEH@GMAIL.COM

REVISIONS

_____ _____ _____



DATE: 02/05/2021

PROJECT FILE NUMBER: SP20-016

FIRE LAYOUT

DRAFT

ORDINANCE NO.

AN ORDINANCE OF THE CITY OF SAN JOSE REZONING CERTAIN REAL PROPERTY OF APPROXIMATELY 0.69 GROSS ACRE SITUATED ON THE EAST SIDE OF SOUTH WINCHESTER BOULEVARD APPROXIMATELY 270 FEET SOUTH OF FIRESIDE DRIVE (1212-1224 SOUTH WINCHESTER BOULEVARD) (APN: 279-17-020 & 279-17-021) FROM THE R-1-8 SINGLE-FAMILY RESIDENCE ZONING DISTRICT TO THE CP COMMERCIAL PEDESTRIAN ZONING DISTRICT

WHEREAS, all rezoning proceedings required under the provisions of Chapter 20.120 of Title 20 of the San José Municipal Code have been duly had and taken with respect to the real property hereinafter described; and

WHEREAS, a Mitigated Negative Declaration was prepared in conformance with the California Environmental Quality Act of 1970 (CEQA), as amended, for the subject rezoning to the CP Commercial Pedestrian Zoning District under File Number C19-031 (the "MND"); and

WHEREAS, the City Council of the City of San José is the decision-making body for the proposed subject rezoning to the CP Commercial Pedestrian Zoning District; and

WHEREAS, this Council of the City of San José has considered, approved and adopted said MND and related Mitigation Monitoring and Reporting Program under separate Council resolution prior to taking any approval actions on this project; and

WHEREAS, the proposed rezoning is consistent with the designation of the site in the applicable General Plan; and

WHEREAS, pursuant to Senate Bill 330, the proposed rezoning (File No. C19-031) does not reduce the intensity of residential uses because the proposed rezoning to the CP Commercial Pedestrian Zoning District allows greater residential density than the existing R-1-8 Zoning District; the rezoning would result in no net loss of residential capacity. The rezoning would up-zone the project site and result in a net increase of residential capacity of 71 residential units. This project would reserve the capacity for future City-initiated rezoning;

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF SAN JOSE:

SECTION 1. The recitals above are incorporated herein.

SECTION 2. All that real property hereinafter described in this section, hereinafter referred to as "subject property," is hereby rezoned to the CP Commercial Pedestrian Zoning District.

The subject property referred to in this section is all that real property situated in the County of Santa Clara, State of California, described in <u>Exhibit "A"</u> and depicted in <u>Exhibit "B"</u> attached hereto and incorporated herein by this reference.

SECTION 3. The district map of the City is hereby amended accordingly.

SECTION 4. Any land development approval that is the subject of City File No. C19-031 is subject to the operation of Part 2.75 of Chapter 15.12 of Title 15 of the San José Municipal Code. The applicant for or recipient of such land use approval hereby acknowledges receipt of notice that the issuance of a building permit to implement such land development approval may be suspended, conditioned or denied where the City Manager has determined that such action is necessary to remain within the aggregate operational capacity of the sanitary sewer system available to the City of San José or to meet the

discharge standards of the sanitary sewer system imposed by the California Regional Water Quality Control Board for the San Francisco Bay Region.

PASSED FOR PUBLICATION of title this ____ day of _____, 2021 by the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

SAM LICCARDO Mayor

ATTEST:

TONI J. TABER, CMC City Clerk

DRAFT

RESOLUTION NO.

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSE ADOPTING THE 1212-1224 SOUTH WINCHESTER BOULEVARD HOTEL MITIGATED NEGATIVE DECLARATION, FOR WHICH AN INITIAL STUDY WAS PREPARED, ALL IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AS AMENDED, AND ADOPTING A RELATED MITIGATION MONITORING AND REPORTING PROGRAM

WHEREAS, prior to the adoption of this Resolution, the Director of Planning, Building and Code Enforcement of the City of San José prepared an Initial Study and approved for circulation a Mitigated Negative Declaration for the 1212-1224 South Winchester Boulevard Hotel Project under Planning File Nos. C19-031, and SP20-016 (the "Initial Study/Mitigated Negative Declaration"), all in accordance with the requirements of the California Environmental Quality Act of 1970, together with state and local guidelines implementing said Act, all as amended to date (collectively "CEQA"); and

WHEREAS, the 1212-1224 South Winchester Boulevard Hotel Project (the "Project") analyzed under the Initial Study/Mitigated Negative Declaration consists of a rezoning from the R-1-8 Single-Family Residence Zoning District to the CP Commercial Pedestrian Zoning District and a Special Use Permit to demolish existing residential buildings, and remove all associated pavement, landscaping, and removal of nine trees, including four ordinance-size trees, to construct an approximately 107,079-square foot, six-story high, 119-room hotel with an approximately 49% parking reduction and an alternative parking arrangement on an approximately 0.69-gross acre site located on the east side of South Winchester Boulevard, approximately 270 feet south of Fireside Drive (1212-1224 South Winchester Boulevard) (Assessor's Parcel Numbers 279-17-020, 279-17-021), San José, California; and

WHEREAS, the Initial Study/Mitigated Negative Declaration concluded that implementation of the Project could result in certain significant effects on the environment and identified mitigation measures that would reduce each of those significant effects to a less-than-significant level; and

WHEREAS, in connection with the approval of a project involving the preparation of an initial study/mitigated negative declaration that identifies one or more significant environmental effects, CEQA requires the decision-making body of the lead agency to incorporate feasible mitigation measures that would reduce those significant environmental effects to a less-than-significant level; and

WHEREAS, whenever a lead agency approves a project requiring the implementation of measures to mitigate or avoid significant effects on the environment, CEQA also requires a lead agency to adopt a mitigation monitoring and reporting program to ensure compliance with the mitigation measures during project implementation, and such a mitigation monitoring and reporting program has been prepared for the Project for consideration by the decision-maker of the City of San José as lead agency for the Project (the "Mitigation Monitoring and Reporting Program"); and

WHEREAS, the City of San José is the lead agency on the Project, and the City Council is the decision-making body for the proposed approval to undertake the Project; and

WHEREAS, the City Council has reviewed and considered the Initial Study/Mitigated Negative Declaration and related Mitigation Monitoring and Reporting Program for the Project and intends to take actions on the Project in compliance with CEQA and state and local guidelines implementing CEQA; and

WHEREAS, the Initial Study/Mitigated Negative Declaration and related Mitigation Monitoring and Reporting Program for the Project are on file in the Office of the Director of Planning, Building and Code Enforcement, located at 200 East Santa Clara Street, 3rd Floor Tower, San José, California, 95113, are available for inspection by any interested person at that location and on-line and are, by this reference, incorporated into this Resolution as if fully set forth herein;

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SAN JOSE:

THAT THE CITY COUNCIL does hereby make the following findings: (1) it has independently reviewed and analyzed the Initial Study/Mitigated Negative Declaration and other information in the record and has considered the information contained therein, prior to acting upon or approving the Project, (2) the Initial Study/Mitigated Negative Declaration prepared for the Project has been completed in compliance with CEQA and is consistent with state and local guidelines implementing CEQA, and (3) the Initial Study/ Mitigated Negative Declaration represents the independent judgment and analysis of the City of San José, as lead agency for the Project. The City Council designates the Director of Planning, Building and Code Enforcement at the Director's Office at 200 East Santa Clara Street, 3rd Floor Tower, San José, California, 95113, as the custodian of documents and records of proceedings on which this decision is based.

THAT THE CITY COUNCIL does hereby find that based upon the entire record of proceedings before it and all information received that there is no substantial evidence that the Project will have a significant effect on the environment and does hereby adopt the Mitigated Negative Declaration and related Mitigation Monitoring and Reporting Program prepared for the Project (Planning File Nos. C19-031 and SP20-016). The Mitigation Monitoring and Reporting Program for the Project is attached hereto as <u>Exhibit "A"</u> and fully incorporated herein. The Initial Study/Mitigated Negative Declaration and Reporting Program are: (1) on file in the Office of the Director of Planning, Building and Code Enforcement, located at 200 East

Santa Clara Street, 3rd Floor Tower, San José, California, 95113 and (2) available for inspection by any interested person.

ADOPTED this _____ day of _____, 2021, by the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

SAM LICCARDO Mayor

ATTEST:

TONI J. TABER, CMC City Clerk

DRAFT

RESOLUTION NO.

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSE APPROVING, SUBJECT TO CONDITIONS, A SPECIAL USE PERMIT TO ALLOW THE DEMOLITION OF TWO COMMERCIAL BUILDINGS AND THE REMOVAL OF NINE TREES (FOUR ORDINANCE-SIZE, FIVE NON-ORDINANCE-SIZE) FOR THE CONSTRUCTION OF AN APPROXIMATELY 107,079-SQUARE FOOT, SIX-STORY, 119-ROOM HOTEL WITH AN APPROXIMATELY 49 PERCENT PARKING REDUCTION AND AN ALTERNATIVE PARKING ARRANGEMENT ON AN APPROXIMATELY 0.69-GROSS ACRE SITE, LOCATED ON THE EAST SIDE OF SOUTH WINCHESTER BOULEVARD APPROXIMATELY 270 FEET SOUTH OF FIRESIDE DRIVE (1212-1224 SOUTH WINCHESTER BOULEVARD) (APN: 279-17-020 & 279-17-021)

FILE NO. SP20-016

WHEREAS, pursuant to the provisions of Chapter 20.100 of Title 20 of the San José Municipal Code, on September 9, 2010, a concurrent application (File No. C19-031) was filed by Henry Cord, on behalf of property owner, Adam Askari, with the City of San José, for a Special Use Permit and Site Development Permit to allow the demolition of two existing commercial buildings and the removal of nine trees (four ordinance-size, five non-ordinance-size) for the construction of an approximately 107,079-square foot, six-story, 119-room hotel with an approximately 49 percent parking reduction and an alternative parking arrangement on an approximately 0.69-gross acre site, on that certain real property situated in the CP Commercial Pedestrian Zoning District and located on the east side of South Winchester Boulevard approximately 270 feet south of Fireside Drive (1212-1224 South Winchester Boulevard, San José, which real property is sometimes referred to herein as the "subject property"); and

WHEREAS, the subject property is all that real property more particularly described in <u>Exhibit "A,"</u> entitled "Legal Description," and depicted in <u>Exhibit "B,"</u> entitled Plat Map,"

which is attached hereto and made a part hereof by this reference as if fully set forth herein; and

WHEREAS, pursuant to and in accordance with Chapter 20.100 of Title 20 of the San José Municipal Code, the City Council conducted a hearing on said concurrent applications, notice of which was duly given; and

WHEREAS, at said hearing, the City Council gave all persons full opportunity to be heard and to present evidence and testimony respecting said matter; and

WHEREAS, at said hearing this City Council received and considered the reports and recommendation of the City's Director of Planning, Building and Code Enforcement; and

WHEREAS, at said hearing, this City Council received in evidence a plan for the subject property entitled, "Winchester Hotel" dated received September 29, 2021, said plan is on file in the Department of Planning, Building and Code Enforcement and is available for inspection by anyone interested herein, and said plan is incorporated herein by this reference, the same as if it were fully set forth herein; and

WHEREAS, said public hearing before the City Council was conducted in all respects as required by the San José Municipal Code and the rules of this City Council; and

WHEREAS, this City Council has heard and considered the testimony presented to it at the public hearing, and has further considered written materials submitted on behalf of the project applicant, City staff, and other interested parties;

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SAN JOSE THAT:

After considering evidence presented at the public hearing, the City Council finds that the

following are the relevant facts and findings regarding this proposed project:

- 1. **Site Description and Surrounding Uses.** The subject 0.69-gross acre site is located on the east side of South Winchester Boulevard approximately 270 feet south of Fireside Drive. The subject site currently includes two existing commercial buildings previously used as single-family residences (the structure at 1212 South Winchester was built in 1948 and the structure at 1224 South Winchester was built in 1940). Access is currently provided from two driveways along South Winchester Boulevard. The site is surrounded by single family residences to the north and east, a senior care facility to the south, and an office building across South Winchester Boulevard to the west.
- 2. Project Description. The project includes the demolition of the two existing single-family residences and the removal of nine trees for the construction of an approximately 107,079-square foot, six-story, 119-room hotel. The existing buildings to be demolished are two commercial businesses, previously converted from single-family residences. Based on available building permits, the single-family residence at 1212 South Winchester Boulevard was legally converted from a residence to a business in November 2012.

The first floor of the building would contain the main lobby reception area, guest luggage storage, a coffee station and bar area, two offices, an employee break room, men's locker room, women's locker room, laundry facilities, fire control room, fire pump room, electrical room, and 12 guest rooms. The second floor would include common outdoor areas for hotel guests as well as the gym, jacuzzi, steam room, breakfast area, kitchen, and 18 guest rooms. Floors three through six would contain the remaining guest rooms and would range between approximately 270 to 700 square feet. The hotel would employ 10 staff in up to three shifts.

A total of 66 parking spaces would be provided in a subterranean garage, representing an approximately 49 percent reduction in the required number of vehicle parking spaces. The project includes an alternative parking arrangement with the installation of a vehicle lift system. The parking reduction would be supported with the implementation of a Transportation Demand Management (TDM) Plan. TDM measures to support the reduction in required vehicle parking include providing code required bicycle parking, on-site bicycles for guest use, guest shuttle services, on-site access to car-share vehicles for hotel employees and guests, on-site paid parking, free annual VTA Smart Passes for employees, financial incentives for employees who bike or walk to work, and an on-site TDM coordinator and services.

Vehicular access to the subterranean garage would be provided from a right in/right out 27-foot-wide driveway on South Winchester Boulevard. The driveway would be located at the southern end of the building, adjacent to the loading and delivery area to the south. The project is also accessible to pedestrians from a 20-foot-wide sidewalk along South Winchester Boulevard. The project provides 66 vehicle parking spaces, 37 bicycle parking spaces, and eight motorcycle parking spaces in accordance with the Zoning Code.

3. **General Plan Conformance**. The project site has an Envision San José 2040 General Plan Land Use/Transportation Diagram designation of Neighborhood/Community Commercial. This designation supports a very broad range of commercial activity, including commercial uses that serve the communities in neighboring areas, such as neighborhood serving retail and services and commercial/professional office development. Neighborhood / Community Commercial uses typically have a strong connection to and provide services and amenities for the nearby community and should be designed to promote that connection with an appropriate urban form that supports walking, transit use and public interaction. General office uses, hospitals and private community gathering facilities are also allowed in this designation. The subject site is also located within the boundaries of the Winchester Boulevard Urban Village Plan.

The project is consistent with the following General Plan Goals and Policies:

<u>Fiscal Sustainability Policy FS-4.1:</u> Preserve and enhance employment land acreage and building floor area capacity for various employment activities because they provide revenue, near-term jobs, contribute to our City's long-term achievement of economic development and job growth goals, and provide opportunities for the development of retail to serve individual neighborhoods, larger community areas, and the Bay Area.

<u>Land Use Policy LU-5.1</u>: In order to create complete communities, promote new commercial uses and revitalize existing commercial areas in locations that provide safe and convenient multi-modal access to a full range of goods and services.

Land Use Policy LU-5.2: To facilitate pedestrian access to a variety of commercial establishments and services that meet the daily needs of residents and employees, locate neighborhood-serving commercial uses throughout the city, including identified growth areas and areas where there is existing or future demand for such uses.

Analysis: The site is in close proximity to Santana Row, a large employment and shopping destination located to the north of the subject site. The hotel use would provide a necessary service for existing and future demand from business travelers and visitors. The minimal front setback along South Winchester Boulevard and transparent ground floor design are incorporated into the project to facilitate pedestrian and bicyclist access to the site. The TDM plan would further facilitate pedestrian and bicyclist access as it includes code required bicycle parking, onsite bicycles for guest use, free annual VTA Smart Passes for employees, financial incentives for employees who bike or walk to work, and an on-site TDM coordinator and services. Additionally, the project is conditioned to construct a 20-foot-wide sidewalk along the project frontage at South Winchester Boulevard. Land Use Policy LU-5.4: Encourage new and intensification of existing commercial development, including stand-alone, vertical mixed-use or integrated horizontal mixed-use projects, consistent with the Land Use/Transportation Diagram.

<u>Attractive City Policy CD-1.1:</u> Require the highest standards of architectural and site design, and apply strong design controls for all development projects, both public and private, for the enhancement and development of community character and for the proper transition between areas with different types of land uses.

<u>Connections Policy CD-3.5:</u> Encourage shared and alternative parking arrangements and allow parking reductions when warranted by parking demand.

<u>Compatibility Policy CD-4.9</u>: For development subject to design review, ensure the design of new or remodeled structures is consistent or complementary with the surrounding neighborhood fabric (including but not limited to prevalent building scale, building materials, and orientation of structures to the street).

Analysis: The project would facilitate the redevelopment of an underutilized site with a commercial land use designation. The hotel is designed to be compatible with the established neighborhood to the east as well as the commercial corridor along South Winchester Boulevard. The building massing is oriented towards South Winchester Boulevard. The building is set back 20 feet from the rear property line. Additionally, the building would incorporate a stepback at a height of 35 feet to reduce shadows and maintain the privacy of the adjacent residences. Blank walls would be mitigated with variations in color and materials as well as the addition of landscaping to the perimeter of the site. Materials would be varied, including natural wood paneling, architectural glazing, white sand stucco, and exposed gray concrete. The project would also include a 49 percent parking reduction and alternative parking arrangement (vehicle stackers). The parking reduction would be supported by a TDM plan to reduce vehicle trips and encourage multimodal transportation.

4. Winchester Boulevard Urban Village Conformance

Land Use Designation

The Winchester Boulevard Urban Village was adopted by City Council on August 8, 2017 (Resolution No. 78306). The subject site has a land use designation of Neighborhood/Community Commercial on the land use plan of the Winchester Boulevard Urban Village. This designation is applied to smaller, shallow parcels fronting Winchester Boulevard and abutting single-family residences. Given the size of the parcels, parking requirements in the zoning code and the urban design step down policies, these properties are appropriate for the location of smaller commercial businesses. Neighborhood/Community Commercial uses should have a strong connection to, and provide services and amenities for, the community. These uses should be designed to promote this connection with an appropriate urban form that supports walking, transit use and public interaction. Also, this designation supports the

neighborhood servicing retail and small businesses along Winchester Boulevard.

Urban Village Goals and Policies

The project is consistent with the following goals and policies of the Winchester Boulevard Urban Village Plan.

<u>Goal LU-1:</u> Support new job generating and area-regional serving commercial development in the Winchester Urban Village by increasing the Village's commercial building square footage by at least 85 percent, or about 600,000 square feet.

<u>Policy 3-4:</u> Support a variety of commercial space to accommodate the needs of small, medium, and large companies.

<u>Policy 3-15:</u> New development along Winchester Boulevard should include ground floor commercial and/or active spaces such as lobbies fronting the street and wrapping the corner when located on a corner lot.

<u>Policy 3-20:</u> New development should support and enhance the pedestrian and bicycle environment and provide greater connectivity to the overall network.

Analysis: The project would allow the development of a job generating and arearegional serving commercial project within the Winchester Boulevard Urban Village. The approximately 107,079-square foot hotel would increase the Village's commercial building square footage while serving those visiting the area for business or pleasure. The hotel would employ up to 10 staff in up to three shifts. The building is designed to improve pedestrian connectivity to the site. The primary entrance of the building is located along South Winchester Boulevard, with the lobby being immediately accessible from the newly constructed 20-foot-wide sidewalk.

Winchester Boulevard Urban Village Design

<u>Design Standard -1</u>: Primary pedestrian entrances for both ground floor and upper story uses shall face Winchester Boulevard.

<u>Design Standard- 2:</u> Ground floor building frontages shall have clear, untinted glass or other glazing material on at least 60% of the surface area of the facade between a height of two and seven feet above grade

<u>Design Standard-5:</u> The minimum floor-to-ceiling height of the ground floor commercial space shall be a minimum of 15 feet and preferably 18 to 20 feet.

<u>Design Standard-9:</u> Buildings shall maintain facade quality of architectural articulation and finishes on all sides of a building that is visible to the public. Some of the architectural features of the main facade shall be incorporated into the rear and side elevations

Design Guideline-25: The massing of building should be broken up through height

variation and facade articulation such as recesses or encroachments, shifting planes, creating voids within the building mass, varying building materials, and using windows to create transparencies. Street-facing facades should include vertical projections at least three feet in depth for a height of at least two stories for every 25 horizontal feet.

<u>Design Standard-11:</u> Non-occupiable architectural features such as roof forms, chimneys, stairwells and towers may project up to ten feet above the maximum height.

<u>Design Standard-14:</u> Where the existing sidewalk in front of a development project is less than the required sidewalk (20 feet along Winchester and Stevens Creek boulevards and 12-15 feet on all other streets; see Chapter 6), the project must make up the difference such that the entire required sidewalk width is publicly accessible and functions as a sidewalk.

Analysis: As previously stated, the primary entrance would be located on the ground floor with direct access to the sidewalk along South Winchester Boulevard. The first-floor façade would be comprised of primarily clear untinted glass. As shown on Sheet A.30 of the plan set, the total transparency rate of the first-floor façade is approximately 63%. The floor to ceiling height of the ground floor would be 15 feet, consistent with Design Standard-5. The entire facade of the building would be well articulated with visual breaks and changes in depth on all sides of the building. Materials would be varied, including natural wood paneling, architectural glazing, white sand stucco, and exposed gray concrete. The rear of the building would be set back 20 feet from the residential area to the east. Additionally, the building would incorporate a stepback at a height of 35 feet to reduce shadows and maintain the privacy of the adjacent residences. Architectural projections such as the stairwell and elevator shaft would extend up to 9 feet above the top of roof, within the allowable 10-foot range. Finally, the project would be required to construct a 20-foot-wide sidewalk along South Winchester Boulevard to improve pedestrian access to the site.

5. Zoning Ordinance Compliance.

Land Use

Pursuant to Table 20-90, Section 20.120.110 of the Zoning Code, a hotel is a permitted use in the CP Commercial Pedestrian Zoning District. Therefore, a Site Development Permit is required to allow the demolition of the existing single-family houses and the construction of the hotel. Additionally, the project includes an alternative parking arrangement (vehicle stackers). Pursuant to Section 20.90.200 of the Zoning Code, a Special Use Permit is required to permit the alternative parking arrangement.

Setbacks and Height

The project would conform with all required height and setback requirements of the

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CP Commercial Pedestrian Zoning District. Pursuant to Table 20-100, Section 20.40.200 of the Zoning Code, for projects located in the CP Commercial Pedestrian that also have an approved Urban Village Plan, the project must follow the development standards of said plan. Per the Winchester Boulevard Urban Village Plan, architectural projections such as stairwell and elevator shafts may extend up to 10 feet above the top of roof. As shown on the plan set, the architectural projections of the building would extend up to 9 feet, 6 inches above the top of the roof. As the project is located within the Winchester Boulevard Urban Village, the project conforms with the following development standards.

Standard	Required	Provided
Front setback, non-residential ground floor use	0-10 feet	0 feet
Side, interior setback	0 feet	5 feet (north), 6 feet (south)
Rear, adjacent to residential neighborhood land use designations	20 feet minimum	20 feet
Maximum height (top of roof)	65 feet	64 feet
Maximum height with architectural projections	75 feet	74 feet, 6 inches

<u>Parking</u>

Use: Hotel	Ratio	Required	Provided
Vehicle Parking	1 per guest room or suite, plus 1 per employee	129	66
Bicycle Parking	1 space plus 1 per 10 guest rooms	13	37
Motorcycle Parking	1 per 20 code required spaces	7	8

The project requires 129 vehicle parking spaces; the project provides only 66 spaces. Pursuant to Section 20.90.220 of the San José Municipal Code, a parking reduction of up to 50 percent of the code required parking spaces may be permitted for sites within a Growth Area with the implementation of a TDM Plan. The project would provide 66 vehicle parking spaces with the implementation of a TDM Plan to allow for an approximately 49 percent parking reduction. A TDM Plan, dated January 27, 2021, was prepared by Hexagon Transportation Consultants, Inc, which reviewed the possibility of an approximately 49 percent parking reduction. In addition to providing the required bicycle parking spaces, showers, and lockers, the project would also implement additional TDM measures in accordance with Section 20.90.220 of the San José Municipal Code. The project would be required to provide on-site bicycles for guest use, guest shuttle services, on-site access to car-share vehicles for hotel employees and guests, on-site paid parking, free annual VTA Smart Passes for employees, financial incentives for employees who bike or walk to work, and an onsite TDM coordinator and services.

The project requires a total of 7 motorcycle parking spaces and 13 bicycle parking spaces. The project would provide 8 motorcycle parking spaces as well as 37 bicycle parking spaces.

In addition to the approximately 49 percent parking reduction, the project would utilize an alternative parking arrangement with the installation of vehicle stackers. An alternative parking arrangement requires the issuance of a Special Use Permit.

<u>Noise</u>

Pursuant to Table 20-105 of Section 20.40.600 of the San José Zoning Code, the sound level generated by any commercial use adjacent to a property used or zoned for residential purposes may not exceed 55 decibels at the property line. The subject site is adjacent to residential uses to the north and east. Therefore, a noise study was prepared by WJV Acoustics, dated September 17, 2020. Noise measurements were taken at the shared property boundaries with the residential areas to the north and east. Additional noise measurements were taken from the terminus of Redoaks Drive, the rear of the Senior Care Facility to the south, and the church across South Winchester Boulevard to the northwest. Sources of operation noise from the hotel development would typically be limited to parking lot vehicle movements, outdoor human activity, and mechanical/HVAC system. The noise report notes that vehicle activity in a parking lot would generally produce a maximum noise level of 60 to 65 decibels at a distance of 50 feet. However, all vehicle movements would occur in a subterranean garage, and would therefore not be audible at any of the noise measurement locations. An exterior seating area would be located on the sixth floor of the building fronting Winchester Boulevard. The seating area would be entirely shielded from the residential area to the east by the hotel building. The seating area would be shielded from Winchester Boulevard with acoustical glass shielding. As no details for rooftop mechanical equipment have been provided, all mechanical equipment is conditioned to comply with the applicable standards of the Municipal Code in this Special Use Permit. No mechanical equipment may exceed the maximum noise level of 55 decibels adjacent to the residential property lines without the issuance of a Special Use Permit. As the subject site is located within 500 feet of a residence, no construction would occur outside of the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday. No construction would occur on weekends.

6. City Council Policy 6-30: Public Outreach Policy for Pending Land Use Development Proposals

Staff followed Council Policy 6-30: Public Outreach Policy. A Community Meeting was held on August 10, 2020. Concerns raised at the community meeting included the suitability of a hotel at the site, proximity to residential areas, insufficient parking, the

number of hotel staff (10), the height of the building, and traffic. A notice of the public hearing was distributed to the owners and tenants of all properties located within 1,000 feet of the project site and posted on the City website. An on-site sign was also posted on the project frontage. The staff report is also posted on the City's website. Staff has been available to respond to questions from the public. No public comments were received.

7. Commercial Design Guidelines

The project was formally submitted in September 2019. The Citywide Design Standards and Guidelines did not become effective until March 24, 2021. Therefore, the project is subject to the Commercial Design Guidelines, adopted May 1988. The guidelines address issues of neighborhood compatibility, project function and aesthetics. The guidelines seek to assure that new commercial development preserves or improves the positive character of the existing neighborhood. The following guidelines apply to the project:

- Site Design and Organization
 - Buildings should generally be placed at their front setback lines in order to define and enliven the streets. Exceptions may occur in areas having an established pattern of wide setbacks from the street.
 - Only active building elevations, never blank walls or loading areas, should face public streets.
 - The site should be designed to accommodate all legitimate, anticipated circulation patterns, but those patterns should be defined by reduced areas of paving and well-placed landscape areas. Driveway cuts should be limited to one, occasionally two, per street.
 - All building elevations facing public streets, whether such elevations function as the front, side, or rear of the building should be architecturally detailed to avoid the appearance of the "back of the building"; buildings should contribute a positive presence to the street scene.

Analysis: The building would be placed directly along the front setback of South Winchester Boulevard. The primary entrance would be located on the ground floor with direct access to the sidewalk along South Winchester Boulevard. The first-floor façade would be comprised of primarily clear untinted glass, providing views into the active lobby space. The entire façade of the building would be well articulated with visual breaks and changes in depth on all sides of the building. Materials would be varied, including natural wood paneling, architectural glazing, white sand stucco, and exposed gray concrete. The approximately 0.69-gross acre site is large enough to accommodate the approximately 107,079-square foot hotel, service facilities, parking, and landscape areas. The building would front South Winchester Boulevard, with the primary building entrance and lobby area directly accessible from the newly constructed 20-foot-wide sidewalk. The project would include 37 bicycle parking spaces to allow access for bicyclists as well. All vehicle parking would be located in a subterranean garage.

- Structures
 - Transitions between existing and new buildings should be gradual. The height and mass of new projects should not create abrupt changes from those of existing buildings.
 - Monotony of building design should be avoided. Variation in wall plane, roof line, detailing, materials, and siting may be used to prevent a monotonous appearance in buildings.
 - Materials and colors should be varied where appropriate to provide architectural interest.
 - Loading areas, access and circulation driveways, trash, and storage areas and rooftop equipment should be located as far as possible from adjacent residences and should never be located next to residential properties without fully mitigating their negative effects.

Analysis: The rear of the building would be set back 20 feet from the residential area to the east. Additionally, the building would incorporate a stepback at a height of 35 feet to reduce shadows and maintain the privacy of the adjacent residences. Blank walls would be mitigated with variations in color and materials as well as the addition of landscaping to the perimeter of the site. Materials would be varied, including natural wood paneling, architectural glazing, white sand stucco, and exposed gray concrete. All loading and trash facilities would be located in an enclosed loading and service area located at the southern end of the building along South Winchester Boulevard.

- Landscaping
 - All areas not covered by structures, service yards, walkways, driveways, and parking spaces should be landscaped.
 - The perimeter of the site should be landscaped to provide parking lot screening, a buffer for adjacent uses, and an attractive view from the street.
 - A mixed planting of trees, shrubs, and groundcover in the area between buildings and the sidewalk should be included

Analysis: The project includes a detailed landscaping plan. Nine existing trees would be preserved on-site. An additional 46 new trees would be planted on site. Street trees would be planted along the project frontage along

Winchester Boulevard and trees would be planted along the perimeter of the site to further soften the transition between the existing residences and the hotel.

8. Environmental Review.

The City of San José, as the lead agency for the project prepared an Initial Study/Mitigated Declaration (IS/MND) in compliance with CEQA. The 1212-1224 South Winchester Boulevard Hotel Project IS/MND was circulated for public review and comment for twenty days from May 26, 2021 through June 15, 2021. Comments were received from public agencies and private parties, including neighbors. Comments received concerned the following: The traffic impact of the hotel, inadequate parking and on-site circulation for the hotel operations, noise and vibration impacts to neighboring properties, health effects from project construction, including construction pollutants, trash removal, shade and shadow impact on neighborhood, dust control measures, hotel operations, availability of technical reports, and privacy from taller development.

The Initial Study concluded that the project would not result in any significant and unavoidable environmental impacts with implementation of identified mitigation measures. The MND includes impacts related to Air Quality, Biological Resources, Hazards and Hazardous Materials, and Noise. The project includes a Mitigation Monitoring and Reporting Program, and incorporates standard conditions and best management practices for construction activities to lessen the identified impacts to a less than significant level. Therefore, an EIR is not required, and an Initial Study/Mitigated Negative Declaration is the appropriate level of CEQA clearance for the project.

The entire IS/MND, Reponses to Comments, and other related environmental documents are available on the Planning web site at: <u>https://www.sanjoseca.gov/your-government/departments-offices/planning-building-code-enforcement/planning-division/environmental-planning/environmental-review/negative-declaration-initial-studies/1212-1224-south-winchester-boulevard-hotel-project</u>

- 9. **Site Development Permit Findings.** Section 20.100.630 of the San José Municipal Code specifies the required findings for the approval of a Site Development Permit.
 - a. The Site Development Permit, as approved, is consistent with and will further the policies of the General Plan and applicable specific plans and area development policies.

Analysis: As previously discussed, the construction of the hotel would be consistent with the General Plan and Winchester Boulevard Urban Village Land Use Designation of Neighborhood Community Commercial. The project is consistent with General Plan Policies related to fiscal sustainability, land use and employment, and community design. Additionally, the project is consistent with the Winchester Boulevard Urban Village Plan policies for the creation of a vibrant commercial corridor, land use compatibility, and urban design. The project would also provide employment to approximately ten employees.

b. The Site Development Permit, as approved, conforms with the zoning code and all other provisions of the San José Municipal Code applicable to the project.

Analysis: As discussed in the Zoning Section above, a hotel is a permitted use within the CP Commercial Pedestrian Zoning District. The project would conform with all applicable height and setback requirements of the CP Zoning District. The project would also meet all parking requirements for vehicle, bicycle parking, and motorcycle parking. As discussed above, the project's operational noise would not exceed the 55-decibel threshold at the residential property line. The project would also mitigate the removal of the trees on site with the planting of 46 trees.

c. The Site Development Permit, as approved, is consistent with applicable City Council Policies or counterbalancing considerations justify the inconsistency.

Analysis: Staff followed Council Policy 6-30: Public Outreach Policy. A Community Meeting was held on August 10, 2020. A notice of the public hearing was distributed to the owners and tenants of all properties located within 1,000 feet of the project site and posted on the City website. An on-site sign was also posted on the project frontage. The staff report is also posted on the City's website. Staff has been available to respond to questions from the public.

d. The interrelationship between the orientation, location, and elevations of proposed buildings and structures and other uses on-site are mutually compatible and aesthetically harmonious.

Analysis: There are no other uses that would be on the site other than the hotel and ancillary uses (hotel office, bar, lounge area, etc.). The hotel building is oriented towards the street with the primary pedestrian and vehicle entries along South Winchester Boulevard.

e. The orientation, location and elevation of the proposed buildings and structures and other uses on the site are compatible with and are aesthetically harmonious with adjacent development or the character of the neighborhood.

Analysis: The hotel would be located along South Winchester Boulevard, with single-family residences to the east and north, a single-story commercial use to the south, and a three-story commercial use to the west, across South Winchester Boulevard. The project applicant coordinated the design on all sides of the building ensuring that varied materials, windows, and facade treatments were utilized on each side of the hotel building. The number of windows is reduced in the upper floors at the rear of the building. The rear of the building would be set back 20 feet from the residential area to the east. Additionally, the building would incorporate a stepback at a height of 35 feet to reduce shadows and maintain the privacy of the adjacent residences.

f. The environmental impacts of the project, including but not limited to noise, vibration, dust, drainage, erosion, storm water runoff, and odor which, even if insignificant for purposes of the California Environmental Quality Act (CEQA), will not have an unacceptable negative affect on adjacent property or properties.

Analysis: Based on review of the project by the various City departments, there are no non-CEQA related impacts anticipated for the project with regard to noise, vibration, dust, drainage, erosion, stormwater runoff, or odor. The project development is not anticipated to create odor or unusual noise as the majority of the activity occurs indoors and is not an odor-producing use. Noise and ground vibration related to construction and demolition are the only anticipated noise impacts and these are expected to be temporary (24 months). Best management construction practices would be implemented to reduce the noise impact on the neighborhood, including designating а noise disturbance coordinator, limiting construction activity to Monday thru Friday 7:00 am to 7:00 pm, and prohibiting unnecessary idling of construction equipment and vehicles. Similarly, the project would also incorporate best management practices to address fugitive dust including damp street sweeping to prevent storm water pollution and minimize erosion during construction. This project would be required to comply with the City's Post-Construction Urban Runoff Management Policy (Policy 6-29) which requires implementation of site design measures, source controls and numerically-sized Low Impact Development (LID) stormwater stormwater treatment measures to minimize pollutant discharges. Therefore, with respect to noise, vibration, dust, drainage, erosion, storm water runoff, and odor, the project will not have an unacceptable negative effect on adjacent property or properties.

g. Landscaping, irrigation systems, walls and fences, features to conceal outdoor activities, exterior heating, ventilating, plumbing, utility and trash facilities are sufficient to maintain or upgrade the appearance of the neighborhood.

Analysis: As shown on the approved plan set, the landscaping, irrigation systems, all walls and fences, exterior heating, ventilating, plumbing, utility, and trash facilities are sufficient to maintain and upgrade the appearance of the neighborhood. All mechanical equipment would be screened from view and would not be visible from the street or surrounding buildings. The project will provide street trees along the ground floor of the project. Additionally, the project will install landscaping along the perimeter of the property. The trash facilities will be located on the ground floor and shielded by a roll-up door designed to mimic residential garage doors.

h. Traffic access, pedestrian access and parking are adequate.

Analysis: The overall project is adequately accessible by the surrounding street network. The site is accessible to vehicular and pedestrian traffic from South Winchester Boulevard. All parking would be located in a subterranean garage accessible from South Winchester Boulevard. As previously discussed, the project would incorporate an approximately 49 percent parking reduction, which would be supported by the implementation of a TDM Plan. The site is also served by VTA Bus Route 60, with the nearest stop located approximately 310 feet to the south of the site.

- 10. **Special Use Permit Findings.** Section 20.100.820 of the San José Municipal Code specifies the required findings for the approval of a Special Use Permit.
 - a. The special use permit, as approved, is consistent with and will further the policies of the General Plan and applicable specific plans and area development policies; and

Analysis: The alternative parking arrangement (vehicle stackers) is consistent with the General Plan land use designation of Neighborhood Community Commercial as it would be incidental to the hotel use. The parking arrangement would be consistent with General Plan Policy CD-3.5 which encourages shared and alternative parking arrangements as well as reductions in vehicle parking.

b. The special use permit, as approved, conforms with the zoning code and all other provisions of the San José Municipal Code applicable to the project; and

Analysis: As discussed above, the project includes all required vehicle parking with a 49 percent parking reduction and includes all required bicycle parking. The project implements TDM measures to support the alternative parking arrangement and parking reduction.

c. The special use permit, as approved, is consistent with applicable city council policies, or counterbalancing considerations justify the inconsistency; and

Analysis: There are no applicable City Council policies other than those discussed above.

- d. The proposed use at the location requested will not:
 - i. Adversely affect the peace, health, safety, morals or welfare of persons residing or working in the surrounding area; or
 - ii. Impair the utility or value of property of other persons located in the vicinity of the site; or
 - iii. Be detrimental to public health, safety, or general welfare; and

Analysis: The hotel project, including the alternative parking arrangement, would not impact the peace, health, safety, morals or welfare of persons residing or working in the surrounding area as the hotel would provide a necessary service to visitors and businesses in the surrounding area. The hotel use is not expected to generate excessive noise as all parking activity would occur in a subterranean garage with the entrance at the project frontage along South Winchester Boulevard. The project would not impair the utility or value of property of other persons located in the vicinity of the site; or be detrimental to public health, safety or general welfare. The project would redevelop the existing site with a new development. The project is consistent with the requirements of the Zoning Ordinance in terms of parking, height, setbacks, and use.

e. The proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in this title, or as is otherwise required in order to integrate the use with existing and planned uses in the surrounding area; and

Analysis: As discussed above, the project site is adequate in size and shape to accommodate the development features in order to integrate the hotel use with the surrounding area as well as the planned uses and building forms as envisioned in the South Winchester Urban Village Plan.

- f. The proposed site is adequately served:
 - i. By highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate; or by other forms of transit adequate to carry the kind and quantity of individuals such use would generate; and
 - ii. By other public or private service facilities as are required.

Analysis: The overall project is adequately accessible by the surrounding street network. The site is accessible to vehicular and pedestrian traffic from South Winchester Boulevard. The site is also served by VTA Bus Route 60, with the nearest stop located approximately 310 feet to the south of the site. The site is served by all necessary public and private utilities.

g. The environmental impacts of the project, including but not limited to noise, vibration, dust, drainage, erosion, storm water runoff, and odor which, even if insignificant for purposes of the California Environmental Quality Act (CEQA), will not have an unacceptable negative affect on adjacent property or properties.

Analysis: Demolition of the existing commercial structures and the construction of the hotel project would not have an unacceptable negative affect on adjacent property or properties as it complies with the General Plan, Zoning Ordinance, and Urban Village use, standards and policies. The project was evaluated per adopted stormwater requirements and has been found in compliance by providing onsite stormwater treatment measures as prescribed by the Department of Public Works. Additionally, the hotel development is not anticipated to create odor or unusual noise as the majority of the activity occurs indoors and the hotel use is not an odor producing use. Noise and ground vibration related to construction and demolition are the only anticipated noise impacts and these would be temporary for the duration of construction (approximately 24 months). Construction would not

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be allowed during the hours of 7:00 pm to 7:00 am Monday through Friday. No construction would be allowed on weekends.

Best management construction practices would be implemented to reduce noise, fugitive dust, and erosion and storm water runoff. With the implementation of the identified mitigation measures and standard permit conditions, the project's impacts would be less than significant.

Based on review of the project by the various City departments, there are no non-CEQA related impacts anticipated for the project with regard to noise, vibration, dust, drainage, erosion, stormwater runoff, or odor having an unacceptable negative effect on adjacent property or properties.

- 11. Alternative Parking Arrangement Findings. In addition to any other findings required for a Special Use Permit, the City Council may approve such off-street parking facilities arrangements only upon making the following findings:
 - a. The number of off-street parking spaces provided in such parking facilities adequately meets the parking requirements of the individual buildings and uses as specified in this <u>Chapter 20.90</u> of this title;

Analysis: As discussed in the parking section above, project would provide 66 required vehicle parking spaces with the implementation of a TDM Plan to allow for an approximately 49 percent parking reduction. The 66 vehicle parking spaces would be provided in the form of vehicle stackers located in the subterranean garage of the hotel building.

b. It is reasonably certain that the parking facility shall continue to be provided and maintained at the same location for the service of the building or use for which such facility is required, during the life of the building or use; and

Analysis: The garage would be accessible only to guests, employees, and authorized vehicles. The vehicle stackers would be operated by the valet attendant, who would be responsible for parking and retrieving cars located in the subterranean garage.

c. The parking facility is reasonably convenient and accessible to the buildings or uses to be served.

Analysis: The garage would be located in the basement level of the building and would be immediately accessible from both the interior and exterior of the building.

- 12. **Parking Reduction Findings.** To make the findings for a Reduction in the Required Off-Street Parking Spaces pursuant to San José Municipal Code Section 20.90.220, the City Council must determine that:
 - a. The structure or use is located within two thousand (2,000) feet of a proposed or an existing rail station or bus rapid transit station, or an area designated as a Neighborhood Business District, or as an Urban Village, or as an area subject to an

area development policy in the City's General Plan or the use is listed in Section 20.90.220G; and

- b. The structure or use provides bicycle parking spaces in conformance with the requirements of Table 20-90.
- c. For any reduction in the required off-street parking spaces that is more than twenty percent, the project shall be required to implement a Transportation Demand Management (TDM) program that contains but is not limited to one of the following measures:
 - i. Implement a carpool/vanpool or car-share program, e.g., carpool ridematching for employees, assistance with vanpool formation, provision of vanpool or car-share vehicles, etc., and assign carpool, vanpool and carshare parking at the most desirable on-site locations at the ratio set forth in the development permit or development exception considering type of use; or
 - ii. Develop a transit use incentive program for employees and tenants, such as on-site distribution of passes or subsidized transit passes for local transit system (participation in the regionwide Clipper Card or VTA SmartPass system will satisfy this requirement).
- d. In addition to the requirements of Section 20.90.220 A, for any reduction in the required off-street parking spaces that is more than twenty percent, the project shall be required to implement a TDM program that contains but is not limited to at least two of the following measures in Section 20.90.200 A.1.d.

Analysis: The project requires 129 vehicle parking spaces. Pursuant to Section 20.90.220 of the Zoning Code, a parking reduction of up to 50 percent of the coderequired parking spaces may be permitted for sites within a Growth Area with the implementation of a TDM Plan. The site is located within the Winchester Boulevard Urban Village. The project would provide 66 vehicle parking spaces with the implementation of a TDM Plan to allow for an approximately 49 percent parking reduction. A TDM Plan, dated January 27, 2021, was prepared by Hexagon Transportation Consultants, Inc, which for the project to achieve the approximately 49 percent parking spaces, showers, and lockers, the project would also implement additional TDM measures. The project would be required to provide on-site bicycles for guest use, guest shuttle services, on-site access to car-share vehicles for hotel employees and guests, on-site paid parking, free annual VTA Smart Passes for employees, financial incentives for employees who bike or walk to work, and an on-site TDM coordinator and services.

13. **Tree Removal Permit Findings.** In order to make the Tree Removal findings pursuant to Section 13.32.100 of the San José Municipal Code the City Council must determine that:

- a. That the condition of the tree with respect to disease, danger of falling, proximity to an existing or proposed structure, and/or interference with utility services, is such that preservation of the public health or safety requires its removal.
- b. That the location of the tree with respect to a proposed improvement unreasonably restricts the economic development of the parcel in question; or

Analysis: The project includes the removal of four ordinance-size and five nonordinance-size trees. The trees to be removed are located within the proposed building footprint. Nine existing trees would be preserved. The trees to be removed include Mexican Fan Palm (2), Avocado (2), Cypress (2), Camphor (1), Locust (1), and Privet (1) The removal of all nine trees on-site requires the replacement of 32 trees (24-inch box trees) on site. Based on the approved plan set, 48 24-inch box trees would be planted on-site. The trees to be planted include a mix of Italian Oak, Western Redbud, Ginko, Japanese Maple, Crepe Myrtle, Strawberry Trees, Laurel, and California Fan Palms.

- 14. **Demolition Permit Findings.** Chapter 20.80 of the San José Municipal Code establishes evaluation criteria for the issuance of a permit to allow demolition.
 - a. The failure to approve the permit would result in the creation or continued existence of a nuisance, blight or dangerous condition;
 - b. The failure to approve the permit would jeopardize public health, safety or welfare;
 - c. The approval of the permit should facilitate a project that is compatible with the surrounding neighborhood;
 - d. The approval of the permit should maintain the supply of existing housing stock in the City of San José;
 - e. Both inventoried and non-inventoried buildings, sites and districts of historical significance should be preserved to the maximum extent feasible;
 - f. Rehabilitation or reuse of the existing building would not be feasible; and
 - g. The demolition, removal or relocation of the building without an approved replacement building should not have an adverse impact on the surrounding neighborhood.

Analysis: The approval of the demolition permit would not result in the creation or continued existence of a nuisance, blight or dangerous condition. The failure to approve the permit would not jeopardize public health, safety or welfare. The demolition permit would facilitate a project that is compatible with the surrounding neighborhood. The project includes the demolition of two existing single-story commercial buildings and associated sheds and parking areas for the construction of an approximately 107,079-square foot, six-story, 119-room hotel. The project is located in a commercial land use designation and is developed at a scale that does not preclude nearby residential developments and therefore would not affect the

City's overall housing stock. While the project includes the construction of a hotel, the associated rezoning of the site from R-1-8 to CP would result in an increase of residential capacity by 71 residential units. The CP Commercial Pedestrian Zoning District allows for a greater residential density through affordable mixed-use residential/commercial projects, residential care facilities, hotel supportive housing, and live/work uses. As discussed above, the demolition of the buildings would facilitate the construction of a project that is compatible with the surrounding neighborhood and is consistent with the General Plan. Winchester Urban Village Plan, and Zoning Code. The Initial Study/Mitigated Negative Declaration evaluated all structures on-site for potential historical significance. The project would not allow the demolition of any buildings or sites of historical significance. The project site consists of two existing structures (the structure at 1212 South Winchester Boulevard was built in 1948 and the structure at 1224 South Winchester Boulevard was built in 1940). Neither of the two structures are listed in the Citv's Historic Inventory of City Landmarks and the City's Historic Preservation Officer determined that a full historic report is not required for the project site. The nearest City Landmark is the Winchester Mystery House, which is approximately one mile north. The rehabilitation of the existing single-story commercial buildings would not be feasible as the two buildings could not facilitate the development of a commercial use at the scale or intensity of development appropriate for a project in the Winchester Boulevard Urban Village Plan. The demolition of any existing buildings on-site would not be approved until the issuance of a grading permit or the submittal of a complete Building Permit Application as conditioned in the Special Use Permit for the subject site.

In accordance with the findings set forth above, a Site Development Permit and Special Use Permit to use the subject property for said purpose specified above and subject to each and all of the conditions hereinafter set forth is hereby **granted**. This City Council expressly declares that it would not have granted this Permit except upon and subject to each and all of said conditions, each and all of which conditions shall run with the land and be binding upon the owner and all subsequent owners of the subject property, and all persons who use the subject property for the use conditionally permitted hereby.

APPROVED SUBJECT TO THE FOLLOWING CONDITIONS:

- 1. Acceptance of Permit. Per Section 20.100.290(B), should the permittee fail to file a timely and valid appeal of this Site Development Permit and Special Use Permit (collectively "Permit") within the applicable appeal period, such inaction by the permittee shall be deemed to constitute all of the following on behalf of the permittee:
 - a. Acceptance of the Permit by the permittee; and
 - b. Agreement by the permittee to be bound by, to comply with, and to do all things required of or by the permittee pursuant to all of the terms, provisions, and

conditions of this Permit or other approval and the provisions of Title 20 of the San José Municipal Code applicable to such Permit.

- 2. **Permit Expiration.** This Permit shall automatically expire four (4) years from and after the date of issuance hereof by the City Council, if within such time period, a Building Permit (for foundation or vertical construction) has not been obtained or, if no Building Permit is required, the use has not commenced, pursuant to and in accordance with the provisions of this Permit. The date of issuance is the date this Permit is approved by the City Council. However, the Director of Planning, Building and Code Enforcement may approve a Permit Adjustment/Amendment to extend the validity of this Permit in accordance with Title 20. The Permit Adjustment/Amendment must be approved prior to the expiration of this permit.
- 3. Building Permit/Certificate of Occupancy. Procurement of a Building Permit and/or Certificate of Occupancy from the Building Official for the structures described or contemplated under this Permit shall be deemed acceptance of all conditions specified in this Permit and the Permittee's agreement to fully comply with all of said conditions. No change in the character of occupancy or change to a different group of occupancies as described by the Building Code shall be made without first obtaining a Certificate of Occupancy from the Building Official, as required under San José Municipal Code Section 24.02.610, and any such change in occupancy must comply with all other applicable local and state laws.
- 4. **Use Authorization.** Subject to all conditions herein, this Permit allows the demolition of two single-family residences and the removal of nine trees (four ordinance-size, five non-ordinance-size) for the construction of an approximately 107,079-square foot, six-story, 119-room hotel with an approximately 49 percent parking reduction and an alternative parking arrangement on an approximately 0.69-gross acre site.
- 5. **Conformance to Plans.** The development of the site and all associated development and improvements shall conform to the approved Special Use Permit plans entitled, "Winchester Hotel" dated September 29, 2021, on file with the Department of Planning, Building and Code Enforcement, as may be amended and approved by the Director of Planning, Building, and Code Enforcement, and to the San José Building Code (San José Municipal Code, Title 24). The plans are referred to herein as the "approved plans" or the "Approved Plan Set".
- Operations Management Plans. The project is bound to Exhibit F: Operations Plan attached to the Staff Report, labeled "Operations Plan 1212-1224 S. Winchester Blvd Hotel" dated September 27th, 2021.
- 7. Implementation of a Transportation Demand Management (TDM) Plan. The project is required to implement the TDM Measures included in the TDM Plan prepared by Hexagon Transportation Consultants, Inc, dated January 27, 2021, as amended, for the life of the project.
 - a. Bicycle parking

- b. On-site bicycles for guest use
- c. Guest shuttle services
- d. On-site access to car share vehicles for hotel employees and guests
- e. On-site paid parking
- f. Free annual VTA Smart Pass for employees
- g. Financial incentives for employees who bike or walk to work
- h. On-site TDM coordinator and services.
- 8. Lot Line Adjustment Required. Prior to the issuance of a building permit, the permittee shall secure approval of a Lot Line Adjustment merging two lots into one lot and shall provide proof of recordation of the approved Lot Line Adjustment to the Planning Division.
- 9. **Affordable Housing Financing Plans.** The San José City Council ("City") approved the Envision San José General Plan 2040 ("General Plan") in 2011. The General Plan provides the framework for development located in San José.

The City has adopted a Commercial Linkage Fee Ordinance (San José Municipal Code Chapter 5.10) and Resolution, which may apply to this project. The City is also in the process of developing financing plans to help fund affordable housing and related amenities and services. Other financing plans may include the creation of a (i) Community Facilities District(s); (ii) Enhanced Infrastructure Financing District(s); (iii) Property Based Improvement District(s); (iv) Mitigation Impact Fee program(s); and/or (v) other financing mechanisms or combination thereof. For example, the City Council has directed City staff to complete studies and make recommendations related to commercial impact fees to help fund affordable housing. These efforts are on-going and there will continue to be other similar efforts to study various funding mechanisms for affordable housing. By accepting this Permit including the conditions of approval set forth in this Permit, permittee acknowledges it has read and understands all of the above. Permittee further agrees that prior to the issuance of any building permit, the project shall be subject to, fully participate in, and pay any and all charges, fees, assessments, or taxes included in any City Council approved financing plans related to affordable housing, as may be amended, which may include one or more of the financing mechanisms identified above.

10. Sewage Treatment Demand. Pursuant to Chapter 15.12 of Title 15 of the San José Municipal Code, acceptance of this Permit by permittee shall constitute acknowledgement of receipt of notice by permittee that (1) no vested right to a Building Permit shall accrue as the result of the granting of this Permit when and if the City Manager makes a determination that the cumulative sewage treatment demand of the San José-Santa Clara Regional Wastewater Facility represented by approved land uses in the area served by said Facility will cause the total sewage treatment demand to meet

or exceed the capacity of San José-Santa Clara Regional Wastewater Facility to treat such sewage adequately and within the discharge standards imposed on the City by the State of California Regional Water Quality Control Board for the San Francisco Bay Region; (2) substantive conditions designed to decrease sanitary sewage associated with any land use approval may be imposed by the approval authority; (3) issuance of a Building Permit to implement this Permit may be suspended, conditioned or denied where the City Manager is necessary to remain within the aggregate operational capacity of the sanitary sewer system available to the City of San José or to meet the discharge standards of the sanitary sewer system imposed on the City by the State of California Regional Water Quality Control Board for the San Francisco Bay Region.

- 11. **Presentation of Permit.** During removal of any ordinance-size tree pursuant to this Permit, the permittee shall maintain the validated Permit on the site and present it immediately upon request by the Director of Planning, Building and Code Enforcement, Police Officers or their designee.
- 12. **Nuisance**. This use shall be operated in a manner which does not create a public or private nuisance. Any such nuisance must be abated immediately upon notice by the City of San José.
- 13. **Conformance with Municipal Code.** No part of this approval shall be construed to permit a violation of any part of the San José Municipal Code.
- 14. **Required Vehicular, Motorcycle, and Bicycle Parking.** This project shall conform to the vehicular, motorcycle, and bicycle parking requirements of the Zoning Ordinance, as amended. Any changes to the required vehicular, motorcycle, or bicycle parking requires the issuance of a Permit Adjustment or Amendment to the satisfaction of the Director of Planning, Building, and Code Enforcement.
- 15. Alternate Parking Arrangement Permitted. This Permit shall allow the consideration of an alternative parking arrangement to facilitate the provision of sufficient parking. Compliance with Local, State, and Federal Laws. The subject use shall be conducted in full compliance with all local, and, state, and federal laws.
- 16. **Discretionary Review.** The City maintains the right of discretionary review of requests to alter or amend structures, conditions, or restrictions of this Permit incorporated by reference in accordance with Chapter 20.100 of the San José Municipal Code.
- 17. **Window Glazing.** Unless otherwise indicated on the Approved Plan, all windows shall consist of a transparent glass.
- 18. **Refuse.** All trash and refuse storage areas shall be effectively screened from view and covered and maintained in an orderly state to prevent water from entering into the trash or refuse container(s). Trash areas shall be maintained in a manner to discourage illegal dumping.

- 19. **Outdoor Storage**. No outdoor storage is allowed or permitted unless designated on the Approved Plan Set.
- 20. **Utilities.** All new on-site telephone, electrical, and other service facilities shall be placed underground.
- 21. **Mechanical Equipment.** The location and type of mechanical equipment shall be shown on the Approved Plans and shall be screened from view. Changes to the mechanical equipment requires the issuance of a Permit Adjustment or Amendment to the satisfaction of the Director of Planning.
- 22. **Cleaning and Maintenance**. Cleaning and maintenance for outdoor areas utilizing mechanical blowers, vacuums or other noise generating equipment shall not be used between the hours of 10:00 p.m. and 7:00 a.m.
- 23. **Anti-Graffiti.** All graffiti shall be removed from buildings and wall surfaces, including job sites for projects under construction, within 48 hours of defacement.
- 24. **Anti-Litter**. The site and surrounding area shall be maintained free of litter, refuse, and debris. Cleaning shall include keeping all publicly-used areas free of litter, trash, cigarette butts, and garbage.
- 25. **Sign Approval.** No signs are approved at this time. All signs shall be subject to review and approval by the Director of Planning, Building and Code Enforcement through a subsequent Permit Adjustment.
- 26. **Property Maintenance.** The property shall be maintained in good visual and functional condition. This shall include, but not be limited to, all exterior elements of the buildings such as paint, roof, paving, signs, lighting, and landscaping.
- 27. **Outdoor Lighting.** All new on-site, exterior, unroofed lighting shall conform to the City's Outdoor Lighting Policy and shall use fully cut-off and fully shielded, low-pressure sodium fixtures unless otherwise approved with this project. Lighting shall be designed, controlled and maintained so that no light source is visible from outside of the property
- 28. Landscaping. Planting and irrigation shall be provided, as indicated, on the Approved Plan Set. Landscaped areas shall be maintained and watered, and all dead plant material shall be removed and replaced by the property owner. Irrigation shall be installed in accordance with Part 3 of Chapter 15.11 of Title 15 of the San José Municipal Code, Water Efficient Landscape Standards for New and Rehabilitated Landscaping.
- 29. **No Generators Approved.** This Permit does not include the approval of any standby/backup electrical power generation facility. Any future stand-by/backup generators shall secure appropriate permits and shall conform to the regulations of Title 20 of the Municipal Code.

- 30. **No Extended Construction Hours.** This Permit does not allow any construction activity on a site located within 500 feet of a residential unit before 7:00 a.m. or after 7:00 p.m., Monday through Friday, or at any time on weekends.
- 31. Loading Activities. All loading and delivery activities shall be limited to the hours of 6:00 a.m. to 9:00 p.m.
- 32. **Building and Property Maintenance.** The permittee shall maintain the property in good visual and functional condition. This shall include, but not be limited to all exterior elements of the building such as paint, roof, paving, signs, lighting and landscaping.
- 33. **Street Number Visibility.** Street numbers of the buildings shall be easily visible from the street at all times, day and night.
- 34. **Green Building Requirements.** This development is subject to the City's Green Building Ordinance for Private Sector New Construction as set for in Municipal Code Section 17.84. Prior to the issuance of any shell permits, or complete building permits, for the construction of buildings approved through the scope of this Permit, the Permittee shall pay a Green Building Refundable Deposit. In order to receive a refund of the deposit, the project must achieve the minimum requirements as set forth in Municipal Code Section 17.84. The request for the refund of the Green Building Deposit together with evidence demonstrating the achievement of the green building standards indicated in Municipal Code Section 17.84 shall be submitted within a year after the building permit expires or becomes final, unless a request for an extension is submitted to the Director of Planning, Building, and Code Enforcement in accordance with Section 17.84.305D of the Municipal Code.
- 35. **Demolition Permit.** A demolition permit may be issued for the demolition of the two existing single-family residences only upon the submittal of a complete Public Works Grading Permit application or the submittal of a complete Building Permit application for new construction.
- 36. **Valley Water Referral.** Prior to the issuance of grading permits, this project is required to reach out to Valley Water to confirm that there are no existing wells on the project site. To avoid impacts to groundwater quality, any wells found on-site that will not be used must be properly destroyed in accordance with Ordinance 90-1, which requires issuance of a well destruction permit or registered with Valley Water and protected during construction. Property owners or their representatives should call the Wells and Water Measurement Unit at (408) 630-2660 for more information regarding well permits and registration for the destruction of wells.
- 37. Conformance to Mitigation Monitoring and Reporting Program. This project shall conform to all applicable requirements of the Mitigation Monitoring and Reporting Program (MMRP) approved for this development by City Council Resolution No.

- 38. **Standard Environmental Conditions. Conformance to MMRP.** This project shall conform to all applicable requirements of the Mitigation Monitoring and Reporting Program approved for this development.
 - a. <u>Air Quality</u>

The following measures shall be implemented during all phases of construction to control dust and exhaust at the project site:

- i. Water active construction areas at least twice daily or as often as needed to control dust emissions.
- ii. Cover trucks hauling soil, sand, and other loose materials and/or ensure that all trucks hauling such materials maintain at least two feet of freeboard.
- iii. Remove visible mud or dirt track-out onto adjacent public roads using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- iv. Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).
- v. Pave new or improved roadways, driveways, and sidewalks as soon as possible.
- vi. Lay building pads as soon as possible after grading unless seeding or soil binders are used.
- vii. Replant vegetation in disturbed areas as quickly as possible.
- viii. Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- ix. Minimize idling times either by shutting off equipment when not in use, or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Provide clear signage for construction workers at all access points.
- x. Maintain and property tune construction equipment in accordance with manufacturer's specifications. Check all equipment by a certified mechanic and record a determination of running in proper condition prior to operation.
- xi. Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints.
- b. <u>Biological Resources</u>
 - i. **Santa Clara Valley Habitat Plan.** The project is subject to applicable SCVHP conditions and fees (including the nitrogen deposition fee) prior to issuance of any grading permits. The project applicant would be required to submit the Santa Clara Valley Habitat Plan Coverage Screening Form to the Director of

Planning, Building and Code Enforcement (PBCE) or the Director's designee for approval and payment of the nitrogen deposition fee prior to the issuance of a grading permit. The Habitat Plan and supporting materials can be viewed at www.scv-habitatagency.org.

ii. **Tree Replacement.** The removed trees would be replaced according to tree replacement ratios required by the City, as shown below.

Table 4.4-2: Tree Replacement Ratios							
Circumference of Tree to be Removed	Type of Tree to be Removed			Minimum Size of Each			
	Native	Non-Native	Orchard	Replacement Tree			
38 inches or more	5:1	4:1	3:1	15-gallon			
19 up to 38 inches	3:1	2:1	none	15-gallon			
Less than 19 inches	1:1	1:1	none	15-gallon			
x:x = tree replacement to t Note: Trees greater than o Tree Removal Permit, or e Multi-Family residential, Co removal of trees of any siz	or equal to 38 quivalent, ha ommercial ar e.	B-inch circumfer is been approve id Industrial pro	d for the rer	noval of such trees. For			

A 38-inch tree equals 12.1 inches in diameter.

A 24-inch box tree = two 15-gallon trees

Single Family and Two-dwelling properties may be mitigated at a 1:1 ratio.

Since nine trees onsite would be removed, four trees would be replaced at a 5:1 ratio, one tree would be replaced at a 4:1 ratio, two trees would be replaced at a 3:1 ratio, and the remaining two trees would be replaced at a 2:1 ratio. As mentioned previously, there are four native trees on-site. The total number of replacement trees required to be planted would be ## trees. The species of trees to be planted would be determined in consultation with the City Arborist and the Department of Planning, Building and Code Enforcement.

In the event the project site does not have sufficient area to accommodate the required tree mitigation, one or more of the following measures will be implemented, to the satisfaction of the Director of Planning, Building and Code Enforcement, at the development permit stage:

The size of a 15-gallon replacement tree may be increased to 24-inch box and count as two replacement trees to be planted on the project site, at the development permit stage.

Pay Off-Site Tree Replacement Fee(s) to the City, prior to the issuance of Public Works grading permit(s), in accordance to the City Council approved Fee Resolution. The City will use the off-site tree replacement fee(s) to plant trees at alternative sites.

c. <u>Cultural Resources</u>

- Subsurface Cultural Resources. If prehistoric or historic resources are i. encountered during excavation and/or grading of the site, all activity within a 50-foot radius of the find shall be stopped, the Director of Planning, Building and Code Enforcement (PBCE) or the Director's designee and the City's Historic Preservation Officer shall be notified, and a qualified archaeologist in consultation with a Native American representative registered with the Native American Heritage Commissions 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 shall examine the find. The archaeologist shall 1) evaluate the find(s) to determine if they meet the definition of a historical or archaeological resource; and (2) make appropriate recommendations regarding the disposition of such finds prior to issuance of building permits. Recommendations could include collection, recordation, and analysis of any significant cultural materials. A report of findings documenting any data recovery shall be submitted to Director of PBCE or the Director's designee and the City's Historic Preservation Officer and the Northwest Information Center (if applicable). Project personnel shall not collect or move any cultural materials.
- Human Remains. If any human remains are found during any field ii. investigations, grading, or other construction activities, all provisions of California Health and Safety Code Sections 7054 and 7050.5 and Public Resources Code Sections 5097.9 through 5097.99, as amended per Assembly Bill 2641, shall be followed. If human remains are discovered during construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains. The project applicant shall immediately notify the Director of Planning, Building and Code Enforcement (PBCE) or the Director's designee and the qualified archaeologist, who shall then notify the Santa Clara County Coroner. The Coroner will make a determination as to whether the remains are Native American. If the remains are believed to be Native American, the Coroner will contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC will then designate a Most Likely Descendant (MLD). The MLD will inspect the remains and make a recommendation on the treatment of the remains and associated artifacts. If one of the following conditions occurs, the landowner or his authorized representative shall work with the Coroner to reinter the Native American human remains and associated grave goods with appropriate dignity in a location not subject to further subsurface disturbance:
 - a) The NAHC is unable to identify a MLD or the MLD failed to make a recommendation within 48 hours after being given access to the site.

- b) The MLD identified fails to make a recommendation; or
- c) The landowner or his authorized representative rejects the recommendation of the MLD, and mediation by the NAHC fails to provide measures acceptable to the landowner.
- d. Geology and Soils
 - i. To avoid or minimize potential damage from seismic shaking, the project shall be constructed using standard engineering and seismic safety design techniques. Building design and construction at the site shall be completed in conformance with the recommendations of an approved geotechnical investigation. The report shall be reviewed and approved by the City of San José Department of Public Works as part of the building permit review and issuance process. The buildings shall meet the requirements of applicable Building and Fire Codes as adopted or updated by the City. The project shall be designed to withstand soil hazards identified on the site and the project shall be designed to reduce the risk to life or property on site and off site to the extent feasible and in compliance with the Building Code.
 - ii. All excavation and grading work shall be scheduled in dry weather months or construction sites shall be weatherized.
 - iii. Stockpiles and excavated soils shall be covered with secured tarps or plastic sheeting.
 - iv. Ditches shall be installed to divert runoff around excavations and graded areas if necessary.
 - v. The project shall be constructed in accordance with the standard engineering practices in the California Building Code, as adopted by the City of San José. A grading permit from the San José Department of Public Works shall be obtained prior to the issuance of a Public Works clearance. These standard practices would ensure that the future building on the site is designed to properly account for soils-related hazards on the site.
 - vi. **Paleontological Resources.** If vertebrate fossils are discovered during construction, all work on the site shall stop immediately, Director of Planning or Director's designee of the Department of Planning, Building and Code Enforcement (PBCE) shall be notified, and a qualified professional paleontologist shall assess the nature and importance of the find and recommend appropriate treatment. Treatment may include, but is not limited to, preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection and may also include preparation of a report for publication describing the finds. The

project applicant shall be responsible for implementing the recommendations of the qualified paleontologist. A report of all findings shall be submitted to the Director of Planning or Director's designee of the PBCE.

e. Hazards and Hazardous Materials

i. Asbestos and Lead-Based Paint.

In conformance with State and local laws, a visual inspection/pre-demolition survey, and possible sampling, shall be conducted prior to the demolition of on-site building(s) to determine the presence of asbestos-containing materials (ACMs) and/or lead-based paint (LBP).

During demolition activities, all building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Title 8, California Code of Regulations (CCR), Section 1532.1, including employee training, employee air monitoring, and dust control. Any debris or soil containing lead-based paint or coatings shall be disposed of at landfills that meet acceptance criteria for the type of lead being disposed.

All potentially friable asbestos containing materials (ACMs) shall be removed in accordance with National Emission Standards for Air Pollution (NESHAP) guidelines prior to demolition or renovation activities that may disturb ACMs. All demolition activities shall be undertaken in accordance with Cal/OSHA standards contained in Title 8, CCR, Section 1529, to protect workers from asbestos exposure.

A registered asbestos abatement contractor shall be retained to remove and dispose of ACMs identified in the asbestos survey performed for the site in accordance with the standards stated above.

Materials containing more than one-percent asbestos are also subject to Bay Area Air Quality Management District (BAAQMD) regulations. Removal of materials containing more than one-percent asbestos shall be completed in accordance with BAAQMD requirements and notifications.

Based on Cal/OSHA rules and regulations, the following conditions are required to limit impacts to construction workers.

- 1. Prior to commencement of demolition activities, a building survey, including sampling and testing, shall be completed to identify and quantify building materials containing lead-based paint.
- 2. During demolition activities, all building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, CCR, Section 1532.1, including employee training, employee air monitoring and dust control.

3. Any debris or soil containing lead-based paint or coatings shall be disposed of at landfills that meet acceptance criteria for the type of waste being disposed.

f. <u>Hydrology and Water Quality</u>

Construction-related water quality.

- i. Burlap bags filled with drain rock shall be installed around storm drains to route sediment and other debris away from the drains.
- ii. Earthmoving or other dust-producing activities shall be suspended during periods of high winds.
- iii. All exposed or disturbed soil surfaces shall be watered at least twice daily to control dust as necessary.
- iv. Stockpiles of soil or other materials that can be blown by the wind shall be watered or covered.
- v. All trucks hauling soil, sand, and other loose materials shall be covered and all trucks shall maintain at least two feet of freeboard.
- vi. All paved access roads, parking areas, staging areas and residential streets adjacent to the construction sites shall be swept daily (with water sweepers).
- vii. Vegetation in disturbed areas shall be replanted as quickly as possible.
- viii. All unpaved entrances to the site shall be filled with rock to remove mud from tires prior to entering City streets. A tire wash system shall be installed if requested by the City.
- ix. The project applicant shall comply with the City of San José Grading Ordinance, including implementing erosion and dust control during site preparation and with the City of San José Zoning Ordinance requirements for keeping adjacent streets free of dirt and mud during construction.

g. <u>Noise</u>

Construction-Related Noise. Noise minimization measures include, but are not limited to, the following:

- i. Limit construction hours to between 7:00 a.m. and 7:00 p.m., Monday through Friday, unless permission is granted with a development permit or other planning approval. No construction activities are permitted on the weekends at sites within 500 feet of a residence.
- ii. Construct solid plywood fences around ground level construction sites adjacent to operational businesses, residences, or other noise-sensitive land uses.

- iii. Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- iv. Prohibit unnecessary idling of internal combustion engines.
- v. Locate stationary noise-generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors. Construct temporary noise barriers to screen stationary noise-generating equipment when located near adjoining sensitive land uses.
- vi. Utilize "quiet" air compressors and other stationary noise sources where technology exists.
- vii. Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.
- viii. Notify all adjacent business, residences, and other noise-sensitive land uses of the construction schedule, in writing, and provide a written schedule of "noisy" construction activities to the adjacent land uses and nearby residences.
- ix. If complaints are received or excessive noise levels cannot be reduced using the measures above, erect a temporary noise control blanket barrier along surrounding building facades that face the construction sites.
- x. Designate a "disturbance coordinator" who shall be responsible for responding to any complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., bad muffler, etc.) and shall require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.
- xi. Limit construction to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday for any on-site or off-site work within 500 feet of any residential unit. Construction outside of these hours may be approved through a development permit based on a site-specific "construction noise mitigation plan" and a finding by the Director of Planning, Building and Code Enforcement that the construction noise mitigation plan is adequate to prevent noise disturbance of affected residential uses.

Interior Noise Standard for Residential Development. The permittee shall prepare final design plans that incorporate building design and acoustical treatments to ensure compliance with State Building Codes and City noise standards. A project-specific acoustical analysis shall be prepared to ensure that the design incorporates controls to reduce interior noise levels to 45 dBA DNL or lower within the residential unit. The project applicant shall conform with any

special building construction techniques requested by the City's Building Department, which may include sound-rated windows and doors, sound-rated wall constructions, and acoustical caulking.

- 39. **Bureau of Fire Department Clearance for Issuing Permits**. Prior to the issuance of a Building Permit, the project must comply with the California Fire Code as adopted or updated by the city.
- 40. **Building Division Clearance for Issuing Permits.** Prior to the issuance of any Building permit, the following requirements shall be met to the satisfaction of the Chief Building Official:
 - a. *Construction Plans.* This Permit file number, CP18-027 shall be printed on all construction plans submitted to the Building Division.
 - b. *Americans with Disabilities Act.* The permittee shall provide appropriate access as required by the Americans with Disabilities Act (ADA).
 - c. *Emergency Address Card.* The permittee shall file an Emergency Address Card, Form 200-14, with the City of San José Police Department.
 - d. *Construction Plan Conformance*. A project construction plan conformance review by the Planning Division is required. Planning Division review for project conformance will begin with the initial plan check submittal to the Building Division. Prior to any Building Permit issuance, Building Permit plans shall conform to the approved Planning development permits and applicable conditions.
- 41. **Public Works Clearance.** Prior to the approval of the Tract or Parcel Map (if applicable) by the Director of Public Works, or the issuance of Building Permits, whichever occurs first, the permittee will be required to have satisfied all of the following Public Works conditions. The permittee is strongly advised to apply for any necessary Public Works permits prior to applying for Building Permits. Standard review timelines and submittal instructions for Public Works Permits may be found at http://www.sanjoseca.gov/devresources.
 - a. **Construction Agreement:** The public improvements conditioned as part of this permit require the execution of a Construction Agreement that guarantees the completion of the public improvements to the satisfaction of the Director of Public Works. This agreement includes privately engineered plans, bonds, insurance, a completion deposit, and engineering and inspection fees.
 - b. Transportation: With the inclusion of the following conditions, the subject project will be in conformance with both the City of San José Transportation Analysis Policy (Council Policy 5-1) and the Santa Clara County Congestion Management Program and a determination for less than significant impacts can be made with respect to transportation impacts.
 - i. This project is subject to the City's I-280/Winchester Boulevard Transportation

Development Policy (TDP). The I-280/Winchester Boulevard TDP requires new residential and commercial developments that generate PM peak hour trips projected to use the I-280 Winchester Blvd. northbound off-ramp to pay a Traffic Impact Fee (TIF). The 2021 TIF is \$28,878 for each project PM peak hour trip that is projected to use the I-280/Winchester Boulevard northbound offramp. This fee is subject to an annual escalation on January 1st per the Engineering News- Record Construction Cost Index for San Francisco. Based on 2021 rate and 4 trips, the project's TIF is approximately \$115,512. This fee must be paid prior to issuance of Public Works Clearance.

- ii. Construct a 20-foot-wide sidewalk to connect to the existing sidewalk to the south of the project site.
- iii. Any entrance gate must be located at least 50 feet from the back of sidewalk.
- iv. Provide adequate valet staffing to operate the mechanical parking lifts in order to handle the rate of projected inbound vehicle trips without queuing onto the public street.
- v. Install visible and/or audible warning signals at the exit driveway to alert pedestrians and bicyclists of vehicles exiting the driveway.
- vi. Prior to Planning approval, implement and submit a comprehensive Transportation Demand Management (TDM) plan to the Planning Project Manager for the 49 percent reduction in required parking spaces.
- c. Urban Village Plan: This project is located in the Winchester Boulevard Urban Village per the Envision San José 2040 General Plan. Urban Villages are designed to provide a vibrant and inviting mixed-use setting to attract pedestrians, bicyclists, and transit users of all ages and to promote job growth.
- d. **Grand Boulevard:** This project fronts Winchester Boulevard, which is designated as one of the seven Grand Boulevards per the Envision San José 2040 General Plan. Grand Boulevards are identified to serve as major transportation corridors for primary routes for VTA light-rail, bus rapid transit, standard or community buses, and other public transit vehicles.

e. Grading/Geology:

- i. A grading permit is required prior to the issuance of a Public Works Clearance. The construction operation shall control the discharge of pollutants (sediments) to the storm drain system from the site. An erosion control plan may be required with the grading application.
- ii. All on-site storm drainage conveyance facilities and earth retaining structures 4 feet in height or greater (top of wall to bottom of footing) or is being surcharged (slope of 3:1 or greater abutting the wall) shall be reviewed and approved under Public Works grading and drainage permit prior to the issuance

of Public Works Clearance. The drainage plan should include all underground pipes, building drains, area drains and inlets. The project shall provide storm drainage calculations that adhere to the latest California Plumbing Code as adopted under the City of San José Municipal Code Section 24.04.100 or submit a stamped and signed engineered design alternative for Public Works discretionary approval and must be designed to convey a 10-year storm event.

- iii. A soils report must be submitted to and accepted by the City prior to the issuance of a grading permit. This report should include, but is not limited to: foundation, earthwork, utility trenching, retaining and drainage recommendations.
- f. Shoring:
 - i. Shoring plans will be required for review and approval as part of the Grading Permit for this project.
 - ii. If tie-backs will be in the Public right-of-way as a part of the shoring operation, a separate Revocable Encroachment Permit must be obtained by the permittee or contractor and must provide security, in the form of a CD or Letter of Credit, in the amount of \$100,000. All other shoring will not be allowed to encroach more than 12 inches within the public right-of-way (i.e. soldier beams).
 - iii. If tie-backs will be used along the adjacent properties (APN numbers 279-17-022, 028, 029, 030, 042), agreements between the permittee and the adjacent property owners will need to be secured, executed and provided to the Public Works Project Engineer prior to approval of the Grading Permit for this project.
- g. **Stormwater Runoff Pollution Control Measures:** This project must comply with the City's Post-Construction Urban Runoff Management Policy (Policy 6-29) which requires implementation of Best Management Practices (BMPs) which includes site design measures and source controls measures to minimize stormwater pollutant discharges.
 - i. The project's Stormwater Control Plan and numeric sizing calculations have been reviewed and this project will be in conformance with City Policy 6-29.
 - ii. Final inspection and maintenance information on the post-construction treatment control measures must be submitted prior to issuance of a Public Works Clearance.
 - iii. Media Filter Unit(s) located within Building footprints must conform to Building Division Directive P-005 located at: http://www.sanjoseca.gov/home/showdocument?id=27405
 - iv. Plant species for use within the Treatment Control Measure areas shall be selected in accordance with Appendix D of the C.3. Stormwater Handbook.
- h. Stormwater Peak Flow Control Measures: The project is located in a non-

Hydromodification Management area and is not required to comply with the City's Post-Construction Hydromodification Management Policy (Council Policy 8-14).

- i. **Flood (Zone D):** The project site is not within a designated Federal Emergency Management Agency (FEMA) 100-year floodplain. Flood Zone D is an unstudied area where flood hazards are undetermined, but flooding is possible. There are no City floodplain requirements for Zone D.
- j. **Sewage Fees:** In accordance with City Ordinance all storm sewer area fees, sanitary sewer connection fees, and sewage treatment plant connection fees, less previous credits, are due and payable prior to the issuance of Public Works clearance.
- k. Assessments: This project includes a hotel use. The City of San José, on September 30, 2008 implemented a special tax for Convention Center Facilities District (CCFD) No. 2008-1 for all existing hotel properties with the intent that future hotel properties were expected to participate as well. The special tax was authorized to be levied on hotel properties for the purpose of paying for the acquisition, construction, reconstruction, replacement, rehabilitation and upgrade of the San José Convention Center. The special tax is levied and collected in addition to and in a manner similar to the City's Transient Occupancy Tax. The base special tax is 4 percent of gross rents, and may be subject to an additional special tax up to 1 percent of gross rents. Please contact City of San José Development Services at (408) 535-6831 to coordinate the annexation process.

I. Street Improvements:

- i. Construct partial street section along Winchester boulevard frontage to include asphalt concrete conform to existing edge of pavement and a 20' attached sidewalk with curb and gutter and tree wells at the back of curb spaced 40' on center.
- ii. Project two-way driveway width to be 26 feet.
- iii. Install 3-inch conduit along Winchester Boulevard frontage for future City communications fiber optic cable.
- iv. Permittee shall be responsible to remove and replace curb, gutter, and sidewalk damaged during construction of the project.
- v. Permittee shall be responsible for adjusting existing utility boxes/vaults to grade, locating and protecting the existing communication conduits (fiber optic and copper) along the project frontage.
- vi. Repair, overlay, or reconstruction of asphalt pavement will be required. The existing pavement will be evaluated with the street improvement plans and any necessary pavement restoration will be included as part of the final street improvement plans.

- vii. Dedication and improvement of the public streets shall be to the satisfaction of the Director of Public Works.
- m. Site Utilization Plan and Revocable Encroachment Permit (Street/Sidewalk Closures): At the Implementation stage, permittee shall provide to the Public Works Project Engineer a Site Utilization Plan with the application of a Revocable Encroachment Permit for any sidewalk and lane closures to support the onsite construction activities.
 - i. The following should be included with the Site Utilization Plan and Revocable Permit application, but are not limited to:
 - 1. Site Utilization Plan and Letter of Intent: The site utilization plan should provide a detailed plan of the location of the temporary facilities within the boundary of the construction site. The Letter of Intent should provide a description of operations of the site as well as the reasons for the sidewalk/lane closures and why the activities/uses that are within the Public right-of-way cannot occur within the construction site. These include the use of the right of way for temporary facilities and activities, etc. The letter must also provide a detailed discussion if covered pedestrian walkways are infeasible (ex. swinging loads over the sidewalk are not safe for pedestrians).
 - 2. **Multi-Phased Site Specific Sketches**: These sketches should show the phased closures during the course of construction with a provided timeframe estimate of when each phase would be implemented. These sketches should include the type and location of the work to be accomplished within the right-of-way. The exhibit should show in detail the vehicular and/or pedestrian diversion route that shows the appropriate safety equipment, such as barricades, cones, arrow boards, signage, etc.
 - ii. Permittee shall minimize the potential impact to vehicular and pedestrian traffic by:
 - 1. Implementing the closures at the time the onsite activities dictate the need for the closure.
 - 2. Minimizing the closure timeframes to accomplish the onsite tasks and implement the next phase of the closure as outlined in condition m.i above.
 - iii. If the lane and parking closures are a part of the Revocable Permit Application, Permittee shall submit Downtown Lane Closure and Tow Away Permit Applications to DOT. These applications may be obtained at: http://www.sanjoseca.gov/?navid=1629. Permittee shall contact DOT at (408) 535-8350 for more information concerning the requirements of these applications.

n. **Undergrounding**: The In Lieu Undergrounding Fee shall be paid to the City for all frontage adjacent to Story Road and South Jackson Avenue prior to issuance of a Public Works Clearance. One hundred (100) percent of the base fee in place at the time of payment will be due. The 2021 base fee is \$532 per linear foot of frontage and is subject to change every January 31st based on the Engineering News Record's City Average Cost Index for the previous year. The project will be required to pay the current rate in effect at the time the Public Works Clearance is issued.).

o. Electrical:

- i. Existing electroliers along the project frontage will be evaluated at the public improvement stage and any street lighting requirements will be included on the public improvement plans.
- ii. Provide clearance for electrical equipment from driveways, and relocate driveway or electrolier. The minimum clearance from driveways is 10 feet in commercial areas and 5 feet in residential areas.

p. Street Trees:

- i. The recommended street tree species is Tilia Tomentosa to be planted in tree wells spaced 40 feet on center. The locations of the street trees will be determined at the street improvement stage. Contact the City Arborist at (408) 794-1901 for the designated street tree. Install street trees within public right-of-way along entire project street frontage per City standards; refer to the current "Guidelines for Planning, Design, and Construction of City Streetscape Projects". Street trees shall be installed in cut-outs at the back of curb. Obtain a DOT street tree planting permit for any street tree plantings. Street trees shown on this permit are conceptual only.
- ii. Show all existing trees by species and diameter that are to be retained or removed. Obtain a street tree removal permit for any street trees that are over 6 feet in height that are to be removed.
- 35. **Revocation, Suspension, Modification.** This Special Use Permit and Site Development Permit may be revoked, suspended or modified by the City Council at any time regardless of who is the owner of the subject property or who has the right to possession thereof or who is using the same at such time, whenever, after a noticed hearing in accordance with Part 2, Chapter 20.100, Title 20 of the San José Municipal Code it finds:
 - A violation of any conditions of the Special Use Permit or Site Development Permit was not abated, corrected or rectified within the time specified on the notice of violation; or
 - b. A violation of any City ordinance or State law was not abated, corrected or rectified within the time specified on the notice of violation; or

c. The use as presently conducted creates a nuisance.

In accordance with the findings set forth above, a permit to use the subject property for said purpose specified above is hereby approved.

EFFECTIVE DATE

The effective date of this Permit (File No. SP20-016) shall be the effective date of the Conforming Rezoning Ordinance for File No. C19-031, passed for publication on ______, 2021 (the "Conforming Rezoning Ordinance") and shall be no earlier than the effective date of said Conforming Rezoning Ordinance.

APPROVED this _____ day of ______, 2021, by the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

SAM LICCARDO Mayor

ATTEST:

TONI J. TABER, CMC City Clerk

NOTICE TO PARTIES

The time within which judicial review must be sought to review this decision is governed by the provisions of the California Code of Civil Procedure Section 1094.6. Operations Plan 1212-1224 S. Winchester Blvd Hotel

Days & Hours of Operations: Seven days a week / 24 hours.

Employee Staff/ Shifts: see attached.

Security : Cameras plus security guard (s) as needed.

Alcohol services: On-site only. License ABC-221 General.

Food service: Coffee Shop and Bar. Approximately 750 square feet

Loading & Delivery Operations: Provided adjacent to garage entry City to set permitted hours of operation.

Valet Parking Operations: Located in the basement level. Staff will will greet guest and park the hotel guests vehicle, and retrieve guests vehicle for departure.

Rideshare Drivers and Taxis: Pickup and drop off riders is provided on-site. Drivers will enter the garage to the point of turnaround and drop off and pickup.

Noise: The building is 35 feet from the rear residential use with a 59-50 dba measurement.

Trash Operations: Covered trash enclosure and recycle bins are located within the building on the north side and will be wheeled to the street frontage for pick up and return.

Filed 9/27/21

Winchester Hotel Employee Staff	
10 Positions - Up to 3 Shifts	
Hotel Manager & Assistant - 2 Shifts	Notes
5:00 am-1:30pm - Manager	
2:00pm - 10:30 pm - Asst. Manager	
Front Desk Reception - 3 Shifts	
5:30 am - 2:00pm	
2:30pm - 11:00pm	
11:30pm - 5:00am	Asst. Manager covers 2:00 - 2:30 pm
Front Desk Reception - 1 Shift	Manager covers 11.00 - 11:30 pm
6:00 am - 2:30pm	
Coffee Shop & Bar - 2 shifts	
5:00am - 1:30pm	Closed 1:20 2:20
2:00pm - 10:30pm	Closed 1:30 - 2:30 pm
Valet & Bellman - 3 shifts	
6:00am - 2:30pm	
3:00pm - 11:30pm	Maintenance staff will cover hours of 2:30 -
12:00pm - 5:30am	3:00 pm, 11:30 - 12:00 am & 5:30 - 6:00am
Housekeeking - 2 shifts	12.00 an & 5.50 - 6:00am
6:00am - 2:30pm	
3:00pm - 11:30pm	
Housekeeking - 2 shifts	-
7:00am - 3:30pm	
4:00pm - 12:30 am	
Housekeeking - 2 shifts	_
6:00am - 2:30pm	
3:00pm - 11:30pm	
Maintenance Staff - 2 shifts	
5:00 am - 1:30pm	
2:00pm -10:30pm	
Breakfast Room - 1 shift	
5:30am - 12:00pm	Breakfast hours 6:30 - 10:30 am
No room service	

Employee staffing plan above is intended to minimize employee parking to no more than 10 parking spaces. However, employee parking will be further reduced by requiring at least 50% of employees using alternative methods of transportation as defined in the project TDM Plan, and enforced by not providing a required employee parking pass.

APPENDIX G

NOISE ASSESSMENT

ENVIRONMENTAL NOISE ASSESSMENT

1212 & 1224 WINCHESTER BOULEVARD HOTEL SAN JOSE, CALIFORNIA

WJVA Report No. 19-041

PREPARED FOR

EMC PLANNING 301 LIGHTHOUSE AVENUE, SUITE C MONTEREY, CA 93940

PREPARED BY

WJV ACOUSTICS, INC. VISALIA, CALIFORNIA



SEPTEMBER 17, 2020

113 N. Church Street, Suite 203 · Visalia, CA 93291 · (559) 627-4923 ·

1. INTRODUCTION

Project Description

The proposed project would consist of the construction and operation of a six-story hotel, with up to 119 guest rooms. The first floor would contain the main lobby reception area, guest luggage storage, coffee station and bar area, two office rooms, accounting, management, employees break room, men locker room, women locker room, fire control room, laundry, security, fire pump room, electrical room, and 11 guest rooms. Common outdoor areas for hotel guests are proposed to be located on 2nd floor that contain gym and lockers, jacuzzi, steam room, restaurant area and kitchen. 18 guest rooms would also be located on 2nd floor. Floors 3 through 6 would contain guest rooms that would range from approximately 270 to 770 square feet in size. The project site plan is provided as Figure 1.

The project would also include the demolition of two existing single-family residential structures, located at 1212 and 1224 S. Winchester Boulevard. The two properties are currently utilized as a mix of residential and commercial/office land uses.

Environmental Noise Assessment

This environmental noise assessment has been prepared to determine if significant noise impacts would be produced by the project and to describe mitigation measures for noise if significant impacts are determined. The environmental noise assessment, prepared by WJV Acoustics, Inc. (WJVA), is based upon the project site plan design and construction package prepared by Carpira Design Group Company, project-related traffic data provided by Hexagon Transportation Consultants, Inc. and a project site visit on September 19 and 20, 2019. Revisions to the site plan, project-related traffic data or other project-related information available to WJVA at the time the analysis was prepared may require a reevaluation of the findings and/or recommendations of the report.

Appendix A provides definitions of the acoustical terminology used in this report. Unless otherwise stated, all sound levels reported in this analysis are A-weighted sound pressure levels in decibels (dB). A-weighting de-emphasizes the very low and very high frequencies of sound in a manner similar to the human ear. Most community noise standards utilize A-weighted sound levels, as they correlate well with public reaction to noise. Appendix B provides typical A-weighted sound levels for common noise sources.

In terms of human perception, a 5 dB increase or decrease is considered to be a noticeable change in noise levels. Additionally, a 10 dB increase or decrease is perceived by the human ear as half as loud or twice as loud. In terms of perception, generally speaking the human ear cannot perceive an increase (or decrease) in noise levels less than 3 dB.

2. THRESHOLDS OF SIGNIFICANCE

The CEQA Guidelines apply the following questions for the assessment of significant noise impacts for a project:

- a. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?
- c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

a. Noise Level Standards

City of San Jose

The Environmental Leadership Chapter of the Envision San Jose 2040 General Plan¹ (adopted November 1, 2011) establishes land use compatibility criteria in terms of the Day-Night Average Level (L_{dn/}DNL). The L_{dn} represents the time-weighted energy average noise level for a 24-hour day, with a 10 dB penalty added to noise levels occurring during the nighttime hours (10:00 p.m.-7:00 a.m.). The L_{dn} represents cumulative exposure to noise over an extended period of time and are therefore calculated based upon *annual average* conditions. The General Plan establishes noise exposure criteria for specific land use types. The Noise level criteria established in the General Plan are provided below.

Goal EC-1 – Community Noise Levels and Land Use Compatibility

Minimize the impact of noise on people through noise reduction and suppression techniques, and through appropriate land use policies.

Policies – Community Noise Levels and Land Use Compatibility

EC-1.1 Locate new development in areas where noise levels are appropriate for the proposed uses. Consider federal, state and City noise standards and guidelines as a part of new development review. Applicable standards and guidelines for land uses in San José include:

Interior Noise Levels

• The City's standard for interior noise levels in residences, hotels, motels, residential care facilities, and hospitals is 45 dBA DNL. Include appropriate site and building design, building construction and noise attenuation techniques in new development to meet this standard. For sites with exterior noise levels of 60 dBA DNL or more, an acoustical analysis following protocols in the City-adopted California Building Code is required to demonstrate that development projects can meet this standard. The acoustical analysis shall base required noise attenuation techniques on expected Envision General Plan traffic volumes to ensure land use compatibility and General Plan consistency over the life of this plan.

Exterior Noise Levels

- The City's acceptable exterior noise level objective is 60 dBA DNL or less for residential and most institutional land uses (Table EC-1). The acceptable exterior noise level objective is established for the City, except in the environs of the San José International Airport and the Downtown, as described below:
- For new multi-family residential projects and for the residential component of mixed-use development, use a standard of 60 dBA DNL in usable outdoor activity areas, excluding balconies and residential stoops and porches facing existing roadways. Some common use areas that meet the 60 dBA DNL exterior standard will be available to all residents. Use noise attenuation techniques such as shielding by buildings and structures for outdoor common use areas. On sites subject to aircraft overflights or adjacent to elevated roadways, use noise attenuation techniques to achieve the 60 dBA DNL standard for noise from sources other than aircraft and elevated roadway segments.
- For single family residential uses, use a standard of 60 dBA DNL for exterior noise in private usable outdoor activity areas, such as backyards.

Although not explicitly stated in the General Plan, exterior noise level standards are typically applied to "outdoor activity areas". Outdoor activity areas are generally considered to be backyards of single-family residential land uses, common use outdoor areas and individual patios and balconies of multi-family residential land uses, and common use outdoor areas for transient lodging land uses.

Table EC-1: Land Use Compatibility Guidelines for Community Noise in San José

		EXTER	IORN	DISE EX	POSURE	E (DNL II	N DECI	BELS (DBA))
	LAND USE CATEGORY	55	6	0 (55	70	75	80
1.	Residential, Hotels and Motels, Hospitals and Residential Care ¹							
2.	Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds							
3.	Schools, Libraries, Museums, Meeting Halls, Churches							
4.	Office Buildings, Business Commercial, and Professional Offices							
5.	Sports Arena, Outdoor Spectator Sports							
6.	Public and Quasi-Public Auditoriums, Concert Halls, Amphitheaters							
¹ No	ise mitigation to reduce interior noise levels pursu	uant to Policy	EC-1.1 i	s required.				
Nor	mally Acceptable:							
•	Specified land use is satisfactory, based upon the	e assumption	that any	buildings i	involved are	e of normal	convent	ional construction
	without any special noise insulation requirement	ts.						
Cor	nditionally Acceptable:							
•	Specified land use may be permitted only after d	letailed analys	sis of the	noise redu	iction requ	irements a	nd neede	d noise insulation
	features included in the design.							
Una	acceptable:							
•	New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with							
	noise element policies.							

EC-1.2 Minimize the noise impacts of new development on land uses sensitive to increased noise levels (Categories 1, 2, 3 and 6) by limiting noise generation and by requiring use of noise attenuation measures such as acoustical enclosures and sound barriers, where feasible. The City considers significant noise impacts to occur if a project would:

- Cause the DNL at noise sensitive receptors to increase by five dBA DNL or more where the noise levels would remain "Normally Acceptable"
- Cause the DNL at noise sensitive receptors to increase by three dBA DNL or more where the noise levels would equal or exceed the "Normally Acceptable" level.

EC-1.3 Mitigate noise generation of new nonresidential land uses to 55 dBA DNL at the property line when located adjacent to existing or planned noise sensitive residential and public/quasipublic land uses.

b. Construction Noise and Vibration

The General Plan provides establishes the following guidelines related to construction activities:

EC-1.7 Require construction operations within San José to use best available noise suppression devices and techniques and limit construction hours near residential uses per the City's Municipal Code. The City considers significant construction noise impacts to occur if a project located within 500 feet of residential uses or 200 feet of commercial or office uses would:

• Involve substantial noise generating activities (such as building demolition, grading, excavation, pile driving, use of impact equipment, or building framing) continuing for more than 12 months.

For such large or complex projects, a construction noise logistics plan that specifies hours of construction, noise and vibration minimization measures, posting or notification of construction schedules, and designation of a noise disturbance coordinator who would respond to neighborhood complaints will be required to be in place prior to the start of construction and implemented during construction to reduce noise impacts on neighboring residents and other uses.

Additionally, section 20.100.450 of the City of San Jose Municipal code provides the following:

• Unless otherwise expressly allowed in a development permit or other planning approval, no applicant or agent of an applicant shall suffer or allow any construction activity on a site located within 500 feet of a residential unit before 7:00 a.m. or after 7:00 p.m., Monday through Friday, or at any time on weekends.

The General Plan also provides some guidance and guidelines associated with vibration.

Goal EC-2 - Vibration

Minimize vibration impacts on people, residences, and business operations.

EC-2.3

Require new development to minimize continuous vibration impacts to adjacent uses during demolition and construction. For sensitive historic structures, including ruins and ancient monuments or building that are documented to be structurally weakened, a continuous vibration limit of 0.08 in/sec PPV (peak particle velocity) will be used to minimize the potential for cosmetic damage to a building. A continuous vibration limit of 0.20 in/sec PPV will be used to minimize the potential for cosmetic damage at buildings of normal conventional construction. Equipment or activities typical of generating continuous vibratory pile drivers; pile-extraction equipment; and vibratory compaction equipment. Avoid use of impact pile drivers within 125 feet of any buildings, and within 300 feet of historical buildings, or buildings in poor condition. On a project-specific basis, this distance of 300 feet may be reduced where warranted by a technical study by a qualified professional that verifies that there will be virtually no risk of cosmetic damage to sensitive buildings from the new development during demolition and construction. Transient vibration

impacts may exceed a vibration limit of 0.08 in/sec PPV only when and where warranted by a technical study by a qualified professional that verifies that there will be virtually no risk of cosmetic damage to sensitive buildings from the new development during demolition and construction.

Additional guidance is provided by the Caltrans Transportation and Construction Vibration Guidance Manual³. The Manual provides guidance for determining annoyance potential criteria and damage potential threshold criteria. These criteria are provided below in Table I and Table II, and are presented in terms of peak particle velocity (PPV) in inches per second (in/sec).

TABLE I					
GUIDELINE VIBRATION ANNOYANCE POTENTIAL CRITERIA					
	Maximum PPV (in/sec)				
Human Response	Transient Sources	Continuous/Frequent Intermittent Sources			
Barely Perceptible	0.04	0.01			
Distinctly Perceptible	0.25	0.04			
Strongly Perceptible	0.9	0.1			
Severe 2.0 0.4					
Source: Caltrans					

TABLE II GUIDELINE VIBRATION DAMAGE POTENTIAL THRESHOLD CRITERIA			
	Maximum	PPV (in/sec)	
Structure and Condition	Transient Sources	Continuous/Frequent Intermittent Sources	
Extremely fragile, historic buildings, ancient monuments	0.12	0.08	
Fragile buildings	0.2	0.1	
Historic and some old buildings	0.5	0.25	
Older residential structures	0.5	0.3	
New residential structures	1.0	0.5	
Modern industrial/commercial buildings	2.0	0.5	
Source: Caltrans			

3. <u>SETTING</u>

The project site is located adjacent at 1212 and 1224 S. Winchester Boulevard, approximately 500 feet north of Payne Avenue. Existing single-family residences border the project site to the east and to the north, although some of the residences are currently being utilized as office uses. The project site is bordered to the south by a skilled nursing facility and to the west by existing office uses.

a. Background Noise Level Measurements

Existing ambient noise levels in the project vicinity are dominated by traffic noise along local roadways adjacent to and the in vicinity of the project site, specifically S. Winchester Boulevard. Additional sources of noise observed during site inspection included aircraft overflights, birds, barking dogs, construction activities and landscaping activities.

Measurements of existing ambient noise levels in the project vicinity were conducted on September 19 and September 20, 2019. Long-term (24-hour) ambient noise level measurements were conducted at two (2) locations (sites LT-1 and LT-2). Site LT-1 was located at the rear (in the backyard) of 1212 S. Winchester Boulevard, at a distance of approximately 185 feet from the center of the roadway. Site LT-2 was located in the front of 1212 S. Winchester Boulevard at a distance of approximately 90 feet from the center of the roadway. Both sites were exposed to traffic noise associated with vehicles on S. Winchester Boulevard, however, site LT-1 was partially acoustically shielded from roadway noise by the existing structure. Both sites were also exposed to noise associated with aircraft overflights and noise associated with residential activities, including construction and landscaping activities.

Additionally, short-term (15-minute) ambient noise level measurements were conducted at six (6) locations (Sites ST-1 through ST-6). Two (2) individual measurements were taken at each of the five short-term sites to quantify ambient noise levels in the morning and afternoon hours. The project vicinity and locations of the noise monitoring sites are shown on Figure 2.

Noise monitoring equipment consisted of Larson-Davis Laboratories Model LDL-820 sound level analyzers equipped with B&K Type 4176 1/2" microphones. The equipment complies with the specifications of the American National Standards Institute (ANSI) for Type I (Precision) sound level meters. The meters were calibrated with a B&K Type 4230 acoustic calibrator to ensure the accuracy of the measurements.

Measured hourly energy average noise levels (L_{eq}) at site LT-1 ranged from a low of 40.9 dB between 1:00 a.m. and 2:00 a.m. to a high of 51.7 dB between 7:00 a.m. and 8:00 a.m. Hourly maximum (L_{max}) noise levels at site LT-1 ranged from 52.7 to 74.6 dB. Residual noise levels at the monitoring site, as defined by the L_{90} statistical descriptor ranged from 37.7 to 48.3 dB. The L_{90} is a statistical descriptor that defines the noise level exceeded 90% of the time during each hour of the sample period. The L_{90} is generally considered to represent the residual (or background) noise level in the absence of identifiable single noise events from traffic, aircraft and other local noise sources. The measured L_{dn} value at site LT-1 during the 24-hour noise measurement period was 53.1 dB L_{dn} .

Figure 3 graphically depicts hourly variations in ambient noise levels at the LT-1 long-term monitoring site as well as a site photograph.

Measured hourly energy average noise levels (L_{eq}) at site LT-2 ranged from a low of 53.2 dB between 3:00 a.m. and 4:00 a.m. to a high of 66.6 dBA between 7:00 a.m. and 8:00 a.m. Hourly maximum (L_{max}) noise levels at site LT-2 ranged from 71.5 to 93.6 dB. Residual noise levels at the monitoring site, as defined by the L_{90} , ranged from 41.5 to 54.7 dB. The measured L_{dn} value at site LT-2 during the 24-hour noise measurement period was 66.5 dB L_{dn} . Figure 4 graphically depicts hourly variations in ambient noise levels at the LT-2 long-term monitoring site as well as a site photograph.

The short-term site noise measurement data included energy average (L_{eq}) maximum (L_{max}) as well as five (5) individual statistical parameters. Observations were made of the dominant noise sources affecting the measurements. The statistical parameters describe the percent of time a noise level was exceeded during the measurement period. Table III summarizes short-term noise measurement results.

TABLE III SUMMARY OF SHORT-TERM NOISE MEASUREMENT DATA 1212 & 1224 WINCHESTER HOTEL PROJECT SAN JOSE, CALIFORNIA SEPTEMBER 19 & 20, 2019									
Site	Time			A-Weight	ed Decib	els, dBA	í		Sources
Site	Time	L _{eq}	L _{max}	L ₂	L ₈	L ₂₅	L ₅₀	L ₉₀	Sources
ST-1	8:15 a.m.	50.1	63.4	56.7	54.0	51.4	49.3	45.2	TR, L
ST-1	2:45 p.m.	47.8	55.4	53.3	51.1	48.4	46.8	44.3	TR, V
ST-2	8:35 a.m.	68.1	77.7	74.0	71.2	68.8	63.7	53.4	TR
ST-2	3:05 p.m.	67.3	73.6	73.2	72.2	69.0	65.2	52.7	TR, C
ST-3	9:00 a.m.	60.1	72.6	67.0	62.1	60.1	55.2	51.0	TR, AC
ST-3	3:30 p.m.	59.8	70.1	66.7	64.3	61.2	56.6	50.4	TR
ST-4	9:20 a.m.	62.8	72.4	67.4	63.1	58.9	56.7	52.9	TR
ST-4	3:50 p.m.	63.1	71.4	68.9	65.7	60.5	58.8	53.2	TR, AC
ST-5	9:40 a.m.	55.5	72.1	64.4	67.1	52.5	43.2	41.9	TR, V, B
ST-5	4:10 p.m.	53.5	70.4	63.9	56.1	50.5	44.8	41.8	TR, B, D
ST-6	10:05 a.m.	56.7	77.5	64.9	52.4	50.3	48.0	46.0	TR, C, D
ST-6	4:35 p.m.	55.4	78.8	63.2	50.5	48.6	47.4	45.6	TR, V
TR: Traffic AC: Aircraft V: Voices B: Birds R: L: Landscaping Activities C: Construction D: Barking Dogs									

TR: Traffic AC: Aircraft V: Voices B: Birds R: L: Landscaping Activities C: Construction D: Barking Dogs Source: WJV Acoustics, Inc.

Short-term noise measurements were conducted for 15-minute periods. Sites ST-1, ST-5 and ST-6 were located in residential areas not immediately adjacent to S. Winchester Boulevard, and were therefore exposed to lower noise levels than sites ST-2, ST-3 and ST-4, which were located immediately adjacent to S. Winchester Boulevard. All of the six short-term monitoring sites were exposed to noise from traffic sources as well as various combinations of construction noise sources, aircraft overflights and other sources typical of an urban residential environment (barking dogs, birds, landscaping activities, etc.).

4. PROJECT IMPACTS AND MITIGATION MEASURES

a. Project Traffic Noise Impacts on Existing Noise-Sensitive Land Uses Outside Project Site (No Impact)

WJVA utilized the FHWA Traffic Noise Model⁴ to quantify expected project-related increases in traffic noise exposure at representative noise-sensitive receptor locations in the project vicinity. Traffic noise exposure levels for Existing, Existing Plus Project, Cumulative No Project and Cumulative Plus Project traffic conditions were calculated based upon the FHWA Model and traffic volumes provided by Hexagon Transportation Consultants. Cumulative traffic volumes reflect projected traffic volumes on the planned roadway network with completion of the pending developments in the area as well as the proposed project and approved developments. The day/night distribution of traffic and the percentages of trucks on the roadways used for modeling were obtained from previous studies WJVA has conducted along similar roadways. The Noise modeling assumptions used to calculate project traffic noise are provided as Appendix C.

Project-related significant impacts would occur if an increase in traffic noise associated with the project would result in noise levels exceeding the City's applicable noise level standards at the location(s) of sensitive receptors. For the purpose of this analysis a significant impact is also assumed to occur if traffic noise levels were to increase by 3 dB at sensitive receptor locations where noise levels already exceed the City's applicable noise level standards (without the project), as 3 dB generally represents the threshold of perception in change for the human ear.

This analysis of project traffic noise focuses on residential land uses, as they represent the most restrictive noise level criteria by land use type provided in the General Plan. The City's exterior noise level standard for residential land uses is 60 dB L_{dn} . Traffic noise was modeled at eight (8) receptor locations (R-1 through R-8). The six modeled receptors are located at roadway setback distances representative of the sensitive receptors (residences) along each analyzed roadway segment. The receptor locations are described below and provided graphically on Figure 5.

- R-1: Approximately 120 feet from the centerline of Winchester Blvd, north of Williams Rd
- R-2: Approximately 60 feet from the centerline of Williams Rd, west of Winchester Blvd.
- R-3: Approximately 130 feet from the centerline of Williams Rd, east of Winchester Blvd.
- R-4: Approximately 140 feet from the centerline of Winchester Blvd, north of Fireside Dr.
- R-5: Approximately 180 feet from the centerline of Winchester Blvd, south of Fireside Dr.
- R-6: Approximately 140 feet from the centerline of Payne Ave, west of Winchester Blvd.
- R-7: Approximately 115 feet from the centerline of Payne Ave, east of Winchester Blvd.
- R-8: Approximately 170 feet from the centerline of Winchester Blvd, south of Payne Ave.

Table IV provides a comparison of traffic noise levels at the six modeled receptor locations for Existing, Existing Plus Project, Cumulative and Cumulative Plus Project traffic conditions. Noise levels described in Table IV do not take into account any localized acoustic shielding that may result from intervening topography, existing buildings or existing sound walls, and should be considered a worst-case assessment of traffic noise exposure levels. As described in Table IV, project-related traffic is not expected to result in noise levels at any sensitive receptors to exceed the City's noise

level standard, nor result in an increase of 3 dB in any sensitive receptor locations where noise levels already exceed the County's noise level standard without the implementation of the project. Project-related traffic is not expected to increase traffic noise levels at any roadway. Therefore, project-related increases in traffic noise exposure is considered to be no impact.

TABLE IV PROJECT-RELATED INCREASES IN TRAFFIC NOISE, dB, Ldn 1212 & 1224 WINCHESTER HOTEL PROJECT						
Modeled Receptor	Existing	Existing Plus Project	Cumulative	Cumulative Plus Project	Change (Maximum)	Significant Impact?
R-1	64	64	64	64	0	No
R-2	64	64	65	65	0	No
R-3	53	53	54	54	0	No
R-4	59	59	60	60	0	No
R-5	64	64	64	64	0	No
R-6	58	58	59	59	0	No
R-7	55	55	55	55	0	No
R-8	63	63	64	64	0	No

Source: WJV Acoustics, Inc. Hexagon Transportation Consultants

b. Noise Impacts from On-Site Noise Sources (No Impact)

Sources of operational noise from the proposed hotel development would typically be limited to parking lot vehicle movements, outdoor human activity and Mechanical/HVAC systems. The project design does not include any loading docks or trash compactors. The project would incorporate 66 parking spaces, located at basement level. Access to the parking area is provided along Winchester Boulevard, at the front of the building.

Noise due to traffic in parking lots is typically limited by low speeds and is not usually considered to be significant. Human activity in parking lots that can produce noise includes voices, stereo systems and the opening and closing of car doors and trunk lids. The noise levels associated with these activities cannot be precisely defined due to variables such as the number of parking movements, time of day and other factors. It is typical for a passing car in a parking lot to produce a maximum noise level of 60 to 65 dBA at a distance of 50 feet, which is comparable to the level of a raised voice. However, all project parking spaces will be located within the structure of the building, below grade, and noise associated with vehicle movements would not be audible at any nearby sensitive receptor locations.

According to the project applicant, it is anticipated that there would be approximately 1-2 truck deliveries per day. The project provides a drop-off area to the south of the parking access entry

area where smaller trucks would utilize during deliveries. If larger truck deliveries were to occur, they would likely park along S. Winchester Boulevard in front of the project site. Vehicle movements on public roadways are exempt from local noise standards and ordinances.

WJVA has conducted measurements of the noise levels produced by slowly moving trucks for a number of studies. Such truck movements would be expected to produce noise levels in the range of 71-77 dBA at a distance of 50 feet. The range in measured truck noise levels is due to differences in the size of trucks, their speed of movement and whether they have refrigeration units in operation during the pass-by. Due to the infrequent nature of truck deliveries, and truck movements within the project site itself, noise levels associated with truck movements would not exceed any noise standards at off-site sensitive receptor locations or result in an increase of existing ambient noise levels.

Although a location was not specifically shown in the project plans provided to WJVA, it is assumed that the project could include roof-mounted Mechanical/HVAC units on the building. Based upon data collected by WJVA for previous acoustical studies, it is estimated that noise levels from roof-mounted HVAC units at the closest off-site sensitive receptor locations to the project site (nearby residential land uses) would be in the range of 45-50 dBA. These levels would generally not be audible above existing ambient noise levels at adjacent land-uses and would not exceed any City of San Jose noise level standards.

c. Noise From Construction (Less Than Significant With Mitigation)

Policy EC-1.7 of the General Plan requires construction operations within the City to use best available noise suppression devices and techniques and limit construction hours near residential uses per the City's Municipal Code. The City considers significant construction noise impacts to occur if a project located within 500 feet of residential uses or 200 feet of commercial or office uses would involve substantial noise generating activities (such as building demolition, grading, excavation, pile driving, use of impact equipment, or building framing) continuing for more than twelve months.

For such large or complex projects, a construction noise logistics plan that specifies hours of construction, noise and vibration minimization measures, posting or notification of construction schedules, and designation of a noise disturbance coordinator who would respond to neighborhood complaints will be required to be in place prior to the start of construction and implemented during construction to reduce noise impacts on neighboring residents and other uses.

Section 20.100.450 of the City of San Jose Municipal code requires any construction activity on a site located within 500 feet of a residential unit must occur between the hours of 7:00 a.m. to 7:00 p.m., Monday through Friday, and no construction activities are allowed on weekends.

Construction noise would occur at various locations within and near the project site through the build-out period. The distance from the closest residences to the project site is approximately 50 feet. Table V provides typical construction-related noise levels at distances of 50 feet, 100 feet, and 200 feet.

TABLE V

Type of Equipment	50 Ft.	100 Ft.	200 Ft.
Concrete Saw	90	84	78
Crane	81	75	69
Excavator	81	75	69
Front End Loader	79	73	67
Jackhammer	89	83	77
Paver	77	71	65
Pneumatic Tools	85	79	73
Dozer	82	76	70
Rollers	80	74	68
Trucks	86	80	74
Pumps	80	74	68
Scrapers	87	81	75
Portable Generators	80	74	68
Backhoe	86	80	74
Grader	86	80	74

TYPICAL CONSTRUCTION EQUIPMENT MAXIMUM NOISE LEVELS, dBA

Noise Control for Buildings and Manufacturing Plants, Bolt, Beranek & Newman, 1987

Noise impacts associated with construction activities typically depend on the noise levels generated by the type of equipment in use, the duration of usage of the equipment and the distance at which the equipment is used in respect to nearby sensitive receptors. Noise impacts typically occur when construction activities occur beyond the limited hours of construction and/or within close proximity to sensitive receptors (residential land uses).

The anticipated duration of project construction was not known at the time this analysis was prepared. However, construction activities will occur within 500 feet of residential land uses and within 200 feet of office uses.

Construction noise is typically not considered to be a significant impact if construction is limited to the daytime hours and construction equipment is adequately maintained and muffled. Extraordinary noise-producing activities (e.g., pile driving) are not anticipated. In this case, all project construction activity must be confined to the hours of 7:00 a.m. to 7:00 p.m., Monday through Friday. Construction noise impacts could result in annoyance or sleep disruption for nearby residents if nighttime operations were to occur or if equipment is not properly muffled or maintained. If construction activities that involved substantial noise generating activities (such as building demolition, grading, excavation, pile driving, use of impact equipment, or building framing) for a duration greater than twelve months, a substantial impact would occur.

Potential Impact: If the overall duration of construction activities were to occur over a period greater than twelve months, a noise impact would occur, as determined by the City of San Jose Municipal Code.

Mitigation Measure: If project construction occurs for a duration greater than twelve months, the project team must provide a construction noise logistics plan that specifies hours of construction, noise and vibration minimization measures, posting or notification of construction schedules, and designation of a noise disturbance coordinator who would respond to neighborhood complaints will be required to be in place prior to the start of construction and implemented during construction to reduce noise impacts on neighboring residents and other uses.

Vibration Impacts (Less Than Significant)

The dominant sources of man-made vibration are sonic booms, blasting, pile driving, pavement breaking, demolition, diesel locomotives, and rail-car coupling. The highest levels of construction-related vibration are typically associated with pile driving and the use of vibratory rollers. While the project would include pavement breaking and demolition activities, project demolition and construction would not require pile driving or the use of a vibratory roller. Vibration from demolition and construction activities could be detected at the closest sensitive land uses, especially during demolition (pavement/concrete breaking), movements by heavy equipment or loaded trucks and during some paving activities (if they were to occur). Typical vibration levels at distances of 25 feet, 100 feet and 300 feet are summarized by Table VI. These levels would not be expected to exceed any significant threshold levels for annoyance or damage, as provided above in Table I and Table II.

	T	ABLE VI	
TYPICAL VIBRATION LEVELS DURING CONSTRUCTION			
Equipment	@ 25	PPV (@ 100 [^]	in/sec) @, 300´
Bulldozer (Large)	0.089	0.019	0.006
Bulldozer (Small)	0.003	0.0006	0.0002
Loaded Truck	0.076	0.017	0.005
Jackhammer	0.035	0.008	0.002
Vibratory Roller	0.210	0.046	0.013
Caisson Drilling	0.089	0.019	0.006

Project demolition and construction activities would not be expected to produce continuous vibration levels exceeding the City's criterion of 0.20 in/sec PPV at nearby sensitive receptor locations. After full project build out, it is not expected that ongoing operational activities will result in any vibration impacts at nearby sensitive uses. Activities involved in trash bin collection could result in minor on-site vibrations as the bin is placed back onto the ground. Such vibrations

would not be expected to be felt at the closest off-site sensitive uses. Additional mitigation is not required.

e. Noise Impacts from Nearby Airports or Airstrips (No Impact)

The Project site is not located within two miles of a public airport or private airstrip. The San Jose International Airport is located approximately 2.5 miles northeast of the project site.

f. Noise Impacts to On-Site Proposed Noise-Sensitive Uses (Less Than Significant)

The General Plan establishes an exterior noise level standard of 60 dB L_{dn} for residential land uses (including hotels and motels). The exterior noise level standard applies to usable outdoor activity areas, excluding balconies and residential stoops and porches facing existing roadways. The General Plan also establishes an interior noise level standard of 45 dB L_{dn} (attributable to exterior noise sources) within residential land uses.

Exterior Noise

The project would include one (1) rooftop common use seating areas (Roof Terrace). The rooftop terrace area would be partially acoustically shielded from most exterior traffic noise, and there would be no line-of-sight between the majority of rooftop seating areas and nearby roadway traffic. There will also be a plexiglass barrier along the western portion of the terrace area. Based upon traffic noise calculations in the project vicinity and anticipated acoustical shielding, noise levels within the common use roof terrace area would be in the range of approximately 55-60 dB L_{dn} .

Interior Noise

The City's interior noise level standard is 45 dB L_{dn} . The worst-case (cumulative plus project traffic conditions) noise exposure at the closest exterior facades to Winchester Boulevard would be approximately 67 dB L_{dn} . This means that the proposed residential construction must be capable of providing a minimum outdoor-to-indoor noise level reduction (NLR) of approximately 22 dB (67-45=22).

A specific analysis of interior noise levels was not performed. However, it may be assumed that residential construction methods complying with current building code requirements will reduce exterior noise levels by approximately 25 dB or more if windows and doors are closed. This will be sufficient for compliance with the City's 45 dB L_{dn} interior standard at all proposed residential units. Requiring that it be possible for windows and doors to remain closed for sound insulation means that air conditioning or mechanical ventilation will be required.

5. IMPACT SUMMARY

This impact summary addresses only the noise impacts determined to be "potentially significant" and summarizes the mitigation measures that would be required to reduce noise levels to a "less than significant" level. Project-related noise levels resulting from the proposed Winchester Hotel project are not expected to exceed any applicable City of San Jose noise level standards if proper mitigation measures are incorporated into project construction operations. Potential impacts and correlating mitigation measures are described in detail above, and summarized below.

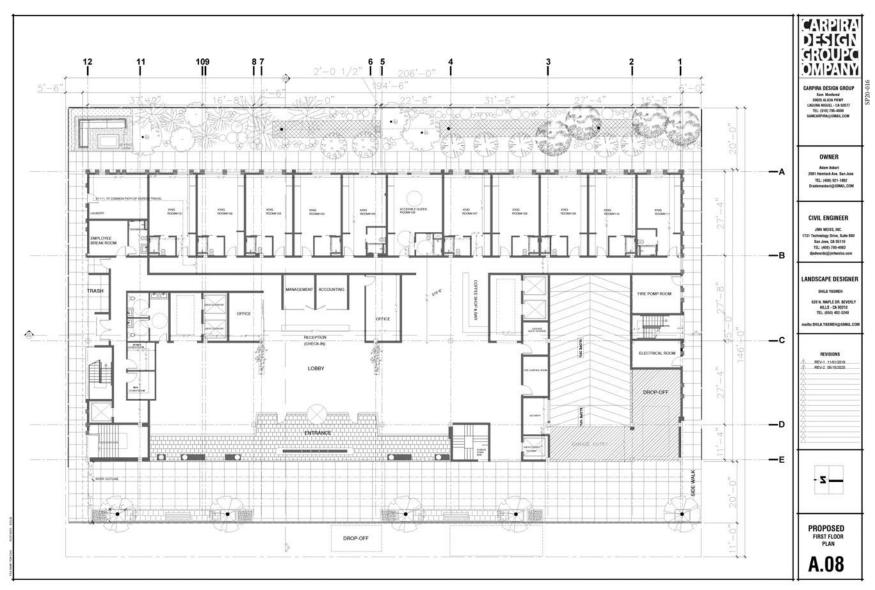
Potential Impact: If the overall duration of construction activities were to occur over a period greater than twelve months, a noise impact would occur, as determined by the City of San Jose Municipal Code.

Mitigation Measure: If project construction occurs for a duration greater than twelve months, the project team must provide a construction noise logistics plan that specifies hours of construction, noise and vibration minimization measures, posting or notification of construction schedules, and designation of a noise disturbance coordinator who would respond to neighborhood complaints will be required to be in place prior to the start of construction and implemented during construction to reduce noise impacts on neighboring residents and other uses.

6. <u>SOURCES CONSULTED</u>

- 1. Envision San Jose 2040 General Plan, November 2011.
- 2. San Jose Municipal Code, 2000.
- 3. California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, September 2013.
- 4. Federal Highway Administration, *Traffic Noise Model, Version 2.5,* April 14, 2004





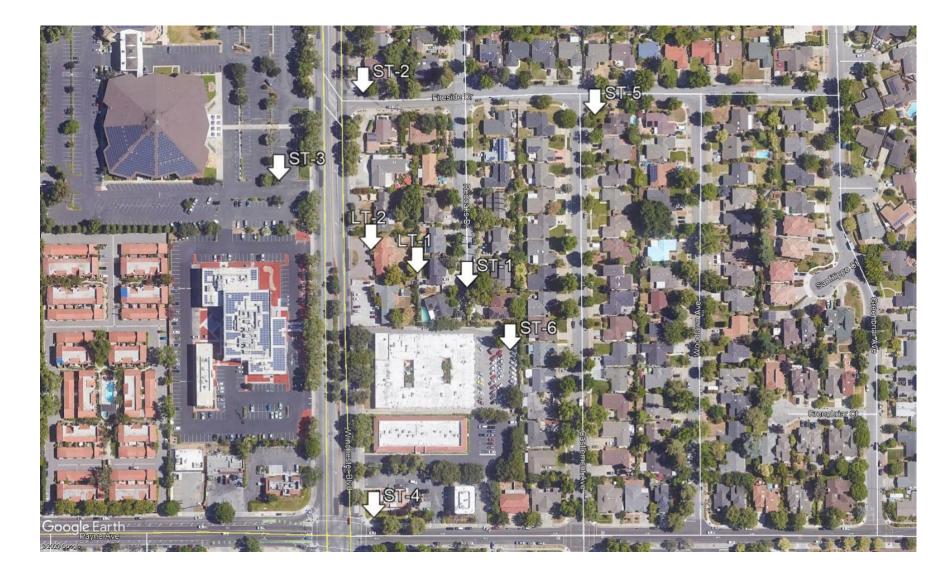


FIGURE 2: PROJECT VICINITY AND AMBIENT NOISE MONITORING SITES



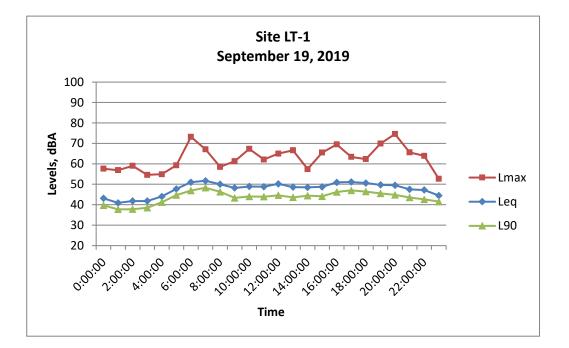




FIGURE 4: HOURLY NOISE LEVELS AT LONG-TERM MONITORING SITE LT-2

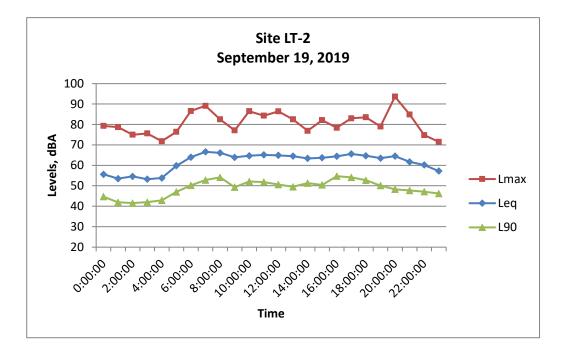






FIGURE 5: LOCATIONS OF MODELED TRAFFIC NOISE RECEPTORS

APPENDIX A-1

ACOUSTICAL TERMINOLOGY

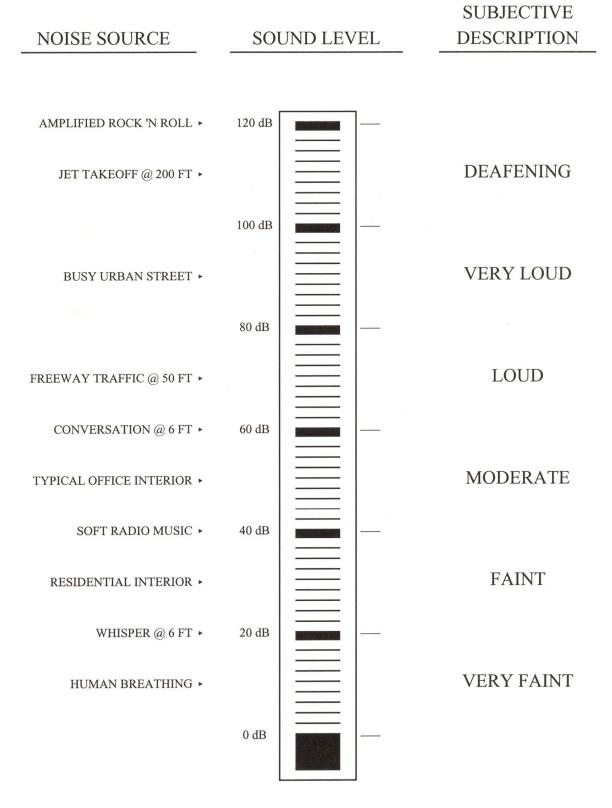
AMBIENT NOISE LEVEL:	The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.
CNEL:	Community Noise Equivalent Level. The average equivalent sound level during a 24-hour day, obtained after addition of approximately five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and ten decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m.
DECIBEL, dB:	A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).
DNL/L _{dn} :	Day/Night Average Sound Level. The average equivalent sound level during a 24-hour day, obtained after addition of ten decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m.
L _{eq} :	Equivalent Sound Level. The sound level containing the same total energy as a time varying signal over a given sample period. L_{eq} is typically computed over 1, 8 and 24-hour sample periods.
NOTE:	The CNEL and DNL represent daily levels of noise exposure averaged on an annual basis, while L_{eq} represents the average noise exposure for a shorter time period, typically one hour.
L _{max} :	The maximum noise level recorded during a noise event.
L _n :	The sound level exceeded "n" percent of the time during a sample interval (L_{90} , L_{50} , L_{10} , etc.). For example, L_{10} equals the level exceeded 10 percent of the time.

A-2

ACOUSTICAL TERMINOLOGY

NOISE EXPOSURE CONTOURS:	Lines drawn about a noise source indicating constant levels of noise exposure. CNEL and DNL contours are frequently utilized to describe community exposure to noise.
NOISE LEVEL REDUCTION (NLR):	The noise reduction between indoor and outdoor environments or between two rooms that is the numerical difference, in decibels, of the average sound pressure levels in those areas or rooms. A measurement of Anoise level reduction" combines the effect of the transmission loss performance of the structure plus the effect of acoustic absorption present in the receiving room.
SEL or SENEL:	Sound Exposure Level or Single Event Noise Exposure Level. The level of noise accumulated during a single noise event, such as an aircraft overflight, with reference to a duration of one second. More specifically, it is the time-integrated A-weighted squared sound pressure for a stated time interval or event, based on a reference pressure of 20 micropascals and a reference duration of one second.
SOUND LEVEL:	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.
SOUND TRANSMISSION CLASS (STC):	The single-number rating of sound transmission loss for a construction element (window, door, etc.) over a frequency range where speech intelligibility largely occurs.

APPENDIX B EXAMPLES OF SOUND LEVELS



APPENDIX C

TRAFFIC NOISE MODELING CALCULATIONS

WJV Acoustics FHWA-RD-77- Calculation She September 17, 202	108 eets											
Project #:	19-041		Contour Levels (dB)	60	65	70	75					
Description:	Existing		· / L									
Ldn/Cnel:	Ldn											
Site Type:	Soft											
Segment	Roadway Name	Segment Description		ADT	%Day	%Evening	%Night	%Med	%Heavy	Speed	Distance	Offset
1	Winchester Blvd	n/o Williams Rd R-1		22550	90		10	2	2	40	120	
2	Williams Rd	w/o Winchester Blvd R-2		8550	90		10	2		40	60	
3	Williams Rd	e/o Winchester Blvd R-3		2420	90		10	2	2	40	130	
4	Winchester Blvd	n/o Fireside Dr. R-4		21230	90		10	2	2	40	240	
5	Winchester Blvd	s/o Fireside Dr. R-5		20850	90		10	2	2	40	115	
6	Payne Ave	w/o Winchester Blvd R-6		8650	90		10	2	2	40	140	
7	Payne Ave	e/o Winchester Blvd R-7		4090	90		10	2	2	40	140	
8	Winchester Blvd	s/o Payne Ave R-8		20430	90		10	2	2	40	115	
1												

HWA-RD-77 alculation Sh											
eptember 17, 20											
oject #:	19-041	Contour	Levels (dB) 60	65	70	75					
escription:	Existing Plus Project										
in/Cnel:	Ldn										
e Type:	Soft										
gment	Roadway Name	Segment Description	ADT	%Day	%Evening	%Night	%Med	%Heavy	Speed	Distance	Offse
1	Winchester Blvd	n/o Williams Rd R-1	22800	90		10	2	2	40	120	
2	Williams Rd	w/o Winchester Blvd R-2	8610	90		10	2	2	40	60	
3	Williams Rd	e/o Winchester Blvd R-3	2420	90		10	2	2	40	130	
4	Winchester Blvd	n/o Fireside Dr. R-4	21530	90		10	2	2	40	240	
5	Winchester Blvd	s/o Fireside Dr. R-5	21340	90		10	2	2	40	115	
6	Payne Ave	w/o Winchester Blvd R-6	8710	90		10	2	2	40	140	
7	Payne Ave	e/o Winchester Blvd R-7	4090	90		10	2	2	40	140	
8	Winchester Blvd	s/o Payne Ave R-8	20820	90		10	2	2	40	115	
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WJV Acoustics FHWA-RD-77- Calculation Sh September 17, 20	-108 eets										
Project #:	19-041	Contour L	evels (dB) 60	65	70	75					
Description:	Cumulative		· · ·						•		
Ldn/Cnel:	Ldn										
Site Type:	Soft										
Segment	Roadway Name	Segment Description	ADT	%Day	%Evening	%Night	%Med	%Heavy	Speed	Distance	Offset
1	Winchester Blvd	n/o Williams Rd R-1	26870	90		10	2	2	40	120	
2	Williams Rd	w/o Winchester Blvd R-2	10490	90		10	2	2	40	60	
3	Williams Rd	e/o Winchester Blvd R-3	3020			10	2	2	40	130	
4	Winchester Blvd	n/o Fireside Dr. R-4	24970			10	2	2	40	240	
5	Winchester Blvd	s/o Fireside Dr. R-5	24590	90		10	2	2	40	115	
6	Payne Ave	w/o Winchester Blvd R-6	9310	90		10	2	2	40	140	
7	Payne Ave	e/o Winchester Blvd R-7	4330	90		10	2	2	40	140	
8	Winchester Blvd	s/o Payne Ave R-8	23700	90		10	2	2	40	115	
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WJV Acoustic												
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alculation Sh ptember 17, 20												
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roject #:	19-041		Contour Levels (dB)	60	65	70	75					
escription:	Cumulative + Project											
dn/Cnel:	Ldn											
ite Type:	Soft											
				107	A/ D		0/37.1/	0/35 J	0 / II	a 1	D ! /	0.65
egment	Roadway Name Winchester Blvd	Segment Description		ADT	%Day	%Evening	%Night	%Med	%Heavy	Speed	Distance	Offse
1 2	Williams Rd			27120 10550	90 90		10 10	2	2	40 40	120 60	
2 3	Williams Rd	w/o Winchester Blvd R-2 e/o Winchester Blvd R-3		3020	90		10	2		40	130	
3 4	Winchester Blvd	n/o Fireside Dr. R-4		25270	90		10	2	2	40	240	
4 5	Winchester Blvd	s/o Fireside Dr. R-5		25080	90		10	2	2	40	115	
6	Payne Ave	w/o Winchester Blvd R-6		9370	90		10	2	2	40	140	
7	Payne Ave	e/o Winchester Blvd R-7		4330	90		10	2	2	40	140	
8	Winchester Blvd	s/o Payne Ave R-8		24090	90		10	2	2	40	115	
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APPENDIX H

TRANSPORTATION ANALYSIS





1212 South Winchester Hotel Development



Transportation Analysis

Prepared for:

Visrael 26, LLC.



June 18, 2020



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Hexagon Transportation Consultants, Inc.

Hexagon Office: 8070 Santa Teresa Boulevard, Suite 230 Gilroy, CA 95020 Hexagon Job Number: 19RD24 Phone: 408.846.7410

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Executive Summary

This report presents the results of a Transportation Analysis (TA) for the proposed Winchester Hotel development at 1212-1224 South Winchester Blvd in the City of San Jose. The project site is located along the east side of Winchester Boulevard, approximately 450 feet north of Payne Avenue and within a designated Urban Village (Winchester Boulevard.

As proposed, the development would consist of the replacement of two single-family homes on-site with a 119-room hotel providing a total of 67 off-street parking spaces within a single below grade parking level. Access to and from the project site would be provided via one right-in/right-out driveway along Winchester Boulevard.

Transportation Analysis Scope

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's Transportation Analysis Policy (Council Policy 5-1), City of San Jose's *Transportation Analysis Handbook 2018*, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), the City of Campbell traffic analysis guidelines, and by the California Environmental Quality Act (CEQA). Based on the City of San Jose's Transportation Policy and *Transportation Analysis Handbook 2018*, the TA report for the project consists of a CEQA vehicle-miles-traveled (VMT) analysis and a supplemental Local Transportation Analysis (LTA).

CEQA Transportation Analysis Scope

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

Local Transportation Analysis Scope

The LTA includes the evaluation of weekday AM and PM peak hour operations at a limited number of intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

CEQA VMT Analysis

CEQA Transportation Analysis Exemption Criteria

The City of San Jose *Transportation Analysis Handbook* identifies screening criteria that determines whether a CEQA transportation analysis would be required for development projects. The criteria are



based on the type of project, characteristics, and/or location. If a project meets the City's screening criteria, the project is expected to result in less-than-significant VMT impacts and a detailed CEQA VMT analysis is not required.

Since the characteristics of the proposed hotel would have similar trip generating characteristics to retail space, the proposed hotel was converted into an equivalent amount of retail space based on trip generation estimates derived utilizing trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 10th Edition* (2017). Based on the hotel rooms to retail space conversion, the proposed hotel project is expected to generate traffic equivalent to approximately 38,600 square feet of retail space.

Per the City of San Jose VMT screening criteria, retail projects of 100,000 square feet or less are considered local-serving. Therefore, the proposed hotel does not require a detailed CEQA VMT analysis.

Cumulative (GP Consistency) Evaluation

Projects must demonstrate consistency with the *Envision San José 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 per the City's *Transportation Analysis Handbook*.

The project site is located within the Winchester Boulevard Urban Village. Urban villages are defined as walkable, bicycle-friendly, transit-oriented, mixed use settings that provide both housing and jobs, thus supporting the policies and goals of the General Plan. The project is consistent with the General Plan and Winchester Boulevard Urban Village goals and policies for the following reasons:

- The project frontage along Winchester Boulevard will be consistent with planned streetscape design features of Grand Boulevards and the Winchester Boulevard Urban Village Plan.
- The project frontage along Winchester Boulevard will be designed to accommodate the planned Winchester Boulevard Complete Street improvements including protected bicycle lanes, wider sidewalks, and other pedestrian safety features.
- The project site is adjacent to bus stops and bicycle lanes on Winchester Boulevard.

Therefore, based on the project description, the proposed project would be consistent with the *Urban Village Planning Concepts* and the *Envision San José 2040 General Plan*. Thus, the project would be considered as part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Local Transportation Analysis

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection operation is not considered a CEQA impact metric.

The LTA includes the analysis of AM and PM peak-hour traffic conditions for four signalized and one unsignalized intersections, following the standards and methodology set forth by the Cities of San Jose and Campbell.

Trip Generation

After applying the ITE trip rates, and appropriate trip reductions, it is estimated that the project would generate an additional 1,455 daily vehicle trips, with 64 trips (37 inbound and 27 outbound) occurring



during the AM peak hour and 75 trips (37 inbound and 38 outbound) occurring during the PM peak hour.

Future Intersection Operation Conditions

The operations analysis shows that all of the study intersections are projected to operate at acceptable levels of service, based on the Cities of San Jose and Campbell, and CMP intersection operations standard of LOS D and E, respectively, under background conditions, background plus project, and cumulative plus project conditions during both the AM and PM peak hours.

I-280/Winchester Boulevard Interchange Area Transportation Development Policy

The TDP provides partial funding, via a traffic impact fee imposed on proposed development, for the implementation of a new westbound off-ramp from I-280 to Winchester Boulevard to reduce traffic congestion at the I-880/Stevens Creek and Stevens Creek Boulevard corridors. The traffic fee is based on the estimated trips to be added to the new westbound off-ramp from I-280 to Winchester Boulevard during the PM peak hour by each individual development. It is estimated that the proposed project will result in the addition of four PM peak hour trips to the planned I-280 to Winchester Boulevard ramp.

Site Access and On-Site Circulation

Site access was evaluated to determine the adequacy of the site's access points with regard to the following: traffic volume, delays, vehicle queues, geometric design, and corner sight distance. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Recommended Site Access and On-Site Circulation Improvements

<u>Winchester Complete Street Improvements.</u> The Winchester Boulevard Urban Village Plan identifies the following complete street improvements along Winchester Boulevard:

- Protected bike lanes along both sides of Winchester Boulevard. The bike lanes will be physically separated from vehicle travel lanes.
- At least four vehicular travel lanes and two flex lanes for vehicle travel or parking.
- Construction of a raised median with limited breaks.
- In order to close the sidewalk gap on the east side of Winchester Boulevard, it is recommended that the City staff work with the owner of the adjacent property to the north to install a sidewalk per City design standards.

<u>Adhere to City of San Jose Design Standards and Guidelines</u>. The design of the project site, including but not limited to driveways, sidewalks, corner radii, street width, parking dimensions, and signage, should adhere to City of San Jose design standards and guidelines. Specific site access and on-site circulation recommended improvements are summarized below:

- In addition to providing a 20-foot sidewalk along the project frontage, the site driveway design
 must ensure the safe travel of pedestrians and bicyclists along Winchester Boulevard.
 Appropriate visible and/or audible warning signals should be provided at the garage entrance to
 alert pedestrians and bicyclists of vehicles exiting the parking garage.
- The proposed parking space dimensions, while not an unusual design, do not meet City standards and should be reviewed by City staff prior to final design.
- It is recommended that the parking spaces located at the end of the dead-end aisle be dedicated for employee use.



- In lieu of providing off-street loading spaces, it is recommended that the project applicant work with City staff to determine the feasibility of providing a public loading zone on Winchester Boulevard along the project frontage.
- The City may not be supportive of the proposed loading zone along Winchester Boulevard and may require that the loading area be moved on-site. The project should work with the City to determine the feasibility of the proposed passenger loading zone on Winchester Boulevard.
- The site should provide time restricted parking spaces on-site for guest check-in and a valet drop-off/pick-up area that can accommodate the storing of at least two vehicles.

Parking Supply

Vehicular Parking

The City's parking requirements for hotels are as follows: one parking space per room and one parking space per employee. The project would have 119 rooms and a maximum of 10 employees on-site. Based on the City's parking code requirements, the project would need to provide a total of 129 off-street parking spaces. The project is located in the Winchester Boulevard Urban Village. The Urban Village Overlay allows for a 20 percent reduction in parking with the implementation of a Transportation Demand Management (TDM) plan. With the 20 percent reduction, the required parking would be reduced to 104 parking spaces. The project proposes a total of 67 parking spaces, which is a 52 percent reduction from the City's standard parking requirements.

In accordance with Sections 20.70.330 and 20.90.220 of the San Jose Code of Ordinances, which allows up to a 50% parking reduction, the additional 32 percent reduction could be allowed with the implementation and maintenance of a TDM plan. A separate TDM plan for the proposed project that meets the requirements set forth in the City's Zoning Code will be prepared by Hexagon. The project will be required to submit and have approved by the City its TDM program.

Bicycle Parking

According to the City's Bicycle Parking Standards, the project is required to provide 13 bicycle parking spaces. The project site plan indicates that two bicycle storage areas will be located within the basement level of the parking garage. The storage areas are shown to provide space for a total of 27 bicycles. Therefore, the proposed bicycle parking on-site will exceed the City's requirements and encourage the use of non-auto modes of travel and minimize the demand for on-site parking.

Pedestrian, Bicycle, and Transit Analysis

Pedestrian Facilities

Existing sidewalks along Winchester Boulevard provide a pedestrian connection between the project site and pedestrian destinations in the project vicinity. Crosswalks with pedestrian signal heads are located at the signalized intersection of Winchester Boulevard and Payne Avenue. All of the roadways in the vicinity of the project site have sidewalks on both sides of the street, except a short segment on the east side of Winchester Boulevard along the frontages of the project site and one adjacent property to the north. The project will install a 20-foot sidewalk along its frontage on Winchester Boulevard. However, in order to close the sidewalk gap on the east side of Winchester Boulevard, it is recommended that the City staff work with the owner of the adjacent property to the north to install a sidewalk per City design standards.



Bicycle Facilities

The bikeways within the vicinity of the project site would remain unchanged under project conditions. Currently, no bike facilities exist on Winchester Boulevard between Payne Avenue and Moorpark Avenue that would provide connections to other bicycle facilities in the project vicinity.

The San Jose Bike Plan 2020 indicates that a variety of bicycle facilities are planned in the study area, some of which would benefit the project and adhere to the goals of the Envision 2040 General Plan. Of the planned facilities, the following are relevant to the project.

Class II bike lanes are planned for:

- Winchester Boulevard, between Payne Avenue and Moorpark Avenue
- Cypress Avenue, between Williams Road and Moorpark Avenue

Class III bike routes are planned for:

- Payne Avenue, between Winchester Boulevard and Greenbriar Avenue
- Greenbriar Avenue, between Payne Avenue and Westfield Avenue
- Westfield Avenue, between Greenbriar Avenue and Daniel Way

Transit Services

The project site is adequately served by the existing VTA transit services. The nearest bus stop to the project site are located at the Winchester Boulevard/Payne Avenue intersection approximately 400 feet from the project site and are served by Route 60. The new transit trips generated by the project are not expected to create demand in excess of the transit service that is currently provided.

As a Grand Boulevard it is envisioned that Winchester Boulevard could potentially be included in the VTA Bus Rapid Transit (BRT) System. However, there are no plans at this time for a BRT line on Winchester Boulevard.

1. Introduction

This report presents the results of a Transportation Analysis (TA) for the proposed Winchester Hotel development at 1212-1224 South Winchester Blvd in the City of San Jose. The project site is located along the east side of Winchester Boulevard, approximately 450 feet north of Payne Avenue and within a designated Urban Village (Winchester Boulevard). According to the Envision San Jose 2040 General Plan, the Urban Village strategy fosters:

- 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
- High-quality urban design

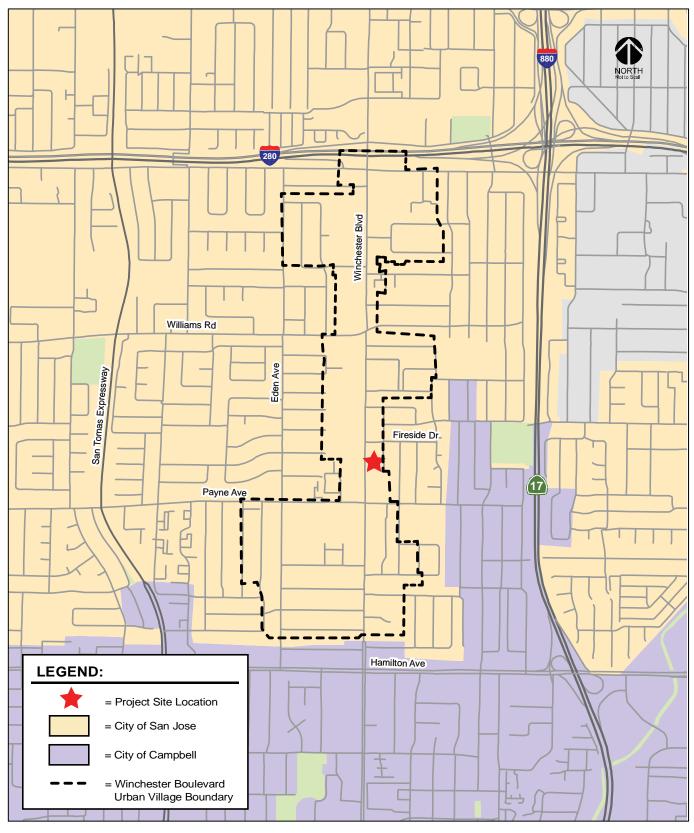
As proposed, the development would consist of the replacement of two single-family homes on-site with a 119-room hotel providing a total of 67 parking spaces. Access to and from the project site would be provided via one right-in/right-out driveway along Winchester Boulevard. The project site location, the surrounding study area, and the Winchester Boulevard Urban Village boundary are shown on Figure 1. The project site plan is shown on Figure 2.

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's Transportation Analysis Policy (Council Policy 5-1), the City of San Jose *Transportation Analysis Handbook 2018*, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), the City of Campbell traffic analysis guidelines, and by the California Environmental Quality Act (CEQA). Based on the City of San Jose's Transportation Policy and *Transportation Analysis Handbook 2018*, the TA report for the project consists of a CEQA vehicle-miles-traveled (VMT) analysis and a supplemental Local Transportation Analysis (LTA).

Transportation Policies

Historically, transportation analysis has utilized delay and congestion on the roadway system as the primary metric for the identification of traffic impacts and potential roadway improvements to relieve traffic congestion that may result due to proposed/planned growth. However, the State of California has recognized the limitations of measuring and mitigating only vehicle delay at intersections and in 2013 passed Senate Bill (SB) 743, which requires jurisdictions to stop using congestion and delay metrics, such as Level of Service (LOS), as the measurement for CEQA transportation analysis. With the adoption of SB 743 legislation, public agencies will soon be required to base the determination of transportation impacts on Vehicle Miles Traveled (VMT) rather than level of service.

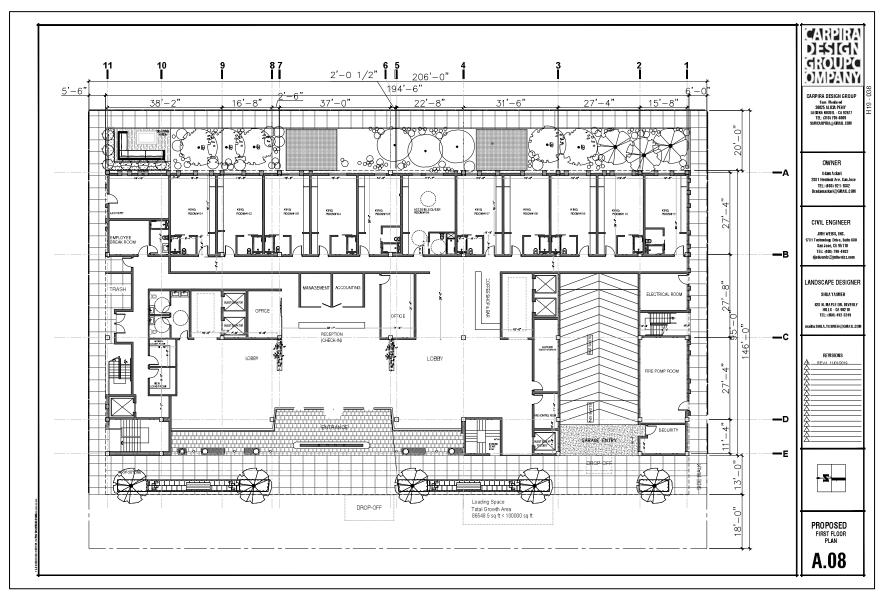
Figure 1 Site Location



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Figure 2 Proposed Site Plan



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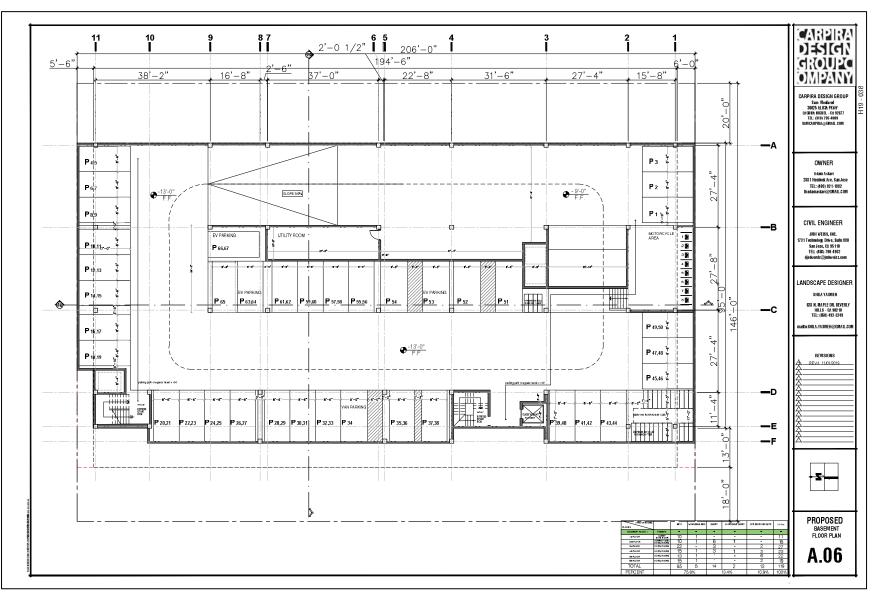


Figure 2 (Cont'd) Proposed Site Plan (Basement Parking Level)

HEXAGON

In adherence to SB 743, the City of San Jose has adopted a new Transportation Analysis Policy, Council Policy 5-1. The policy replaces its predecessor (Policy 5-3) and establishes the thresholds for transportation impacts under the CEQA based on vehicle miles traveled (VMT) instead of levels of service (LOS). The intent of this change is to shift the focus of transportation analysis under CEQA from vehicle delay and roadway auto capacity to a reduction in vehicle emissions, and the creation of robust multimodal networks that support integrated land uses. The new transportation policy aligns with the currently adopted General Plan which seeks to focus new development growth within Planned Growth Areas, bringing together office, residential, and supporting service land uses to internalize trips and reduce VMT. All new development projects are required to analyze transportation impacts using the VMT metric and conform to Council Policy 5-1.

The Circulation Element of the *Envision San José 2040 General Plan* includes a set of balanced, longrange, multi-modal transportation goals and policies that provide for a transportation network that is safe, efficient and sustainable (minimizes environmental, financial, and neighborhood impacts). These transportation goals and policies are intended to improve multi-modal accessibility to all land uses and create a city where people are less reliant on driving to meet their daily needs. The Envision San Jose 2040 General Plan contains the following policies to encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT:

- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Through the entitlement process for new development, projects shall be required to fund or construct needed transportation improvements for all transportation modes, giving first consideration to improvement of biking, walking and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements (TR-2.8);
- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities (TR-3.3);
- 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 Villages and Corridors and other growth areas (TR-8.6);
- Encourage private property owners to share their underutilized parking supplies with the general public and/or other adjacent private developments (TR-8.7);
- 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);

• Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location. Use the City's Parkland Dedication Ordinance and Park Impact Ordinance to have residential developers build trails when new residential development occurs adjacent to a designated trail location, consistent with other parkland priorities. Encourage developers or property owners to enter into formal agreements with the City to maintain trails adjacent to their properties (PR-8.5).

CEQA Transportation Analysis Scope

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

VMT Analysis

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

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 serve in the project vicinity.

VMT Evaluation Tool

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 development projects. 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.

Based on the assessor's parcel number (APN) of a project, the VMT evaluation tool identifies the existing average VMT per capita and VMT per employee for the project area. Based on the project location, type of development, project description, and proposed trip reduction measures, the VMT 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 thresholds of significance for development projects, as established in the Transportation Analysis Policy, are based on the existing citywide average VMT level for residential uses and the existing regional average VMT level for employment uses. Figures 3 and 4 show the current VMT levels estimated by the City's travel demand model. Areas are color-coded based on the level of existing VMT:

- Green-filled areas are parcels with existing VMT less than the City's residential and employee thresholds of 10.12 VMT per capita and 12.21 per employee. The thresholds are calculated by subtracting 15 percent from the citywide average of 11.91 VMT per capita and regional average of 14.37 per employee.
- Yellow-filled areas are parcels with existing VMT between the residential and employee thresholds and the city-wide average of 11.91 VMT per capita and regional average 14.37 VMT per employee.
- Orange-filled areas are parcels with existing VMT greater than the residential and employee thresholds. However, a project's VMT impact may be mitigated by implementing VMT-reducing measures.

Red-filled areas are parcels with existing VMT greater than the residential and employee threshold. Implementing VMT-reducing measures will not be sufficient to reduce a project's VMT to less than the threshold of significance.

Average per-capita and per-employee VMT for all the existing developments within ½ mile buffer of each parcel in the City serves as the baseline from which a project is evaluated. The VMT in the proposed project site vicinity is presented in further detail in Chapter 3.

Screening for VMT Analysis

The City's VMT methodology includes screening criteria that are used to identify types, characteristics, and/or locations of projects that would not exceed the CEQA thresholds of significance. If a project or a component of a mixed-use project meets the screening criteria, it is then presumed that the project or the component would result in a less-than-significant VMT impact and a VMT analysis is not required. The type of development projects that may meet the screening criteria include the following:

- (1) small infill projects
- (2) local-serving retail
- (3) local-serving public facilities
- (4) projects located in *Planned Growth Areas* with low VMT and *High-Quality Transit*
- (5) deed-restricted affordable housing located in Planned Growth Areas with High-Quality Transit

Figures 5 and 6 identify areas within the City that currently have low VMT levels estimated by the City for residents and workers, respectively, for which transit supportive development located within a priority growth area would be screened out of the evaluation of VMT. Table 1 summarizes the screening criteria that must be considered for each type of development project as identified in the City of San Jose Transportation Analysis Handbook.

For the purpose of VMT evaluation, hotel rooms are converted to equivalent retail space to provide an estimate of similar trip-making characteristics (origin and destination of trips). Per the City of San Jose VMT screening criteria, retail projects of 100,000 square feet or less are considered local-serving. Based on the hotel rooms to retail space conversion, the proposed hotel project is expected to generate traffic equivalent to 38,600 square feet of retail space. Therefore, the proposed hotel will be less than the 100,000 s.f. retail threshold screening criterion for local-serving retail and does not require a detailed CEQA transportation analysis, as described in further detail in Chapter 3.

Figure 3 VMT per Capita Heat Map in San Jose

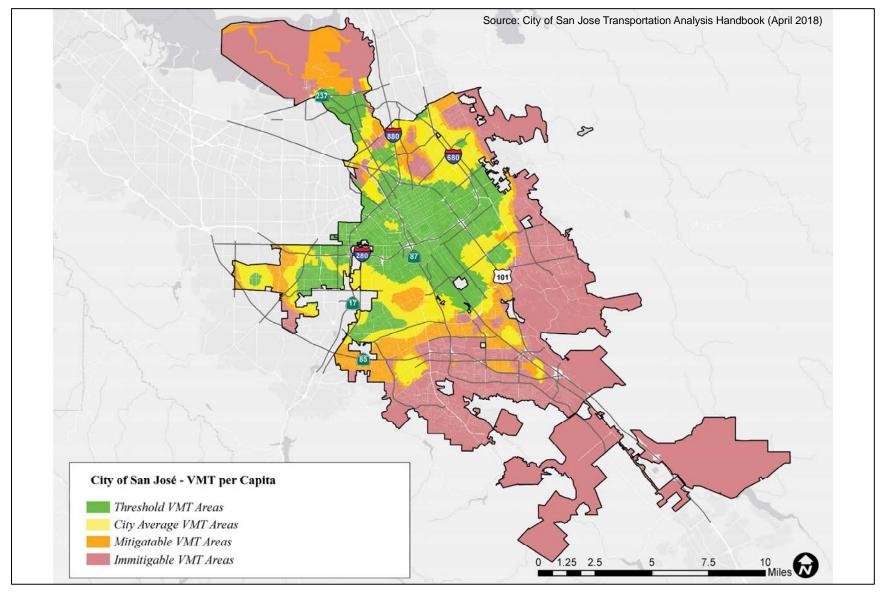




Figure 4 VMT per Job Heat Map in San Jose

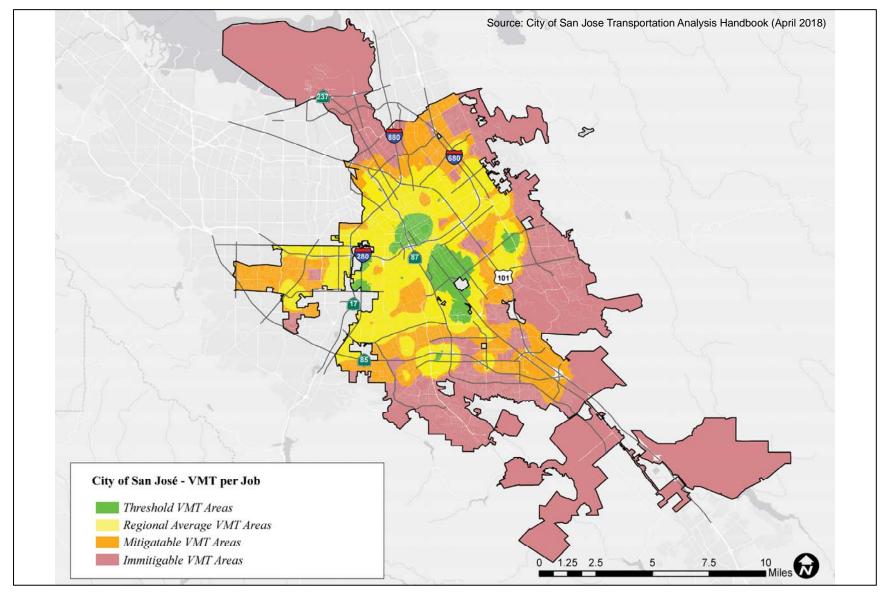




Figure 5 Low VMT per Capita Areas in San Jose

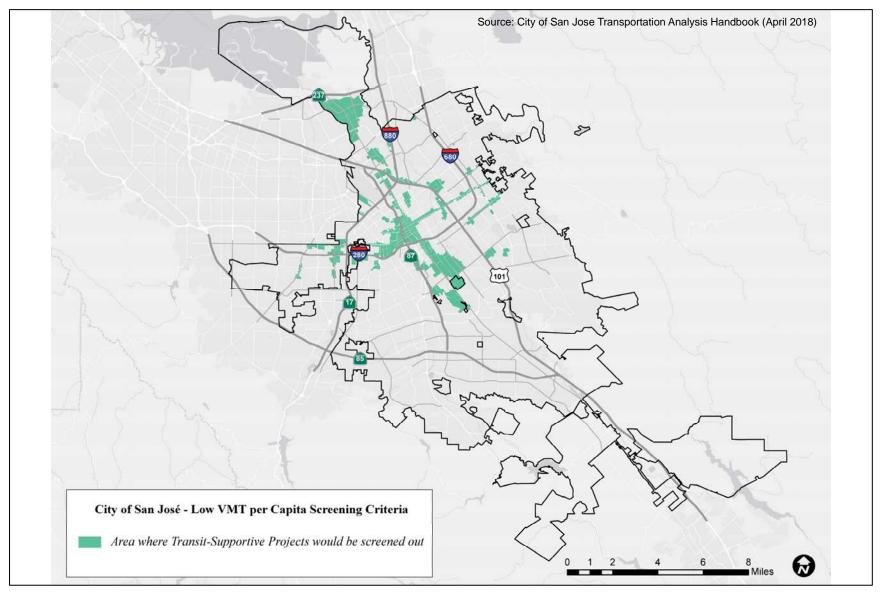




Figure 6 Low VMT per Job Areas in San Jose

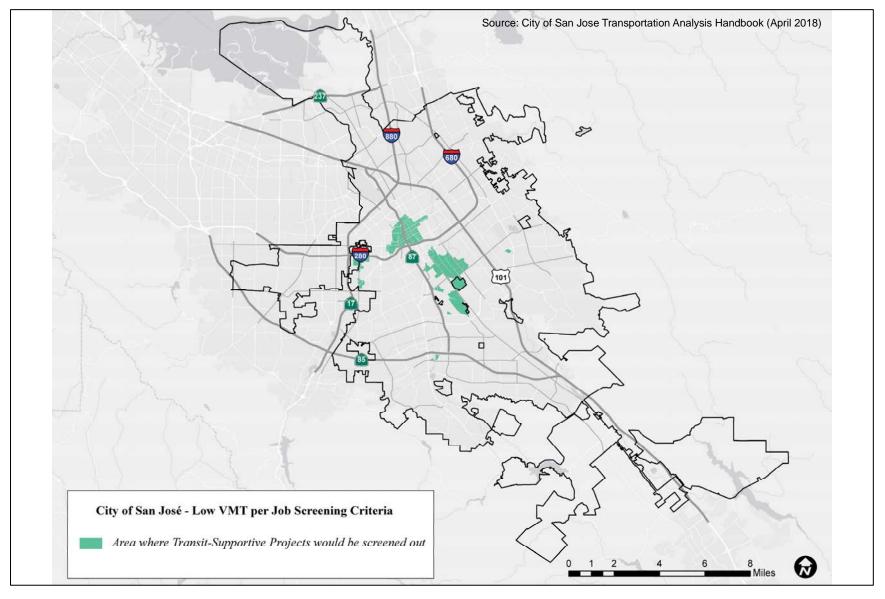




Table 1CEQA VMT Analysis Screening Criteria for Development Projects

Screening Criteria
 Single-family detached housing of 15 units or less; <u>OR</u> Single-family attached or multi-family housing of 25 units or less; <u>OR</u> Office of 10,000 square feet of gross floor area or less; <u>OR</u> Industrial of 30,000 square feet of gross floor area or less
100,000 square feet of total gross floor area or less without drive-through operations
Local-serving public facilities
 Planned Growth Areas: Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; <u>AND</u> High-Quality Transit: Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor; <u>AND</u> Low VMT: Located in an area in which the per capita VMT is less than or equal to the CEQA significance threshold for the land use; <u>AND</u> Transit-Supporting Project Density: Minimum Gross Floor Area Ratio (FAR) of 0.75 for office projects or components; Minimum of 35 units per acre for residential projects or components; If located in a Planned Growth Area that has a maximum density below 0.75 FAR or 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; <u>AND</u> 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; <u>AND</u> Active Transportation: Not negatively impact transit, bike or pedestrian infrastructure.
 Affordability: 100% restricted affordable units, excluding unrestricted manager units; affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes; <u>AND</u> Planned Growth Areas: Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; <u>AND</u> High Quality Transit: Located within ½ a mile of an existing major transit stop or an existing stop along a high quality transit corridor; <u>AND</u> Transit-Supportive Project Density: o Minimum of 35 units per acre for residential projects or components; o 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; <u>AND</u> 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; <u>AND</u> Parking: o No more than the minimum number of parking spaces required; o 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; <u>AND</u> Active Transportation: Not negatively impact transit, bike or pedestrian infrastructure.

Local Transportation Analysis Scope

A local transportation analysis (LTA) supplements the CEQA VMT analysis and identifies transportation and traffic operational issues that may arise due to a development project. The LTA includes an evaluation of the effects of the project on transportation, access, circulation, and related safety elements in the proximate area of the project.

Intersection Operations Analysis

The evaluation of a project's impact on level of service at intersections under the jurisdiction of the City of San Jose is no longer required. Per Senate Bill (SB) 743 and the updated CEQA Guidelines. (Section 15064.3) Nov 2017, beginning July 1, 2020 the use of intersection level of service as a metric for determining impacts of development growth on the transportation system will no longer be permitted. Therefore, the identification of level of service impacts in adjacent jurisdictions due to the development within San Jose, would not be consistent with the updated CEQA guidelines nor current City of San Jose transportation Policy.

However, since the VTA's Congestion Management Program (CMP) and City of Campbell have yet to adopt and implement guidelines and standards for the evaluation of transportation impacts using VMT, the effects of the proposed project traffic on the CMP-designated intersection of Winchester Boulevard and Hamilton Avenue within the City of Campbell and freeway segments in the vicinity of the project area were evaluated following the current peak-hour LOS standards and methodologies as outlined in the *VTA Transportation Impact Analysis Guidelines* and City of Campbell traffic analysis guidelines. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

The LTA includes the evaluation of weekday AM and PM peak hour operations at a limited number of intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site.

Traffic conditions at the study intersections were analyzed for both the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour typically occurs between 7:00 AM and 9:00 AM and the PM peak hour typically occurs between 4:00 PM and 6:00 PM on a regular weekday. These are the peak commute hours during which most weekday traffic congestion occurs on the roadways in the study area.

Intersection operations conditions were evaluated for the following scenarios:

- Existing Conditions. Existing AM and PM peak hour traffic volumes at all study intersections were obtained from the CMP, previously completed traffic studies, and supplemented with new turning-movement counts.
- **Background Conditions.** Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed developments. The approved project traffic was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI) and by the City of Campbell in the form of a list of projects.
- **Background Plus Project Conditions.** Background plus project conditions reflect projected traffic volumes on the planned roadway network with completion of the project and approved developments. Background traffic volumes with the project were estimated by adding to background traffic volumes the additional traffic generated by the project.
- **Cumulative Conditions**. Cumulative traffic volumes reflect projected traffic volumes on the planned roadway network with completion of the pending developments in the area as well as



the proposed project and approved developments. Lists of pending projects in the vicinity was provided by the Cities of San Jose and Campbell.

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

Report Organization

The remainder of this report is divided into four chapters. Chapter 2 describes existing transportation system including the existing roadway network, transit service, bicycle and pedestrian facilities. Chapter 3 describes the CEQA transportation analysis, including VMT analysis methodology, baseline and potential project VMT impacts, and potential cumulative transportation impacts. Chapter 4 describes the LTA including the method by which project traffic is estimated, intersection operations analysis methodology, any adverse intersection traffic effects caused by the project, intersection vehicle queuing analysis, site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, and parking. Chapter 5 presents the conclusions of the transportation analysis.

2. Existing Transportation Setting

This chapter describes the existing conditions of the transportation system within the study area of the project. It describes transportation facilities in the vicinity of the project site, including the roadway network, transit services, and pedestrian and bicycle facilities.

Existing Roadway Network

Regional access to the project site is provided via SR 17 and I-280. These facilities are described below.

SR 17 is a six-lane freeway in the vicinity of the site. It extends from Santa Cruz to I-280 in San Jose, at which point it makes a transition to I-880 to Oakland. Access to the site is provided via its interchange with Hamilton Avenue.

I-280 is an eight-lane freeway in the vicinity of the site. It extends northwest to San Francisco and east to King Road in San Jose, at which point it makes a transition to I-680 to Oakland. North of I-880, I-280 has high occupancy vehicle (HOV) lanes in both directions. Access to and from northbound I-280 to the site is provided via its interchange with Winchester Boulevard and via SR 17 to Hamilton Avenue.

Local access to the site is provided by Winchester Boulevard, Moorpark Avenue, Williams Road, Payne Avenue, Hamilton Avenue, San Tomas Expressway, and Eden Avenue. These roadways are described below.

Winchester Boulevard is a divided six-lane north-south roadway that runs from Los Gatos to Lincoln Street in Santa Clara. In the project vicinity, Winchester Boulevard is considered a "Main Street" based on the City's General Plan 2040 Street Typologies and has a posted speed limit of 35 mph with sidewalks on both sides of the street and on-street bike lanes between I-280 and Stevens Creek Boulevard. Direct access to and from the project site is provided via a right-in/right-out only driveway along Winchester Boulevard.

Moorpark Avenue is a four-lane east-west roadway that runs from Lawrence Expressway to Bascom Avenue. Moorpark Avenue is considered a "City Connector Street" based on the City's General Plan 2040 Street Typologies. East of Bascom Avenue, Moorpark Avenue makes a transition into a three-lane one-way roadway to Leigh Avenue. Moorpark Avenue provides access to the project site via Winchester Boulevard.

Williams Road is a two-lane east-west roadway in the vicinity of the project site. It extends east from Moorpark Avenue to South Daniel Way, just east of Winchester Boulevard and is considered as "On-Street Primary Bicycle Facility" based on the City's General Plan 2040 Street Typologies. Williams Road provides access to the project site via Winchester Boulevard.



Payne Avenue is a two-lane east-west roadway in the vicinity of the project site. It extends east from Saratoga Avenue to Almarida Drive, just east of Winchester Boulevard and is considered a "Local Connector Street" based on the City's General Plan 2040 Street Typologies. Payne Avenue provides access to the project site via Winchester Boulevard.

Hamilton Avenue is a six-lane east-west roadway between Marathon Drive and Leigh Avenue. West of Marathon Drive, Hamilton Avenue narrows to a four-lane roadway and extends west to Campbell Avenue. East of Leigh Avenue, Hamilton Avenue narrows to a four-lane roadway and extends west to Meridian Avenue. Hamilton Avenue provides access to the project site via Winchester Boulevard.

San Tomas Expressway is a north-south expressway that begins at its interchange with US 101 and extends southward through Santa Clara and San Jose and into Campbell, where it transitions into Camden Avenue at SR 17. San Tomas Expressway provides access to and from the project site via Williams Road and Payne Avenue.

Eden Avenue is a two-lane north-south roadway in the vicinity of the project site. It extends north from Hamilton Avenue to Moorpark Avenue. Eden Avenue provides access to the project site via Williams Road and Payne Avenue.

Existing Bicycle and Pedestrian Facilities

Class II Bikeway (Bike Lane). Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Within the vicinity of the project site, striped bike lanes are present on the following roadway segments.

- Winchester Boulevard, between Hamilton Avenue and Payne Avenue
- Hamilton Avenue, west of SR 17
- Payne Avenue, west of Winchester Boulevard
- Williams Road, west of Baywood Avenue
- Moopark Avenue, west of Thornton Way
- Monroe Street, between Tisch Way and Stevens Creek Boulevard
- Winchester Boulevard, between Tisch Way and Stevens Creek Boulevard

Class III Bikeway (Bike Route). Class III bikeways are bike routes and only have signs to help guide bicyclists on recommended routes to certain locations. In the vicinity of the project site, the following roadway segments are designated as bike routes.

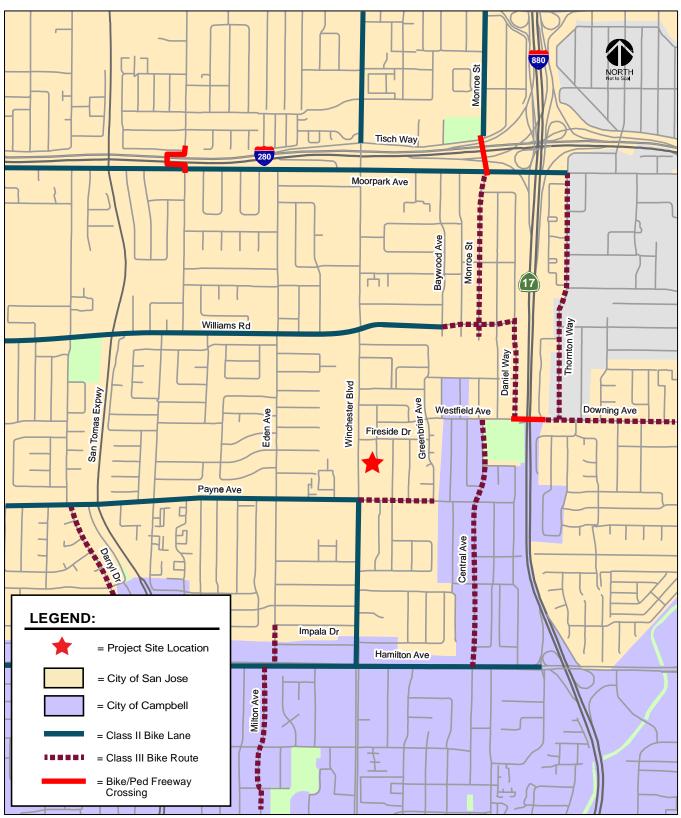
- Payne Avenue, between Winchester Boulevard and Greenbriar Avenue
- Eden Avenue, between Impala Drive and Hamilton Avenue
- Milton Avenue, south of Hamilton Avenue
- Darryl Drive, between Hamilton Avenue and Payne Avenue
- Monroe Street, between Moopark Avenue and Williams Road
- Williams Road, between Baywood Avenue and Daniel Way
- Daniel Way, between Williams Road and Westfield Avenue
- Thornton Way, between Moorpark Avenue and Downing Avenue
- Central Avenue, bewteen Hamilton Avenue and Westfield Avenue
- Downing Avenue, east of SR 17

Although none of the residential streets near the project site provide bike lanes or are designated as bike routes, due to their low traffic volumes, many of them are conducive to bicycle usage. The existing bicycle facilities are shown in Figure 7.

The locations of three pedestrian footbridge crossings over freeways in vicinity of the project site are listed below and shown in Figure 7.



Figure 7 Existing Bicycle Facilities



🗌 Hexagon

- SR 17 pedestrian footbridge connecting Westfield Avenue and Downing Avenue
- I-280 pedestrian footbridge connecting Moorpark Avenue and Cypress Avenue
- I-280 pedestrian footbridge connecting Moopark Avenue and Tisch Way

Controlled crosswalks across Winchester Boulevard are provided near the project site at the signalized Williams Road and Payne Avenue intersections with Winchester Boulevard. Overall, the existing network of sidewalks and crosswalks provides good connectivity and provides pedestrians with safe routes to transit services and other points of interest in the area.

Existing Transit Services

Existing transit service to the study area is provided by the VTA. The VTA transit services are described below and shown on Figure 8.

VTA Bus Services

The project site is served directly by the following VTA bus routes.

Frequent Route 25 runs from the De Anza College to Alum Rock Transit Center and operates from 5:00 AM to 12:30 AM on weekdays with 15- to 30-minute headways during commute periods. Route 25 operates along Winchester Boulevard and Williams Road in the project area. The closest bus stop is located approximately 2,000 feet north of the project site at the intersection of Winchester Boulevard and Williams Road.

Local Route 56 runs from Lockheed Martin to Tambien Station and operates from 5:00 AM to 10:30 PM on weekdays with 30-minute headways during commute periods. The closest bus stop is located approximately 0.6 mile south of the project site at the intersection of Winchester Boulevard and Hamilton Avenue.

Frequent Route 60 runs from the BART Station in Milpitas to Winchester Station via SJC Airport and operates from 5:00 AM to 12:30 AM on weekdays with 15-minute headways during commute periods. Route 60 operates along Winchester Boulevard in the project area. The closest southbound and northbound bus stops to the project site are located approximately 500 feet south of the project site near the Winchester Boulevard and Payne Avenue intersection.

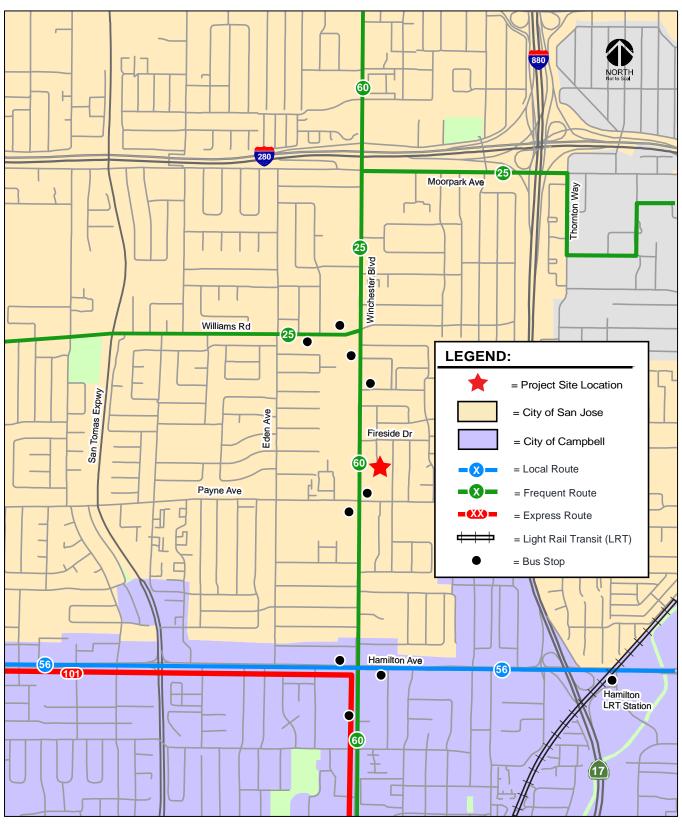
Express Route 101 runs from the Camden Avenue near Highway 85 to Stanford Research Park in Palo Alto and operates two northbound trips during the morning commute period and two southbound trips during the afternoon commute period with 50- to 60-minute headways. The closest bus stop is located approximately 0.6 mile south of the project site at the intersection of Winchester Boulevard and Hamilton Avenue.

VTA Light Rail Transit (LRT) Service

LRT Green Line runs from the Winchester Transit Center in Campbell to Old Ironsides in Santa Clara and operates from 5:00 AM to 1:00 AM with 15-minute headways during the peak commute periods. The closest LRT station is located approximately 1.4 miles from the project site at the interchange of SR 17 and Hamilton Avenue.



Figure 8 Existing Transit Services



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3. CEQA Transportation Analysis

This chapter describes the CEQA transportation analysis, including the VMT analysis methodology and significance criteria, potential project impacts on VMT, mitigation measures recommended to reduce significant impacts, and an evaluation of consistency with the City of San Jose's General Plan.

VMT Analysis Methodology

Per Council Policy 5-1, the effects of the proposed project on VMT was evaluated using the methodology outlined in the City's *Transportation Analysis Handbook*. 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. When the proposed project is relatively small and would not significantly alter existing traffic patterns, the City's VMT evaluation tool is used to estimate the project VMT and determine whether the project would result in a significant VMT impact.

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 VMT 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.

VMT Evaluation Tool

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 development projects. Based on the assessor's parcel number (APN) of a project, the VMT evaluation tool identifies the



existing average VMT per employee for the project area. Based on the project location, type of development, project description, and proposed trip reduction measures, the VMT evaluation tool calculates the project VMT. Projects located in areas where the existing VMT is greater than 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. Figure 9 shows the current VMT levels estimated by the City for workers in the immediate project area.

Based on the project location, type of development, project description, and proposed trip reduction measures, the VMT evaluation tool calculates the project VMT. However, the City's VMT Evaluation Tool is limited to the evaluation of four general land use categories: residential, office, industrial, and retail. Thus, the use of the VMT evaluation tool for the evaluation of land uses other than the four general land uses described above, such as the proposed hotel, requires the conversion of the proposed land use to an equivalent amount (based on trip generation characteristics) of residential units, office space, industrial space, or retail space.

Since the characteristics of the proposed hotel would have similar trip generating characteristics to retail space, the proposed hotel was converted into an equivalent amount of retail space based on trip generation estimates derived utilizing trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 10th Edition* (2017). Based on the ITE daily trip rate for hotel (ITE Land Use Code 310), the proposed 119-room hotel is estimated to generate 1,455 daily trips, which is equivalent to the trips estimated to be generated by approximately 38,600 s.f. of retail space. Table 2 presents the retail equivalency calculation.

Table 2Equivalent Retail Space

			Dai	ly							
Land Use		Size	Rate	Trip							
Hotel (ITE Land Use 310) ¹		119 Rooms	12.23	1,455							
Shopping Center (ITE Land Use 820) ¹	Equivalent Retail Space ² =	38,600 Square Feet	37.75	1,455							
<u>Notes:</u> ¹ ITE Trip Generation Manual, 10 th Edition 2017 (Average Rates) ² Rounded to the nearest 100 square feet.											

CEQA Transportation Analysis Exemption Criteria

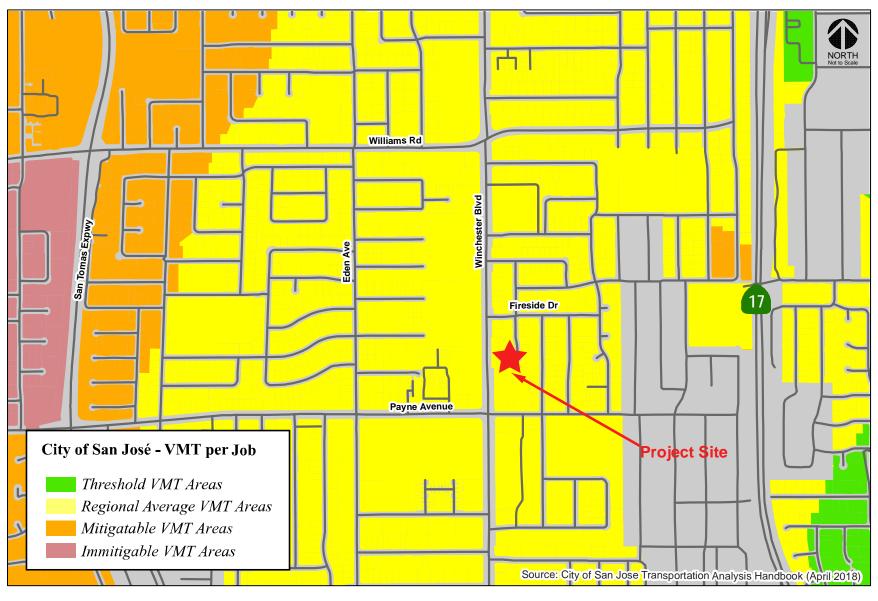
The City of San Jose *Transportation Analysis Handbook* identifies screening criteria that determines whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location.

As discussed previously, hotel rooms are converted to equivalent retail space to provide an estimate of similar trip-making characteristics (origin and destination of trips) for the purpose of VMT evaluation. Based on the hotel rooms to retail space conversion, the proposed hotel project is expected to generate traffic equivalent to approximately 38,600 square feet of retail space.

Per the City of San Jose VMT screening criteria, retail projects of 100,000 square feet or less are considered local-serving. Therefore, the proposed hotel does not require a detailed CEQA VMT analysis.



Figure 9 VMT per Employee Heat Map in Project Area





Cumulative (GP Consistency) Evaluation

Projects must demonstrate consistency with the *Envision San José 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 per the City's *Transportation Analysis Handbook*.

The project site is located within the Winchester Boulevard Urban Village, which is generally bounded by I-280 to the north, SR 17 to the east, Hamilton Avenue to the south, and San Tomas Expressway to the west (see Figure 1). Urban villages were developed as one of the major strategies of the *Envision San José 2040 General Plan*. Urban villages are defined as walkable, bicycle-friendly, transit-oriented, mixed use settings that provide both housing and jobs, thus supporting the policies and goals of the General Plan.

The Winchester Boulevard Urban Village Plan identifies the following goals to improve traffic flow, alternative transportation options, and reduce neighborhood cut-through traffic.

- Improve traffic flow through multimodal data collection and application and signal coordination and timing improvements.
- Reduce congestion from the road by encouraging off-peak travel as well as more travel through sustainable modes, including walking, biking, transit and ridesharing.
- Support robust technology improvements, and appropriately accommodate new technologies, such as autonomous vehicles, in ways that provide net benefit.
- Improve transit options and connections to regional transit facilities by prioritizing transit and by upgrading existing bus stop facilities.
- Improve walkability and bikeability with better connections, wider walkways, improved over/undercrossings, shared bikeway in residential neighborhoods, protected or buffered bike lanes on major streets, and better bike parking.
- Limit cut-through traffic, speeding, and parking overflow in residential neighborhoods by slowing speeds and increasing cut-through travel-times in residential neighborhoods, and by providing enough parking to meet the needs of businesses and residents.
- Improve wayfinding in ways that reinforce and enhance the identity of the Urban Village and its surrounding neighborhood.
- Remain consistent with the community's top priorities for future designs of Winchester Boulevard, which are sufficient vehicular travel lanes and protected bike lanes.

The project is consistent with the General Plan and Winchester Boulevard Urban Village goals and policies for the following reasons:

- The project frontage along Winchester Boulevard will be consistent with planned streetscape design features of Grand Boulevards and the Winchester Boulevard Urban Village Plan.
- The project frontage along Winchester Boulevard will be designed to accommodate the planned Winchester Boulevard Complete Street improvements including protected bicycle lanes, wider sidewalks, and other pedestrian safety features.
- The project site is adjacent to bus stops and bicycle lanes on Winchester Boulevard.



Therefore, based on the project description, the proposed project would be consistent with the *Urban Village Planning Concepts* and the *Envision San José 2040 General Plan*. Thus, the project would be considered as part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

4. Local Transportation Analysis

This chapter describes the local transportation analysis including the method by which project traffic is estimated, intersection operations analysis for existing, background, and background plus project, any adverse effects on study intersections caused by the project, intersection vehicle queuing analysis, freeway segment capacity, site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, and parking.

Project Description

As proposed, the development would consist of the replacement of two single-family homes on-site with a 119-room hotel providing a total of 67 parking spaces. Access to and from the project site would be provided via one right-in/right-out driveway along Winchester Boulevard.

The project site is located within a designated Urban Village (Winchester Boulevard) per the Envision San Jose 2040 General Plan. 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.

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

Proposed Project Trips

Through empirical research, data have been collected that indicate the amount of traffic that can be expected to be generated by common land uses. Project trip generation was estimated by applying to the size and uses of the development the appropriate trip generation rates. The average trip generation rates for Hotel (Land Use 310) as published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition* (2017) were applied to the proposed number of hotel rooms to estimate the project trips.



Trip 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 (gross) trip generation described above. Based on the 2018 San Jose guidelines, the project qualifies for a location-based adjustment. The location-based adjustment reflects the project's vehicle mode share based on the place type in which the project is located per the San Jose Travel Demand Model. The project's place type was obtained from the *San Jose VMT Evaluation Tool.* Based on the Tool, the project site is located within a designated urban area with low access to transit. Therefore, the baseline project trips were adjusted to reflect an urban low-transit mode share. Urban low-transit is characterized as an area with good accessibility, low vacancy, and middle-aged housing stock. Developments within urban low-transit areas have a vehicle mode share of 87%. Thus, a 13% reduction was applied to the trips generated by the proposed project.

Based on the ITE rates with trip reductions, the proposed hotel development would generate a total of 1,266 daily vehicle trips, with 64 trips (37 inbound and 27 outbound) occurring during the AM peak hour and 75 trips (37 inbound and 38 outbound) occurring during the PM peak hour. The project trip generation estimates are presented in Table 3.

Existing Site Trips

Two homes are currently occupying the project site. Field observations revealed that the two homes are generating less than 10 trips during each of the peak hours. Therefore, the LTA utilized a conservative approach and did not take trip credit for the homes.

Trip Distribution and Trip Assignment

The trip distribution pattern for the project was developed based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. The peak-hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern, with an emphasis on freeway access and project driveway location. Figure 10 shows the trip distribution pattern, and Figure 11 shows the net trip assignment of project traffic on the local transportation network.

Intersection Operations Methodology

This section presents the methods used to evaluate traffic operations at the study intersections. It includes descriptions of the data requirements, the analysis methodologies, the applicable level of service standards, and the criteria defining adverse effects at the study intersections.

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection is not considered a CEQA impact metric.

Study Intersections

The study includes an analysis of AM and PM peak-hour traffic conditions for four signalized intersections and one unsignalized intersection. Intersections were selected for study if the project is expected to add 10 vehicle trips per hour per lane to a signalized intersection that meets one of the following criteria as outlined in the *Transportation Analysis Handbook*.



Table 3Project Trip Generation Estimates

						AM Pea	r		PM Peak Hour							
	ITE ¹		Daily		Pk-Hr Split			Trip		Pk-Hr	Split		Trip			
Land Use	Land Use Code	Size	Rate	Trip	Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total
Proposed Land	<u>I Use</u>															
Hotel	#310 - Occupied Hotel Rooms	119 Rooms	12.23	1,455	0.62	58%	42%	43	31	74	0.73	49%	51%	43	44	87
Location-Based	Reduction (Urban Low-Transit - 13%) ²			-189				-6	-4	-10				-6	-6	-12
Total				1,266				37	27	64				37	38	75
				1,200				01	21	04				01		_

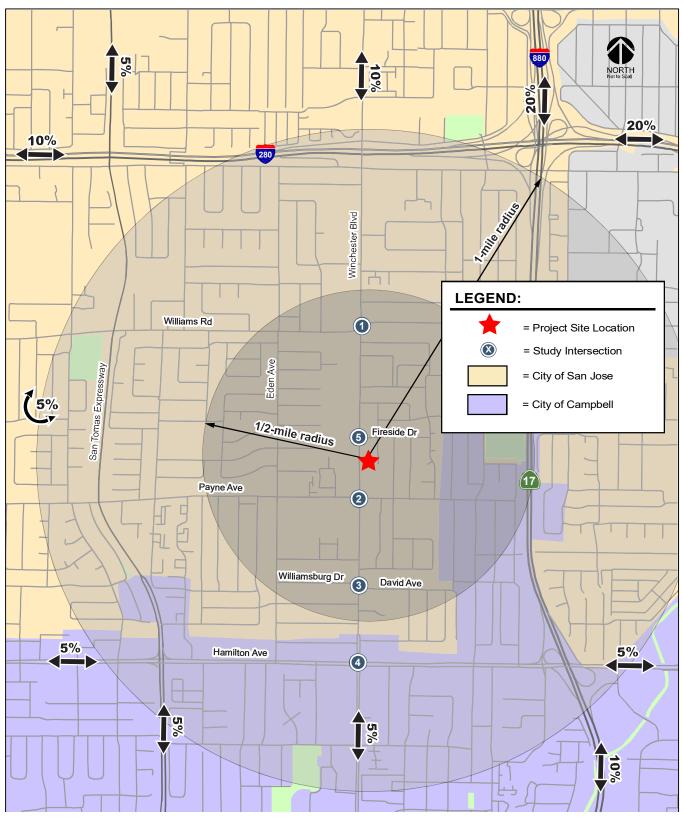
Notes:

¹ ITE Trip Generation Manual, 10th Edition 2017 (Average Rates)

² The project site is located within an urban low-transit area based on the City of San Jose VMT Evaluation Tool (February 29, 2019). The trip reductions are based on the percent of mode share for all of the other modes of travel besides vehicle for retail uses.

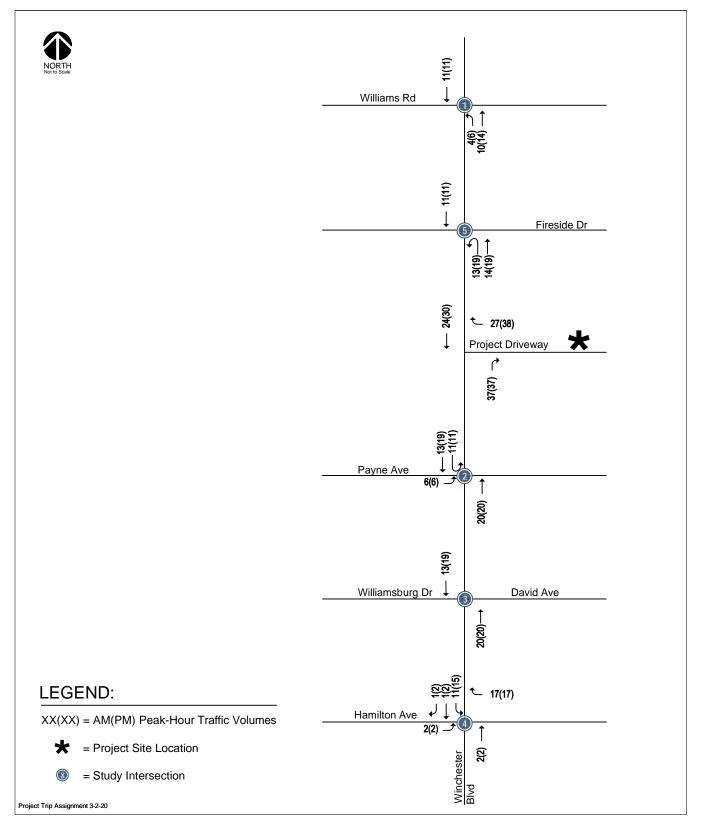






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Figure 11 Project Trip Assignment





- Within a ¹/₂-mile buffer from the project's property line;
- Outside a ½-mile buffer but within a one-mile buffer from the project AND currently operating at D or worse;
- Designated Congestion Management Program (CMP) facility outside of the City's Infill Opportunity Zones;
- Outside the City limits with the potential to be affected by the project, per the transportation standards of the corresponding external jurisdiction;
- With the potential to be affected by the project, per engineering judgement of Public Works.

The following study intersections are located between a one-half mile and one-mile radii from the project site and were selected based on the above criteria (see Figure 10).

- 1. Winchester Boulevard and Williams Road (San Jose)
- 2. Winchester Boulevard and Payne Avenue (San Jose)
- 3. Winchester Boulevard and David Avenue/Williamsburg Drive (San Jose)
- 4. Winchester Boulevard and Hamilton Avenue* (Campbell)
- 5. Winchester Boulevard and Fireside Drive (San Jose Unsignalized)

*Denotes CMP Intersection

The signalized intersection of Winchester Boulevard and Hamilton Avenue is located within the City of Campbell. However, it is also a CMP designated intersection and subject to CMP LOS standards.

Data Requirements

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

- existing traffic volumes
- existing lane configurations
- signal timing and phasing
- approved project trips

Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 12.

It is assumed in this analysis that the transportation network under background, background plus project, and cumulative plus project would be the same as the existing transportation network, with the following exceptions as part of the Winchester Boulevard Complete Street Improvements.

The Winchester Boulevard Urban Village Plan identifies the improvement of Winchester Boulevard between Hamilton Avenue and I-280 to a complete street. Complete streets are roadways designed to safely accommodate many different users, including people who bike, people who walk, transit riders, motorists, and emergency vehicles. The planned streetscape design for Winchester Boulevard includes features of Grand Boulevards and Complete Streets as defined in San José's General Plan and Complete Streets Design Guidelines (see Figure 13). The Winchester Boulevard Urban Village Plan identifies the following complete street improvements along Winchester Boulevard:

- Protected bike lanes along both sides of Winchester Boulevard. The bike lanes will be physically separated from vehicle travel lanes.
- At least four vehicular travel lanes and two flex lanes for vehicle travel or parking.

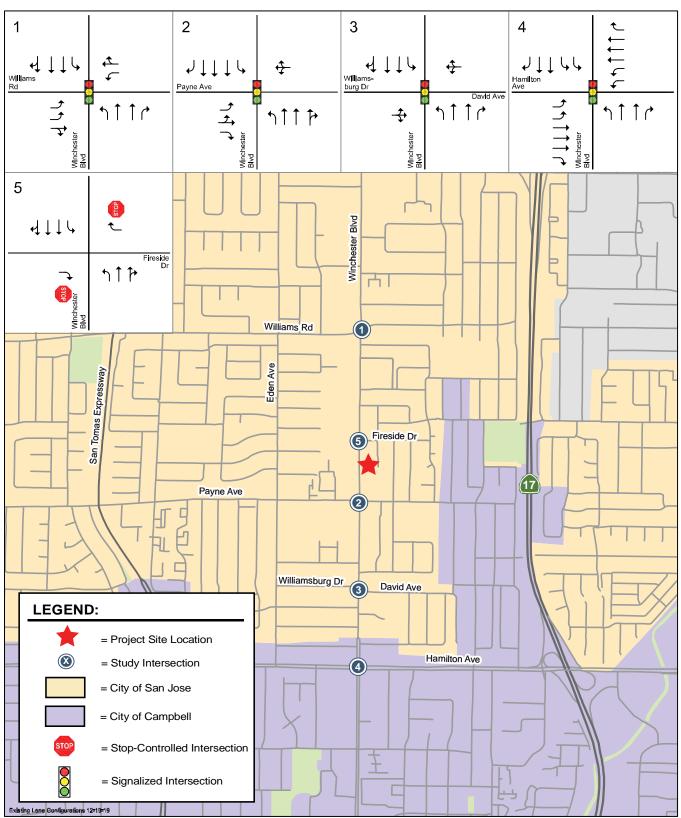


Figure 12 Existing Lane Configurations

SAN AN/ (5F) BELO WINCHESTER BLVD 빓 370' MATCHLINE HINING FIBER CABLES LOSS OF PARKING SPACES (THIS SHEET ONLY) LOSS OF PARKING SPACES (54) (58) (50) (5E) (5F) (5G) (5H) (5J) TOTAL GREENTREE 58 (SH) ø SHEET WINCHESTER BLVD 띯 MATCHLINE CONDUIT GRAPHIC SCALE (IN 78387) I inch = 40 ft. PERMIT # <u>1X-XXXXXX</u> PROJECT # <u>X-XXXXXX</u> DEPARTMENT OF PUBLIC WORKS SAN JOSE, CALIFORNIA FOR ROADWAY INPROVEMENT BKF APPROVED BY BARRY NG DIRECTOR OF PUBLIC VORKS PHASE 3: FULL BUILD-OUT ORTH FIRST STREET, SUITE 600 N JOSE, CALIFORNIA 85112 GR) 467-9100 FXX (408) 467-919 SAN JOSE BETWEEN NEWHALL ST AND HAMILTON AVE - INTELLIGENT TRANSPORTATION SYSTEM Proj. Engr REVISIONS JESIGN DESIGN CITY APPR. BY DATE APPR. DATE SHEET 5 0

Figure 13 Winchester Boulevard Complete Street Improvement



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Figure 13 (Continued) Winchester Boulevard Complete Street Improvement



ROSEMARY Isting Affected P Spaces = 3 spa kisting Affected Park D (TA) (7B) žШ WINCHESTER BLVD ţ MATCHLIN 10 MPALA DR LOSS OF PARKING SPACES (THIS SHEET ONLY) LOCATION LOSS OF PARKING SPACES R R C R TOTAL FIGURE 6-14: WINCHESTER BOULEVARD CONCEPT - 100 FOOT CURB-TO-CURB - PROPOSED STREET SECTION SEE DETAIL & ON THIS SHEET ROPSOED RAISED BIKE PATH - PROPOSED RAIN GARDEN (E) 201 107 11° 267 20 4'-6" Sidewo Potential sian or Mid-block Dimensions DETAIL A GRAPHIC SCALE RAISED BIKE PATH AND PROPOSED RAIN GARDEN (IN PEET) tinch = 40 ft. PERMIT # <u>1X-XXXXXX</u> PROJECT # <u>X-XXXXXX</u> DEPARTMENT OF PUBLIC WORKS SAN JOSE, CALIFORNIA FOR RUADWAY INPROVEMENT **B**K 08-16-2016 Designed Drawn: ¢ν APPROVED BY BARRY NG DIRECTOR OF PUBLIC VORKS PHASE 3: FULL BUILD-OUT D NORTH FIRST STREET, SUITE 600 SAN JOSE, CALFORNA 95112 E (438) 467-9700 FXX (438) 467-9700 SAN JOSE BETWEEN NEWHALL ST AND HAMILTON AVE IN OPPERIVE - INTELLIGENT TRANSPORTATION SYSTEM Proj. Engr. REVISIONS JESIGN DESIGN CITY APPR. BY DATE APPR. DATE м SHEET 7 OF

Figure 13 (Continued) Winchester Boulevard Complete Street Improvement



• Construction of a raised median with limited breaks.

This study conservatively assumes Winchester Boulevard would have four vehicular travel lanes (two lanes in each direction) during the AM and PM peak hours.

Traffic Volumes

Existing Conditions

Existing peak hour traffic volumes at all study intersections were obtained from the CMP, previously completed traffic studies, and supplemented with new turning-movement counts. The existing peak-hour intersection volumes are shown on Figure 14. Intersection turning-movement counts conducted for this analysis are presented in Appendix B. Peak hour intersection turning movement volumes for all intersections and study scenarios are tabulated in Appendix D.

Future Conditions

Background peak hour traffic volumes were estimated by adding to existing volumes the estimated traffic from approved but not yet constructed developments. The added traffic from approved but not yet constructed developments was obtained from the City of San Jose's Approved Trips Inventory (ATI) database. Trips associated with approved projects in the City of Campbell were estimated based on a list provided by City of Campbell staff. The background traffic scenario predicts a realistic traffic condition that would occur as approved development is built. Background traffic volumes are shown in Figure 15. Project trips were added to background traffic volumes to obtain background plus project traffic volumes (see Figure 16).

Traffic volumes under cumulative plus project conditions were estimated by adding to the background plus project traffic volumes the trips from proposed, but not yet approved (pending) development projects within the Cities of San Jose and Campbell. Pending project trips and/or pending project information was obtained from the Cities of San Jose and Campbell. The cumulative plus project traffic volumes at study intersections are shown Figure 17.

The approved and pending project information are included in Appendix C. The approved trips, proposed project trips, and traffic volumes for all components of traffic are tabulated in Appendix D.

Level of Service Standards and Analysis Methodologies

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.

All study intersections were evaluated based on the 2000 Highway Capacity Manual (HCM) level of service methodology using the TRAFFIX software. This method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. TRAFFIX is also the CMP-designated intersection level of service methodology, thus, the City of San Jose employs the CMP default values for the analysis parameters. The correlation between average control delay and level of service at signalized intersections is shown in Table 4.

Signalized study intersections, with the exception of the CMP-designated intersection at Winchester Boulevard and Hamilton Avenue, are subject to the City of San Jose level of service standards. The City of San Jose has established LOS D as the minimum acceptable intersection operations standard for all signalized intersections unless superseded by an Area Development Policy.



Figure 14 Existing Traffic Volumes

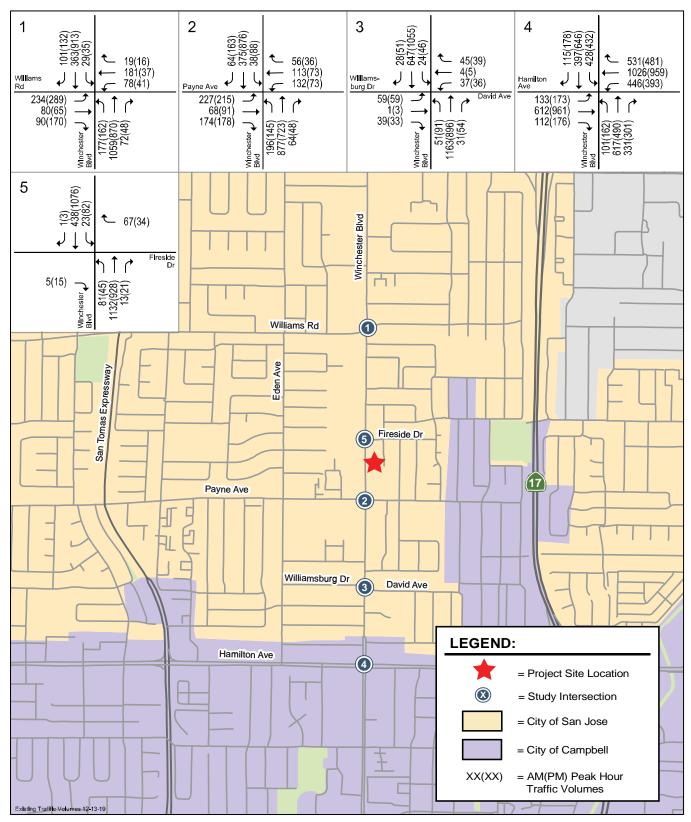
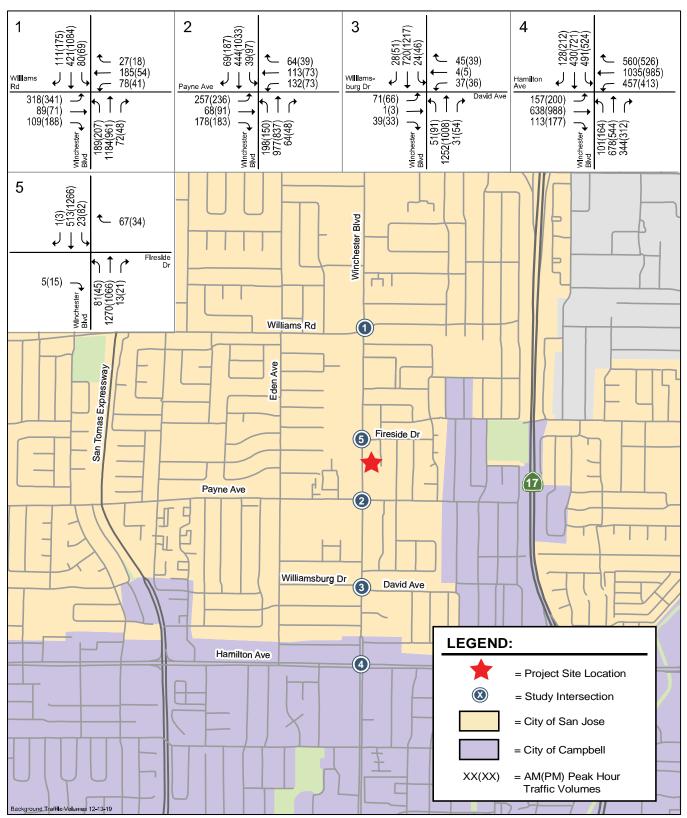


Figure 15 Background Traffic Volumes



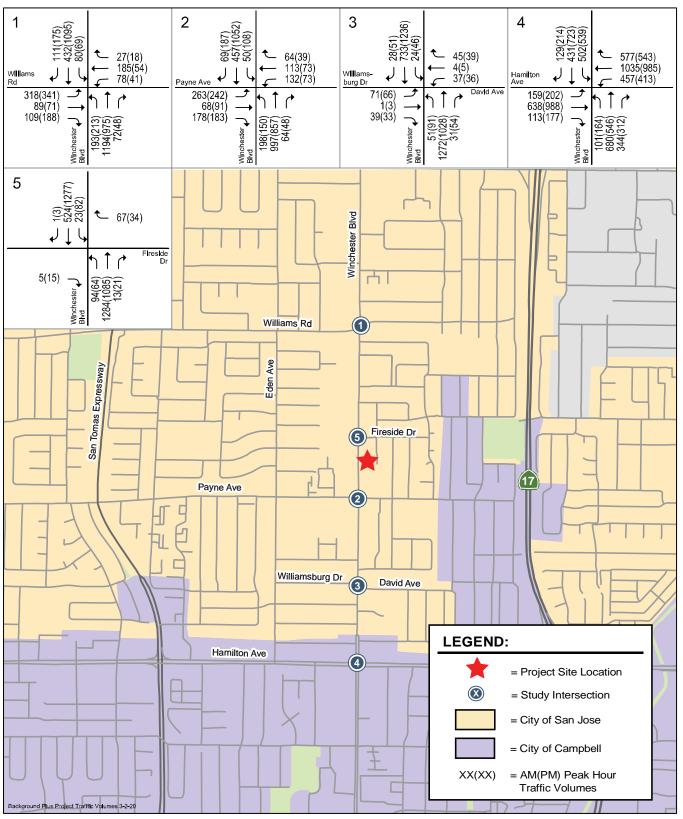


Figure 16 Background Plus Project Traffic Volumes

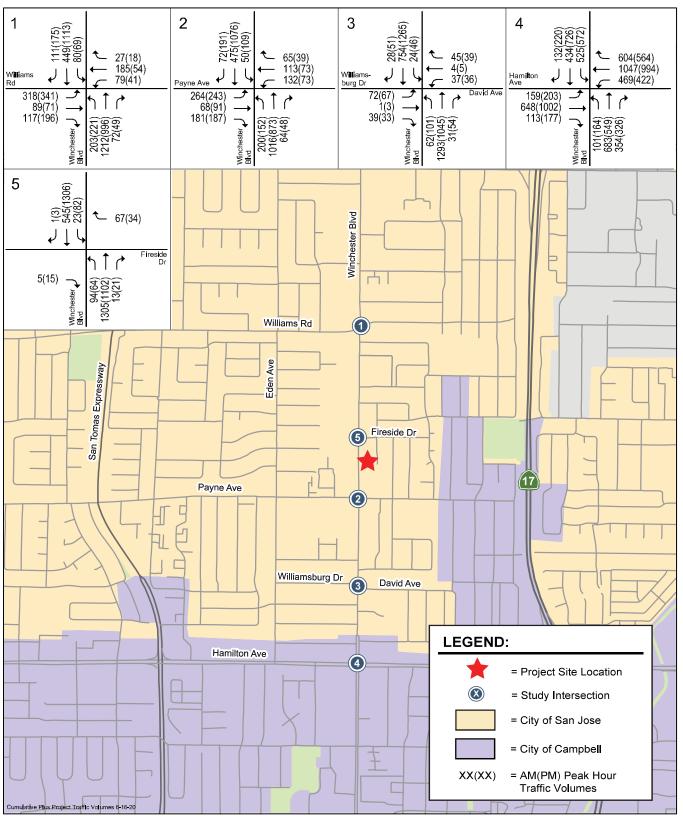


Figure 17 Cumulative Plus Project Traffic Volumes

Table 4

Signalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay per Vehicle (sec.)
А	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	up to 10.0
В	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
С	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 80.0
Sources: T	to oversaturation, poor progression, or very long cycle lengths. ransportation Research Board, 2000 Highway Capacity Manual. Tra uidelines, Santa Clara County Transportation Authority Congestion	

June 2003.

City of San Jose Definition of Adverse Intersection Operations Effects

According to the City of San Jose's *Transportation Analysis Handbook 2018*, an adverse effect on intersection operations occurs 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 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.

An adverse intersection operations effect by City of San Jose standards may be addressed by implementing measures that would restore intersection level of service to background conditions or better. The City recommends prioritizing improvements related to alternative transportation modes,



parking measures, and/or TDM measures. Improvements that increase vehicle capacity are secondary and must not have unacceptable effects on existing or planned transportation facilities. Unacceptable effects on existing or planned transportation facilities include the following:

- Inconsistent with the General Plan Transportation Network and Street Typologies;
- Reduction of any physical dimension of a transportation facility below the minimum design standards per the San José Complete Streets Design Standards and Guidelines; OR
- Substantial deterioration in the quality of existing or planned transportation facilities, including pedestrian, bicycle, and transit systems and facilities, as determined by the Director of Transportation.

Conformance to the CMP Standard

The intersection at Winchester Boulevard and Hamilton Avenue is a CMP-designated intersection. Based on CMP criteria, a project would fail to meet the CMP intersection standard if the additional project traffic caused one of the following during either peak hour:

- 1. The level of service at the intersection degrades from an acceptable LOS E or better under background conditions to an unacceptable LOS F under project conditions, <u>or</u>
- 2. The level of service at the intersection is an unacceptable LOS F under background conditions and the addition of project trips causes 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.

An exception to this rule applies when the addition of project traffic reduces the amount of average delay for critical movements (i.e. the change in average delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by.01 or more.

An adverse intersection effect by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to background conditions or better.

Intersection Operations Analysis Results

The intersection level of service analysis is summarized in Table 5.

Existing Intersection Operation Conditions

Intersection levels of service were evaluated against applicable Cities of San Jose and Campbell, and CMP operations standards. The results of the level of service analysis show all study intersections currently operate at an acceptable LOS D or better during both the AM and PM peak hours, based on the Cities of San Jose and Campbell, and CMP intersection operations standards of LOS D and E, respectively. The level of service calculation sheets are included in Appendix E.

Observed Existing Traffic Conditions

Traffic conditions in the field were observed in order to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to intersection level of service, and (2) to identify any locations where the level of service calculation does not accurately reflect level of service in the field.



June 18, 2020

Table 5Intersection Level of Service Results

						Exis	ting	Background		В	Background Plus Project			Cumulative Plus Project	
Int. #	Intersection	Jurisdiction	LOS Standard	Peak Hour	Count Date	Avg. Delay	LOS	Avg. Delay	LOS	Avg. Delay		Incr. In Crit. Delay	Incr. In Crit. V/C	Avg. Delay	LOS
1	Winchester Boulevard and Williams Road	San Jose	D	AM PM	11/19/19 11/19/19	32.9 34.7	C C	35.9 35.5	D D	35.9 35.6	D D	0.0 0.3	0.003 0.007	36.0 36.0	D D
2	Winchester Boulevard and Payne Avenue	San Jose	D	AM PM	11/19/19 11/19/19	38.0 39.2	D D	37.5 37.5	D D	37.7 37.8	D D	0.3 0.1	0.015 0.007	37.7 37.8	D D
3	Winchester Boulevard and David Avenue/Williamsburg Drive	San Jose	D	AM PM	11/19/19 11/19/19	19.7 22.9	B C	18.9 20.6	B C	18.8 20.5	B C	-0.1 -0.1	0.006 0.006	18.8 20.7	B C
4	Winchester Boulevard and Hamilton Avenue*	CMP	E	AM PM	04/24/18 12/13/18	40.0 47.7	D D	41.1 49.2	D D	41.2 49.3	D D	0.1 0.2	0.004 0.006	41.4 49.6	D D
	* Denotes CMP Intersection														



Field observations revealed the following operational problem that may not be reflected in level of service calculations:

During the PM peak hour, the eastbound queue on Hamilton Avenue intermittently extended back from the SR 17 interchange to Winchester Boulevard resulting in the southbound Winchester Boulevard to eastbound Hamilton Avenue left-turn movement unable to proceed during its green phase. This only occured during a few signal cycles during the peak 15 minutes of the PM peak hour.

All other study intersections operate without any major operational problems.

Future Intersection Operation Conditions

The operations analysis shows that all of the study intersections are projected to operate at acceptable levels of service, based on the Cities of San Jose and Campbell, and CMP intersection operations standard of LOS D and E, respectively, under background conditions, background plus project, and cumulative plus project conditions during both the AM and PM peak hours. The intersection level of service calculation sheets are included in Appendix E.

At the intersections of Winchester Boulevard/David Avenue/Williamsburg Drive and Winchester Boulevard/Payne Avenue, the addition of background and/or project traffic causes the overall average intersection delays to improve slightly. This occurs when project trips are added to movements where the delay is lower than the overall intersection average.

I-280/Winchester Boulevard Interchange Area Transportation Development Policy

The I-280/Winchester Boulevard interchange area Transportation Development Policy (TDP) provides for additional capacity in the immediate area of the I-880/Stevens Creek Boulevard and I-280/Winchester Boulevard interchanges. The TDP was completed for the purpose of managing existing traffic congestion in the I-880/Stevens Creek and I-280/Winchester interchange areas as well as provide additional traffic capacity to accommodate future development such as the proposed project. The I-880/Stevens Creek and I-280/Winchester interchanges serve as the primary access points to regional freeway facilities in the project area. As such, the Stevens Creek Boulevard and Winchester Boulevard corridors that serve the I-880/Stevens Creek and I-280/Winchester interchanges currently experience traffic congestion during the peak commute hours. The corridors include two Protected Intersections that are currently and projected to continue to operate well below the City's standard Level of Service Policy. There are no further vehicular capacity improvements available at the intersections.

The TDP provides partial funding, via a traffic impact fee imposed on proposed development, for the implementation of a new westbound off-ramp from I-280 to Winchester Boulevard to reduce traffic congestion at the I-880/Stevens Creek and Stevens Creek Boulevard corridors. The traffic fee is based on the estimated trips to be added to the new westbound off-ramp from I-280 to Winchester Boulevard during the PM peak hour by each individual development. It is estimated that the proposed project will result in the addition of four PM peak hour trips to the planned I-280 to Winchester Boulevard ramp.

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



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

Where:

P (x=n) = probability of "n" vehicles in queue per lane

- n = number of vehicles in the queue per lane
- λ = average # of vehicles in the queue per lane (vehicles per hour per lane/signal cycles per hour)

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.

A vehicle queuing analysis was conducted for high demand turn movements at the intersections of Winchester Boulevard/Payne Avenue and Winchester Boulevard/Fireside Drive (see Table 6). The analysis indicates that, with the addition of project traffic, the 95th percentile vehicle queues could be accommodated by the storage provided at all study locations. The queue length calculations are included in Appendix F.

Signal Warrant Analysis

The need for signalization of an unsignalized intersection is assessed based on the Peak Hour Volume Warrant (Warrant 3) described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways (CA MUTCD)*, Part 4, Highway Traffic Signals, 2014. This method makes no evaluation of intersection level of service, but simply provides an indication whether vehicular peak hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary. Additional analysis may include unsignalized level of service analysis and/or operational analysis such as evaluating vehicle queuing and delay. Other options such as traffic control devices, signage, or geometric changes may be preferable based on existing field conditions.

A peak-hour traffic signal warrant check was conducted for the unsignalized intersection of Winchester Boulevard and Fireside Drive. The results indicate that the projected traffic volumes at the intersection would fall below the thresholds that warrant signalization under all study scenarios during the AM and PM peak hours. The traffic signal warrant calculations are included in Appendix G.

Table 6 Queuing Analysis Summary

		oulevard and Avenue	Winchester Boulevard and Fireside Drive				
	Southbo	ound Left	Northbo	und Left			
Measurement	AM	PM	AM	РМ			
Existing Conditions							
Cycle Length/Control Delay (sec) ¹	126	140	8.4	10.9			
Lanes	1	1	1	1			
Volume (vph)	38	88	81	45			
Volume (vphpl)	38	88	81	45			
95 th %. Queue (veh/ln.)	3	7	1	1			
95 th %. Queue (ft./ln) ²	75	175	25	25			
Storage (ft./ In.)	200	200	250	250			
Adequate (Y/N)	YES	YES	YES	YES			
Background Conditions							
Cycle Length/Control Delay (sec) ¹	126	140	8.7	12.1			
Lanes	1	1	1	1			
Volume (vph)	39	97	81	45			
Volume (vphpl)	39	97	81	45			
Avg. Queue (veh/ln.)	1.4	3.8	0.2	0.2			
Avg. Queue ¹ (ft./ln)	34	94	5	4			
95 th %. Queue (veh/ln.)	3	7	1	1			
95 th %. Queue (ft./ln) ²	75	175	25	25			
Storage (ft./ ln.)	200	200	250	250			
Adequate (Y/N)	YES	YES	YES	YES			
Background Plus Project Condition	S						
Cycle Length/Control Delay (sec) ¹	126	140	8.8	12.4			
Lanes	1	1	1	1			
Volume (vph)	50	108	94	64			
Volume (vphpl)	50	108	94	64			
95 th %. Queue (veh/ln.)	4	8	1	1			
95 th %. Queue (ft./ln) ²	100	200	25	25			
Storage (ft./ ln.)	200	200	250	250			
Adequate (Y/N)	YES	YES	YES	YES			

¹ Cycle length for signalized intersection and control delay for unsignalized intersection

² Assumes 25 feet per vehicle queued



Site Access and On-Site Circulation

The evaluation of site access and circulation is based on the site plan prepared by the Carpira Design Group. Site access was evaluated to determine the adequacy of the site's access points with regard to the following: traffic volume, delays, vehicle queues, geometric design, and corner sight distance. Onsite vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Site Access

Vehicular access to the project site at its proposed driveway would be restricted to right-in/right-out turn movements only due to the existing median along Winchester Boulevard. Therefore, inbound project traffic from southbound Winchester Boulevard would be required to proceed past the project site and make a U-turn at the Payne Avenue intersection. Similarly, outbound project traffic that is bound for southbound Winchester Boulevard would be required to exit the project driveway and proceed north along Winchester Boulevard to make a U-turn at the Fireside Drive intersection. It is anticipated that this driveway would serve approximately 64 AM peak hour trips (37 inbound and 27 outbound) and 75 PM peak hour trips (37 inbound and 38 outbound). The estimated gross project trips at the site driveway are shown on Figure 18.

According to the City of San Jose municipal code, on-site two-way drive aisles must be a minimum of 26 feet wide and driveway widths should match the 26 feet wide drive aisles. The widths of the proposed driveway and on-site drive aisle are shown to be more than 26 feet, which satisfy the City's driveway design requirement. The driveway has a clear throat of approximately 25 feet (measured between the driveway face of curb and the security check point), which can accommodate one vehicle. Vehicle queuing issues are not expected to occur at the parking garage entrance based on the relatively low number of project trips at the entrance. There may be brief moments when vehicles exiting and entering the parking garage would block the sidewalk. However, it is anticipated that delays to pedestrians on the sidewalk would be relatively brief and it would generally not impact traffic operations on Winchester Boulevard.

Sight Distance

Adequate sight distance will be required at the project driveway along Winchester Boulevard. 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 other vehicles traveling on Winchester Boulevard. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site.

Recommendation: Appropriate visible and/or audible warning signals should be provided at the garage entrance to alert pedestrians and bicyclists of vehicles exiting the parking garage.

Adequate sight distance (sight distance triangles) should be provided at the project driveway in accordance with the *American Association of State Highway Transportation Officials* (AASHTO) standards. Sight distance triangles should be measured approximately 10 feet back from the traveled way. 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 and locate sufficient gaps in traffic. The minimum acceptable sight distance is often considered the AASHTO stopping sight distance. Sight distance requirements vary depending on the roadway speeds. Winchester Boulevard has a posted speed limit of 40 miles per hour (mph). The AASHTO stopping sight distance for a facility with a posted speed limit of 40 mph is 305 feet. Thus, a driver exiting the proposed project driveway on Winchester Boulevard must be able to see 305 feet to the south along Winchester Boulevard.

LEGEND CARPIRA •]≠1(d) XX(XX) = AM(PM) Peak-Hour Traffic Volumes (c);(0)U)?(0 2'-0 1/2" **6 5** 206'-0" OM ZAN 194'-6" <u>5'-6"</u> CARPIRA DESIGN GROUP 38'-2' 16'-8' 37'-0" 22'-8" 31'-6' 27'-4" 15'-8" Sam Monfared 30025 ALICIA PKWY LAGUNA HIGUEL - CA 92677 TEL: (310) 795 4009 SAMCARPIRA@GNAIL.COM 20'-0" • ð •8 •8 0 0000000 OWNER s \$G 000 000 īш Adam Askari 2001 Hemiosk Ave. San Jose TEL: (400) 921-1002 Dradamaskari@GHAILCOM ACCESSILE QUEEN KING MOOM #1 KING MODM#103 KNG KING ROOM#10-KNG KING RDOM#10 K NG RDOM# KING ROOM#105 27' CIVIL ENGINEER JHH WEISS, INC. Technology Drive, Suite 80 San Jose, CA 95110 TEL: (400) 790-4902 MPLOYEE REAK BOOI —в diedwards@imhveiss.cor ġ. LANDSCAPE DESIGNE έο TRASH MANAGEMENT ACCOUNTING ELECTRICA SHILA YASMEH 27 628 N. MAPLE DR. BEVERLY Hills - CA 90210 Tel: (650) 492-3249 OFFICE OFFICE þ ** ** RECEPTION (CHECK-IN) 2 _c NONEN CALL FOOM をある をきた ģ REVISIONS LOBBY LOBBY REV.1 11/01/20 .4 FIRE POMP ROOM 27' —D 11'-4" 7 SECURITY 38) AGE ENTRY LOTEN STAR O —Е ROP OFF 13'-0"-5-**B**HTT RETTI Loading Space DROP-OFF Total Growth Area 86548.5 sq ft < 100000 sq ft 18'-0" 37(37) PROPOSED FIRST FLOOR PLAN Winchester Blvd **A.08**

Figure 18 Gross Project Trips at Site Driveways

HEXAGON

Based on the project site plan and observations in the field, vehicles exiting the project site driveway on Winchester Boulevard would be able to see approaching traffic on northbound Winchester Boulevard at least to Payne Avenue located approximately 450 feet to the south. Therefore, it can be concluded that the project driveway on Winchester Boulevard would meet the AASHTO minimum stopping sight distance standards.

On-Site Circulation

On-site vehicular circulation was reviewed in accordance with the City of San Jose Zoning Code and generally accepted traffic engineering standards. The parking garage entrance on Winchester Boulevard would lead straight to the ramp down to the basement level. The parking garage follows a standard 90-degree parking layout. The parking aisles are more than 26 feet wide, which meets the City's standard for 90-degree parking. The widths of the garage entrance and the ramp are also more than 26 feet as shown on the site plan, which meets the City's standard. The dimensions of the regular parking spaces are 8.6 feet by 17 feet, which do not meet the minimum City standards of 8.5 feet by 18 feet for full-size car spaces.

Recommendation: The proposed parking space dimensions, while not an unusual design, do not meet City standards and should be reviewed by City staff prior to final design. Upon entering the garage at ground floor parking level, vehicles would turn left onto a ramp that leads to the lower basement level of the garage. Overall, the parking layout would provide for adequate vehicular circulation within the parking garage.

A dead-end aisle will exist at the end of the drive aisle on the basement parking level of the garage. Dead end aisles are undesirable because drivers will enter the aisle, and upon discovering that there is no available parking, must back out or conduct three-point turns. In areas where parking spaces are designated for specific individuals, dead end aisles are less problematic.

Recommendation: It is recommended that the parking spaces located at the end of the dead-end aisle be dedicated for employee use.

Bike and Pedestrian On-Site Circulation

Pedestrian access to the project site is provided at multiple locations along the frontage on Winchester Boulevard and pathways adjacent to the north and south property lines. On Winchester Boulevard project frontage, pedestrian access is provided to the main entrance connected to the proposed 20-foot sidewalk on Winchester Boulevard. Pathways connected to the sidewalks on Winchester Boulevard along the north and south perimeters of the project site provide pedestrian access via entry doors to the building ground level and stairwells to upper levels of the building. Pedestrian circulation within the site appears to provide adequate connectivity between vehicle parking, off-site pedestrian facilities, and onsite amenities. There are three stairwells and six elevators shown on the site plan, each reasonably evenly distributed throughout the site. One of the stairwells and one of the elevators provide access to the basement parking level.

Truck Access

The site plan does not indicate that a loading space will be provided on-site.

Recommendation: In lieu of providing off-street loading spaces, it is recommended that the project applicant work with City staff to determine the feasibility of providing a public loading zone on Winchester Boulevard along the project frontage.

A designated trash collection area is shown on the ground floor level adjacent to the north pathway in the exterior area of the building. Because garbage trucks would not be able to access near the trash collection area, trash bins would have to be wheeled out to the trash staging area along the Winchester



Boulevard project frontage where garbage trucks would perform their operations outside of the development at the curb.

Guest and Valet Drop-off/Pick-up Zone Operations

The project proposes to provide an on-street drop-off and pick-up zone along its frontage on Winchester Boulevard, north of the site driveway. There is currently no on-street parking provided along the project frontage. In addition, the planned complete street improvement of Winchester Boulevard would provide two travel lanes with a Class IV bike lane and no on-street parking along the project frontage. Also, since the guest/valet drop-off/pick-up area will be located on a public street, the area will not be restricted to the use of only the hotel and may not be available for guest/valet use at all times. Therefore, the City may not be supportive of the loading zone along Winchester Boulevard and may require that the loading area be moved on-site. The project should work with the City to determine the feasibility of the proposed passenger loading zone on Winchester Boulevard.

Based on the estimated trip generation, a maximum of 37 inbound trips would need to be served at the proposed guest and valet drop-off/pick-up zone along Winchester Boulevard during the PM peak-hour, or approximately one vehicle every 1.5 minutes. The number of vehicles that can be served at the valet drop-off/pick-up zone will depend on the proposed valet parking operations. However, it is recommended that a minimum of two to three valet staff be present during the peak arrival/departure periods for the hotel. In addition, vehicles should not be retrieved in advance of guests being present at the valet area. Given the limited storage space for valet operations along Winchester Boulevard, the valet area should not be used for transportation network companies (TMCs) such as Uber, Lyft, etc. while waiting for customers.

The site plan does not indicate on-site designated parking spaces for guest check-in or valet dropoff/pick-up areas. The site should provide time restricted parking spaces on-site for guest check-in and a valet drop-off/pick-up area that can accommodate the storing of at least two vehicles.

Twenty-four two car mechanical parking lifts will be provided within the basement parking level. The parking lifts would extend outward onto the drive aisle while parking or retrieving a vehicle from the upper level of the lift. Parking and retrieving vehicles from the mechanical parking lifts would momentarily interfere with vehicular circulation as most of the drive aisle would be blocked by the extended lift. However, all parking operations will be operated by valets who will be familiar with the operations of stacker parking lifts. The project should work with City staff to ensure that specific requirements for the valet operations and mechanical lifts are met.

Recommended Site Access and On-Site Circulation Improvements

<u>Winchester Complete Street Improvements.</u> The Winchester Boulevard Urban Village Plan identifies the following complete street improvements along Winchester Boulevard:

- Protected bike lanes along both sides of Winchester Boulevard. The bike lanes will be physically separated from vehicle travel lanes.
- At least four vehicular travel lanes and two flex lanes for vehicle travel or parking.
- Construction of a raised median with limited breaks.
- In order to close the sidewalk gap on the east side of Winchester Boulevard, it is recommended that the City staff work with the owner of the adjacent property to the north to install a sidewalk per City design standards



<u>Adhere to City of San Jose Design Standards and Guidelines</u>. The design of the project site, including but not limited to driveways, sidewalks, corner radii, street width, parking dimensions, and signage, should adhere to City of San Jose design standards and guidelines. Specific site access and on-site circulation recommended improvements are summarized below:

- In addition to providing a 20-foot sidewalk along the project frontage, the site driveway design must ensure the safe travel of pedestrians and bicyclists along Winchester Boulevard.
 Appropriate visible and/or audible warning signals should be provided at the garage entrance to alert pedestrians and bicyclists of vehicles exiting the parking garage.
- The proposed parking space dimensions, while not an unusual design, do not meet City standards and show be reviewed by City staff prior to final design.
- It is recommended that the parking spaces located at the end of the dead-end aisle be dedicated for employee use.
- In lieu of providing off-street loading spaces, it is recommended that the project applicant work with City staff to determine the feasibility of providing a public loading zone on Winchester Boulevard along the project frontage.
- The City may not be supportive of the proposed loading zone along Winchester Boulevard and may require that the loading area be moved on-site. The project should work with the City to determine the feasibility of the proposed passenger loading zone on Winchester Boulevard.
- The site should provide time restricted parking spaces on-site for guest check-in and a valet drop-off/pick-up area that can accommodate the storing of at least two vehicles.

Parking Supply

Vehicular Parking

The City's parking requirements for hotels are as follows: one parking space per room and one parking space per employee. The project would have 119 rooms and a maximum of 10 employees on-site. Based on the City's parking code requirements, the project would need to provide a total of 129 off-street parking spaces. The project is located in the Winchester Boulevard Urban Village. The Urban Village Overlay allows for a 20 percent reduction in parking with the implementation of a Transportation Demand Management (TDM) plan. With the 20 percent reduction, the required parking would be reduced to 104 parking spaces. The project proposes a total of 67 parking spaces, which is a 52 percent reduction from the City's standard parking requirements.

In accordance with Sections 20.70.330 and 20.90.220 of the San Jose Code of Ordinances, which allows up to a 50% parking reduction, the additional 32 percent reduction could be allowed with the implementation and maintenance of a TDM plan. A separate TDM plan for the proposed project that meets the requirements set forth in the City's Zoning Code will be prepared by Hexagon. The project will be required to submit and have approved by the City its TDM program.

Bicycle Parking

According to the City's Bicycle Parking Standards (Chapter 20.90, Table 20-210), the project is required to provide bicycle parking for the project at a rate of one bicycle parking space plus one space per 10 guest rooms. This equates to a total requirement of 13 bicycle parking spaces. The project site plan indicates that two bicycle storage areas will be located within the basement level of the parking garage. The storage areas are shown to provide space for a total of 27 bicycles. Therefore, the proposed



bicycle parking on-site will exceed the City's requirements and encourage the use of non-auto modes of travel and minimize the demand for on-site parking.

Surrounding On-Street Parking

The project site is located just outside the perimeter of the Cadillac Residential Parking Program (RPP) zone, where a permit is required to use on-street parking from 10:00 PM to 6:00 AM every day except on holidays. In order to obtain a parking permit, the applicant must live in or own a residential property or operate a business in a parking permit zone. Generally, this means that the residence or business must be located on the same side of the street and block face where permit parking signs are posted. The locations of on-street parking, where an RRP permit is required, are shown on Figure 19.

With the implementation of the required TDM plan, the project will provide adequate parking spaces onsite to satisfy its parking demand and will not have an effect on the Cadillac RPP.

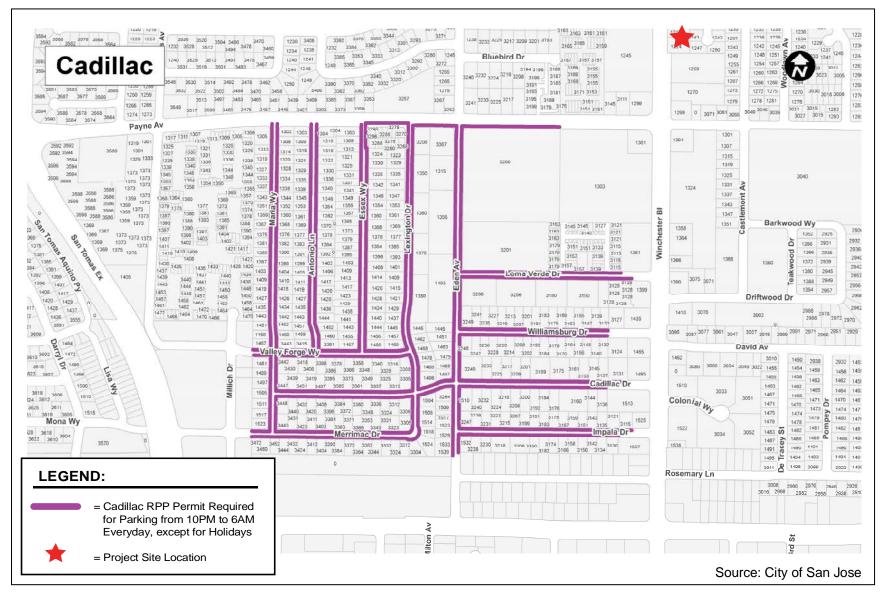
Pedestrian, Bicycle, and Transit Analysis

Existing sidewalks along Winchester Boulevard provide a pedestrian connection between the project site and pedestrian destinations in the project vicinity. Pedestrian traffic primarily would consist of patrons and employees of the proposed project walking to and from surrounding retail establishments, as well as bus stops on Winchester Boulevard and Hamilton Avenue. Crosswalks with pedestrian signal heads are located at the signalized intersection of Winchester Boulevard and Payne Avenue. All of the roadways in the vicinity of the project site have sidewalks on both sides of the street, except a short segment on the east side of Winchester Boulevard along the frontages of the project site and one adjacent property to the north. The project will install a 20-foot sidewalk along its frontage on Winchester Boulevard. However, in order to close the sidewalk gap on the east side of Winchester Boulevard, it is recommended that the City staff work with the owner of the adjacent property to the north to install a sidewalk per City design standards.

The bikeways within the vicinity of the project site would remain unchanged under project conditions. Currently, no bike facilities exist on Winchester Boulevard between Payne Avenue and Moorpark Avenue that would provide connections to other bicycle facilities in the project vicinity. The San Jose Bike Plan 2020 and Envision 2040 General Plan, as described below, identify planned improvements to the bicycle network within the City and provide policies and goals that are intended to promote and encourage the use of multi-modal travel options and reduce the identified project impacts to the roadway system. The planned improvements to the bicycle network will provide the project site with improved connections to surrounding pedestrian/bike and transit facilities and a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies.

The project site is served directly by VTA local bus line 60, which operates along Winchester Boulevard. The southbound and northbound bus stops for line 60 are located at the intersection of Winchester Boulevard and Payne Avenue. It can be assumed that some patrons and employees of the proposed hotel would utilize the existing transit services. Applying an estimated three percent transit mode share, which is probably the highest that could be expected for the project, equates to approximately two new transit riders during the AM peak hour and three new transit riders during the PM peak hour. Assuming the existing transit service would remain unchanged with line 60 providing service with 15-20-minute headways during the peak commute periods at bus stops along Winchester Boulevard, the estimated number of new transit riders using the bus stops located near the project site would equate to no more than three new riders per bus during the peak hours. VTA operations reports indicate that the 60-bus line as well as several other bus lines in the project area serve less than ideal ridership. Therefore, the new riders due to the proposed project could be accommodated by the current

Figure 19 Cadillac Residential Parking Program



available capacity of the bus service in the study area and improvement of the existing transit service would not be necessary with the project.

Public Transit/Pedestrian/Bike Improvements

The proposed project site is located within the Winchester Boulevard Urban Village Boundary and fronts Winchester Boulevard, which has been designated as a Grand Boulevard by the Envision San José 2040 General Plan. Sites within an Urban Village and located along a Grand Boulevard must incorporate additional urban design and architectural elements that will facilitate a building with pedestrian orientated design and activate the pedestrian public right-of-way.

The Envision 2040 General Plan identifies goals and policies that are dedicated to the enhancement of the transportation infrastructure, including public transit and pedestrian/bike facilities. The Transportation Policies contained in the General Plan create incentives for non-auto modes of travel while reducing the use of single-occupant automobile travel as generally described below:

- Through the entitlement process for new development, fund needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling walking, and transit facilities.
- Give priority to the funding of multimodal projects to provide the most benefit to all users of the transportation system.
- Encourage the use of non-automobile travel modes to reduce vehicle miles traveled (VMT)
- Consider the impact on the overall transportation system when evaluating the impacts of new developments.
- Increase substantially the proportion of travel modes other than single-occupant vehicles.

The planned improvements discussed below are intended to provide for a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. However, the full implementation of the improvements are beyond the means of the proposed project given that they may require right-of-way from adjacent properties. The project could be required to make a fair-share contribution towards the cost of the improvements since the identified improvements would be of benefit to the project.

Bicycle and Pedestrian Facility Improvements

The Envision 2040 General Plan identifies the following goals in regard to bicycling and pedestrians:

- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments.
- Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation.
- Give priority to pedestrian improvement projects that improve pedestrian safety, improve pedestrian access to and within the Urban Villages and other growth areas.

The San Jose Bike Plan 2020 indicates that a variety of bicycle facilities are planned in the study area, some of which would benefit the project and adhere to the goals of the Envision 2040 General Plan. Of the planned facilities, the following are relevant to the project.

Class II bike lanes are planned for:

- Winchester Boulevard, between Payne Avenue and Moorpark Avenue
- Cypress Avenue, between Williams Road and Moorpark Avenue



Class III bike routes are planned for:

- Payne Avenue, between Winchester Boulevard and Greenbriar Avenue
- Greenbriar Avenue, between Payne Avenue and Westfield Avenue
- Westfield Avenue, between Greenbriar Avenue and Daniel Way

Transit Facility Improvements

The Envision 2040 General Plan identifies the following goals in regard to public transit:

- Pursue development of BRT, bus, shuttle, and fixed guideway services on designated streets and connections to major destinations.
- Ensure that roadways designated as Grand Boulevards adequately accommodate transit vehicle circulation and transit stops. Prioritize bus mobility along Stevens Creek Boulevard.

Winchester Boulevard between Moorpark Avenue and Impala Drive has been designated as a Grand Boulevard within the Envision 2040 General Plan. Grand Boulevards are intended to serve as major transportation corridors with priority given to public transit. Given that the project fronts Winchester Boulevard, the project shall be required to implement the following Grand Boulevard design principles:

- Provide a minimum 15 feet sidewalk width along its frontage on Winchester Boulevard
- Minimize driveway cuts to minimize transit delay
- Provide enhanced shelters for transit services

In addition, as a Grand Boulevard it is envisioned that Winchester Boulevard could potentially be included in the VTA Bus Rapid Transit (BRT) System. However, there are no plans at this time for a BRT line on Winchester Boulevard.

Freeway Segment Evaluation

The City is still required to conform to the requirements of the Valley Transit Authority (VTA) which establishes a uniform program for evaluating the transportation impacts of land use decisions on the designated CMP Roadway System. The VTA's Congestion Management Program (CMP) has yet to adopt and implement guidelines and standards for the evaluation of the CMP roadway system using VMT. Therefore, the effects of the proposed project on freeway segments in the vicinity of the project area following the current methodologies as outlined in the *VTA Transportation Impact Analysis Guidelines*, was completed. However, this analysis is presented for informational purposes only.

Per CMP technical guidelines, freeway segment level of service analysis shall be conducted on all segments to which the project is projected to add one percent or more to the segment capacity. Since the project is not projected to add one percent or higher to any freeway segments in the area, freeway analysis for the CMP was not required. The percentage of traffic projected to be added by the project to freeway segments in the project area is summarized in Table 7.

Table 7 Freeway Segment Capacity

						Existing	Capacity			Projec	t Trips	Trips		
					Mixed-	Flow Lane	HO	/ Lane	Mixed-Flow Lane		HOV	/ Lane		
				Peak	# of	Capacity	# of	Capacity		% of		% of		
#	Freeway	/ Segment	Direction	Hour	Lanes	(vph)	Lanes	(vph)	Volume	Capacity	Volume	Capacity		
1	SR 17	from San Tomas Expressway/Camden Avenue to Hamilton Avenue	NB NB	AM PM	3 3	6,900 6,900			4 4	0.06 0.06				
2	SR 17	from Hamilton Avenue to I-280	NB NB	AM PM	3 3	6,900 6,900			6 9	0.09 0.13				
3	I-880	from I-280 to Stevens Creek Boulevard	NB NB	AM PM	3 3	6,900 6,900			5 8	0.07 0.12				
4	I-280	from Saratoga Avenue to Winchester Boulevard	EB EB	AM PM	3 3	6,900 6,900	1 1	1,650 1,650	4 3	0.06 0.04	0 1	0.00 0.06		
5	I-280	from Winchester Boulevard to I-880	EB EB	AM PM	3 3	6,900 6,900	1 1	1,650 1,650	0 0	0.00 0.00	0 0	0.00 0.00		
6	I-280	from I-880 to Meridian Avenue	EB EB	AM PM	3 3	6,900 6,900	1 1	1,650 1,650	4 5	0.06 0.07	1 3	0.06 0.18		
7	I-280	from Meridian Avenue to I-880	WB WB	AM PM	3 3	6,900 6,900	1 1	1,650 1,650	5 6	0.07 0.09	2 1	0.12 0.06		
8	I-280	from I-880 to Winchester Boulevard	WB WB	AM PM	3	6,900 6,900	1 1	1,650 1,650	0	0.00 0.00	0 0	0.00 0.00		
9	I-280	from Winchester Boulevard to Saratoga Avenue	WB WB	AM PM	3 3	6,900 6,900	1 1	1,650 1,650	2	0.03 0.04	1	0.06 0.06		
10	I-880	from Stevens Creek Boulevard to I-280	SB	AM PM	3	6,900 6,900			7 7	0.10				
11	SR 17	from I-280 to Hamilton Avenue	SB SB	AM PM	3	6,900 6,900			11 11	0.16 0.16				
12	SR 17	from Hamilton Avenue to San Tomas Expressway/Camden Avenue	SB SB	AM PM	3	6,900 6,900			3	0.04				
			00		Ŭ	0,000				0.00				



5. Conclusions

The potential impacts of the project were evaluated in accordance with the standards set forth by the Cities of San Jose and Campbell, the Congestion Management Program (CMP) of Santa Clara County, and by the California Environmental Quality Act (CEQA). The study included the analysis of AM and PM peak hour traffic conditions for four signalized intersections and one unsignalized intersection. Project impacts on other transportation facilities, such as bicycle facilities and transit service, were determined on the basis of engineering judgment.

CEQA VMT Analysis

CEQA Transportation Analysis Exemption Criteria

The City of San Jose *Transportation Analysis Handbook* identifies screening criteria that determines whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project meets the City's screening criteria, the project is expected to result in less-than-significant VMT impacts and a detailed CEQA VMT analysis is not required.

Since the characteristics of the proposed hotel would have similar trip generating characteristics to retail space, the proposed hotel was converted into an equivalent amount of retail space based on trip generation estimates derived utilizing trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 10th Edition* (2017). Based on the hotel rooms to retail space conversion, the proposed hotel project is expected to generate traffic equivalent to approximately 38,600 square feet of retail space.

Per the City of San Jose VMT screening criteria, retail projects of 100,000 square feet or less are considered local-serving. Therefore, the proposed hotel does not require a detailed CEQA VMT analysis.

Cumulative (GP Consistency) Evaluation

Projects must demonstrate consistency with the *Envision San José 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 per the City's *Transportation Analysis Handbook*.

The project site is located within the Winchester Boulevard Urban Village. Urban villages are defined as walkable, bicycle-friendly, transit-oriented, mixed use settings that provide both housing and jobs, thus



supporting the policies and goals of the General Plan. The project is consistent with the General Plan and Winchester Boulevard Urban Village goals and policies for the following reasons:

- The project frontage along Winchester Boulevard will be consistent with planned streetscape design features of Grand Boulevards and the Winchester Boulevard Urban Village Plan.
- The project frontage along Winchester Boulevard will be designed to accommodate the planned Winchester Boulevard Complete Street improvements including protected bicycle lanes, wider sidewalks, and other pedestrian safety features.
- The project site is adjacent to bus stops and bicycle lanes on Winchester Boulevard.

Therefore, based on the project description, the proposed project would be consistent with the *Urban Village Planning Concepts* and the *Envision San José 2040 General Plan*. Thus, the project would be considered as part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Local Transportation Analysis

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection operation is not considered a CEQA impact metric.

The LTA includes the analysis of AM and PM peak-hour traffic conditions for four signalized and one unsignalized intersections, following the standards and methodology set forth by the Cities of San Jose and Campbell.

Trip Generation

After applying the ITE trip rates, and appropriate trip reductions, it is estimated that the project would generate an additional 1,455 daily vehicle trips, with 64 trips (37 inbound and 27 outbound) occurring during the AM peak hour and 75 trips (37 inbound and 38 outbound) occurring during the PM peak hour.

Future Intersection Operation Conditions

The operations analysis shows that all of the study intersections are projected to operate at acceptable levels of service, based on the Cities of San Jose and Campbell, and CMP intersection operations standard of LOS D and E, respectively, under background conditions, background plus project, and cumulative plus project conditions during both the AM and PM peak hours.

I-280/Winchester Boulevard Interchange Area Transportation Development Policy

The TDP provides partial funding, via a traffic impact fee imposed on proposed development, for the implementation of a new westbound off-ramp from I-280 to Winchester Boulevard to reduce traffic congestion at the I-880/Stevens Creek and Stevens Creek Boulevard corridors. The traffic fee is based on the estimated trips to be added to the new westbound off-ramp from I-280 to Winchester Boulevard during the PM peak hour by each individual development. It is estimated that the proposed project will result in the addition of four PM peak hour trips to the planned I-280 to Winchester Boulevard ramp.

Site Access and On-Site Circulation

Site access was evaluated to determine the adequacy of the site's access points with regard to the following: traffic volume, delays, vehicle queues, geometric design, and corner sight distance. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.



Recommended Site Access and On-Site Circulation Improvements

<u>Winchester Complete Street Improvements.</u> The Winchester Boulevard Urban Village Plan identifies the following complete street improvements along Winchester Boulevard:

- Protected bike lanes along both sides of Winchester Boulevard. The bike lanes will be physically separated from vehicle travel lanes.
- At least four vehicular travel lanes and two flex lanes for vehicle travel or parking.
- Construction of a raised median with limited breaks.
- In order to close the sidewalk gap on the east side of Winchester Boulevard, it is recommended that the City staff work with the owner of the adjacent property to the north to install a sidewalk per City design standards.

<u>Adhere to City of San Jose Design Standards and Guidelines</u>. The design of the project site, including but not limited to driveways, sidewalks, corner radii, street width, parking dimensions, and signage, should adhere to City of San Jose design standards and guidelines. Specific site access and on-site circulation recommended improvements are summarized below:

- In addition to providing a 20-foot sidewalk along the project frontage, the site driveway design
 must ensure the safe travel of pedestrians and bicyclists along Winchester Boulevard.
 Appropriate visible and/or audible warning signals should be provided at the garage entrance to
 alert pedestrians and bicyclists of vehicles exiting the parking garage.
- The proposed parking space dimensions, while not an unusual design, do not meet City standards and should be reviewed by City staff prior to final design.
- It is recommended that the parking spaces located at the end of the dead-end aisle be dedicated for employee use.
- In lieu of providing off-street loading spaces, it is recommended that the project applicant work with City staff to determine the feasibility of providing a public loading zone on Winchester Boulevard along the project frontage.
- The City may not be supportive of the proposed loading zone along Winchester Boulevard and may require that the loading area be moved on-site. The project should work with the City to determine the feasibility of the proposed passenger loading zone on Winchester Boulevard.
- The site should provide time restricted parking spaces on-site for guest check-in and a valet drop-off/pick-up area that can accommodate the storing of at least two vehicles.

Parking Supply

Vehicular Parking

The City's parking requirements for hotels are as follows: one parking space per room and one parking space per employee. The project would have 119 rooms and a maximum of 10 employees on-site. Based on the City's parking code requirements, the project would need to provide a total of 129 off-street parking spaces. The project is located in the Winchester Boulevard Urban Village. The Urban Village Overlay allows for a 20 percent reduction in parking with the implementation of a Transportation Demand Management (TDM) plan. With the 20 percent reduction, the required parking would be reduced to 104 parking spaces. The project proposes a total of 67 parking spaces, which is a 52 percent reduction from the City's standard parking requirements.

In accordance with Sections 20.70.330 and 20.90.220 of the San Jose Code of Ordinances, which allows up to a 50% parking reduction, the additional 32 percent reduction could be allowed with the



implementation and maintenance of a TDM plan. A separate TDM plan for the proposed project that meets the requirements set forth in the City's Zoning Code will be prepared by Hexagon. The project will be required to submit and have approved by the City its TDM program.

Bicycle Parking

According to the City's Bicycle Parking Standards, the project is required to provide 13 bicycle parking spaces. The project site plan indicates that two bicycle storage areas will be located within the basement level of the parking garage. The storage areas are shown to provide space for a total of 27 bicycles. Therefore, the proposed bicycle parking on-site will exceed the City's requirements and encourage the use of non-auto modes of travel and minimize the demand for on-site parking.

Pedestrian, Bicycle, and Transit Analysis

Pedestrian Facilities

Existing sidewalks along Winchester Boulevard provide a pedestrian connection between the project site and pedestrian destinations in the project vicinity. Crosswalks with pedestrian signal heads are located at the signalized intersection of Winchester Boulevard and Payne Avenue. All of the roadways in the vicinity of the project site have sidewalks on both sides of the street, except a short segment on the east side of Winchester Boulevard along the frontages of the project site and one adjacent property to the north. The project will install a 20-foot sidewalk along its frontage on Winchester Boulevard. However, in order to close the sidewalk gap on the east side of Winchester Boulevard, it is recommended that the City staff work with the owner of the adjacent property to the north to install a sidewalk per City design standards.

Bicycle Facilities

The bikeways within the vicinity of the project site would remain unchanged under project conditions. Currently, no bike facilities exist on Winchester Boulevard between Payne Avenue and Moorpark Avenue that would provide connections to other bicycle facilities in the project vicinity.

The San Jose Bike Plan 2020 indicates that a variety of bicycle facilities are planned in the study area, some of which would benefit the project and adhere to the goals of the Envision 2040 General Plan. Of the planned facilities, the following are relevant to the project.

Class II bike lanes are planned for:

- Winchester Boulevard, between Payne Avenue and Moorpark Avenue
- Cypress Avenue, between Williams Road and Moorpark Avenue

Class III bike routes are planned for:

- Payne Avenue, between Winchester Boulevard and Greenbriar Avenue
- Greenbriar Avenue, between Payne Avenue and Westfield Avenue
- Westfield Avenue, between Greenbriar Avenue and Daniel Way

Transit Services

The project site is adequately served by the existing VTA transit services. The nearest bus stop to the project site are located at the Winchester Boulevard/Payne Avenue intersection approximately 400 feet from the project site and are served by Route 60. The new transit trips generated by the project are not expected to create demand in excess of the transit service that is currently provided.



As a Grand Boulevard it is envisioned that Winchester Boulevard could potentially be included in the VTA Bus Rapid Transit (BRT) System. However, there are no plans at this time for a BRT line on Winchester Boulevard.

1212 South Winchester Hotel Development TA Technical Appendices

June 18, 2020

Appendix A San Jose VMT Evaluation Tool Output Sheet

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

ROJECT:				
Name: Winchest Location: 1212-122 Parcel: 27917020	4 Winchester Boulevard, Sai		Tool Version: Date:	2/29/2019 12/16/2019
Proposed Parking Spa	aces Vehicles: 78	Bicycles: 0		
AND USE:				
Residential: Single Family <u>Multi Family</u> Subtotal Office: Retail:	0 DU Ext 0 DU Ver	of All Residential Units remely Low Income (<u><</u> 30% I y Low Income (> 30% MFI, <u><</u> v Income (> 50% MFI, <u><</u> 80%	<u><</u> 50% MFI)	0 % Affordable 0 % Affordable 0 % Affordable
Industrial:	0 KSF			
MT REDUCTION STRA	TEGIES			
Tier 1 - Project Char	acteristics			
0	ity (DU/Residential Acres in	half-mile buffer)		11 11
0	ity Mix Index			0.48 0.49
Extremely Lo Very Low Inc	ome BMR units			0 % 0 % 0 %
-	ity (Jobs/Commercial Acres	in half-mile buffer) .cres in half-mile buffer)		32 33
Tier 2 - Multimodal	Infrastructure			
Tier 3 - Parking				
Tier 4 - TDM Progra	ms			

Appendix B Traffic Counts

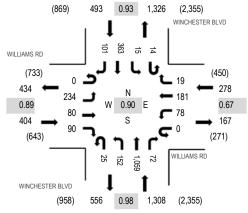


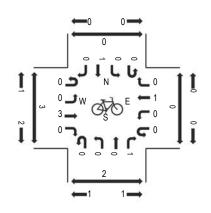
Location: 1 WINCHESTER BLVD & WILLIAMS RD AM Date: Tuesday, November 19, 2019 Peak Hour: 07:45 AM - 08:45 AM Peak 15-Minutes: 07:45 AM - 08:00 AM

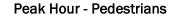
Peak Hour - Bicycles

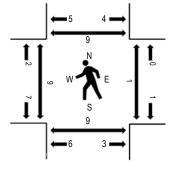
(303) 216-2439 www.alltrafficdata.net

Peak Hour - Motorized Vehicles









Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

	V	VILLIA	MS RD		W	ILLIAN	IS RD		WIN	CHEST	ER BL'	VD	WIN	CHES	ER BL	VD						
Interval		Eastb	ound			Westb	ound			Northb	ound			South	ound			Rolling	Ped	estriar	n Crossii	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:00 AM	0	25	9	8	0	3	15	2	8	20	187	4	2	4	48	22	357	2,030	0	0	1	1
7:15 AM	0	31	8	14	0	13	28	3	6	34	216	12	2	2	61	22	452	2,301	0	0	1	1
7:30 AM	0	34	30	17	0	24	43	12	7	32	215	18	2	6	74	20	534	2,439	6	0	1	4
7:45 AM	0	43	42	20	0	29	90	6	5	44	235	41	3	5	99	25	687	2,483	3	0	0	4
8:00 AM	0	50	9	31	0	31	47	10	8	44	267	13	2	3	93	20	628	2,287	4	0	2	2
8:15 AM	0	58	17	20	0	9	22	3	4	39	277	8	4	4	96	29	590		1	1	2	2
8:30 AM	0	83	12	19	0	9	22	0	8	25	280	10	5	3	75	27	578		1	0	5	1
8:45 AM	0	42	5	16	0	13	12	4	4	28	250	6	2	0	86	23	491		1	0	1	1

		East	bound			West	bound			North	bound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	5	6
Lights	0	228	80	90	0	78	180	19	25	147	1,032	71	11	14	353	93	2,421
Mediums	0	6	0	0	0	0	1	0	0	5	27	1	2	1	10	3	56
Total	0	234	80	90	0	78	181	19	25	152	1,059	72	14	15	363	101	2,483

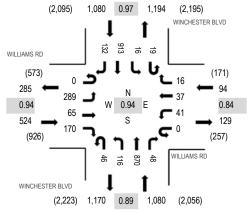


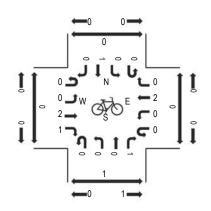
Location: 1 WINCHESTER BLVD & WILLIAMS RD PM Date: Tuesday, November 19, 2019 Peak Hour: 05:00 PM - 06:00 PM Peak 15-Minutes: 05:30 PM - 05:45 PM

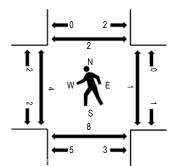
Peak Hour - Bicycles

(303) 216-2439 www.alltrafficdata.net

Peak Hour - Motorized Vehicles







Peak Hour - Pedestrians

Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

	V	VILLIA	MS RD		W	WILLIAMS RD \ Westbound				CHEST	ER BL	VD	WIN	CHEST	FER BL	VD						
Interval	_	Eastb	ound			Westb	ound			Northb	ound			South	bound			Rolling	Ped	lestriar	n Crossi	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru Ri	ght	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
4:00 PM	0	44	12	38	0	1	7	0	11	20	179	12	2	1	214	41	582	2,470	3	2	3	0
4:15 PM	0	41	17	28	0	9	7	1	6	20	235	8	4	1	206	34	617	2,554	1	0	1	3
4:30 PM	0	60	19	34	0	6	10	4	8	31	174	12	7	5	187	31	588	2,624	0	0	9	5
4:45 PM	0	42	23	44	0	15	14	3	17	34	197	12	8	6	229	39	683	2,771	4	4	0	4
5:00 PM	0	66	15	42	0	11	11	6	9	27	197	11	6	3	229	33	666	2,778	3	1	3	1
5:15 PM	0	68	16	42	0	9	14	2	5	29	216	15	5	5	238	23	687		0	0	2	1
5:30 PM	0	74	21	41	0	12	4	6	15	34	240	13	5	5	226	39	735		1	0	0	0
5:45 PM	0	81	13	45	0	9	8	2	17	26	217	9	3	3	220	37	690		0	0	3	0

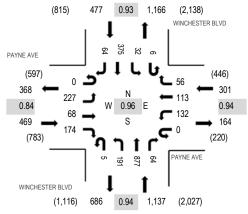
		East	bound			West	bound			Northb	ound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	285	65	169	0	41	36	16	46	115	862	47	19	16	905	130	2,752
Mediums	0	4	0	1	0	0	1	0	0	1	8	1	0	0	8	2	26
Total	0	289	65	170	0	41	37	16	46	116	870	48	19	16	913	132	2,778

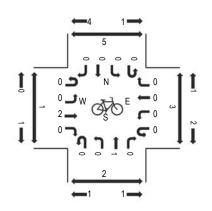


Location: 4 WINCHESTER BLVD & PAYNE AVE AM Date: Tuesday, November 19, 2019 Peak Hour: 07:30 AM - 08:30 AM Peak 15-Minutes: 08:00 AM - 08:15 AM

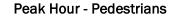
(303) 216-2439 www.alltrafficdata.net

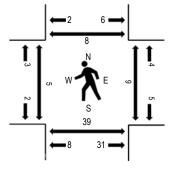
Peak Hour - Motorized Vehicles





Peak Hour - Bicycles





Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

		PAYNE	E AVE		F	PAYNE AVE Westbound				CHEST	ER BL	VD	WIN	CHEST	ER BL	VD						
Interval		Eastb	ound			Westb	ound			Northb	ound			South	ound			Rolling	Ped	lestriar	n Crossii	ngs
 Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:00 AM	0	24	4	26	0	8	14	10	0	17	132	1	3	3	45	12	299	1,851	1	4	4	0
7:15 AM	0	41	6	28	0	8	16	13	1	38	168	3	0	4	61	14	401	2,171	2	0	3	1
7:30 AM	0	54	10	48	0	34	28	8	1	41	194	13	0	5	87	20	543	2,384	0	2	5	2
7:45 AM	0	71	20	48	0	35	27	18	2	40	222	13	0	2	97	13	608	2,374	2	2	7	4
8:00 AM	0	58	23	37	0	29	32	17	2	46	229	18	4	19	89	16	619	2,220	2	4	15	1
8:15 AM	0	44	15	41	0	34	26	13	0	64	232	20	2	6	102	15	614		1	1	12	1
8:30 AM	0	51	9	45	0	13	20	13	0	34	255	6	4	2	59	22	533		3	3	6	0
8:45 AM	0	40	10	30	0	10	8	12	6	19	204	6	2	2	90	15	454		6	1	1	2

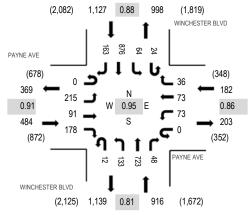
		East	bound			West	ound			Northb	ound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Lights	0	226	67	173	0	132	112	55	5	188	856	63	6	31	365	63	2,342
Mediums	0	1	1	1	0	0	1	1	0	3	21	1	0	1	10	0	41
Total	0	227	68	174	0	132	113	56	5	191	877	64	6	32	375	64	2,384

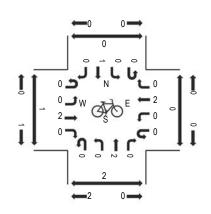


Location: 4 WINCHESTER BLVD & PAYNE AVE PM Date: Tuesday, November 19, 2019 Peak Hour: 05:00 PM - 06:00 PM Peak 15-Minutes: 05:30 PM - 05:45 PM

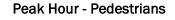
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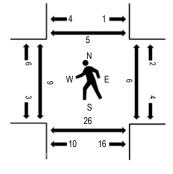
Peak Hour - Motorized Vehicles





Peak Hour - Bicycles





Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

		PAYNE	E AVE		F	PAYNE	AVE		WIN	CHEST	ER BL	VD	WIN	CHEST	ER BL	VD						
Interval		Eastb	ound			Westb	ound			Northb	ound			Southb	ound			Rolling	Ped	lestriar	n Crossii	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
4:00 PM	0	23	16	37	0	21	16	12	2	20	133	5	5	8	186	51	535	2,265	1	1	6	1
4:15 PM	0	51	16	48	0	12	9	10	3	29	172	9	4	11	188	28	590	2,411	2	6	5	2
4:30 PM	0	40	18	33	0	14	14	17	2	33	145	11	5	13	193	28	566	2,458	6	2	1	4
4:45 PM	0	40	23	43	0	18	13	10	6	32	145	9	9	10	180	36	574	2,608	7	2	6	1
5:00 PM	0	44	25	40	0	19	16	9	4	31	162	9	9	19	246	48	681	2,709	6	3	7	0
5:15 PM	0	47	26	57	0	18	16	4	2	26	175	7	5	14	199	41	637		2	1	4	2
5:30 PM	0	57	19	36	0	18	22	13	2	41	221	18	6	13	217	33	716		1	2	9	2
5:45 PM	0	67	21	45	0	18	19	10	4	35	165	14	4	18	214	41	675		0	0	6	1

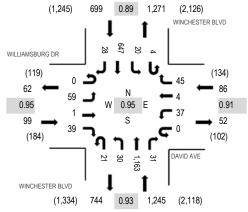
		East	bound			West	bound			Northb	ound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	213	91	178	0	73	73	36	11	133	712	47	24	64	866	161	2,682
Mediums	0	2	0	0	0	0	0	0	1	0	11	1	0	0	10	2	27
Total	0	215	91	178	0	73	73	36	12	133	723	48	24	64	876	163	2,709

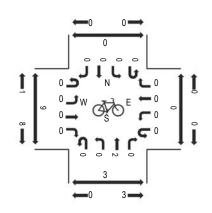


Location: 5 WINCHESTER BLVD & DAVID AVE AM Date: Tuesday, November 19, 2019 Peak Hour: 07:45 AM - 08:45 AM Peak 15-Minutes: 08:15 AM - 08:30 AM

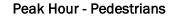
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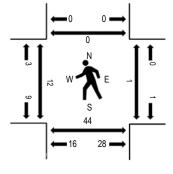
Peak Hour - Motorized Vehicles





Peak Hour - Bicycles





Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

	WILI	LIAMS	BURG	DR	[DAVID	AVE		WIN	CHEST	ER BL	VD	WIN	CHES ⁻	FER BL	VD						
Interval		Eastb	ound			Westb	ound			Northb	ound			South	bound			Rolling	Ped	lestriar	n Crossi	ngs
 Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:00 AM	0	8	0	10	0	4	1	7	7	6	152	8	1	6	106	5	321	1,697	4	5	7	0
7:15 AM	0	10	0	10	0	5	0	4	8	5	191	12	2	3	100	2	352	1,916	3	4	4	0
7:30 AM	0	15	0	10	0	13	1	9	10	7	229	4	1	2	167	11	479	2,127	5	3	4	0
7:45 AM	0	13	1	12	0	13	0	10	6	7	263	13	4	5	188	10	545	2,129	6	1	7	0
8:00 AM	0	17	0	10	0	10	0	17	1	10	291	9	0	5	163	7	540	1,984	0	0	15	0
8:15 AM	0	18	0	7	0	10	0	15	7	7	316	6	0	7	165	5	563		3	0	16	0
8:30 AM	0	11	0	10	0	4	4	3	7	6	293	3	0	3	131	6	481		3	0	6	0
8:45 AM	0	14	0	8	0	2	0	2	6	11	210	7	0	8	124	8	400		5	0	2	0

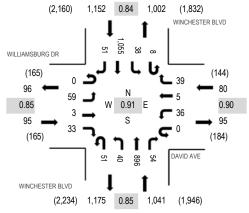
		East	bound			West	bound			North	bound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	58	1	38	0	37	4	45	21	30	1,135	31	4	20	635	28	2,087
Mediums	0	1	0	1	0	0	0	0	0	0	28	0	0	0	12	0	42
Total	0	59	1	39	0	37	4	45	21	30	1,163	31	4	20	647	28	2,129

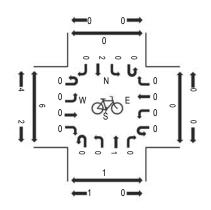


Location: 5 WINCHESTER BLVD & DAVID AVE PM Date: Tuesday, November 19, 2019 Peak Hour: 05:00 PM - 06:00 PM Peak 15-Minutes: 05:00 PM - 05:15 PM

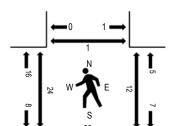
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Peak Hour - Motorized Vehicles





Peak Hour - Bicycles



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Peak Hour - Pedestrians

Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

	WILI	LIAMS	BURG	DR	[DAVID	AVE		WIN	CHEST	ER BL	VD	WIN	CHEST	ER BL	VD						
Interval		Eastb	ound			Westb	ound			Northb	ound			Southb	ound			Rolling	Ped	lestriar	n Crossi	ngs
 Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
4:00 PM	0	7	2	10	0	7	1	4	14	7	177	10	1	10	258	7	515	2,047	5	6	8	0
4:15 PM	0	8	1	11	0	10	0	3	6	10	227	23	0	7	226	10	542	2,184	5	6	13	0
4:30 PM	0	6	2	6	0	14	0	5	14	8	202	7	0	6	239	8	517	2,218	5	4	11	0
4:45 PM	0	9	0	8	0	8	1	11	11	8	170	11	0	10	217	9	473	2,309	12	5	11	0
5:00 PM	0	9	0	13	0	14	1	9	14	10	222	17	1	7	321	14	652	2,368	4	3	5	1
5:15 PM	0	19	0	9	0	10	1	12	13	9	214	14	3	16	246	10	576		4	4	4	0
5:30 PM	0	19	1	7	0	5	2	10	15	12	268	10	1	4	241	13	608		13	3	11	0
5:45 PM	0	12	2	4	0	7	1	8	9	9	192	13	3	11	247	14	532		3	2	8	0

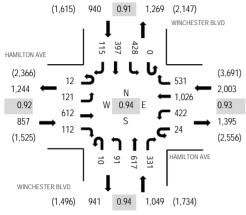
		East	bound			West	ound			Northb	ound			Sout	nbound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	59	3	33	0	36	5	38	51	40	888	54	8	37	1,045	51	2,348
Mediums	0	0	0	0	0	0	0	1	0	0	7	0	0	1	10	0	19
Total	0	59	3	33	0	36	5	39	51	40	896	54	8	38	1,055	51	2,368



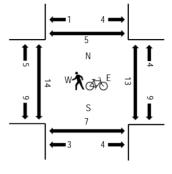
Location: 4 WINCHESTER BLVD & HAMILTON AVE AM Date and Start Time: Tuesday, April 24, 2018 Peak Hour: 07:45 AM - 08:45 AM Peak 15-Minutes: 08:15 AM - 08:30 AM

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Peak Hour - All Vehicles







Note: Total study counts contained in parentheses.

Traffic Counts

	H	AMILT	ON AV	E	HA	MILTC	N AVE		WIN	CHEST	ER BL'	VD	WIN	CHEST	ER BL	VD						
Interval		Eastb	ound			Westb	ound			Northb	ound			South	bound			Rolling	Ped	lestrair	n Crossi	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru I	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:00 AM	1	12	113	15	5	34	196	96	0	10	72	55	0	78	34	14	735	3,978	3	0	1	1
7:15 AM	0	16	125	13	5	56	288	122	1	15	86	60	0	104	50	19	960	4,508	1	1	4	3
7:30 AM	1	26	127	7	0	84	293	106	1	21	99	65	0	99	96	27	1,052	4,831	4	4	4	1
7:45 AM	0	29	142	27	5	108	264	122	0	19	161	88	0	114	117	35	1,231	4,849	3	4	1	0
8:00 AM	5	34	161	36	4	118	255	152	1	31	128	72	0	106	130	32	1,265	4,587	3	3	3	1
8:15 AM	1	32	161	29	5	119	293	142	7	21	154	96	0	103	91	29	1,283		2	3	1	3
8:30 AM	6	26	148	20	10	77	214	115	2	20	174	75	0	105	59	19	1,070		2	2	2	1
8:45 AM	4	17	170	21	7	79	209	108	2	10	118	70	0	78	62	14	969		2	1	3	0

		East	bound			West	bound			Northb	ound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	2	0	0	1	5	2	0	1	0	2	0	2	1	0	16
Lights	12	120	597	108	24	410	1,005	524	10	87	602	325	0	418	387	113	4,742
Mediums	0	1	13	4	0	11	16	5	0	3	15	4	0	8	9	2	91
Total	12	121	612	112	24	422	1,026	531	10	91	617	331	0	428	397	115	4,849

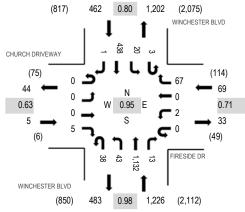


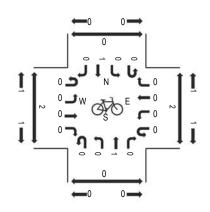
Location: 3 WINCHESTER BLVD & FIRESIDE DR AM Date: Tuesday, November 19, 2019 Peak Hour: 07:45 AM - 08:45 AM Peak 15-Minutes: 08:00 AM - 08:15 AM

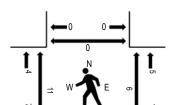
Peak Hour - Bicycles

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Peak Hour - Motorized Vehicles







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Peak Hour - Pedestrians

Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

	CHU	RCH E	DRIVE	VAY	F	RESID)E DR		WIN	CHEST	ER BL	VD	WIN	CHEST	FER BL	VD						
Interval		Eastb	ound			Westb	ound			Northb	ound			South	bound			Rolling	Ped	lestriar	n Crossi	ngs
 Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:00 AM	0	0	0	0	0	0	0	12	3	4	146	0	0	1	57	0	223	1,355	1	2	0	0
7:15 AM	0	0	0	0	0	0	0	13	5	4	211	1	0	3	80	0	317	1,594	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	14	6	6	235	4	0	1	100	0	367	1,715	1	1	0	0
7:45 AM	0	0	0	2	0	0	0	14	6	12	283	9	1	5	116	0	448	1,762	3	3	0	0
8:00 AM	0	0	0	1	0	1	0	19	7	6	278	1	2	10	136	1	462	1,694	5	0	0	0
8:15 AM	0	0	0	0	0	1	0	25	12	15	282	1	0	3	99	0	438		2	2	0	0
8:30 AM	0	0	0	2	0	0	0	9	13	10	289	2	0	2	87	0	414		1	1	0	0
8:45 AM	0	0	0	0	0	0	0	6	9	15	234	3	2	3	106	2	380		1	0	0	0

		East	bound			West	bound			North	bound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
Lights	0	0	0	4	0	2	0	67	38	42	1,105	11	3	20	429	1	1,722
Mediums	0	0	0	1	0	0	0	0	0	1	24	2	0	0	9	0	37
Total	0	0	0	5	0	2	0	67	38	43	1,132	13	3	20	438	1	1,762

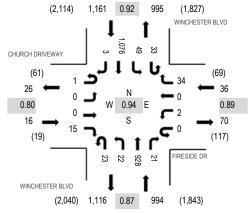


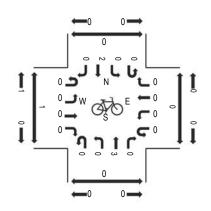
Location: 3 WINCHESTER BLVD & FIRESIDE DR PM Date: Tuesday, November 19, 2019 Peak Hour: 05:00 PM - 06:00 PM Peak 15-Minutes: 05:30 PM - 05:45 PM

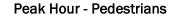
Peak Hour - Bicycles

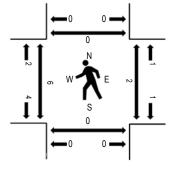
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Peak Hour - Motorized Vehicles









Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

		CHU	RCH E	RIVEV	VAY	F	RESID	E DR		WIN	CHEST	ER BL	VD	WIN	CHES	FER BL	.VD						
	Interval		Eastb	ound			Westb	ound			Northb	ound			South	bound			Rolling	Ped	lestriar	n Crossii	ngs
_	Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
	4:00 PM	0	0	0	1	0	0	0	11	6	10	164	0	6	10	231	0	439	1,838	1	0	0	0
	4:15 PM	0	0	0	1	0	0	0	6	12	7	224	2	3	10	209	0	474	1,953	0	0	0	0
	4:30 PM	0	0	0	0	0	1	0	6	7	8	203	1	6	10	221	1	464	1,993	9	0	0	0
	4:45 PM	0	0	1	0	0	0	0	9	6	8	189	2	5	11	229	1	461	2,118	5	3	0	0
	5:00 PM	0	0	0	4	0	1	0	8	11	4	209	3	11	15	288	0	554	2,207	1	1	0	0
	5:15 PM	0	0	0	3	0	0	0	11	8	6	215	5	9	12	245	0	514		3	1	0	0
	5:30 PM	0	0	0	5	0	0	0	10	1	4	273	7	3	7	278	1	589		2	0	0	0
	5:45 PM	1	0	0	3	0	1	0	5	3	8	231	6	10	15	265	2	550		0	0	0	0

		East	bound			West	bound			Northb	ound			South	nbound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	1	0	0	15	0	2	0	33	23	22	916	21	33	49	1,064	3	2,182
Mediums	0	0	0	0	0	0	0	1	0	0	12	0	0	0	12	0	25
Total	1	0	0	15	0	2	0	34	23	22	928	21	33	49	1,076	3	2,207

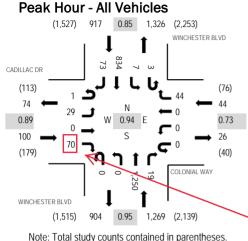
Existing Reassignment Due to Winchester Boulevard Improvement

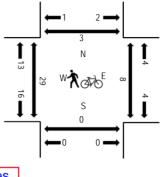


Location: 1 WINCHESTER BLVD & COLONIAL WAY AM Date and Start Time: Tuesday, April 24, 2018 Peak Hour: 07:45 AM - 08:45 AM Peak 15-Minutes: 08:00 AM - 08:15 AM

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Peak Hour - Pedestrians/Bicycles in Crosswalk





Note: Total study counts contained in parentheses.

Only 15 of 70 vehicles make a U-turn and go NB on Winchester

Traffic Counts

	С	ADILL	AC DR	2	CO	LONIA	L WAY		WIN	CHEST	ER BL	VD	WIN	CHEST	ER BL	VD						
Interval		Eastb	ound		1	Westb	ound			Northb	ound			South	ound			Rolling	Ped	estrair	n Crossi	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:00 AM	0	6	0	12	0	0	0	7	0	0	195	1	0	1	99	14	335	1,792	8	1	0	1
7:15 AM	0	7	0	20	0	0	0	6	0	0	223	2	0	2	135	13	408	2,076	4	3	1	0
7:30 AM	0	10	0	10	0	0	0	8	0	0	226	1	1	0	183	4	443	2,259	10	5	1	2
7:45 AM	0	11	0	19	0	0	0	8	0	0	288	5	0	4	246	25	606	2,330	5	1	0	1
8:00 AM	0	6	0	24	0	0	0	16	0	0	323	6	3	1	224	16	619	2,129	10	1	0	1
8:15 AM	0	4	0	17	0	0	0	9	0	0	332	3	0	1	211	14	591		8	3	0	0
8:30 AM	1	8	0	10	0	0	0	11	0	0	307	5	0	1	153	18	514		4	3	0	1
8:45 AM	0	10	0	4	0	0	0	11	0	0	217	5	0	2	148	8	405		7	2	0	0

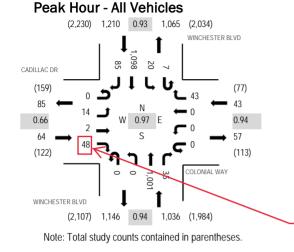
		East	bound			West	bound			North	bound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	1	28	0	68	0	0	0	44	0	0	1,226	19	3	7	817	71	2,284
Mediums	0	1	0	2	0	0	0	0	0	0	23	0	0	0	17	2	45
Total	1	29	0	70	0	0	0	44	0	0	1,250	19	3	7	834	73	2,330



Location: 1 WINCHESTER BLVD & COLONIAL WAY PM Date and Start Time: Tuesday, April 24, 2018 Peak Hour: 04:45 PM - 05:45 PM Peak 15-Minutes: 05:00 PM - 05:15 PM

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Peak Hour - Pedestrians/Bicycles in Crosswalk



Only 8 of 48 vehicles make a U-turn and go

make a U-turn and go NB on Winchester

Traffic Counts

	С	ADILL	AC DR	2	CO	LONIA	L WAY		WIN	CHEST	ER BL	VD	WIN	CHEST	ER BL	VD						
Interval		Eastb	ound			Westb	ound			Northb	ound			South	ound			Rolling	Ped	estrair	n Crossir	ngs
 Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
4:00 PM	0	2	1	6	0	0	0	4	0	0	244	7	2	2	255	17	540	2,156	6	3	0	0
4:15 PM	0	7	0	5	0	0	0	9	0	0	211	14	2	6	216	25	495	2,222	13	4	0	0
4:30 PM	0	6	1	18	0	0	0	12	0	0	240	9	0	8	218	17	529	2,302	8	1	0	0
4:45 PM	0	5	1	14	0	0	0	12	0	0	223	11	1	3	307	15	592	2,353	7	3	0	0
5:00 PM	0	2	0	6	0	0	0	11	0	0	269	4	3	4	284	23	606	2,257	9	4	0	0
5:15 PM	0	0	0	11	0	0	0	10	0	0	264	12	3	7	248	20	575		0	2	0	0
5:30 PM	0	7	1	17	0	0	0	10	0	0	245	8	0	6	259	27	580		12	1	0	1
5:45 PM	0	2	0	10	0	0	0	9	0	0	218	5	1	3	233	15	496		10	0	0	0

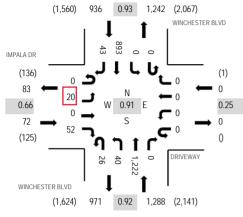
		East	bound			Westb	ound			North	bound			South	nbound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	14	2	48	0	0	0	42	0	0	994	34	7	20	1,087	85	2,333
Mediums	0	0	0	0	0	0	0	1	0	0	7	1	0	0	10	0	19
Total	0	14	2	48	0	0	0	43	0	0	1,001	35	7	20	1,098	85	2,353



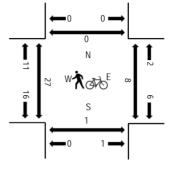
Location: 2 WINCHESTER BLVD & DRIVEWAY AM Date and Start Time: Tuesday, April 24, 2018 Peak Hour: 07:45 AM - 08:45 AM Peak 15-Minutes: 08:00 AM - 08:15 AM

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Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

		IMPAL	A DR		D	RIVE	WAY		WIN	CHEST	ER BL	VD	WIN	CHES	TER BL	VD						
Interval		Eastb	ound		1	Nestb	ound			Northb	ound			South	oound			Rolling	Ped	lestrair	n Crossi	ngs
 Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru R	light	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:00 AM	0	4	0	3	0	0	0	1	3	7	150	0	0	0	113	3	284	1,679	7	3	0	0
7:15 AM	0	4	0	10	0	0	0	0	5	8	222	0	0	0	145	5	399	2,023	4	1	0	0
7:30 AM	0	7	0	10	0	0	0	0	5	8	218	0	0	0	190	6	444	2,221	7	5	0	0
7:45 AM	0	10	0	19	0	0	0	0	10	5	251	0	0	0	242	15	552	2,296	6	3	0	0
8:00 AM	0	5	0	12	0	0	0	0	7	8	334	0	0	0	255	7	628	2,148	6	2	0	0
8:15 AM	0	3	0	7	0	0	0	0	5	13	309	0	0	0	248	12	597		7	3	1	0
8:30 AM	0	2	0	14	0	0	0	0	4	14	328	0	0	0	148	9	519		7	0	0	0
8:45 AM	0	6	0	9	0	0	0	0	9	5	213	0	0	0	151	11	404		4	1	1	0

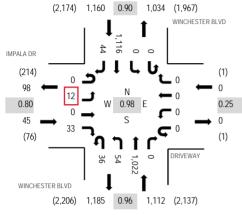
		East	bound			West	bound			North	bound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4
Lights	0	20	0	52	0	0	0	0	26	39	1,200	0	0	0	875	41	2,253
Mediums	0	0	0	0	0	0	0	0	0	1	21	0	0	0	15	2	39
Total	0	20	0	52	0	0	0	0	26	40	1,222	0	0	0	893	43	2,296



Location: 2 WINCHESTER BLVD & DRIVEWAY PM Date and Start Time: Tuesday, April 24, 2018 Peak Hour: 04:45 PM - 05:45 PM Peak 15-Minutes: 04:45 PM - 05:00 PM

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Peak Hour - All Vehicles



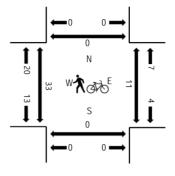
Note: Total study counts contained in parentheses.

-	Traffic Counts																						
			IMPAL	A DR		I	DRIVE	WAY		WIN	CHEST	ER BL	VD	WIN	CHES	TER BL	VD						
	Interval		Eastb	ound			Westb	ound			Northb	ound			South	bound			Rolling	Ped	lestrair	n Crossi	ngs
_	Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru R	light	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
	4:00 PM	0	0	0	6	0	0	0	0	9	18	228	0	0	0	272	16	549	2,128	3	3	0	0
	4:15 PM	0	2	0	3	0	0	0	1	4	15	210	0	1	1	203	9	449	2,167	10	1	0	0
	4:30 PM	0	1	0	8	0	0	0	0	8	20	259	0	0	0	230	11	537	2,307	6	4	0	0
	4:45 PM	0	3	0	8	0	0	0	0	6	19	234	0	0	0	304	19	593	2,317	7	4	0	0
	5:00 PM	0	2	0	12	0	0	0	0	14	15	256	0	0	0	283	6	588	2,260	12	0	0	0
	5:15 PM	0	3	0	7	0	0	0	0	8	9	262	0	0	0	290	10	589		5	5	0	0
	5:30 PM	0	4	0	6	0	0	0	0	8	11	270	0	0	0	239	9	547		5	2	0	0
	5:45 PM	0	2	0	9	0	0	0	0	8	17	229	0	0	0	261	10	536		17	0	1	0

Peak Rolling Hour Flow Rates

		East	bound			West	bound			North	bound			South	nbound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	12	0	33	0	0	0	0	36	54	1,014	0	0	0	1,103	44	2,296
Mediums	0	0	0	0	0	0	0	0	0	0	8	0	0	0	12	0	20
Total	0	12	0	33	0	0	0	0	36	54	1,022	0	0	0	1,116	44	2,317

Peak Hour - Pedestrians/Bicycles in Crosswalk

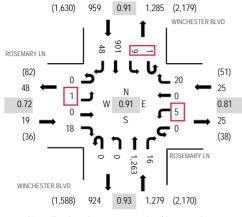




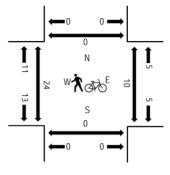
Location: 3 WINCHESTER BLVD & ROSEMARY LN AM Date and Start Time: Tuesday, April 24, 2018 Peak Hour: 07:45 AM - 08:45 AM Peak 15-Minutes: 08:00 AM - 08:15 AM

(303) 216-2439 www.alltrafficdata.net

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

	R	OSEM	ARY LI	V	RO	SEMA	RY LN		WIN	CHEST	ER BL	VD	WIN	CHES	FER BL	VD						
Interval		Eastb	ound		1	Nestb	ound			Northb	ound			South	bound			Rolling	Ped	estrair	n Crossii	ngs
 Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru Ri	ght	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:00 AM	1	0	0	3	0	6	0	1	0	0	169	2	0	1	111	3	297	1,748	3	0	0	0
7:15 AM	0	0	0	5	0	3	0	5	0	0	243	2	0	0	157	8	423	2,078	7	1	0	0
7:30 AM	0	0	0	5	0	1	0	2	0	0	226	4	0	2	209	15	464	2,237	4	0	0	1
7:45 AM	0	0	0	5	0	2	0	2	0	0	271	5	0	1	254	24	564	2,282	4	2	0	0
8:00 AM	0	0	0	8	0	0	0	7	0	0	343	1	0	3	252	13	627	2,139	7	1	0	0
8:15 AM	0	1	0	3	0	1	0	8	0	0	327	2	0	3	234	3	582		3	3	0	0
8:30 AM	0	0	0	2	0	2	0	3	0	0	322	8	1	2	161	8	509		6	1	0	0
8:45 AM	0	0	0	3	0	4	0	4	0	0	244	1	0	1	157	7	421		2	1	0	0

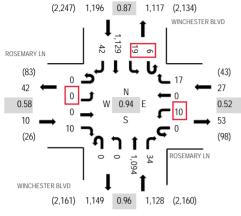
		East	bound			West	bound			North	bound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3
Lights	0	0	0	18	0	5	0	20	0	0	1,239	16	1	9	880	48	2,236
Mediums	0	1	0	0	0	0	0	0	0	0	23	0	0	0	19	0	43
Total	0	1	0	18	0	5	0	20	0	0	1,263	16	1	9	901	48	2,282



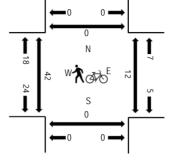
Location: 3 WINCHESTER BLVD & ROSEMARY LN PM Date and Start Time: Tuesday, April 24, 2018 Peak Hour: 04:45 PM - 05:45 PM Peak 15-Minutes: 05:00 PM - 05:15 PM

(303) 216-2439 www.alltrafficdata.net

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

	R	OSEM	ARY LI	N	RO	SEMA	RY LN		WIN	CHEST	ER BL	VD	WIN	CHES	TER BL	VD						
Interval		Eastb	ound		1	Nestb	ound			Northb	ound			South	bound			Rolling	Ped	lestrair	n Crossi	ngs
 Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru R	light	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
4:00 PM	0	0	0	5	0	0	0	3	0	0	245	8	0	4	270	11	546	2,155	3	3	0	1
4:15 PM	0	0	0	2	0	2	0	4	0	0	241	10	0	4	197	9	469	2,238	6	0	0	0
4:30 PM	0	0	0	3	0	0	0	1	0	0	272	5	1	2	259	7	550	2,356	2	6	0	0
4:45 PM	0	0	0	2	0	1	0	3	0	0	269	8	2	3	296	6	590	2,361	10	4	0	0
5:00 PM	0	0	0	1	0	5	0	9	0	0	263	6	3	7	319	16	629	2,321	12	1	0	0
5:15 PM	0	0	0	4	0	2	0	4	0	0	289	6	0	6	268	8	587		3	5	0	0
5:30 PM	0	0	0	3	0	2	0	1	0	0	273	14	1	3	246	12	555		10	2	0	0
5:45 PM	0	1	0	5	0	2	0	4	0	0	245	6	0	6	267	14	550		16	0	0	0

		East	bound			West	bound			North	bound			Sout	hbound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	10	0	9	0	17	0	0	1,086	34	6	18	1,117	42	2,339
Mediums	0	0	0	0	0	1	0	0	0	0	8	0	0	1	12	0	22
Total	0	0	0	10	0	10	0	17	0	0	1,094	34	6	19	1,129	42	2,361

Reassignment	of Existing T	Fraffic	AM		Re	assignment of	Existing	Traffic PM
	Differ.:			ţ		Î		Differ.:
Differ.:			0 (0)		hester Boulevard	Ť,	AM PM	01/07/00 01/07/00
	0 (0)	(0) 0	(0) 0	(0) 0	schester B	(0) R T L	0 0 0	(0) 0 (0) (0)
	12	R (7) (0)	T 12 0	L	- Me	Payne Ave 737 L 0	T -12	R 0 0
	(7)	(0)	0	R		(0)	(-7)	(0) (0)
Differ.:			(0)			-12 (-7)		
	Differ.:	0	(0)	ţ		1	1 -8%	(0) Differ.:
Differ.:			0 (0)		Boulevard	-13		01/01/00 01/01/00
	0 (0)	(0) 0	(0) (0)	(0) 0	chester Bo	(-7) R T L	0	(0) 0 (0) (0)
	12	(7) (0)	0 T 12 0	L	Win	David Aver	nue/William T -25	(0) sburg Drive
	(7)	(0) (0)	0	R		(0)	-25 (-14)	(0) (0)
Differ.:			(0)			-25 (-14)		
	Differ.:	0	(0)	Ļ]	1	0 0%	(0) Differ.:
Differ.:			0 (0)		Boulevard	1 -25		01/02/00 01/02/00
	0 (0)	(0) 0	(0)	(0) 0	thester Bo	(-14) R T L	0 0 0	(0) 0 (0) (0)
	(-15)	(0) (0)	0 T 0 0	L	With	Cadillac Di 201 L 0	tive T -25	R 0 0
	-15 (-8)	(0) (-8)	-15	R		(0)	-25 (-14)	0 0
Differ.:			(-8)			-25 (-14)		
	Differ.:	1 -7%	(0)	Ļ]		-30 300%	(-16) Differ.:
Differ.:			-14 (-8)		lester Boulevard	1 5	AM PM	01/03/00 01/03/00
	0 (0)	(0) 0	(8) 15	(-16) -29	hchester Bv	(2) R T L	0 0	(0) 0 (0) (0)
		(0) (0)	T	L	We	Colonial W 202 L 0	T 5	R
	(0)	(0)	0 0 15 (8)	T R		(0)	(2)	0 -29 (0) (-16
Differ.:			(8)			5 (2)		
	Differ.:	0 0%	(0) (0%)	ļ]		0 0%	(0) Differ.: (0%)
Differ.:			15 (8)		30 ulevard	5	AM PM	01/04/00 01/04/00
	5 (10)	(0) 0	(8) 15	(0) 0	Inchester Bo	(2) R T L	0 0 0	(0) 0 (0) (0) (0)
	-10	R (-12) (0)	-20 0	L	W	Impala Driv 203 L 5	7e T 25	R 0 0
	(-6)	(6)	10 25 (14)	R		(10)	(14)	(0) (0)
Differ.:			L L			30 (24)		
	Differ.:	-5 -22%	(-15)	ļ	ן		-1 -3%	(-6) Differ.: (-22%)
Differ.:			20 (-1)		Boulevard	1 31 (30)	AM PM	01/05/00 01/05/00
	0 (0)	(0) 0 R	(49) 40 T	(-50) -20	Vinchester I	R T L	5 0 -5	(10) 0 (0) (0) (-10)
	0	(0) (0) (0)	-1 0	L	2	Rosemary 5 204 L 0 (0)	T 27	R 9 -11
	(0)	(0)	1 36 (39)	R		(0)	(20)	(19) (-31
Differ.:						36 (39)		
	Differ.:	0 0%	(0) (0%) 36	ł]		36 200%	(39) Differ. (200%) 01/06/00
Differ.:			(39)		r Boulevard	1 0 (0)	PM	01/06/00
	0 (0)	(0) 0 R	(0) 0 T	(39) 36 L	Winchester	(0) R T L Hamilton A	0 0 0	(0) 0 (0) (0) (0)
	0 (0)	(0) (0)	0	L T	É	6 102 L 0	T O	R 0 36
	(0)	(0)	0	R		(0)	(0)	(0) (39)
Differ.:			0 (0)			1,		L

Appendix C Approved Trips Inventory

AM PROJECT TRIPS

11/05/201	9
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												11/05	5/2019
Intersection of : Payne Av & S Win	nchester Bl												
Traffix Node Number : 3737													
Permit No./Proposed Land Use/Description/Location		M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW		0	16	0	0	3	1	3	0	0	0	0	2
PDC14-040 (3-01388) LEGACY 863-917 WINCHESTER BLVD WINCHESTER RESERVE		0	10	0	0	35	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST		0	62	0	1	7	2	13	0	0	0	0	6
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW		0	1	0	0	0	0	0	0	0	0	0	0
	TOTAL:	0	89	0	1	45	3	16	0	0	0	0	8

	LEFT	THRU	RIGHT
NORTH	1	45	3
EAST	0	0	8
SOUTH	0	89	0
WEST	16	0	0

PM PROJECT TRIPS

11/05/2019	/05/2019	2019
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Intersection of : Payne Av & S Winchester BI Traffix Node Number : 3737 Permit No./Proposed Land M09 M08 M07 NBR SBL SBL SBL SBL M11 M10 M06 M05 M04 Use/Description/Location 0 9 0 2 15 3 2 0 0 0 1 PDC12-009 (3-06815) 0 9 0 2 15 3 2 0 0 0 1 SEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW 0 1 23 1 1 0 0 0 1 PDC14-040 (3-01388) 0 40 0 1 23 1 1 0 0 0 1 PDC14-068 (3-10478) 0 11 0 6 55 11 3 0 0 0 1 Retail/Commercial 3161 0.5 0 3 1 1 0 0 0 0 0 0 0 0 0 0 0		TOTAL:	0	63	0	9	96	16	7	0	0	0	0	3
Traffix Node Number : 3737 Permit No./Proposed Land Use/Description/Location M09 NBL M08 NBL M07 NBR M03 SBL M02 SBL M01 SBL M11 EBR M10 M10 M06 WBL M04 WBT M04 WBT PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW 0 9 0 2 15 3 2 0 0 0 0 1 PDC14-040 (3-01388) LEGACY 863-917 WINCHESTER BLVD WINCHESTER RESERVE 0 40 0 1 23 1 1 0 0 0 1 PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE 0 11 0 6 55 11 3 0 0 0 1	Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C)		0	3	0	0	3	1	1	0	0	0	0	0
Traffix Node Number : 3737Permit No./Proposed Land Use/Description/LocationM09 NBLM08 NBTM07 NBRM03 SBLM01 SBLM12 SBRM11 EBTM10 EBRM06 M05 WBLM04 WBTPDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW0902153200001PDC14-040 (3-01388) EGACY 863-917 WINCHESTER BLVD0400123110001	Retail/Commercial 3161 OLSEN DRIVE		0	11	0	6	55	11	3	0	0	0	0	1
Traffix Node Number : 3737Permit No./Proposed Land Use/Description/LocationM09 NBLM07 NBTM03 NBRM02 SBLM01 SBLM12 BELM10 EBTM06 BDLM05 M06 MBLM04 M07 M08 M08PDC12-009 (3-06815) Retail/Commercial 	LEGACY 863-917 WINCHESTER BLVD		0	40	0	1	23	1	1	0	0	0	0	1
M09 M08 M07 M03 M01 M12 M11 M10 M06 M04	PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C)		0	9	0	2	15	3	2	0	0	0	0	1
	Traffix Node Number : 3737 Permit No./Proposed Land	nchester Bl	M0 9					-						

	LEFT	THRU	RIGHT
NORTH	9	96	16
EAST	0	0	3
SOUTH	0	63	0
WEST	7	0	0

AM PROJECT I	RIPS
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Intersection of	:	Williams	Rd	&	S	Winchester	Bl
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Traffix Node Number : 3836

Permit No./Proposed Land Use/Description/Location		M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW		0	21	0	0	4	1	3	0	0	0	0	2
PDC14-040 (3-01388) LEGACY 863-917 WINCHESTER BLVD WINCHESTER RESERVE		10	0	0	50	20	5	65	9	16	0	4	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST		0	80	0	1	10	2	13	0	0	0	0	6
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW		0	1	0	0	1	0	0	0	0	0	0	0
	TOTAL:	10	102	0	51	35	8	81	9	16	0	4	8

	LEFT	THRU	RIGHT
NORTH	51	35	8
EAST	0	4	8
SOUTH	10	102	0
WEST	81	9	16

PM PROJECT TRIPS

11/05/20	1	9
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Winchester	Bl											
	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBF
	0	12	0	2	20	3	2	0	0	0	0	1
	41	0	0	26	10	19	38	6	14	0	17	0
	0	14	0	6	72	11	3	0	0	0	0	1
	0	4	0	0	4	1	1	0	0	0	0	0
TOTAL:	41	30	0	34	106	34	44	6	14	0	17	2
	TOTAL :	0 41 0 0	0 12 41 0 0 14 0 4	0 12 0 41 0 0 0 14 0 0 4 0	0 12 0 2 41 0 0 26 0 14 0 6 0 4 0 0	0 12 0 2 20 41 0 0 26 10 0 14 0 6 72 0 4 0 0 4	0 12 0 2 20 3 41 0 0 26 10 19 0 14 0 6 72 11 0 4 0 0 4 1	0 12 0 2 20 3 2 41 0 0 26 10 19 38 0 14 0 6 72 11 3 0 4 0 0 4 1 1	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$

		IHRU	RIGHI
NORTH	34	106	34
EAST	0	17	2
SOUTH	41	30	0
WEST	44	6	14

City of Campbell Approved and Pending Projects (Provided by the City of Campbell on December 3, 2019)

#	Project Name	Location	Project Description
Appr	roved Projects		
1	95 East Hamilton Avenue	95 East Hamilton Avenue	5,800 s.f. office building
2	Creekside Center	675/705 Creekside Way	172,000 s.f. of office space (office use is under construction;
			hotel use is already occupied)
3	Pruneyard Expansion	1875/1901 South Bascom Avenue	100,000 s.f. office building and 23,000 s.f of retail space
			(Phase 2 - Building 'R5' (5,000 s.f. has been completed. Most of the center is occupied.
4	Opa Expansion	276 East Campbell Avenue	10,819 s.f. of commercial and office
5	Springbridge	1625 West Campbell Avenue	commerical day care center capacity increase from 60 to 100 children
6	Cresleigh Homes	540/558/566 East Campell Ave and 24/34 Dillon Avenue	6,512 s.f. of ground level commercial space and 59 condos.
7	Trojan Storage	750 East McGlincy Lane	156,000 s.f. self-storage facility
8	Chick-fil-A	2060 South Bascom Avenue	5,000 s.f. of fast-food with driveway-through window
Pend	ling Projects		
9	Elephant Bar	499 E Hamilton Ave	8,250 s.f. of restaurant space
10	Franciscan	601 Almarida Drive	Addition of 60 units to an existing apartment community

Appendix D Volume Summary

Intersection Number:	1
Traffix Node Number:	3836
Intersection Name:	Winchester Boulevard and Williams Road
Peak Hour:	AM
Count Date:	11/19/19

	Movements												
_	Nor	th Appr	oach	Eas	t Appro		Sou	th Appr	oach	Wes	t Appi	roach	
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	ΤH	LT	Total
Existing Conditions	101	363	29	19	181	78	72	1059	177	90	80	234	2483
San Jose Approved Trips													
ATI	8	35	51	8	4	0	0	102	10	16	9	81	324
Valley Fair Expansion	2	10	0	0	0	0	0	16	0	0	0	3	31
Campbell Approved Trips	0	13	0	0	0	0	0	7	2	3	0	0	25
Total Approved Trips	10	58	51	8	4	0	0	125	12	19	9	84	380
Reassignment of Existing Traffic due to Winchester Blvd Improvements	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	111	421	80	27	185	78	72	1184	189	109	89	318	2863
Project Trips	0	11	0	0	0	0	0	10	4	0	0	0	25
Background Plus Project Conditions	111	432	80	27	185	78	72	1194	193	109	89	318	2888
San Jose Pending Trips													
1073 Winchester Mixed-Use	0	7	0	0	0	1	0	7	8	5	0	0	28
1495 Winchester Mixed-Use	0	4	0	0	0	0	0	3	0	1	0	0	8
Campbell Pending Trips	0	6	0	0	0	0	0	8	2	2	0	0	18
Total Pending Trips	0	17	0	0	0	1	0	18	10	8	0	0	54
Cumulative Plus Project Conditions	111	449	80	27	185	79	72	1212	203	117	89	318	2942

Intersection Number:	2
Traffix Node Number:	3737
Intersection Name:	Winchester Boulevard and Payne Avenue
Peak Hour:	AM
Count Date:	11/19/19

	Movements												
		rth Appr	oach	Eas	st Appr	oach	Sou	ith Appr	roach	Wes	t App	roach	
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	ΤH	LT	Tota
Existing Conditions	64	375	38	56	113	132	64	877	196	174	68	227	2384
San Jose Approved Trips													
ATI	3	45	1	8	0	0	0	89	0	0	0	16	162
Valley Fair Expansion	2	8	0	0	0	0	0	14	0	0	0	2	26
Campbell Approved Trips	0	16	0	0	0	0	0	9	2	4	0	0	31
Total Approved Trips	5	69	1	8	0	0	0	112	2	4	0	18	219
Reassignment of Existing Traffic due to Winchester Blvd Improvements	0	0	0	0	0	0	0	-12	0	0	0	12	0
Background Conditions	69	444	39	64	113	132	64	977	198	178	68	257	2603
Project Trips	0	13	11	0	0	0	0	20	0	0	0	6	50
Background Plus Project Conditions	69	457	50	64	113	132	64	997	198	178	68	263	2653
San Jose Pending Trips													
1073 Winchester Mixed-Use	3	5	0	1	0	0	0	7	0	0	0	0	16
1495 Winchester Mixed Use	0	5	0	0	0	0	0 0	2	0	1	0	1	9
Campbell Pending Trips	Õ	8	0	Ő	0	Õ	Ő	10	2	2	0	0	22
Total Pending Trips	3	18	0	1	0	0	0	19	2	3	0	1	47
Cumulative Plus Project Conditions	72	475	50	65	113	132	64	1016	200	181	68	264	2700

Intersection Number:	3
Traffix Node Number:	3882
Intersection Name:	Winchester Boulevard and David Avenue/Williamsburg Drive
Peak Hour:	AM
Count Date:	11/19/19

	Movements												
Scenario:	No	rth Appr	oach	East	t Appr	bach	Sou	th Appr	oach	Wes	t Appr	oach	
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TĤ	LT	Tota
Existing Conditions	28	647	24	45	4	37	31	1163	51	39	1	59	2129
San Jose Approved Trips													
ATI	0	45	0	0	0	0	0	89	0	0	0	0	134
Valley Fair Expansion	0	8	0	0	0	0	0	14	0	0	0	0	22
Campbell Approved Trips	0	20	0	0	0	0	0	11	0	0	0	0	31
Total Approved Trips	0	73	0	0	0	0	0	114	0	0	0	0	187
Reassignment of Existing Traffic due to Winchester Blvd Improvements	0	0	0	0	0	0	0	-25	0	0	0	12	-13
Background Conditions	28	720	24	45	4	37	31	1252	51	39	1	71	2303
Project Trips	0	13	0	0	0	0	0	20	0	0	0	0	33
Background Plus Project Conditions	28	733	24	45	4	37	31	1272	51	39	1	71	233
San Jose Pending Trips													
1073 Winchester Mixed-Use	0	5	0	0	0	0	0	7	0	0	0	0	12
1495 Winchester Mixed Use	0	6	0	0	0	0	0	2	11	0	0	1	20
Campbell Pending Trips	0	10	0	0	Ő	0	0	12	0	0	0	0	22
Total Pending Trips	0	21	0	0	0	0	0	21	11	0	0	1	54
Cumulative Plus Project Conditions	28	754	24	45	4	37	31	1293	62	39	1	72	2390

Intersection Number:	4
Traffix Node Number:	102
Intersection Name:	Winchester Boulevard and Hamilton Avenue
Peak Hour:	AM
Count Date:	4/24/18

	Movements													
Scenario:	Nor	th Appr	oach	Eas	t Appro	bach	Sou	th App	roach	Wes	st Appr	oach		
	RT	TH	LT	RT	ŤĤ	LT	RT	TH	LT	RT	TH	LT	Tota	
Existing Conditions	115	397	428	531	1026	446	331	617	101	112	612	133	4849	
San Jose Approved Trips														
ATI	9	27	9	18	0	0	0	53	0	0	0	18	134	
Valley Fair Expansion	2	2	4	6	0	0	0	4	0	0	0	4	22	
Campbell Approved Trips	2	4	14	5	9	11	13	4	0	1	26	2	91	
Total Approved Trips	13	33	27	29	9	11	13	61	0	1	26	24	247	
Reassignment of Existing Traffic due to Winchester Blvd Improvements	0	0	36	0	0	0	0	0	0	0	0	0	36	
Background Conditions	128	430	491	560	1035	457	344	678	101	113	638	157	5132	
Project Trips	1	1	11	17	0	0	0	2	0	0	0	2	34	
Background Plus Project Conditions	129	431	502	577	1035	457	344	680	101	113	638	159	5166	
San Jose Pending Trips														
1073 Winchester Mixed-Use	1	1	4	6	0	0	0	1	0	0	0	0	13	
1495 Winchester Mixed-Use	2	2	9	9	0	0	0	2	0	0	0	0	24	
Campbell Pending Trips	0	0	10	12	12	12	10	0	0	0	10	0	66	
Total Pending Trips	3	3	23	27	12	12	10	3	0	0	10	0	103	
Cumulative Plus Project Conditions	132	434	525	604	1047	469	354	683	101	113	648	159	5269	

Intersection Number:	5
Traffix Node Number:	9001
Intersection Name:	Winchester Boulevard and Fireside Drive
Peak Hour:	AM
Count Date:	11/19/19

					Mo	ovemen	ts						
_	No	rth Appr	oach	Eas	t Appro		Sou	th Appr	oach	Wes	st Appr	oach	
Scenario:	RT	TH	LT	RT	ΤH	LT	RT	TH	LT	RT	ΤH	LT	Tota
Existing Conditions	1	438	23	67	0	0	13	1132	81	5	0	0	1760
San Jose Approved Trips													
ATI	0	49	0	0	0	0	0	113	0	0	0	0	162
Valley Fair Expansion	0	10	0	0	0	0	0	16	0	0	0	0	26
Campbell Approved Trips	0	16	0	0	0	0	0	9	0	0	0	0	25
Total Approved Trips	0	75	0	0	0	0	0	138	0	0	0	0	213
Reassignment of Existing Traffic due to Winchester Blvd Improvements	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	1	513	23	67	0	0	13	1270	81	5	0	0	1973
Project Trips	0	11	0	0	0	0	0	14	13	0	0	0	38
Background Plus Project Conditions	1	524	23	67	0	0	13	1284	94	5	0	0	2011
San Jose Pending Trips													
1073 Winchester Mixed-Use	0	8	0	0	0	0	0	8	0	0	0	0	16
1495 Winchester Mixed-Use	0	5	0	0	0	0	0	3	0	0	0	0	8
Campbell Pending Trips	0	8	0	0	0	0	0	10	0	0	0	0	18
Total Pending Trips	0	21	0	0	0	0	0	21	0	0	0	0	42
Cumulative Plus Project Conditions	1	545	23	67	0	0	13	1305	94	5	0	0	2053

Intersection Number:	1
Traffix Node Number:	3836
Intersection Name:	Winchester Boulevard and Williams Road
Peak Hour:	PM
Count Date:	11/19/19

					M	ovemen	ts						
_	Noi	th Appro	bach	Eas	t Appr	oach	Sou	th App	roach	Wes	t Appı	roach	
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	ΤH	LT	Tota
Existing Conditions	132	913	35	16	37	41	48	870	162	170	65	289	2778
San Jose Approved Trips													
ATI	34	106	34	2	17	0	0	30	41	14	6	44	328
Valley Fair Expansion	9	50	0	0	0	0	0	46	0	0	0	8	113
Campbell Approved Trips	0	15	0	0	0	0	0	15	4	4	0	0	38
Total Approved Trips	43	171	34	2	17	0	0	91	45	18	6	52	479
Reassignment of Existing Traffic due to Winchester Blvd Improvements	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	175	1084	69	18	54	41	48	961	207	188	71	341	325
Project Trips	0	11	0	0	0	0	0	14	6	0	0	0	31
Background Plus Project Conditions	175	1095	69	18	54	41	48	975	213	188	71	341	328
San Jose Pending Trips													
1073 Winchester Mixed-Use	0	6	0	0	0	0	1	11	7	4	0	0	29
1495 Winchester Mixed-Use	0	3	0	0	0	0	0	4	0	2	0	0	9
Campbell Pending Trips	0	9	0	0	0	0	0	6	1	2	0	0	18
Total Pending Trips	0	18	0	0	0	0	1	21	8	8	0	0	56
Cumulative Plus Project Conditions	175	1113	69	18	54	41	49	996	221	196	71	341	334

Intersection Number:	2
Traffix Node Number:	3737
Intersection Name:	Winchester Boulevard and Payne Avenue
Peak Hour:	PM
Count Date:	11/19/19

					M	ovemen	ts						
	Noi	th Appr		Eas	t Appr	oach	Sou	th App	roach	Wes	t Appi	roach	
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Tota
Existing Conditions	163	876	88	36	73	73	48	723	145	178	91	215	2709
San Jose Approved Trips													
ATI	16	96	9	3	0	0	0	63	0	0	0	7	194
Valley Fair Expansion	8	42	0	0	0	0	0	39	0	0	0	7	96
Campbell Approved Trips	0	19	0	0	0	0	0	19	5	5	0	0	48
Total Approved Trips	24	157	9	3	0	0	0	121	5	5	0	14	338
Reassignment of Existing Traffic due to Winchester Blvd Improvements	0	0	0	0	0	0	0	-7	0	0	0	7	0
Background Conditions	187	1033	97	39	73	73	48	837	150	183	91	236	3047
Project Trips	0	19	11	0	0	0	0	20	0	0	0	6	56
Background Plus Project Conditions	187	1052	108	39	73	73	48	857	150	183	91	242	3103
San Jose Pending Trips													
1073 Winchester Mixed-Use	4	8	1	0	0	0	0	6	0	0	0	0	19
1495 Winchester Mixed-Use	0	5	0	0	0	0	0	3	0	1	0	1	10
Campbell Pending Trips	0	11	0	0	0	0	0	7	2	3	0	0	23
Total Pending Trips	4	24	1	0	0	0	0	16	2	4	0	1	52
Cumulative Plus Project Conditions	191	1076	109	39	73	73	48	873	152	187	91	243	3155

Intersection Number:	3
Traffix Node Number:	3882
Intersection Name:	Winchester Boulevard and David Avenue/Williamsburg Drive
Peak Hour:	PM
Count Date:	11/19/19

					M	ovement	ts						
-	No	rth Appro	bach	East	t Appr	oach	Sou	th Appr	oach	Wes	t Appr	oach	
Scenario:	RT	TH	LT	RT	ΤH	LT	RT	TH	LT	RT	ΤH	LT	Tota
Existing Conditions	51	1055	46	39	5	36	54	896	91	33	3	59	2368
San Jose Approved Trips													
ATI	0	96	0	0	0	0	0	63	0	0	0	0	159
Valley Fair Expansion	0	42	0	0	0	0	0	39	0	0	0	0	81
Campbell Approved Trips	0	24	0	0	0	0	0	24	0	0	0	0	48
Total Approved Trips	0	162	0	0	0	0	0	126	0	0	0	0	288
Reassignment of Existing Traffic due to Winchester Blvd Improvements	0	0	0	0	0	0	0	-14	0	0	0	7	-7
Background Conditions	51	1217	46	39	5	36	54	1008	91	33	3	66	2649
Project Trips	0	19	0	0	0	0	0	20	0	0	0	0	39
Background Plus Project Conditions	51	1236	46	39	5	36	54	1028	91	33	3	66	2688
San Jose Pending Trips													
1073 Winchester Mixed-Use	0	8	0	0	0	0	0	6	0	0	0	0	14
1495 Winchester Mixed-Use	0	7	0	0	0	0	0	2	10	0	0	1	20
Campbell Pending Trips	0	14	0	0	0	0	0	9	0	0	0	0	23
Total Pending Trips	0	29	0	0	0	0	0	17	10	0	0	1	57
Cumulative Plus Project Conditions	51	1265	46	39	5	36	54	1045	101	33	3	67	2745

Intersection Number:	4
Traffix Node Number:	102
Intersection Name:	Winchester Boulevard and Hamilton Avenue
Peak Hour:	PM
Count Date:	12/13/18

					Mo	ovement	ts						
	Nor	th Appr		Eas	t Appro	oach	Sout	th App	roach	Wes	st Appr	oach	
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Tota
Existing Conditions	178	646	432	481	959	393	301	490	162	176	961	173	5352
San Jose Approved Trips													
ATI	19	58	19	13	0	0	0	37	0	0	0	13	159
Valley Fair Expansion	13	13	16	15	0	0	0	12	0	0	0	12	81
Campbell Approved Trips	2	4	18	17	26	20	11	5	2	1	27	2	135
Total Approved Trips	34	75	53	45	26	20	11	54	2	1	27	27	375
Reassignment of Existing Traffic due to Winchester Blvd Improvements	0	0	39	0	0	0	0	0	0	0	0	0	39
Background Conditions	212	721	524	526	985	413	312	544	164	177	988	200	5766
Project Trips	2	2	15	17	0	0	0	2	0	0	0	2	40
Background Plus Project Conditions	214	723	539	543	985	413	312	546	164	177	988	202	5806
San Jose Pending Trips													
1073 Winchester Mixed-Use	2	1	6	5	0	0	0	1	0	0	0	0	15
1495 Winchester Mixed-Use	4	2	13	7	0	0	0	2	0	0	0	1	29
Campbell Pending Trips	0	0	14	9	9	9	14	0	0	0	14	0	69
Total Pending Trips	6	3	33	21	9	9	14	3	0	0	14	1	113
Cumulative Plus Project Conditions	220	726	572	564	994	422	326	549	164	177	1002	203	5919

Intersection Number:	5
Traffix Node Number:	9001
Intersection Name:	Winchester Boulevard and Fireside Drive
Peak Hour:	PM
Count Date:	11/19/19

					Мо	vemen	ts						
_	No	rth Appro	bach	East	t Appro	bach	Sou	th Appr	oach	Wes	t Appr	oach	
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Tota
Existing Conditions	3	1076	82	34	0	0	21	928	45	15	0	0	2204
San Jose Approved Trips													
ATI	0	121	0	0	0	0	0	73	0	0	0	0	194
Valley Fair Expansion	0	50	0	0	0	0	0	46	0	0	0	0	96
Campbell Approved Trips	0	19	0	0	0	0	0	19	0	0	0	0	38
Total Approved Trips	0	190	0	0	0	0	0	138	0	0	0	0	328
Reassignment of Existing Traffic due to Winchester Blvd Improvements	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	3	1266	82	34	0	0	21	1066	45	15	0	0	2532
Project Trips	0	11	0	0	0	0	0	19	19	0	0	0	49
Background Plus Project Conditions	3	1277	82	34	0	0	21	1085	64	15	0	0	2581
San Jose Pending Trips													
1073 Winchester Mixed-Use	0	13	0	0	0	0	0	6	0	0	0	0	19
1495 Winchester Mixed-Use	0	5	0	0	0	0	0	4	0	0	0	0	9
Campbell Pending Trips	0	11	0	0	0	0	0	7	0	0	0	0	18
Total Pending Trips	0	29	0	0	0	0	0	17	0	0	0	0	46
Cumulative Plus Project Conditions	3	1306	82	34	0	0	21	1102	64	15	0	0	2627

Appendix E Intersection Level of Service Calculations

Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative) Existing (AM)												
Intersection #3836	: WILLIA	AMS/WI	NCHESTE	R			vi)					
			-	Protect/Rig	hts=Include							
		al Vol: anes:	101 0 1	363 2	0	29*** 1						
		-	ا ا									
Sig	nal=Protec	,		▼	V	-	ignal=Protec	+				
Final Vol: Lanes: Rig				Vol Cnt		/19/2019 R	tights=Includ		nes: Final \	/ol:		
234*** 2 🚽	•		C	ycle Time (sec):	126		•	0 19			
0	≜		L	.oss Time (sec):	12	4	•	1			
80 0	Ι.			Critical	V/C:	0.531	- 2		0 181*	**		
1 —	5		Avg Ci	rit Del (sec/	veh):	30.1		-	0			
	Ť		A	Deley (eee)	(a b),	22.0	1		4 70			
90 0	¥		Avg	Delay (sec/		32.9	•	Ý	1 78			
					LOS:	С						
		-	<u>ר</u> י ו	T T	7	(
		anes:	1 0	2	0	1						
	Fina	al Vol:	177 Signal=F	1059*** Protect/Rigi	nts=Overla	72 p						
Approach:	Noi	rth Bo	und	Soi	ith Bo	ound	Ea	st Bo	ound	We	est Bo	ound
Movement:	L ·	- Т	– R	L ·		– R	L -		– R		- T	– R
				1								
Min. Green: Y+R:	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10 4.0	7 4.0	$10 \\ 4.0$	10 4.0
Volume Modul					ov 201					· 		
Base Vol: Growth Adj:		1059 1.00	72 1.00	29	363 1.00	101 1.00	234 1.00	80 1.00	90 1.00	78 1.00	181 1.00	19 1.00
Initial Bse:		1059	1.00 72	29	363	101	234	80	1.00 90	78	181	1.00
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: User Adj:		1059 1.00	72 1.00	1 00	363 1.00	101 1.00	234 1.00	80 1.00	90 1.00	78 1.00	181 1.00	19 1.00
PHF Adj:		1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00
PHF Volume:	177		72	29	363	101	234	80	90	78	181	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:		1059	72	29	363	101	234	80	90	78	181	19
PCE Adj: MLF Adj:			1.00						1.00 1.00		1.00	1.00
FinalVolume:	177	1059	72	29	363	101	234	80	90	78	181	19
Saturation F: Sat/Lane:		odule: 1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:			0.92		0.99					0.92		0.95
Lanes:	1.00	2.00	1.00	1.00	2.32					1.00	0.91	0.09
Final Sat.:			1750		4379		3150		953 		1629	171
Capacity Ana									_ [
Vol/Sat:		0.28	0.04		0.08	0.08	0.07	0.09	0.09	0.04	0.11	0.11
	20.2	**** 61 0	00 1	****	20 I	20 1	****	26.0		15 0	**** 25 6	2E C
Green Time: Volume/Cap:	39.2		80.1 0.06		32.1 0.33	32.1 0.33	17.1 0.55		26.9 0.44	15.8 0.35	25.6	25.6 0.55
_	33.6		8.7		38.3				43.8		46.7	46.7
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:		21.3	8.7		38.3	38.3	52.3		43.8		46.7	46.7
LOS by Move: HCM2kAvgQ:	C 6	C 14	A 1	E 1	D 5	D 5	D 6	D 6	D 6	D 3	D 8	D 8
Note: Queue :									0	J	0	0

Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative) Background (AM)												
Intersection #3836	: WILLIA	AMS/WIN	NCHESTE	R	Ŀ	Background	I (AM)					
					hte la chud							
		al Vol: anes:	Signal=F	Protect/Rig 421 1		80**** 1						
Sig Final Vol: Lanes: Rig	nal=Protec hts=Includ		• c	Vol Cnt ycle Time		/19/2019 126	Signal=Prote Rights=Incluc		nes: Final V	ol:		
318*** 2 0	, ♠		L	.oss Time ((sec):	12		▲ _) 27 1			
89 0	•			Critical		0.667		•••) 185**	*		
1	*		-	it Del (sec/ Delay (sec/		34.5 35.9		¥	1 78			
103 0	•		Avg		LOS:	D		Ý	1 10			
		-		•		\checkmark						
		anes: al Vol:	1 0 189 Signal=F	1 1184*** Protect/Rig		0 72 e						
Approach: Movement:		rth Bo - T	– R		uth Bo - T	- R	L -	ast Bo - T	- R	West Bo L - T	ound - R	
Min. Green: Y+R:	 7 4.0	10 4.0	10 4.0	 7 4.0	10 4.0	10 4.0	7	10 4.0	10 4.0	$\begin{vmatrix}7 & 10 \\ 4.0 & 4.0 \end{vmatrix}$	 10 4.0	
Volume Module	1		Date:	19 No	ov 201	 L9 <<						
Base Vol:		1059	72	29	363	101	234	80	90	78 181	19	
Growth Adj:		1.00	1.00		1.00	1.00			1.00	1.00 1.00	1.00	
Initial Bse:	177		72	29	363	101		80	90	78 181	19	
Added Vol: ATI:	0 12	0 125	0 0	0 51	0 58	0 10		0 9	0 19	0 0 0 4	0 8	
Initial Fut:		1184	72	80	421	111		89	109	78 185	27	
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:	189	1184	72	80	421	111		89	109	78 185	27	
Reduct Vol:	0	0	0	0	0	0		0	0	0 0	0	
Reduced Vol: PCE Adj:		1184	72	80	421	111		89	109	78 185 1.00 1.00	27 1.00	
MLF Adj:							1.00					
FinalVolume:	189	1184	72	80	421	111	318	89	109	78 185	27	
Saturation F												
Sat/Lane:		1900	1900	1900	1900	1900	1900	1900	1900	1900 1900	1900	
Adjustment:			0.95			0.95		0.95			0.95	
Lanes:			0.12			0.43			0.55			
Final Sat.:			212			772		809		1750 1571	229	
Capacity Ana												
Vol/Sat:	-	0.34	0.34	0 05	0.14	0.14	0.10	0 11	0.11	0.04 0.12	0.12	
Crit Moves:		****		****			****			****		
		64.1	64.1	8.6	41.5	41.5	19.1	27.4	27.4	13.9 22.2	22.2	
Volume/Cap:			0.67	0.67	0.44	0.44		0.51	0.51	0.41 0.67	0.67	
Delay/Veh:			24.0		33.3			44.4			53.8	
User DelAdj:			1.00		1.00			1.00	1.00		1.00	
AdjDel/Veh:			24.0		33.3			44.4	44.4		53.8	
LOS by Move: HCM2kAvqQ:			C 19	E 3	C 8	C 8		D 7	D 7	D D 3 9	D 9	
Note: Queue :									,	5 9	2	
	-1					. <u> </u>						

	Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative) Background+Project (AM) tersection #3836: WILLIAMS/WINCHESTER												
Intersection #3836	WILLIAMS/W	INCHESTER		kground+Fro									
		Signal-Pro	tect/Rights=Inclu	he									
	Final Vol: Lanes:			80*** 1									
Sig Final Vol: Lanes: Rig	nal=Protect hts=Include		Vol Cnt Date: 1 e Time (sec):		Signal=Protect Rights=Include	Lanes: Final	Vol:						
318*** 2 _7 0	- ♠	Los	s Time (sec):	12	₹	0 2 ⁻ 1	7						
89 0	•		Critical V/C:	0.670	-	0 185	***						
1 -	F	-	Del (sec/veh): ay (sec/veh):	34.5 35.9	T T	- 0 - 1 78	p						
109 0	F	Avg De	LOS:	D	¥	1 7	þ						
	-	5 -	↑ ♠	-									
	Lanes: Final Vol:	1 0 193	1 1 1194***	0 72									
		Signal=Pro	tect/Rights=Inclue	de									
Approach: Movement:	North B L - T	- R	South B L - T	– R	L -	Bound T – R	West Bo L - T	ound - R					
Min. Green: Y+R:	7 10 4.0 4.0	- 10 4.0	$\begin{array}{ccc} 7 & 10 \\ 4.0 & 4.0 \end{array}$		7 4.0 4	10 10 .0 4.0	7 10 4.0 4.0	10 4.0					
Volume Module Base Vol: Growth Adj: Initial Bse: Added Vol: ATI: Initial Fut: User Adj: PHF Adj: PHF Volume:	<pre>>> Coun 177 1059 1.00 1.00 177 1059 4 10 12 125 193 1194 1.00 1.00 1.00 1.00 193 1194</pre>	72 1.00 72 0 72 72 1.00	<pre>19 Nov 20 29 363 1.00 1.00 29 363 0 11 51 58 80 432 1.00 1.00 1.00 1.00 1.00 80 432</pre>	101 1.00 101 0 10 111 1.00 1.00	234 1.00 1. 234 0 84 318 1.00 1. 1.00 1. 318	80900091989109001.00	$\begin{array}{cccc} 78 & 181 \\ 1.00 & 1.00 \\ 78 & 181 \\ 0 & 0 \\ 0 & 4 \\ 78 & 185 \\ 1.00 & 1.00 \\ 1.00 & 1.00 \\ 78 & 185 \end{array}$	19 1.00 19 0 8 27 1.00 1.00 27					
Reduct Vol: Reduced Vol: PCE Adj: MLF Adj: FinalVolume:	1.00 1.00 193 1194	1.00 1 72	1.00 1.00 80 432	1.00 1.00 111	1.00 1. 318	00 1.00 89 109	78 185	1.00 27					
Saturation F: Sat/Lane: Adjustment: Lanes: Final Sat.:	1900 1900 0.92 0.98 1.00 1.88 1750 3489	1900 2 0.95 0 0.12 2 210 2	1900 1900).92 0.98 1.00 1.58 1750 2943	0.95 0.42 756	0.83 0. 2.00 0. 3150 8	950.95450.5509991	0.92 0.95 1.00 0.87 1750 1571	0.13 229					
Capacity Ana Vol/Sat: Crit Moves:	lysis Modu 0.11 0.34 ****	le: 0.34 ().05 0.15 ****	0.15	0.10 0.	11 0.11	0.04 0.12	0.12					
Green Time: Volume/Cap: Delay/Veh: User DelAdj: AdjDel/Veh: LOS by Move: HCM2kAvgQ: Note: Queue D	0.44 0.67 40.7 23.9 1.00 1.00 40.7 23.9 D C 7 19	0.67 (23.9 7 1.00 2 23.9 7 C 19	8.6 41.6 0.67 0.44 71.2 33.4 1.00 1.00 71.2 33.4 E C 3 8 mber of c	0.44 33.4 1.00 33.4 C 8	0.67 0. 54.3 44 1.00 1. 54.3 44 D 8	51 0.51 .5 44.5 00 1.00	0.41 0.67 53.7 54.0 1.00 1.00 53.7 54.0 D D	22.1 0.67 54.0 1.00 54.0 D 9					

							putation Repo				
Intersection #3836: V	NILLIA	MS/WIN	ICHESTE			ulative+Pro		,			
					hts-Includ	2					
		Il Vol: anes:	Signal=F		0	80**** 1					
Signa Final Vol: Lanes: Rights	I=Protec s=Includ		C ₁	Vol Cnt I			Signal=Proteo Rights=Includ		nes: Final	/ol:	
318*** 2 _ - 0 A			L	oss Time (sec):	12		▲ _	0 27 1		
89 0				Critical		0.676		<u> </u>	0 185*	**	
			-	t Del (sec/		34.4		¥_	0		
117 0			Avg L)elay (sec/	ven): LOS:	36.0 D		¥	1 79		
		•	. 🔸	≜	≜ ►	.►					
	Li	anes:	1 1 1 0	l 1	[1	í O					
	Fina	I Vol:	203 Signal=F	1212*** Protect/Rig	hts=Includ	72 e					
Approach: Movement:	Noi L -	rth Bo [.] - T	und - R	Sou L ·	uth Bo - T	- R	. г -	ast Bo - T	ound - R	West L - T	Bound – R
Min. Green: Y+R:	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10 4.0	7 1	
- Volume Module:	: >>	Count	Date:	 19 No	 ov 201	 19 <<					
Base Vol:		1184	72	80	421	111	318	89	109	78 18	
Growth Adj: 1 Initial Bse:	L.00 189	1.00 1184	1.00 72	1.00	1.00 421	1.00 111	1.00 318	1.00	1.00 109	1.00 1.0 78 18	
Added Vol:	4	10	0	0	11	0	0	0	0	0	0 0
ATI:	10	18	0	0	17	0	0	0	8	1	0 0
Initial Fut:		1212	72	80	449	111	318	89	117	79 18	
•		1.00	1.00		1.00	1.00	1.00		1.00	1.00 1.0	
PHF Adj: 1 PHF Volume:	203	1.00 1212	1.00 72	1.00 80	$1.00 \\ 449$	1.00	1.00 318	1.00 89	1.00 117	1.00 1.0 79 18	
Reduct Vol:	203	0	0	0	وبب 0	0	0	0	0	0	0 0
Reduced Vol:		1212	72	80	449	111	318	89	117	79 18	
PCE Adj: 1	L.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.0	0 1.00
		1.00		1.00	1.00	1.00		1.00	1.00	1.00 1.0	0 1.00
FinalVolume:			72		449				117	79 18	
- Saturation Flo											
		1900	1900	1900	1900	1900	1900	1900	1900	1900 190	0 1900
Adjustment: (0.95		0.98						
Lanes: 1						0.41			0.57		
Final Sat.: 1	L750	3492	207	1750	2966	733	3150		1022	1750 157	
-											
Capacity Analy				0 05	0	0.1-	0			0 05 0 5	
		0.35	0.35	0.05 ****	0.15	0.15	0.10 ****	0.11	0.11	0.05 0.1	
Crit Moves: Green Time: 3		**** 61 7	61 7		/1 F	41.5		27.5	27 F		
Volume/Cap: (0.68		41.5 0.46			27.5			
Delay/Veh: 4			23.8		33.7						
User DelAdj: 1			1.00		1.00			1.00			
AdjDel/Veh: 4			23.8		33.7			44.8	44.8	54.3 54.	
LOS by Move:	D		C	Е		C		D	D		D D
HCM2kAvgQ:			19	3		8			8	4	99
Note: Queue re	eport	ced is	the n	umber	of ca	ars pe	r lane.				

Crit Moves: **** **** **** **** Green Time: 27.3 67.7 74.7 14.8 55.1 25.6 38.6 38.6 7.0 19.9 19.9 Volume/Cap: 0.47 0.47 0.05 0.19 0.47 0.47 0.50 0.47 0.47 0.21 0.21 Delay/Veh: 51.0 24.4 15.7 57.6 31.8 31.8 52.1 43.0 68.6 53.4 53.4 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 AdjDel/Veh: 51.0 24.4 15.7 57.6 31.8 31.8 52.1 43.0 68.6 53.4 53.4														
Intersection #3836: WILLIAMSWINCHESTER Signal=Priods Si		2000 HCM Operations (Future Volume Alternative)												
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	Intersection #3836:	WILLIA	MS/WIN	ICHESTE	R		Existing (Pr	vi)						
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$				Signal=	Protect/Rig	hts=Includ	е							
Final Veck Lance: Signal-Protect 289 2 $2 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ $						0	35 1							
Frailvit Lanes Rightsinclude Vol CH Diate 11/192019 Rightsinclude Lanes Final Vit Lanes Final Vit Lanes Vit Charles Vit		L	anes.	້່ມ	ĺ	Ľ.	1							
Frailvit Lanes Rightsinclude Vol CH Diate 11/192019 Rightsinclude Lanes Final Vit Lanes Final Vit Lanes Vit Charles Vit			•	´ ◀┥	r ★ .	-∳≯	►							
$\begin{array}{cccccccccccccccccccccccccccccccccccc$					Vol Cnt	Date: 11				nes: Final \	/ol:			
Loss Turne (sec): 12 Germ (sec): 12 Critical VC: 0.474 Aug Crit Del (secVeh): 36.7 Aug Del se (secVeh): 36.7 TO 0 Aug Del se (secVeh): 36.7 Aug Del se (secVeh): 37.7 Aug Del	À			С				J	▲					
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	289 2			I	.oss Time (sec):	12		<u> </u>	0 16				
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		►							<u> </u>					
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	65*** 0	•			Critical	V/C:	0.474		\vdash	0 37				
Los: C Lanes: 1 0 2 0 1 Signal=ProtestTights=Doration Movement: L - T - R L - T - R	1	•		Avg C	rit Del (sec/	veh):	36.7			0				
Los: C Lanes: 1 0 2 0 1 Signal=ProtestTights=Doration Movement: L - T - R L - T - R	170 0			Ava	Delav (sec/	veh):	34.7		-	1 41**	×			
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $		7		5				•	•					
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $						4								
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $						r-								
Signal=ProtocyRights=Overlap Approach: North Bound South Bound East Bound Mest Bound Movement: L - T - R L - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - T - R - - R - T - R 4 - - R - R - R R - R R - - R - R R R R <td< td=""><td></td><td></td><td></td><td></td><td></td><td>0</td><td></td><td></td><td></td><td></td><td></td><td></td></td<>						0								
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$		Fina	II VOI: 16			nts=Overla								
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Approach:	Not	rth Bo	und	Sol	ith Bo	hund	Fa	st Br	hund	West B	ound		
Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10 7 10 10 YrR: 4.0														
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$														
Volume Module: >> Count Date: 19 Nov 2019 <	Y+R:							4.0	4.0	4.0	4.0 4.0	4.0		
Growth Adj: 1.00 0	Volume Module			1	1		1	I		I	I	I		
Initial Bse: 162 870 48 35 913 132 289 65 170 41 37 16 Added Vol: 0 </td <td>Base Vol:</td> <td>162</td> <td>870</td> <td>48</td> <td>35</td> <td>913</td> <td>132</td> <td>289</td> <td>65</td> <td>170</td> <td>41 37</td> <td>16</td>	Base Vol:	162	870	48	35	913	132	289	65	170	41 37	16		
Added Vol: 0														
ATI: 0														
Initial Fut: 162 870 48 35 913 132 289 65 170 41 37 16 User Adj: 1.00 1														
PHF Adj: 1.00 0	Initial Fut:		870			913								
PHF Volume: 162 870 48 35 913 132 289 65 170 41 37 16 Reduct Vol: 0 </td <td>User Adj:</td> <td>1.00</td> <td>1.00</td> <td>1.00</td> <td></td> <td></td> <td>1.00</td> <td>1.00</td> <td>1.00</td> <td>1.00</td> <td>1.00 1.00</td> <td>1.00</td>	User Adj:	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00 1.00	1.00		
Reduct Vol: 0 <th< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<>														
Reduced Vol: 162 870 48 35 913 132 289 65 170 41 37 16 PCE Adj: 1.00 1.														
MLF Adj: 1.00														
FinalVolume: 162 870 48 35 913 132 289 65 170 41 37 16	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		
Saturation Flow Module: Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190														
Adjustment: 0.92 1.00 0.92 0.92 0.99 0.95 0.83 0.95 0.95 0.92 0.95 0.95 Lanes: 1.00 2.00 1.00 1.00 2.61 0.39 2.00 0.28 0.72 1.00 0.70 0.30 Final Sat.: 1750 3800 1750 1750 4892 707 3150 498 1302 1750 1257 543 					I		I	I		I	I	I		
Lanes: 1.00 2.00 1.00 1.00 2.61 0.39 2.00 0.28 0.72 1.00 0.70 0.30 Final Sat.: 1750 3800 1750 1750 4892 707 3150 498 1302 1750 1257 543 	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 1900	1900		
Final Sat.: 1750 3800 1750 1750 4892 707 3150 498 1302 1750 1257 543	-													
Vol/Sat: 0.09 0.23 0.03 0.02 0.19 0.19 0.09 0.13 0.13 0.02 0.03 0.03 Crit Moves: ***** ****														
Crit Moves: **** **** **** **** **** Green Time: 27.3 67.7 74.7 14.8 55.1 25.6 38.6 38.6 7.0 19.9 19.9 Volume/Cap: 0.47 0.47 0.05 0.19 0.47 0.47 0.50 0.47 0.47 0.21 0.21 Delay/Veh: 51.0 24.4 15.7 57.6 31.8 31.8 52.1 43.0 68.6 53.4 53.4 User DelAdj: 1.00<	Capacity Anal	lysis	Modul	e:						,				
Green Time: 27.3 67.7 74.7 14.8 55.1 25.6 38.6 38.6 7.0 19.9 19.9 Volume/Cap: 0.47 0.47 0.05 0.19 0.47 0.47 0.50 0.47 0.47 0.21 0.21 Delay/Veh: 51.0 24.4 15.7 57.6 31.8 31.8 52.1 43.0 43.0 68.6 53.4 53.4 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 AdjDel/Veh: 51.0 24.4 15.7 57.6 31.8 31.8 52.1 43.0 43.0 68.6 53.4 53.4 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 AdjDel/Veh: 51.0 24.4 15.7 57.6 31.8 31.8 52.1 43.0 68.6 53.4 53.4 LOS by Move: D C B E C D D D D D D <td>Vol/Sat:</td> <td></td> <td>0.23</td> <td>0.03</td> <td>0.02</td> <td></td> <td>0.19</td> <td>0.09</td> <td></td> <td>0.13</td> <td></td> <td>0.03</td>	Vol/Sat:		0.23	0.03	0.02		0.19	0.09		0.13		0.03		
Volume/Cap:0.470.470.050.190.470.470.500.470.470.470.210.21Delay/Veh:51.024.415.757.631.831.852.143.043.068.653.453.4User DelAdj:1.001.001.001.001.001.001.001.001.001.00AdjDel/Veh:51.024.415.757.631.831.852.143.043.068.653.453.4LOS by Move:DCBECDDDDDD			67 7	74 7	14 P		55 1	25 6		38 E		19 9		
Delay/Veh:51.024.415.757.631.831.852.143.043.068.653.453.4User DelAdj:1.001.001.001.001.001.001.001.001.001.001.00AdjDel/Veh:51.024.415.757.631.831.852.143.043.068.653.453.4LOS by Move:DCBECDDDDDD														
AdjDel/Veh: 51.0 24.4 15.7 57.6 31.8 31.8 52.1 43.0 43.0 68.6 53.4 53.4 LOS by Move: D C B E C D D E D D	-													
LOS by Move: D C B E C C D D D E D D	-				1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00		
$\Pi \subseteq \Pi \subseteq$	LOS by Move:													
Note: Queue reported is the number of cars per lane.										9	<u>ک</u> ک	2		

Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative)													
					ICM Opera	tions (Futur	e Volume Altern	ative)					
Intersection #3836	: WILLIA	AMS/WIN	ICHESTE	R	E	Background	(PM)						
			Signal	Protect/Rig	hts-Include	0							
	Fina	al Vol:	175	1084***		69							
	L	anes:	0 1	1	0	1							
			∕ ∢4	. 🖵	- 44	· 🔶							
Sia	nal=Protec	ct		•	•	S	Signal=Protect						
Final Vol: Lanes: Rig			0	Vol Cnt		/19/2019 F	Rights=Include	Lanes	: Final V	ol:			
341 2 🌙	•		U	ycle Time ((sec):	140	•	0	18				
	▲		L	oss Time ((sec):	12		-					
0 71*** 0	≁			Critical		0.005		_ 1	54				
	•			Childa	v/C.	0.685	-	0	54				
1	<u></u>		Avg Ci	rit Del (sec/	veh):	37.9	- 1	- 0					
188 0			Ava	Delay (sec/	veh):	35.5	• • •	- 1	41***				
	•						•						
					LOS:	D							
		•	、 📢	• ≜	_ ≜ ⊳	*							
			1 1	I	r i	(*							
		anes:	1 0	1	1	0							
	Fina	al Vol: 20	7*** Signal=I	961 Protect/Rig	hts=Includ	48 e							
_			-				_						
Approach: Movement:	NOI L ·	rth Bo - T	und – R	L ·	uth Bo - T		Eas L -	t Bou: T -		West B L - T	ound – R		
MOVellent:		-	- ĸ 								- ĸ		
Min. Green:	7	10	10	7		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		
	1		1										
Volume Module					ov 201			<i></i>	1 - 0	44 05			
Base Vol: Growth Adj:	162	870 1.00	48 1.00	35	913	132 1.00	289 1.00 1	65 .00	170 1.00	41 37 1.00 1.00	16 1.00		
Initial Bse:	162	870	48	35	1.00 913	132	289	65	170	41 37	1.00		
Added Vol:	0	0	0	0	0	0	0	0	0	0 0	0		
ATI:	45	91	0	34	171	43	52	6	18	0 17	2		
Initial Fut:	207	961	48	69	1084	175	341	71	188	41 54	18		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00 1		1.00	1.00 1.00	1.00		
PHF Adj:		1.00	1.00		1.00	1.00	1.00 1		1.00	1.00 1.00	1.00		
PHF Volume:	207	961	48		1084	175	341	71	188	41 54	18		
Reduct Vol: Reduced Vol:	0 207	0 961	0 48	0 69	0 1084	0 175	0 341	0 71	0 188	0 0 41 54	0 18		
										1.00 1.00			
MLF Adj:			1.00						1.00				
FinalVolume:		961	48			175		71	188	41 54	18		
Saturation F			1000	1000	1000	1000	1000 1		1000	1000 1000	1000		
Sat/Lane:		1900	1900		1900	1900 0.95			1900	1900 1900	1900		
Adjustment: Lanes:			0.95 0.10			0.95			0.95 0.73	0.92 0.95 1.00 0.75	0.95 0.25		
Final Sat.:			176		3185				1307	1750 1350	450		
Capacity Ana													
Vol/Sat:		0.27	0.27	0.04	0.34	0.34	0.11 0		0.14	0.02 0.04	0.04		
	****	77 0	77 0	14 0	****	<u> </u>		***	<u></u>	****	14 0		
	23.8		77.8		68.3				28.9	7.0 14.3	14.3		
Volume/Cap: Delay/Veh:			0.49 19.2		0.70 29.0	0.70 29.0			0.70 57.2	0.47 0.39 68.6 60.2			
User DelAdj:			1.00		1.00	1.00			1.00	1.00 1.00	1.00		
AdjDel/Veh:			19.2		29.0	29.0			57.2	68.6 60.2	60.2		
LOS by Move:		В	В	Е		C		Е	Е	E E	Е		
HCM2kAvgQ:	10	13	13	3		21		12	12	2 3	3		
Note: Queue	report	ted is	the n	umber	of ca	ars per	r lane.						

	Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative)													
Interception #2026	/			D	Back	ground+Pro	ject (PM)							
Intersection #3836	VVILLIA	41015/00110	CHESTE	ĸ										
	Fine	l Val	-	Protect/Rig										
		al Vol: anes:	175 0 1	1095*** 1	0	69 1								
			أبأرا	Í										
		•	∕⊸∢	· +	- ¥≯									
	nal=Protec		*	•			Signal=Protect							
Final Vol: Lanes: Rig	hts=Includ	e	С	Vol Cnt vcle Time (/19/2019 140	Rights=Include	e Lar ≜	nes: Final \	/01:				
341 2 之	-		-	,):				0 18					
0	<u>.</u>		L	oss Time (sec):	12	4	<u>ا</u>	1					
71*** 0				Critical	V/C·	0.692			D 54					
· · · · ·				Ontical	v/0.	0.032	•		5 54					
1			Avg Cr	it Del (sec/	veh):	38.3	•	<u> </u>	D					
188 0			Ava I	Delay (sec/	veh):	35.6			1 41**	×				
•	7		0					•						
					LOS:	D								
			_ ∢ੈ	- ♠	▲►	*								
		•	ון ו		۲F	(*								
	L	anes:	1 0	1	1	0								
	Fina	al Vol: 21	3*** Cianal I	975 Droto ot/Dia	hto lookud	48								
			Signal=	Protect/Rig	nts=include	e								
Approach:	No	rth Bo	und		uth Bo	ound		st Bo	ound	West B	ound			
Movement:	. —	-	– R .	L ·		- R	L -		– R .	_ L - T	– R			
	I			1			1.1							
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	I		1	1	ov 201									
Base Vol:	162	870	48	35	913	132	289	65	170	41 37	16			
Growth Adj:		1.00	1.00		1.00	1.00		1.00	1.00	1.00 1.00				
Initial Bse:	162	870	48	35	913	132	289	65	170	41 37				
Added Vol:	6	14	0	0	11	0	0	0	0	0 0	0			
ATI:	45	91	0	34	171	43	52	6	18	0 17	2			
Initial Fut:	213	975	48	69	1095	175	341	71	188	41 54	18			
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:	213	975	48	69	1095	175	341	71	188	41 54				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0 0				
Reduced Vol:	213	975	48		1095	175	341	71	188	41 54				
			1.00							1.00 1.00				
MLF Adj: FinalVolume:			1.00 48		1095				1.00 188	$1.00 \ 1.00 \ 41 \ 54$				
Saturation F			I	1			11		1	1	I			
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 1900	1900			
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.83	0.95	0.95	0.92 0.95	0.95			
Lanes:	1.00	1.90	0.10	1.00	1.72	0.28	2.00	0.27	0.73	1.00 0.75	0.25			
Final Sat.:			174		3190		3150		1307	1750 1350				
Capacity Ana				0 04	0 04	0 04	0 1 1	0 1 4	0 1 4		0.04			
Vol/Sat:	U.⊥∠ ****	0.28	0.28	0.04	0.34 ****	0.34	0.11	U.⊥4 ****	0.14	0.02 0.04 ****	0.04			
0110 110 000		78.3	78.3	14 2	68.2	68.2			28.6	7.0 14.1	14.1			
Volume/Cap:			0.49		0.70				28.8	0.47 0.40				
Delay/Veh:			0.49 19.0		29.3				0.70 57.9	68.6 60.3				
User DelAdj:			1.00		1.00				1.00	1.00 1.00				
AdjDel/Veh:			19.0		29.3	29.3			57.9	68.6 60.3				
LOS by Move:	E	B	B	E	C	C		E	E	E E				
HCM2kAvgQ:	11	13	13	3		22		12	12	2 3				
Note: Queue 1	report	ted is	the n	umber	of ca	ars pe	r lane.							

	Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative) Cumulative+Project (PM)												
Intersection #3836	: WILLIA	AMS/WIN	CHESTE	R	Cum	ulative+Proj	ect (PM)						
					استعادها								
	Fina	al Vol:	Signal=i 175	Protect/Rig 1113***		e 69							
	L	anes:	0 1	1	0	1							
			∕ ∢4	. 🖵	>	. ∖►							
Sig	nal=Prote	ct	· · · •	•	▼ ^r	ę	Signal=Protect	t					
Final Vol: Lanes: Rig			0	Vol Cnt		/19/2019 F	Rights=Include		nes: Final \	/ol:			
341 2	•		C	ycle Time ((sec):	140) 18				
	▲		L	oss Time ((sec):	12		<u>ا</u>					
0 71*** 0	≁			Critical		0.707							
				Childa	v/C.	0.707			54				
1	<₽		Avg Cr	rit Del (sec/	veh):	39.1	•	<u> </u>)				
196 0	₹		Avg I	Delay (sec/	veh):	36.0		· · ·	1 41**	*			
•	¥.		·		LOS:	D		¥					
					105:	D							
			、 ◄ी	• 🔶	_ ↑ ►	*							
			1 1	I	1	ſ							
		anes:	1 0	1	1	0							
	Fina	al Vol: 22	1*** Signal=F	996 Protect/Rig	hts=Includ	49 e							
							-		-		-		
Approach: Movement:		rth Bo - T	und – R	L ·	uth Bo	ound – R	Ea L -	st Bc T		West Bo L - T	ound – R		
MOVEIIIeIIC •	-	-					- 1				- K		
Min. Green:	' 7	10	10	' 7		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		
	1		1										
Volume Modul					ov 201		0.44	- 1	100		1.0		
Base Vol:	207	961	48		1084	175	341	71	188	41 54	18		
Growth Adj: Initial Bse:	207	1.00 961	1.00 48		1.00 1084	1.00 175	1.00 341	1.00 71	1.00 188	$1.00 \ 1.00 \ 41 \ 54$	1.00 18		
Added Vol:	6	14	0	0	11	1,5	0	0	001	0 0	0		
ATI:	8	21	1	0	18	0	0	0	8	0 0	0		
Initial Fut:	221	996	49	69	1113	175	341	71	196	41 54	18		
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		
PHF Volume:	221	996	49		1113	175	341	71	196	41 54	18		
Reduct Vol:	0	0 996	0 49	0	0 1113	0 175	0 341	0 71	0 196	0 0 41 54	0 18		
Reduced Vol: PCE Adj:	221									41 54 1.00 1.00			
MLF Adj:						1.00			1.00		1.00		
FinalVolume:		996	49			175	341	71	196	41 54	18		
Saturation F													
Sat/Lane:		1900	1900		1900		1900		1900	1900 1900	1900		
Adjustment: Lanes:			0.95 0.10		0.98	0.95 0.28			0.95 0.73		0.95 0.25		
Final Sat.:			173		3197		3150		1321	1750 1350	450		
Capacity Ana									1		I		
Vol/Sat:		0.28	0.28	0.04	0.35	0.35	0.11		0.15	0.02 0.04	0.04		
0110 110100	****				****			****		****			
			78.3		67.6		21.6		28.8	7.0 14.2	14.2		
Volume/Cap:			0.50		0.72		0.70		0.72	0.47 0.39			
Delay/Veh: User DelAdj:			19.1 1.00		30.1 1.00		60.8 1.00		58.6 1.00	68.6 60.2 1.00 1.00	60.2 1.00		
AdjDel/Veh:			19.1		30.1		60.8		58.6	68.6 60.2	60.2		
LOS by Move:			в	со.,	20.1 C	20.1 C	00.0 Е	50.0 E	50.0 E	E E	E E		
HCM2kAvgQ:	11	14	14	3		22	10	12	12	2 3	3		
Note: Queue													

Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative)												
Intersection #3737						Existing (/		,				
	Fina	l Vol:	Signal=F 64	rotect/Rigl 375	hts=Overla	ip 38***						
	La	anes:	1 0	3	0	1						
		-	⁄ ∢4	. 上	⊾ ⊳	· 🔶						
Sig	nal=Split		· · •	•	•		Signal=Split					
Final Vol: Lanes: Rig		ар		Vol Cnt			Rights=Include	e Lane	s: Final Vo	ol:		
227 1 🞐	•		C	ycle Time ((sec):	126		• o	56			
			L	.oss Time ((sec):	12		<u>ا</u>				
1	≁			0.111				<u> </u>				
68*** 0	►			Critical	V/C:	0.492		<u>−</u> 1!	113			
0	*		Avg Cr	it Del (sec/	veh):	36.9		0				
174 1			Aval	Delay (sec/	(veh).	38.0		- o	132***			
	7		, trg .				•	Ý Č	102			
					LOS:	D						
			. ∢≜	- ▲	≜⊳	*						
			וי ו		۲F	(-						
		anes:	1 0	2	1	0						
	Fina	l Vol:	196 Signal-F	877*** Protect/Rig	hts-Includ	64						
			Oighai—i	-								
Approach:		rth_Bo			uth_Bo			st_Bou		West Bo		
Movement:	L -	- T	- R l	L.		– R	L -	T -		L – T	- R	
Min. Green:	 7	10	10	7	10	 10	10	10	10	10 10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0 4.0	4.0	
Volume Module	e: >>	Count	Date:	19 No	ov 202	19 <<						
Base Vol:	196	877	64	38	375	64		68	174	132 113	56	
Growth Adj:	1.00		1.00		1.00	1.00			1.00	1.00 1.00	1.00	
Initial Bse:	196	877	64	38	375	64		68	174	132 113	56	
Added Vol: ATI:	0	0 0	0 0	0 0	0	0 0		0 0	0 0	0 0 0	0 0	
Initial Fut:	196	877	64	38	375	64		68	174	132 113	56	
User Adj:	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:	196	877	64	38	375	64	227	68	174	132 113	56	
Reduct Vol:	0	0	0	0	0	0		0	0	0 0	0	
Reduced Vol:	196	877	64	38	375	64		68	174	132 113	56	
PCE Adj: MLF Adj:			1.00					1.00	1.00	1.00 1.00 1.00 1.00		
FinalVolume:			1.00 64			1.00			174	132 113	1.00 56	
Saturation F				1							I	
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 1900	1900	
Adjustment:			0.95		1.00					0.92 0.92	0.92	
Lanes:	1.00		0.21			1.00			1.00	0.44 0.37		
Final Sat.:			381			1750		818	1750	767 657	326	
Capacity Anal	•										1	
Vol/Sat:	0.11		0.17	0.02	0.07	0.04	0.08	0.08	0.10	0.17 0.17	0.17	
		****		****				****	-	****		
	29.0	42.5	42.5	7.0	20.5	41.5	21.0	21.0	50.0	43.5 43.5	43.5	
Volume/Cap:			0.50		0.40				0.25	0.50 0.50		
Delay/Veh:			33.5		47.5				25.7	33.3 33.3	33.3	
User DelAdj:			1.00		1.00				1.00	1.00 1.00	1.00	
AdjDel/Veh:			33.5		47.5				25.7	33.3 33.3	33.3	
LOS by Move: HCM2kAvgQ:		C 9	C 9	E 2	D 5	C 2		D 6	C 5	C C 10 10	C 10	
Note: Queue 1									J	TO TO	τu	
Little gueue I						~10 PC						

City of San Jose Winchester Hotel

Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative)												
Intersection #3737			IESTER			Background (,				
		_//////01			hte lested							
		al Vol: anes:	Signal=F 69 0 1	Protect/Rigi	0	e 39*** 1						
Sig Final Vol: Lanes: Rig	nal=Split hts=Overl	ар	r C	Vol Cnt I ycle Time (ignal=Split lights=Includ	le Lar ▲	nes: Final V	ol:		
257*** 1 — 1	∽ ♠			.oss Time (,	12	•	▲ ``) 64)			
68 0	≁			Critical	V/C:	0.632			!! 113			
0 —	ᅷ		Avg Cr	it Del (sec/	veh):	37.0		¥ ')			
178 1	•		Avg I	Delay (sec/	veh): LOS:	37.5 D		Ý ľ) 132**	*		
					4 .	•						
		-	ר י ר		r							
		anes: al Vol:	1 0 198 Signal=F	977*** 977*** Protect/Rig	1 hts=Includ	0 64 e						
Approach: Movement:		rth Bo - T	und - R		uth Bo - T	ound - R	Ea L -	ast Bo - T	ound - R	We L -	st Bo T	und - R
Min. Green: Y+R:	 7 4.0	10 4.0	 10 4.0	 7 4.0	10 4.0	 10 4.0	 10 4.0	10 4.0	10 4.0	10 10 4.0	10 4.0	10 4.0
Volume Modul	 e: >>		 Date:	 19 No	 ov 202	 19 <<						
Base Vol:	196	877	64	38	375	64	227	68	174	132	113	56
Growth Adj:		1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00
Initial Bse:	196	877	64	38	375	64	227	68	174	132	113	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI: Initial Eut:	2 198	100 977	0 64	1 39	69 444	5 69	30 257	0 68	4 170	0 132	0 112	8 64
Initial Fut: User Adj:		1.00	1.00		1.00	1.00	1.00		178 1.00	1.00	113	1.00
PHF Adj:		1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00
PHF Volume:	198	977	64	39	444	69	257	68	178	132	113	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	977	64	39	444	69	257	68	178	132	113	64
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				
FinalVolume:			64		444			68	178	132		64
Saturation F												
Sat/Lane:			1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:			0.95			0.95		0.95				0.92
Lanes:			0.13			0.28		0.41	1.00	0.43		0.21
Final Sat.:			227			498		743		748		362
Capacity Ana	lysis	Modul	e:									
Vol/Sat:		0.28	0.28		0.14	0.14	0.09	0.09	0.10	0.18	0.18	0.18
		****	- 4 0	****			****	1 - 0	45 6	****	~	
			54.8	7.0				17.8	45.6	34.4		34.4
Volume/Cap: Delay/Veh:			0.65		0.51			0.65	0.28			0.65
User DelAdj:			28.9 1.00		39.4 1.00			54.1 1.00	28.8 1.00	43.5 1.00		43.5 1.00
AdjDel/Veh:			28.9		39.4			54.1	28.8	43.5		43.5
LOS by Move:			20.9 C	00.2 Е	D		D4.1	D	20.0 C	43.5 D	13.5 D	43.5 D
HCM2kAvgQ:			16	2	9	9	7		5	12	12	12
Note: Queue :			the n	umber	of ca	ars per	lane.					

	Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative) Background+Project (AM)												
Intersection #3737	: PAYNI	E/WINCH	IESTER		Dack	ground+i it							
-			Signal	Protect/Rig	hts-Includ	0							
	Fina	al Vol:	69	457	nis-mciuu	50***							
	L	anes:	0 1	1	. 0	1							
		-				\							
		-	- 1	Y	T	-							
Sig Final Vol: Lanes: Rig	nal=Split hts=Overla	ар		Vol Cnt	Date: 11	/19/2019	Signal=Split Rights=Includ	e Lan	es: Final V	ol:			
	k i		С	ycle Time (sec):	126	· .	▲ .					
263*** 1				.oss Time ((coc);	12		• •	64				
1 1	<u> </u>		L	1055 TIME (360).	12		0					
68 0				Critical	V/C:	0.647		1	! 113				
0				it Dol (ooo)	(ab):	27.4		┌── ○					
			Avg Ci	rit Del (sec/	ven).	37.4		7					
178 1			Avg l	Delay (sec/	veh):	37.7		<u> </u>	132**	*			
•	7				1.00	D	1	Y					
					LOS:	U							
		-	、 ◄⁴	⊾ ≜ .	_ ♣►	≁							
		•	ור ו		٢F	(*							
	L	anes:	1 0	1	1	0							
	Fina	al Vol:	198	997***		64							
			Signal=I	Protect/Rig	hts=Includ	e							
Approach:	Noi	rth Bo	und	Soi	uth Bo	ound	Ea	st Bo	und	Wes	st Bo	und	
Movement:	L ·	- Т	– R	L ·	- Т	- R	L -	Т	- R	L -	Т	– R	
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module					ov 201		0.0 -	60	1 - 4	100			
Base Vol:	196	877	64	38	375	64		68	174	132	113	56	
Growth Adj:		1.00	1.00		1.00	1.00			1.00		112	1.00	
Initial Bse:	196 0	877	64	38 11	375	64		68	174	132	113	56	
Added Vol: ATI:	2	20 100	0 0	1	13 69	0 5	6 30	0 0	0 4	0 0	0 0	0 8	
Initial Fut:	198	997	64	50	457	69		68	178	132	113	64	
User Adj:		1.00	1.00		1.00	1.00	1.00		1.00		L.00	1.00	
PHF Adj:		1.00	1.00		1.00	1.00		1.00	1.00		L.00	1.00	
PHF Volume:	198	997	64	50	457	69	263	68	178	132	113	64	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	198	997	64	50	457	69	263	68	178	132	113	64	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1	L.00	1.00	
MLF Adj:			1.00					1.00		1.00 1	L.00	1.00	
FinalVolume:						69			178	132		64	
Saturation F				1000	1000	1000	1000	1000	1000	1000 1	000	1000	
Sat/Lane:			1900					1900		1900 1		1900	
Adjustment:			0.95					0.95		0.92 (0.92	
Lanes: Final Sat.:			0.12			485		0.41 729		0.43 (748		0.21	
Final Sat										/48		362	
Capacity Anal	•						11						
Vol/Sat:	-	0.29	0.29	0.03	0.14	0.14	0.09	0.09	0.10	0.18 ().18	0.18	
	0.11	****	0.27	****		J.T.I	****	5.07	0.10	****		0.10	
	27.5		55.1	7.0	34.6	34.6	17.9	17.9	45.5	33.9 3	33.9	33.9	
Volume/Cap:			0.66		0.52			0.66		0.66 0		0.66	
Delay/Veh:			28.9		39.1			54.2	28.9	44.2 4		44.2	
User DelAdj:			1.00		1.00				1.00	1.00 1		1.00	
AdjDel/Veh:			28.9		39.1			54.2	28.9	44.2 4		44.2	
LOS by Move:			С	E		D	D	D	С	D	D	D	
HCM2kAvgQ:			16	3		9		8	5	12	12	12	
Note: Queue :	report	ted is	the n	umber	of ca	ars pe	r lane.						

Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative) Cumulative+Project (AM)												
Intersection #3737:	: PAYN	E/WINCH	HESTER		Cull	Iulalive+F10	ject (Alvi)					
			Signal-F	Protect/Rig	hts-Includ	e						
		al Vol:	72	475		50***						
	L	anes:		1 	l	1						
			∕∙∢	· +	-\$≯	∽ →						
	nal=Split		•	•	T		Signal=Split	. I		(- I.		
Final Vol: Lanes: Rig	nis=Ovena	ар	C	Vol Cnt vcle Time (/19/2019 126	Rights=Includ	▲	nes: Final \			
264*** 1				.oss Time ((a.a.a.).	40		<u> </u>	0 65**	k		
1	4		L	.oss nine (sec):	12	-	2	0			
68 0	5			Critical	V/C:	0.653		·	1! 113			
0 —	÷ .		Avg Cr	it Del (sec/	veh):	37.4		È I	0			
	¥.						1	¥_				
181 1	¥		Avg I	Delay (sec/	veh):	37.7		€ ľ	0 132			
					LOS:	D						
		-		. ▲	A	*						
			וי ו		r-							
		anes:	1 0	1	1	0						
	Fina	al Vol:	200 Signal=F	1016*** Protect/Rig		64 e						
Drawn a sh t	No	ath De		-						Wast D		
Approach: Movement:		rth Bo - T	una - R		uth Bo - T	- R		ast Bo - T	– R	West Bo L - T	ouna - R	
Min. Green:	7	10	10	' 7	10	10	10	10	10	10 10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0 4.0	4.0	
Volume Module			 Dato:	1	 ov 202	10						
Base Vol:	198	977	64	39	444 4	69	257	68	178	132 113	64	
Growth Adj:		1.00	1.00		1.00	1.00			1.00	1.00 1.00	1.00	
Initial Bse:	198	977	64	39	444	69	257	68	178	132 113	64	
Added Vol:	0	20	0	11	13	0		0	0	0 0	0	
ATI:	2	19	0	0	18	3		0	3	0 0	1	
Initial Fut: User Adj:		1016 1.00	64 1.00	50 1 00	475 1.00	72 1.00		68 1 00	181 1.00	132 113 1.00 1.00	65 1.00	
PHF Adj:		1.00	1.00		1.00	1.00			1.00	1.00 1.00	1.00	
PHF Volume:	200	1016	64	50	475	72		68	181	132 113	65	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0 0	0	
Reduced Vol:		1016	64	50	475	72		68	181	132 113	65	
			1.00 1.00							1.00 1.00		
MLF Adj: FinalVolume:					475					$1.00 \ 1.00 \ 132 \ 113$		
Saturation F												
Sat/Lane:			1900	1900				1900				
Adjustment:			0.95		0.98							
Lanes: Final Sat.:			0.12 219			0.27 487		0.40 727		0.43 0.36 745 638		
Capacity Ana	lysis	Modul	e:									
Vol/Sat:		0.29	0.29		0.15	0.15		0.09	0.10	0.18 0.18	0.18	
	27.2	****	55 5	****	2⊑ ⊃	<u>סב</u> י	**** 17 Q	17 0	15 0	22 7 22 7	****	
Green Time: Volume/Cap:		55.5 0.66		7.0 0.51				17.8	45.0 0.29			
Delay/Veh:			28.9		38.9			54.6				
User DelAdj:			1.00		1.00			1.00		1.00 1.00		
AdjDel/Veh:	45.1	28.9	28.9	62.5	38.9	38.9	54.6	54.6	29.3	44.6 44.6	44.6	
LOS by Move:			C	E		D		D	C	D D		
HCM2kAvgQ:			17	3		9		8	5	12 12	12	
Note: Queue 1	report	led is	the n	umber	OI Ca	ars pe	r lane.					

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Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative) Existing (PM) Intersection #3737: PAYNE/WINCHESTER												
Intersection #3737	: PAYNE/WIN	CHESTER			Existing (PN	<u>/)</u>						
	Final Vol: Lanes:	Signal= 163 1 0	Protect/Rigl 876*** 3 	hts=Overla	88 1							
Sig Final Vol: Lanes: Rig	nal=Split hts=Overlap	ب ► ►	Vol Cnt			ignal=Split ights=Incluc	A	nes: Final \				
215 1	, •	ļ	Loss Time ((sec):	12		▲ ``	0 36** 0	*			
91*** 0	→		Critical	V/C:	0.467		<u> </u>	1! 73				
0 -	₹	Avg C	rit Del (sec/	veh):	43.0	•	7	0				
178 1	¥	Avg	Delay (sec/		39.2		₹	0 73				
				LOS:	D							
	-											
	Lanes: Final Vol:	1 0 145*** Signal=	2 723 Protect/Rig	1 hts=Include	0 48							
Approach: Movement:	North E L - T	- R		uth Bo - T	– R	_ L -	ast Bo - T	- R	West L -	Bo T	und – R	
Min. Green: Y+R:	7 10 4.0 4.0		7 4.0	10 4.0	10 4.0	10 4.0	10 4.0	 10 4.0	10 4.0 4	10 .0	10 4.0	
Volume Modul Base Vol: Growth Adj: Initial Bse:	1	nt Date: 48 1.00	19 No 88	ov 201 876 1.00 876	1	215 1.00 215	91 1.00 91	178 1.00 178	73 1.00 1. 73	73 00 73	36 1.00 36	
Added Vol: ATI: Initial Fut: User Adj:	0 0 0 0 145 723 1.00 1.00	0 0 8 48	0 0 88 1.00	0 0 876 1.00	0 0 163 1.00	0 0 215 1.00	0 0 91 1.00	0 0 178 1.00	0 0 73 1.00 1.	0 0 73 00	0 0 36 1.00	
PHF Adj: PHF Volume: Reduct Vol: Reduced Vol:	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	8 48 0 0	1.00 88 0 88	1.00 876 0 876	1.00 163 0 163	1.00 215 0 215	1.00 91 0 91	1.00 178 0 178	1.00 1. 73 0 73	00 73 0 73	1.00 36 0 36	
PCE Adj: MLF Adj: FinalVolume:		1.00 48	1.00 88	1.00 876	1.00 163	1.00 215	1.00 91	1.00 178	1.00 1. 73	00 73	1.00 36	
Saturation F Sat/Lane: Adjustment: Lanes: Final Sat.:	low Module 1900 1900 0.92 0.98 1.00 2.81	2: 1900 0.95 0.19	1900 0.92 1.00	1900 1.00 3.00 5700	1900 0.92 1.00	1900 0.93 1.41	1900 0.95 0.59 1056	1900 0.92 1.00	1900 19 0.92 0.	00 92 40	1900 0.92 0.20 346	
Capacity Ana Vol/Sat:		le:		0.15	0.09		0.09	0.10	0.10 0.		0.10	
Crit Moves: Green Time: Volume/Cap:	**** 24.9 52.0 0.47 0.37	52.0 0.37	19.0 0.37	**** 46.1 0.47	72.0 0.18	25.9 0.47	**** 25.9 0.47	50.7 0.28	31.2 31 0.47 0.	.2	**** 31.2 0.47	
Delay/Veh: User DelAdj: AdjDel/Veh:	1.00 1.00 52.7 35.8	1.00 35.8	1.00 56.1	37.4 1.00 37.4	1.00 18.3	1.00 51.4	51.4 1.00 51.4	1.00 31.9	1.00 1. 48.1 48	00 .1	48.1 1.00 48.1	
LOS by Move: HCM2kAvgQ: Note: Oueue	6 9	9	E 4	10	B 4	D 7		C 6	D 8	D 8	D 8	

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Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative) Background (PM) Intersection #3737: PAYNE/WINCHESTER												
Intersection #3737	: PAYN	E/WINCH	IESTER		D	ackground (PIVI)					
			Signal=	Protect/Rig	hts=Include	2						
	Fina	al Vol:	187	1033***		97						
	L	anes:		1	0	1						
			∕ ∢4	. 🖵	- 44	∽ →						
Sig	nal=Split			•	•	s	ignal=Split					
Final Vol: Lanes: Rig		ар	_	Vol Cnt		19/2019 R	tights=Includ	e Lar	es: Final \	/ol:		
236*** 1	•		C	ycle Time (sec):	140		, ا) 39			
200	▲		L	.oss Time (sec):	12		▲ ``				
1	4						-	~ 4				
91 0	•			Critical	V/C:	0.671	-		! 73**	*		
0 -	÷		Avg Cr	it Del (sec/	veh):	40.1	-	I- ()			
•	¥.							¥				
183 1	<u> </u>		Avg I	Delay (sec/	veh):	37.5	-	<u>`</u>) 73			
	•				LOS:	D		•				
			、 ◄ी	· 🕇	- †≁	∕►						
			1 1	I	ſ	(
		anes:	1 0	1	1	0						
	Fina	al Vol: 15	0*** Signal=F	837 Protect/Rig	hts=Include	48						
			Signal-i	TOLECI/INIG	nts-moluue	5						
Approach:	No	rth Bo	und	So	uth Bo	ound	Ea	st Bo	und	We	st Bo	und
Movement:	Ŀ	- Т	– R .	Ľ	- T	- R	_ L -	·Τ	– R .	_ L -	Т	- R
						·						
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Telume Medul	1		1	1								
Volume Modul Base Vol:				19 10	ov 201 876	.9 << 163	215	0.1	178	73	72	26
Growth Adj:	145	723 1.00	48 1.00		1.00	1.00	215 1.00	91	1.00		73 1.00	36 1.00
Initial Bse:	145	723	48	88	876	163	215	1.00 91	178	73	73	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	5	114	0	9	157	24	21	0	5	0	0	3
Initial Fut:	150	837	48		1033	187	236	91	183	73	73	39
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:	150	837	48	97	1033	187	236	91	183	73	73	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	837	48		1033	187	236	91	183	73	73	39
							1.00					
MLF Adj:			1.00				1.00			1.00		
FinalVolume:			48			187	236	91	183	73	73	39
Saturation F				1000	1900	1000	1000	1000	1000	1000	1000	1000
Sat/Lane: Adjustment:		1900 0 98	1900 0.95		0.98			1900 0.95		1900 0.92		1900 0.92
Lanes:			0.95			0.95		0.95		0.92		
Final Sat.:			201		3132		2562		1750		691	369
Capacity Ana				I		I	I		I	I		I
Vol/Sat:	-	0.24	0.24	0.06	0.33	0.33	0.09	0.09	0.10	0.11	0.11	0.11
Crit Moves:	****				****		* * * *				****	
	17.9	70.4	70.4	16.3	68.8	68.8	19.2	19.2	37.1	22.1	22.1	22.1
Volume/Cap:			0.48		0.67				0.39	0.67		0.67
Delay/Veh:			28.5		28.0	28.0	61.0		42.8	61.8		61.8
User DelAdj:			1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:			28.5		28.0	28.0	61.0	61.0	42.8	61.8	61.8	61.8
LOS by Move:			С	Е	С	С	E	Е	D	Е	Е	Е
HCM2kAvgQ:			15	5	20	20	8	8	7	9	9	9
Note: Queue :	report	ted is	the n	umber	of ca	irs per	lane.					

Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative) Background+Project (PM) ntersection #3737: PAYNE/WINCHESTER												
Intersection #3737	: PAYNI	E/WINCH	IESTER		Back	ground+Pro	ject (PM)					
			Signal-F	Protect/Rig	hts-Includ	٩						
		al Vol: anes:		1052***		108 1						
Sig Final Vol: Lanes: Rig	nal=Split hts=Overla	ар	c	Vol Cnt I ycle Time (Signal=Split Rights=Includ	le La	nes: Final \	/ol:		
242 1 _2	¢.			.oss Time (12		▲ ``	0 39 0			
91*** 0	≯			Critical	V/C:	0.678		<u> </u>	1! 73**	*		
0	₹		-	it Del (sec/		40.2	4	¥_	0			
183 1	•		Avg I	Delay (sec/	veh): LOS:	37.8 D		¥	0 73			
		•	. 📢	•	≜ ►	•						
		anes:	1 1 1 0	I 1	[1	۲ ٥						
	Fina	al Vol: 15	0*** Signal=I	857 Protect/Rig	hts=Includ	48 e						
Approach: Movement:	No: L ·	rth Bo - T	- R .	Sou L ·	uth Bo - T	- R	ь -	ast Bo - T	ound - R	West Bo L - T	ound - R	
Min. Green: Y+R:	7 4.0	10 4.0	 10 4.0	 7 4.0	10 4.0	10 4.0	10 4.0	10 4.0	10 4.0	10 10 4.0 4.0	10 4.0	
Volume Module	· =: >>	Count	Date:	19 N	 ov 201	 9 <<						
Base Vol:	145	723	48	88	876	163	215	91	178	73 73	36	
Growth Adj:		1.00	1.00		1.00	1.00		1.00	1.00	1.00 1.00	1.00	
Initial Bse:	145	723	48	88	876	163	215	91	178	73 73	36	
Added Vol: ATI:	0 5	20 114	0 0	11 9	19 157	0 24	6 21	0 0	0 5	0 0 0	0 3	
Initial Fut:	150	857	48		1052	187	242	91	183	73 73	39	
User Adj:		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:	150	857	48	108	1052	187	242	91	183	73 73	39	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0 0	0	
Reduced Vol:	150	857	48		1052	187	242	91	183	73 73	39	
PCE Adj: MLF Adj:			1.00							1.00 1.00	1.00	
FinalVolume:						187				$ \begin{array}{r} 1.00 \\ 73 \\ 73 \end{array} $	1.00 39	
Saturation Fi Sat/Lane:			1900	1900	1900	1900	1900	1900	1900	1900 1900	1900	
Adjustment:			0.95			0.95					0.92	
Lanes:			0.11			0.31						
Final Sat.:	1750	3504	196	1750	3141	558	2580	970	1750	691 691	369	
Capacity Ana	•											
	-	0.24		0.06	0.33	0.33	0.09	0.09	0.10	0.11 0.11	0.11	
Crit Moves:	****				****			****		****		
	17.7	69.3	69.3	17.5	69.1	69.1	19.4	19.4	37.1	21.8 21.8	21.8	
Volume/Cap:			0.49									
Delay/Veh:			29.4		28.0							
User DelAdj:			1.00		1.00						1.00	
AdjDel/Veh:			29.4		28.0			61.2		62.5 62.5	62.5	
LOS by Move: HCM2kAvgQ:			C 15	E 5		C 21		E 8	D 7	E E 9 9	E 9	
Note: Queue :									/	<i>5</i> 9	9	
xucue .		10	11			PC						

Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative) Cumulative+Project (PM) Intersection #3737: PAYNE/WINCHESTER												
Intersection #3737	PAYN	E/WINCH	IESTER		Cum	ulative+Pro	ject (PM)					
			Signal-	Protect/Rig	hts-Includ	0						
		Il Vol: anes:	191 0 1	1076*** 1076***		109 1						
		•	′ 📢	· +	- ↓ >>	\rightarrow						
Sig Final Vol: Lanes: Rig	nal=Split hts=Overla	ар	c	Vol Cnt I ycle Time (Signal=Split Rights=Incluc	le Lar	nes: Final \	/ol:		
243 1 _2 1	ļ.			.oss Time (, ,	12		▲ ``	0 39 0			
91*** 0	*			Critical	V/C:	0.688		<u> </u>	1! 73**	*		
0	-		Avg Cr	it Del (sec/	veh):	40.3		2	0			
187 1			Avg I	Delay (sec/	veh):	37.8		¥ '	0 73			
					LOS:	D						
		•	\ ≜ ¶	Ť.	7	(
		anes: Il Vol: 15	1 0 2***	1 873	1	0 48						
			Signal=F	Protect/Rig	hts=Includ	e						
Approach: Movement:		rth Bo - T	- R .		uth Bo - T	- R	L -	ast Bo - T	- R	West Bo L - T	ound – R	
Min. Green:	 7	10	 10		10	10	11	10	 10	10 10	 10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0 4.0	4.0	
Volume Module	: 2: >>		1	1	ov 201		11		I	I	I	
Base Vol:	150	837	48		1033	187		91	183	73 73	39	
Growth Adj: Initial Bse:	150	1.00 837	1.00 48		1.00 1033	1.00 187		1.00 91	1.00 183	1.00 1.00 73 73	1.00 39	
Added Vol:	0	20	0	11	19	0		0	0	0 0	0	
ATI:	2	16	0	1	24	4	1	0	4	0 0	0	
Initial Fut:	152	873	48	109	1076	191		91	187	73 73	39	
User Adj:		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	
PHF Volume: Reduct Vol:	152 0	873 0	48 0	109 0	1076 0	191 0		91 0	187 0	73 73 0 0	39 0	
Reduced Vol:	152	873	48		1076	191		91	187	73 73	39	
										1.00 1.00		
MLF Adj:							1.00					
FinalVolume:			48			191				73 73		
Saturation F												
Sat/Lane:			1900	1900	1900	1900	1900	1900	1900	1900 1900	1900	
Adjustment:			0.95		0.98			0.95				
Lanes:			0.11			0.31		0.54				
Final Sat.:			193			558		967		691 691		
Conscient Ans												
Capacity Anal Vol/Sat:	-		0.25	0 06	0.34	0.34	0 09	0.09	0.11	0.11 0.11	0.11	
Crit Moves:	****	0.20	0.20	0.00	****	3.54	5.07	****	~ • * *	****	~ • • • •	
	17.7	69.9	69.9	17.5	69.7	69.7	19.1	19.1	36.8	21.5 21.5	21.5	
Volume/Cap:			0.50					0.69				
Delay/Veh:			29.2		28.0			61.7	43.2			
User DelAdj:			1.00		1.00			1.00	1.00			
AdjDel/Veh:			29.2		28.0			61.7	43.2			
LOS by Move: HCM2kAvqQ:			C 15	E 5	C 21	C 21		E 8	D 7	E E 9 9	E 9	
Note: Queue 1									/	ש אין	9	
mote, guene i	- CPOLI	LCU ID		ander		TP PG	- rane.					

City of San Jose Winchester Hotel

Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative) Existing (AM)												
Intersection #3882:	DAVID	WINCH	ESTER					,				
		,		Protoct/Pig	hts-Includ							
		Il Vol: anes:		Protect/Rigi 647 2		24*** 1						
Signa Final Vol: Lanes: Right	al=Split ts=Includ	e	c	Vol Cnt I ycle Time (ignal=Split ights=Incluo	de La	nes: Final \	/ol:		
59 0 – T				.oss Time (,	12		▲ ``	0 45 0			
1*** ^{1!}				Critical	V/C:	0.470		<u> </u>	1! 4***	•		
0			Avg Ci	rit Del (sec/	veh):	19.0		7	0			
39 0	,		Avg	Delay (sec/	veh): LOS:	19.7 В		€ I	0 37			
		-		•	4 .							
	Ŀ	anes:	ן ד ון 10	2	۲ -	1						
	Fina	I Vol:	51	1163*** Protect/Rig	hts=Includ	31 le						
Approach: Movement:	Noi L -	rth Bo - T	– R	Sou L -		– R	г -	ast Bo - T	- R	We L -	est Bc · T	ound - R
 Min. Green: Y+R:	7 4.0	10 4.0	 10 4.0	 7 4.0	10 4.0	 10 4.0	10 4.0	10 4.0	 10 4.0	10 10 4.0	10 4.0	10 4.0
 Volume Module			1	 19 No	 v 201	 19 <<						
Base Vol:	51	1163	31	24	647	28	59	1	39	37	4	45
		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Initial Bse: Added Vol:	51	1163 0	31 0	24 0	647 0	28 0	59 0	1 0	39 0	37 0	4 0	45 0
ATI:	0	0	0	0	0	0	0	0	0	0	Ũ	0
Initial Fut:	51	1163	31	24	647	28	59	1	39	37	4	45
•		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
5		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Volume:	51	1163	31	24	647	28	59	1	39	37	4	45
Reduct Vol: Reduced Vol:	0 51	0 1163	0 31	0 24	0 647	0 28	0 59	0 1	0 39	0 37	0 4	0 45
PCE Adj:											-	
						1.00		1.00		1.00		
FinalVolume:		1163			647		59		39	37	4	45
												·
Saturation Fl Sat/Lane:			1900	1900	1000	1900	1900	1900	1900	1900	1900	1900
Adjustment:			0.92		0.98			0.92		0.92		0.92
-						0.13		0.01				0.52
Final Sat.: 	1750	3800	1750	1750	5367	232	1043	18	689	753	81	916
Capacity Anal							1					
	0.03	0.31 ****	0.02	0.01 ****	0.12	0.12	0.06	0.06 ****	0.06	0.05	0.05 ****	0.05
		79.5	79.5	7.0	59.2			14.7	14.7	12.8	12.8	12.8
Volume/Cap:			0.03		0.26			0.48		0.48		0.48
Delay/Veh:			8.7		20.2			53.9				55.6
User DelAdj:			1.00		1.00			1.00		1.00		1.00
AdjDel/Veh:			8.7		20.2			53.9		55.6		55.6
LOS by Move: HCM2kAvgQ:			A 0	E 1	C 5		D 4	D 4	D	E 4	E 4	E
Note: Queue r									4	4	4	4
TOLCS ANGUE T	CHOTI	LU ID		JUNCT		YED DET	Tang	•				

City of San Jose Winchester Hotel

2000 HCM Operations (Future Volume Alternative) Background (AM) Intersection #3882: DAVID/WINCHESTER Signal=Protect/Rights=Include Final Vol: 28 720 24*** Lanes: 0 1 0 1 Final Vol: 28 720 24*** Lanes: 0 1 0 1 Final Vol: Lanes: Signal=Split Lanes: Final Vol: 71 0 0 45 0 45 1*** 1! 0 0 1! 4*** 0 Avg Crit Del (sec/veh): 19.2 0 0
Signal=Protect/Rights=IncludeFinal Vol:2872024***Lanes:01101Final Vol:Lanes:0110Final Vol:Lanes:Signal=SplitSignal=SplitLanes:Final Vol:Final Vol:Lanes:Rights=IncludeVol Cnt Date:11/19/2019Rights=IncludeLanes:Final Vol:7100450450451***1!-Critical V/C:0.5231!4***0-Avg Crit Del (sec/veh):19.200
Final Vol: 28 720 24*** Lanes: 0 1 1 0 1 Lanes: 0 1 1 0 1 Final Vol: Lanes: Signal=Split Rights=Include Vol Cnt Date: 11/19/2019 71 0 2 126 0 45 Loss Time (sec): 12 0 1*** 1! 2 0 45 Loss Time (sec): 12 0 1*** $1!$ 4 *** 0 Avg Crit Del (sec/veh): 19.2 0
Final Vol: Lanes: Signal=Split Rights=Include Vol Cnt Date: Cycle Time (sec): 11/19/2019 126 Signal=Split Rights=Include Lanes: Final Vol: 71 0 - - 0 45 0 45 0 - - Critical V/C: 0.523 1! 4*** 0 - Avg Crit Del (sec/veh): 19.2 0 -
Final Vol: Lanes: Rights=Include Vol Cnt Date: 11/19/2019 Rights=Include Lanes: Final Vol: 71 0
Final Vol: Lanes: Rights=Include Vol Cnt Date: 11/19/2019 Rights=Include Lanes: Final Vol: 71 0
71 0 J 0 45 0 J Critical V/C: 0.523 0 1*** 1! Avg Crit Del (sec/veh): 19.2 0
0 1 ••• 1! 0 Avg Crit Del (sec/veh): 19.2 0 0 0 0 0 0 0 0 0 0 0 0 0 1! 4***
0 Avg Crit Del (sec/veh): 19.2 0
¥ ¥
39 0 🔨 Avg Delay (sec/veh): 18.9 🗹 0 37
LOS: B
Lanes: 1 0 1 1 0 Final Vol: 51 1252*** 31
Signal=Protect/Rights=Include
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Min. Green: 7 10 10 7 10 10 10 10 10 10 10 1
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Volume Module: >> Count Date: 19 Nov 2019 <<
Base Vol: 51 1163 31 24 647 28 59 1 39 37 4 4
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
Initial Bse: 51 1163 31 24 647 28 59 1 39 37 4 4
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
ATI: 0 89 0 0 73 0 12 0 0 0 0
Initial Fut: 51 1252 31 24 720 28 71 1 39 37 4 4
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
PHF Volume: 51 1252 31 24 720 28 71 1 39 37 4 4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 51 1252 31 24 720 28 71 1 39 37 4 4
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
FinalVolume: 51 1252 31 24 720 28 71 1 39 37 4 4
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 190
Adjustment: 0.92 0.97 0.95 0.92 0.97 0.95 0.92 0.92 0.92 0.92 0.92 0.9
Lanes: 1.00 1.95 0.05 1.00 1.92 0.97 0.95 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
Final Sat.: 1750 3611 89 1750 3561 138 1119 16 615 753 81 91
Capacity Analysis Module:
Vol/Sat: 0.03 0.35 0.35 0.01 0.20 0.06 0.06 0.05 0.05 0.0 Crit Moves: **** **** ****
Green Time: 18.9 80.8 80.8 7.0 68.9 68.9 14.8 14.8 14.8 11.4 11.4 11.
Volume/Cap: 0.19 0.54 0.54 0.25 0.37 0.37 0.54 0.54 0.54 0.54 0.54 0.54
Delay/Veh: 47.2 12.7 12.7 58.3 16.4 16.4 55.3 55.3 55.3 58.5 58.5 58.
User DelAdj: $1.00 \ 1$
AdjDel/Veh: 47.2 12.7 12.7 58.3 16.4 16.4 55.3 55.3 55.3 58.5 58.5 58.
LOS by Move: D B B E B B E E E E E E E E E E E E E E
HCM2kAvqQ: 2 13 13 1 8 8 5 5 5 4 4
Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative) Background+Project (AM) Intersection #3882: DAVID/WINCHESTER												
Intersection #3882:	DAVID/WIN	CHESTER		Back	ground+Pro	ject (AM)	,					
			Protect/Rig	hts-Include	•							
	Final Vol: Lanes:				24*** 1							
Sigr Final Vol: Lanes: Righ	nal=Split nts=Include	c	Vol Cnt I ycle Time (Signal=Split Rights=Include	Lanes	: Final Vo	ol:			
71 0 _/		I	.oss Time (sec):	12		0	45				
1*** 1!	E	Aug C	Critical		0.529		1!	4***				
39 0	7	-	it Del (sec/ Delay (sec/		19.1 18.8	Ţ	0	37				
	7	5		LOS:	В	*						
		▲ ◀	•	≜ ►	(
	Lanes: Final Vol:	1 0 51 Signal=I	1 1272*** Protect/Rig	1 hts=Include	0 31 e							
Approach: Movement:	North L - T	' – R		uth Bo - T	– R	L -	t Bou T -	nd R	West Bo L - T	ound – R		
Min. Green: Y+R:	7 1 4.0 4.	0 10 0 4.0	 7 4.0	10 4.0	10 4.0	10 10 4.0	10 4.0	 10 4.0	10 10 4.0 4.0	 10 4.0		
FinalVolume: Saturation Fl Sat/Lane: Adjustment: Lanes: Final Sat.:	51 116 1.00 1.0 51 116 0 2 0 8 51 127 1.00 1.0 51 127 0 51 127 1.00 1.0 51 127 1.00 1.0 51 127 0 51 127 0 51 127 0 51 127 0 51 27 0 51 27 51	3 31 0 1.00 3 31 0 0 2 31 0 1.00 2 31 0 1.00 2 31 0 1.00 2 31 0 1.00 2 31 0 1.00 2 31 0 1.00 2 31 0 1.00 2 31 0 1.00 2 31 0 1.00 2 31	24 1.00 24 0 0 24 1.00 1.00 24 1.00 1.00 24 1.00 1.00 0.92 1.00 1.00 0.92 1.00 1.00 0.92 1.00 1.00 0.24 0 0 0 0 0 0 0 0 0 0 0 0 0	1.00 733 1900 0.97 1.92 3564	28 1.00 28 0 0 28 1.00 1.00 1.00	59 0 12 71 1.00 1 1.00 1 71 1.00 1 1.00 1 71 1.00 1 0.02 0 0.64 0 1119	1 0 1 00 00 1 00 00 1 00 00	1.00 39 1900 0.92 0.35 615	1.00 1.00 37 4 	1.00 45 1900 0.92 0.52 916		
 Capacity Anal	ysis Mod	lule:										
Crit Moves:	18.7 81. 0.20 0.5 47.4 12. 1.00 1.0 47.4 12. D 2 1	* 81.1 5 0.55 6 12.6 0 1.00 6 12.6 B B 4 14	**** 7.0 0.25 58.3 1.00 58.3 E 1	69.4 0.37 16.1 1.00 16.1 B 8	1.00 16.1 B 8	* 14.6 1 0.55 0 55.7 5 1.00 1 55.7 5 E 5	4.6 .55 5.7 .00	0.06 14.6 0.55 55.7 1.00 55.7 E 5		11.3 0.55 58.9 1.00 58.9		

		200		ce Computation Rep s (Future Volume Al			
Intersection #3882: [DAVID/WINC	HESTER	Cumulat	ive+Project (AM)			
		Signal=Protect/I	Rights=Include				
	Final Vol: Lanes:		-	···			
Final Vol: Lanes: Rights	I=Split s=Include	Vol C Cycle Tim	• nt Date: 11/19/ ne (sec): 12	•	de Lanes: F	ïnal Vol:	
72*** 0 _/ 0		Loss Tim	ne (sec): 12	2		45	
1 1! 0		Criti Avg Crit Del (s	cal V/C: 0.53 ec/veh): 19.	-	1! - 0	4***	
39 0		Avg Delay (s				37	
•			LOS: B		•		
	•	ॸ ◄↑ ↑	* ♠►	*			
	Lanes: Final Vol:	1 0 1 62 1293 Signal=Protect/f					
Approach: Movement:	North B L - T	- R L	outh Bou - T -	R L ·	ast Bound - T - F	West Bo R L - T	ound – R
Min. Green: Y+R:	7 10 4.0 4.0		7 10 0 4.0	$\begin{array}{ccc} & & & \\ 10 & 10 \\ 4.0 & 4.0 \end{array}$		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	10 4.0
Volume Module: Base Vol: Growth Adj: D Initial Bse: Added Vol: ATI: Initial Fut: User Adj: D PHF Adj: D PHF Volume: Reduct Vol: Reduced Vol: PCE Adj: D MLF Adj: D FinalVolume: 	<pre>S >> Coun 51 1252 0 20 11 21 62 1293 1.00 1.00 62 1293 0 0 62 1293 0 0 62 1293 1.00 1.00 62 1293 1.00 1.00 62 1293 0 0 62 1293 0 0 62 1293 0 0 62 1293 0 0 62 1293 1.00 1.00 62 1293 0 0 62 1293 1.00 1.00 62 1293 0 0 62 1293 1.00 1.00 62 1293 1.00 1.00 1.00 1.00 1.90 0.97 1.00 1.95 1.00 1.9</pre>	t Date: 19 31 2 1.00 1.0 31 2 0 0 31 2 1.00 1.0 1.00 1.0 31 2 0 31 2 1.00 1.0 1.00 1.0 31 2 0 31 2 1.00 1.0 1.00 1.0 31 2 0 31 2 0 0 31 2 0 31 2 0 0 0 0 0 0 0 0 0 0 0 0 0	Nov 2019 4 720 0 1.00 4 720 0 13 0 21 4 754 0 1.00 4 754 0 1.00 4 754 0 1.00 4 754 0 1.00 2 0.97 0 1.93 0 3567	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1.00 45 1900 0.92 0.52 916
Capacity Analy	ysis Modu 0.04 0.36 **** 18.4 81.3 0.24 0.55 48.1 12.6 1.00 1.00 48.1 12.6 D B 2 14	le: 0.36 0.0 *** 81.3 7. 0.55 0.2 12.6 58. 1.00 1.0 12.6 58. B 14	1 0.21 * 0 69.9 5 0.38 3 15.9 0 1.00 3 15.9 E B 1 8	0.21 0.06 **** 69.9 14.5 0.38 0.55 15.9 56.0 1.00 1.00 15.9 56.0 B E 8 5	0.06 0.0 14.5 14 0.55 0.5 56.0 56 1.00 1.0 56.0 56 E 5	06 0.05 0.05 **** 5 11.2 11.2 55 0.55 0.55 .0 59.4 59.4 00 1.00 1.00	0.05 11.2 0.55

City of San Jose Winchester Hotel

						ervice Compu tions (Future						
Intersection #3882: D		WINCH	STER	2000 11		Existing (PN		entative)				
	/((12)			Proto ot/Dia	المعامما مغم							
	Final La	Vol: nes:		Protect/Rigi		46**** 1						
Signal= Final Vol: Lanes: Rights=		I	C	Vol Cnt I vcle Time (gnal=Split ghts=Includ	le La	nes: Final \	/ol:		
59 0 – ブ 0 🔶				oss Time (,	12		▲ ``	0 39 0			
3*** 1!	•			Critical	V/C:	0.396		<u> </u>	0 1! 5***			
• ᅷ	•		Avg Cr	it Del (sec/	veh):	23.8		7	0			
33 0			Avg [Delay (sec/	veh): LOS:	22.9 C		₹	0 36			
			▲			~						
	La	nes:	ן י ו 1 0	2	۲ ۲	1						
	Final	Vol:	91	896*** Protect/Rig		54 e						
Approach: Movement:	Nor L -	th Boi T	- R	Sou L -		- R	L -	ast Bo - T	- R	West L -	E Bo T	und - R
- Min. Green: Y+R:	7 4.0	10 4.0	 10 4.0	7 4.0	10 4.0	 10 4.0	10 10 4.0	10 4.0	 10 4.0	10 4.0	10 1.0	10 10 4.0
- Volume Module: Base Vol:			1		ov 201 1055	 19 << 51	 59		 33	36		 39
Growth Adj: 1 Initial Bse:	.00 91	1.00 896	1.00 54	1.00 46	1.00 1055	1.00 51	1.00 59	1.00 3	1.00 33	1.00 1. 36	.00 5	1.00 39
Added Vol: ATI:	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Initial Fut: User Adj: 1	91 .00	896 1.00	54 1.00	46 1.00	1055 1.00	51 1.00	59 1.00	3 1.00	33 1.00	36 1.00 1.	5 .00	39 1.00
PHF Adj: 1 PHF Volume:	.00 91	1.00 896	1.00 54	1.00 46	1.00 1055	1.00 51	1.00 59	1.00 3	1.00 33	1.00 1. 36	.00 5	1.00 39
Reduct Vol: Reduced Vol:	0 91	0 896	0 54	0 46	0 1055	0 51	0 59	0 3	0 33	0 36	0 5	0 39
PCE Adj: 1 MLF Adj: 1						1.00 1.00		1.00 1.00		1.00 1.		
FinalVolume:	91	896	54	46	1055	51	59	3	33	36	5	39
Saturation Flo Sat/Lane: 1	w Mo	dule:	·				•		,	,		
Adjustment: 0	.92	1.00	1900 0.92	0.92	0.98	0.95	0.92	0.92	0.92	1900 19 0.92 0.	.92	1900 0.92
Final Sat.: 1	750	3800	1750	1750	5341	0.14 258	1087	55	608	0.45 0.	L09	0.49 853
- Capacity Analy	sis	Modul	∋:									
Crit Moves:		0.24	0.03	* * * *	0.20	0.20		0.05	0.05		* * *	0.05
Green Time: 1 Volume/Cap: 0			83.4 0.05					19.2 0.40		16.2 16 0.40 0.		16.2 0.40
Delay/Veh: 5	5.9	15.1	11.8	64.9	19.9	19.9	56.2	56.2	56.2	58.7 58	3.7	58.7
User DelAdj: 1 AdjDel/Veh: 5			1.00 11.8		1.00 19.9			1.00 56.2		1.00 1.		1.00 58.7
LOS by Move:			B	E	ту.у В	в	50.2 E	E E	E E	E 50.7 50	E.,	E 50.7
	4	10	1 the n	2 umber		9 ars per	4 lane.		4	4	4	4

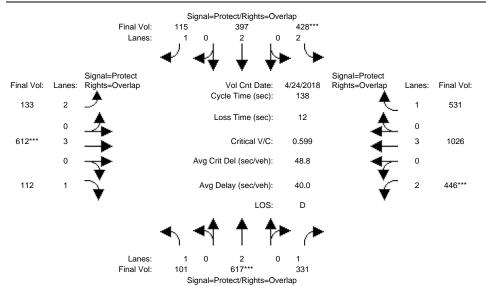
			Level Of S	ervice Comp	utation Repor	rt			
		20	00 HCM Opera		Volume Alte				
Intersection #3882: DA	VID/WINCH	HESTER							
	Final Vol: Lanes:		t/Rights=Includ 17*** 1 0	e 46 1					
Signal=S Final Vol: Lanes: Rights=I			Cnt Date: 11 ime (sec):		ignal=Split lights=Include	4	Final Vol:		
66*** 0 _/ 0 +		Loss T	ime (sec):	12			39		
3 1!		Ci	itical V/C:	0.545		1!	5***		
° ᅷ		Avg Crit Del		23.7	4	۰ ۲_			
33 0		Avg Delay	(sec/veh): LOS:	20.6 C		€°	36		
	-	. 	≜ ≜ ⊳						
	Lanes:	ין י 1 0		0					
			008 t/Rights=Includ	54					
Approach: Movement: L	North Bo J - T	ound – R L 		ound – R	_ L -	st Bour T -	nd R	West B L - T	sound - R
Min. Green: Y+R: 4	7 10 1.0 4.0	10	7 10 .0 4.0	10 10 4.0	10 4.0	10 4.0	10 4.0	10 10 4.0 4.0	
Initial Bse: Added Vol: ATI: Initial Fut: User Adj: 1. PHF Adj: 1. PHF Volume: Reduct Vol: Reduced Vol: PCE Adj: 1. MLF Adj: 1. FinalVolume: 	91 896 00 1.00 91 896 0 0 112 91 1008 00 1.00 91 1008 0 1.00 91 1008 00 1.00 91 1008 00 1.00 91 1008 00 1.00 91 1008 00 1.00 91 0.08 00 0.90 92 0.98 00 1.90	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	00 1.00 46 1217 00 1900 92 0.97 00 1.92	51 1.00 51 0 0 51 1.00 1.00 51 1.00 51 1.00 51 1.00 1.00 51 1.00 0.95 0.08	1.00 66 1900 0.92 0.65	3 0 3 1.00 1 1.00 1 3 0 3 1.00 1 1.00 1 1.00 1 3 1.00 1 0.92 0 0.03 0	33 0 33 1.00 2 1.00 2 33 0 33 1.00 2 1.00 2 33 - 1.900 2 0.92 (0) 0.32 (0)	1.00 1.00 36 5 1900 1900 0.92 0.92 0.45 0.06	1.00 39 0 39 1.00 1.00 39 0 39 1.00 1.00 39 1.00 1.00 39 0.39 0.39 0.39 0.49
Final Sat.: 17			50 3551					788 109	
CIIC HOVED	05 0.29 3.3 86.3 55 0.47 4.2 14.6 00 1.00 4.2 14.6 E B 4 12	0.29 0. 86.3 15 0.47 0. 14.6 58 1.00 1. 14.6 58 B 12	03 0.34 **** .0 88.0 24 0.55 .0 15.0 00 1.00 .0 15.0 E B 2 15 er of c	88.0 0.55 15.0 1.00 15.0 B 15	**** 15.0 0.55 62.6 1.00 62.6 E 5	15.0 1 0.55 (62.6 6 1.00 1 62.6 6 E 5	L5.0 2.55 2.6 1.00	$\begin{array}{ccccc} 0.05 & 0.05 \\ **** \\ 11.7 & 11.7 \\ 0.55 & 0.55 \\ 55.8 & 65.8 \\ 1.00 & 1.00 \\ 55.8 & 65.8 \\ E & E \\ 4 & 4 \end{array}$	11.7 0.55 65.8 1.00 65.8 E

Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative) Background+Project (PM) Intersection #3882: DAVID/WINCHESTER												
Intersection #3882	: DAVID	/WINCH	ESTER		Back	ground+Pro	ject (PM)					
			Signal=F	Protect/Rig	hts=Includ	e						
		I Vol: anes:	51 0 1	1236**** 1		46 1						
Sig Final Vol: Lanes: Rig	nal=Split hts=Includ	e	• C)	▼ Vol Cnt I vcle Time (Signal=Split Rights=Includ	e Lar	nes: Final V	/ol:		
66*** 0 0	.		L	oss Time (sec):	12		▲	0 39 0			
3 1! 0	÷		Ava Cr	Critical it Del (sec/		0.551 23.6		—	1! 5*** 0			
33 0	¥.		-	Delay (sec/		20.5		¥	0 36			
	•				LOS:	С		•				
		•	\ * †	1	↑ ►	(
		anes: I Vol: 9	1 0 1*** Signal=F	1 1028 Protect/Rig	1 hts=Include	0 54 e						
Approach: Movement:	Nor L -	-	- R .	Sou L ·	uth Bo - T	– R	L -	st Bo T	ound - R	West Bo L - T	ound - R	
Min. Green: Y+R:	7 4.0	10 4.0	 10 4.0	7 4.0	10 4.0	10 4.0	10 4.0	10 4.0	10 4.0	10 10 4.0 4.0	10 4.0	
Volume Module Base Vol: Growth Adj: Initial Bse: Added Vol: ATI: User Adj: PHF Adj: PHF Volume: Reduct Vol: Reduced Vol: Reduced Vol: PCE Adj: FinalVolume: Saturation F: Sat/Lane: Adjustment: Lanes: Final Sat.:	91 1.00 91 0 91 1.00 1.00 91 1.00 1.00 91 1.00 1.00 91 1.00 0.92 1.00 1.00 0.92 1.00 1.00 1.00	Count 896 1.00 896 20 112 1028 1.00 1.00 1028 1.00 1.90 1.90 1.90 1.90 1.90 1.90 1.90 1.90 1.90 1.90 1.90	Date: 54 1.00 54 0 0 54 1.00 1.00 54 0.54 1.00 1.00 54 1900 0.95 0.10 185	46 1.00 46 0 0 46 1.00 1.00 46 1.00 1.00 46 1.00 1.00 46 1.00	1.00 1236 1900 0.97 1.92 3553	L9 << 51 1.00 51 0 0 51 1.00 1.00 51 1.00 1.00	59 1.00 59 0 7 66 1.00 1.00 66 1.00 1.00 66 1.00 1.00 66 1.00 0.92 0.65 1132	1.00 3 0 3 1.00 1.00 3 1900 0.92 0.03 51	1.00 33 1900 0.92 0.32 566	1.00 1.00 36 5 1900 1900 0.92 0.92 0.45 0.06 788 109	1.00 39 1900 0.92 0.49 853	
Capacity Ana Vol/Sat: Crit Moves:	lysis	Modul				0.35			0.06	0.05 0.05	0.05	
Green Time: Volume/Cap: Delay/Veh: User DelAdj: AdjDel/Veh: LOS by Move: HCM2kAvgQ: Note: Queue p	13.2 0.55 64.5 1.00 64.5 E 4	0.47 14.5 1.00 14.5 B 12	0.47 14.5 1.00 14.5 B 12	0.25 58.2 1.00 58.2 E 2	88.4 0.55 14.9 1.00 14.9 B 15	14.9 1.00 14.9 B 15	14.8 0.55 63.0 1.00 63.0 E 5	0.55 63.0 1.00 63.0 E 5	14.8 0.55 63.0 1.00 63.0 E 5	11.6 11.6 0.55 0.55		

							outation Repo e Volume Alt					
Intersection #3882	: DAVIC	/WINCH	ESTER		Cum	ulative+Proj	ect (PM)					
				Protect/Rig	hts=Includ	۵						
		al Vol: anes:		1265***		46 1						
Sig Final Vol: Lanes: Rig	nal=Split hts=Incluc	le	T C	Vol Cnt			Signal=Split Rights=Incluc	le La	anes: Final	Vol:		
67 0	<u>,</u>		L	oss Time ((sec):	12		₹_	0 39			
3*** 1!				Critical		0.567			1! 5**	*		
33 0	*		-	it Del (sec/ Delay (sec/		24.2 20.7	•	F	0 36			
33 0 1	•		Avgi		LOS:	C		¥	0 30			
		-		•	≜ ►	\checkmark						
		anes: al Vol: 10	1 0 1***	1 1045	1	0 54						
Approach:	No	rth Bo			hts=Includ uth Bo		R د	ast B	ound	Weg	t Bo	und
Movement:	L -	- T	- R 	L -	- Т 	- R	. г		- R 	L -	т 	- R
Min. Green: Y+R:	7 4.0	10 4.0	10 4.0	7 4.0	10 4.0	10 4.0	10 4.0	10 4.0	10 4.0	10 4.0	10 4.0	10 4.0
Volume Modul	e: >>		1	19 No	ov 201					1		1
Base Vol:		1008	54		1217	51	66	3	33	36	5	39
Growth Adj: Initial Bse:		1.00 1008	1.00 54		$1.00 \\ 1217$	1.00 51	1.00 66	1.00	1.00 33	1.00 1 36	.00 5	1.00 39
Added Vol:	0	20	0	0	19	0	0	0	0	0	0	0
ATI:	10	17	0	0	29	0	1	0	0	0	0	0
Initial Fut:	101	1045	54	46	1265	51	67	3	33	36	5	39
User Adj:		1.00	1.00		1.00	1.00	1.00		1.00		.00	1.00
PHF Adj:		1.00	1.00		1.00	1.00	1.00		1.00		.00	1.00
PHF Volume: Reduct Vol:		1045	54	46 0	1265	51 0	67 0	3	33	36	5 0	39
Reduced Vol:	0 101	0 1045	0 54		0 1265	51	67	3	0 33	0 36	5	0 39
PCE Adj:												
MLF Adj:		1.00				1.00			1.00			1.00
FinalVolume:			54		1265			3		36	5	39
Saturation F			1000	1000	1000	1000	1000	1000	1000	1000 1	000	1000
Sat/Lane: Adjustment:		1900	1900 0.95		1900	1900 0.95						1900 0.92
Lanes:			0.95			0.95			0.92			0.92
Final Sat.:						143				788		853
Capacity Ana	lysis	Modul	e:									
Vol/Sat:		0.30	0.30	0.03		0.36	0.06			0.05 0		0.05
Crit Moves:	****		0.7.4	14 -	****		14 -	****			***	11 0
		87.4				87.9						11.3
Volume/Cap: Delay/Veh:					0.57							
User DelAdj:			14.2		$15.4 \\ 1.00$							67.3 1.00
AdjDel/Veh:			1.00 14.2		15.4	15.4						67.3
LOS by Move:			14.2 В	50.5 E		тэ. т В		03.9 E		07.5 О Е	/.5 E	С7.3 Е
-	4		12	2	16	16	5			4	4	4
Note: Queue :	repor	ted is	the n	umber	of ca	ars per	r lane.					

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

Intersection #102: Winchester/Hamilton



Street Name:	27	th De	Winch	ester		Ham und East Bound				ilton			
Approach: Movement:	North Bound L - T - R			South Bound L - T - R			East Bound L - T - R			West Bound L - T - R			
Min. Green:													
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 Modul	Date:	24 Ar	or 201	.8 <<	I		I	I		ļ			
		617			397		133	612	112	446	1026	531	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00	
Initial Bse:				428		115	133		112	446	1026	531	
Added Vol:				0	0	0	0		0	0	0	0	
ATI:				0		0	0		0	0		0	
Initial Fut:				428		115	133				1026	531	
User Adj:			1.00		1.00	1.00		1.00			1.00	1.00	
PHF Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00	
PHF Volume:			331	428	397	115	133	612	112		1026	531	
Reduct Vol:			0	0		0	0			0	0	0	
Reduced Vol:				428			133		112	446		531	
PCE Adj:	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	
FinalVolume:				428		115						531	
Saturation F													
Saturation F				1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:				0.83		0.92		1.00			1.00	0.92	
Lanes:					2.00	1.00		3.00			3.00	1.00	
Final Sat.:						1750			1750		5700		
												I	
Vol/Sat:	-			0.14	0.10	0.07	0.04	0.11	0.06	0.14	0.18	0.30	
Crit Moves:		* * * *		* * * *				* * * *		* * * *			
Green Time:	24.4	37.4	70.0	31.3	44.2	56.8	12.6	24.7	49.2	32.6	44.7	76.0	
Volume/Cap:	0.33	0.60	0.37	0.60	0.33	0.16	0.46	0.60	0.18	0.60	0.56	0.55	
Delay/Veh:			20.9	49.2	35.7	25.6	60.7	53.1	30.7	48.2	38.8	20.7	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:				49.2	35.7	25.6	60.7	53.1	30.7	48.2	38.8	20.7	
LOS by Move: HCM2kAvgQ:	D	D	С	D	D	С		D	С	D	D	С	
HCM2kAvgQ:	4	12	9	10	6	3	4	9	3	10	12	15	
Note: Queue	report	ced is	the n	umber	of ca	rs per	lane	•					

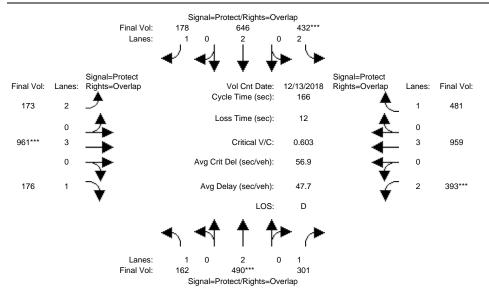
Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative) Background (AM) Intersection #102: Winchester/Hamilton Signal=Protect/Rights=Overlap 491*** Final Vol: 128 430 Lanes: 2 Λ Signal=Protect Rights=Overlap Signal=Protect Lanes: Final Vol: Final Vol: Lanes: Vol Cnt Date: 4/24/2018 Rights=Overlap Cycle Time (sec): 138 157 2 1 560 12 Loss Time (sec): 0 0 638*** Critical V/C: 0.648 3 1035 Avg Crit Del (sec/veh): 49 9 0 0 457*** 113 Avg Delay (sec/veh): 41 1 2 LOS: D 2 Lanes: 0 678*** Final Vol: 101 344 Signal=Protect/Rights=Overlap Street Name: Winchester Hamilton Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R _____ 7 10 10 7 10 7 10 10 7 10 10 10 Min. Green: 4.0 4.0 4.0 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 ____ Volume Module: >> Count Date: 24 Apr 2018 << 133 612 Base Vol: 101 617 331 428 397 115 112 446 1026 531 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 331 428 397 Initial Bse: 101 617 115 446 1026 133 612 112 531 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 33 13 24 ATI: 0 61 13 63 26 1 11 9 29 Initial Fut: 101 678 344 491 430 128 157 638 113 457 1035 560 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 1.00 457 1035 101 678 344 491 430 128 157 638 113 560 PHF Volume: 0 0 0 0 0 0 0 0 Reduct Vol: 0 0 0 0 Reduced Vol: 101 678 344 491 430 128 157 638 113 457 1035 560 PCE Adj: 1.00 MLF Adi: 1.00 FinalVolume: 101 678 344 491 430 128 157 638 113 457 1035 560 Saturation Flow Module: Adjustment: 0.92 1.00 0.92 0.83 1.00 0.92 0.83 1.00 0.92 0.83 1.00 0.92 1.00 2.00 1.00 2.00 2.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00 Lanes: Final Sat.: 1750 3800 1750 3150 3800 1750 3150 5700 1750 3150 5700 1750 Capacity Analysis Module: Vol/Sat: 0.06 0.18 0.20 0.16 0.11 0.07 0.05 0.11 0.06 0.15 0.18 0.32 * * * * **** **** * * * * Crit Moves: Green Time: 24.1 38.0 68.9 33.2 47.2 59.1 12.0 23.9 30.9 42.8 47.9 76.0 Volume/Cap: 0.33 0.65 0.39 0.65 0.33 0.17 0.58 0.65 0.19 0.65 0.59 0.58 49.1 33.9 24.4 Delay/Veh: 50.6 45.5 21.8 63.6 54.7 31.6 50.7 40.6 21.4 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 AdjDel/Veh: 50.6 45.5 21.8 49.1 33.9 24.4 63.6 54.7 31.6 50.7 40.6 21.4 LOS by Move: D D C D C С E D С D D C 4 13 10 11 6 3 5 9 4 HCM2kAvgQ: 11 12 17 Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report												
2000 HCM Operations (Future Volume Alternative) Background+Project (AM)												
Intersection #102: Winchester/Hamilton												
Signal=Protect/Rights=Overlap												
		al Vol: anes:	129 1 0	431 2	0	502*** 2						
	-	uneo.	أبسأ	Ī	Ľ.	آر 🛌						
		•	′ ◄↓	′ ★ :	- ♥≯	-						
Sig Final Vol: Lanes: Rig	nal=Prote			Vol Cnt	Date: 4/		Signal=Protec Rights=Overla		nes: Final \	/ol:		
1	•	- [-	С	ycle Time (138	g	<u>ا</u>				
159 2			L	.oss Time (sec):	12		·	1 577			
0	Z .		_):				D			
638*** 3	┣			Critical	V/C:	0.652		► ¹	3 103	5		
0	+		Avg Ci	it Del (sec/	veh):	50.0		, 	С			
112 1	Y		Ava		(ch):	41.2	•	♥	2 457*	**		
113 1	¥		Avg	Delay (sec/	ven):	41.2	,	 ✓ 	2 457			
	-				LOS:	D		-				
		-	. 🔺	. ♠	A	*						
			וד ו		r -	(***						
	L	anes:	1 0	2	0	1						
	Fina	al Vol:	101 Signal-F	680*** Protect/Rigi	nts-Overla	344						
				÷		P				_		
Street Name:	No	wth Do	Winch		th D	aund	Fo		Hami		at De	und
Approach: Movement:		rth Bo - T	– R	L	uth Bo - T	– R	ња L –	ıst Bc ∙ T	– R		est Bo - 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
Volumo Modul				1								
Volume Module Base Vol:	101	617	331	428 4	397 <u>3</u> 97	115	133	612	112	446	1026	531
Growth Adj:		1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00
Initial Bse:	101	617	331	428	397	115	133	612	112	446	1026	531
Added Vol:	0	2	0	11	1	1		0	0	0	0	17
ATI:	101	61 680	13	63 500	33	13		26	1	11	9 1025	29
Initial Fut: User Adj:	101	680 1.00	344 1.00	502	431 1.00	129 1.00	159 1.00	638 1 00	113 1.00	457	1035 1.00	577 1.00
PHF Adj:		1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00
PHF Volume:	101	680	344	502	431	129	159	638	113	457	1035	577
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:			344			129		638	113		1035	577
PCE Adj: MLF Adj:		1.00 1.00	1.00 1.00		1.00				1.00 1.00			1.00 1.00
FinalVolume:			344		431			638	113		1035	577
Saturation F												
Sat/Lane:		1900	1900		1900				1900		1900	1900
Adjustment: Lanes:		1.00 2.00	0.92 1.00		1.00 2.00				0.92 1.00		1.00	0.92 1.00
Final Sat.:			1750		3800			5700			5700	1750
Capacity Ana			e:						I			
Vol/Sat:		0.18	0.20		0.11	0.07	0.05		0.06		0.18	0.33
	2/1 1	**** 27 0	60 6	****	/7 F	EQ 2	11 0	**** 02 7	17 0	****	/ ⊃ ⊑	76 0
Green Time: Volume/Cap:			68.6 0.40		47.5				47.8 0.19	30.7	42.5 0.59	76.2 0.60
Delay/Veh:			22.0		33.7				31.6		40.9	21.6
User DelAdj:			1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00
AdjDel/Veh:			22.0		33.7				31.6		40.9	21.6
LOS by Move:			C 10	D	C	C		D	C	D	D	C
HCM2kAvgQ: Note: Queue :			10 the n	11 umber		3 ars ne			4	11	12	17
More. Queue .	Γεροτ	LEU IS	une II	under	UL Co	rre he	I LAILE.					

2000 HCM Operations (Future Volume Alternative) Cumulative+Project (AM) Intersection #102: Winchester/Hamilton Signal=Protect/Rights=Overlap Final Vol: 132 434 525*** Lanes: 2 Λ Signal=Protect Rights=Overlap Signal=Protect Lanes: Final Vol: Final Vol: Lanes: Vol Cnt Date: 4/24/2018 Rights=Overlap Cycle Time (sec): 138 159 2 1 604 12 Loss Time (sec): 0 0 648*** Critical V/C: 0.667 3 1047 Avg Crit Del (sec/veh): 50.5 0 0 469*** 113 Avg Delay (sec/veh): 414 2 LOS: D 2 Lanes: 0 Final Vol: 101 683** 354 Signal=Protect/Rights=Overlap Street Name: Winchester Hamilton Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R _____ 7 10 10 7 10 7 10 10 Min. Green: 7 10 10 10 4.0 4.0 4.0 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 ____ Volume Module: >> Count Date: 24 Apr 2018 << Base Vol: 101 678 344 491 430 128 157 638 113 457 1035 560 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: 101 678 344 491 430 128 157 638 457 1035 560 113 Added Vol: 0 2 0 11 1 1 2 0 0 0 0 17 ATI: 0 3 10 23 3 3 0 10 0 12 12 27 Initial Fut: 101 683 354 525 434 132 159 648 113 469 1047 604 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 1.00 101 683 354 525 434 132 159 648 113 469 1047 604 PHF Volume: 0 0 0 0 0 0 0 0 0 0 0 Reduct Vol: 0 Reduced Vol: 101 683 354 525 434 132 159 648 113 469 1047 604 PCE Adj: 1.00 MLF Adi: 1.00 FinalVolume: 101 683 354 525 434 132 159 648 113 469 1047 604 Saturation Flow Module: Adjustment: 0.92 1.00 0.92 0.83 1.00 0.92 0.83 1.00 0.92 0.83 1.00 0.92 1.00 2.00 1.00 2.00 2.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00 Lanes: Final Sat.: 1750 3800 1750 3150 3800 1750 3150 5700 1750 3150 5700 1750 Capacity Analysis Module: Vol/Sat: 0.06 0.18 0.20 0.17 0.11 0.08 0.05 0.11 0.06 0.15 0.18 0.35 * * * * **** **** * * * * Crit Moves: Green Time: 24.1 37.2 68.0 34.5 47.6 59.4 11.8 23.5 30.8 42.6 47.6 77.1 Volume/Cap: 0.33 0.67 0.41 0.67 0.33 0.18 0.59 0.67 0.19 0.67 0.60 0.62 24.3 Delay/Veh: 50.6 46.6 22.6 48.8 33.6 64.3 55.4 31.8 51.4 41.0 21.8 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: 50.6 46.6 22.6 48.8 33.6 24.3 64.3 55.4 31.8 51.4 41.0 21.8 LOS by Move: D D C D C С E E C D D C 4 14 10 12 6 4 5 HCM2kAvqQ: 10 4 11 12 18 Note: Queue reported is the number of cars per lane.

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

Intersection #102: Winchester/Hamilton



Street Name:			Winch	ester	H Ith Bound East Bound					Hamilton			
Approach:	North Bound L - T - R			South Bound			East Bound			West Bound			
Movement:													
Min. Green:													
Y+R:			4.0			4.0			4.0		4.0		
1+K•							1		l	1			
Volume Modul													
	162		301		646	178	173		176	393	959	481	
Growth Adj:		1.00	1.00		1.00	1.00		1.00			1.00	1.00	
Initial Bse:		490		432		178	173	961	176	393	959	481	
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:	162			432	646	178	173	961		393	959	481	
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:	162	490	301	432	646	178	173	961	176	393	959	481	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	162	490	301	432	646	178	173	961	176	393	959	481	
PCE Adj:			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:	162	490	301	432	646	178	173	961	176	393	959	481	
Saturation F	low M	odule:											
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:			0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	
Lanes:			1.00		2.00	1.00		3.00			3.00	1.00	
Final Sat.:					3800	1750		5700			5700	1750	
Capacity Ana	-												
Vol/Sat:		0.13	0.17		0.17	0.10	0.05	0.17	0.10		0.17	0.27	
0110 110100				****				* * * *		* * * *			
Green Time:			69.8		47.4	67.3		46.4	72.2		60.9	98.6	
Volume/Cap:			0.41		0.60	0.25		0.60	0.23		0.46	0.46	
Delay/Veh:		60.2	34.0		51.9	32.9		52.5	29.6		40.2	19.2	
User DelAdj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00	
AdjDel/Veh:			34.0		51.9	32.9		52.5	29.6		40.2	19.2	
LOS by Move:			C	Е		С	E		С		D	В	
HCM2kAvgQ:		12	11	12	14	6	5		6	10	11	14	
Note: Queue	repor	ted is	the n	umber	of ca	rs per	lane	•					

				CM Operat	tions (Future	outation Repo e Volume Alte					
ntersection #102:	Ninchester/I	Hamilton		В	ackground	(PM)					
		Signal=	Protect/Righ	ts=Overla	D						
	Final Vol:	212	721		524***						
	Lanes:	1 0	2 	ľ	².						
		* •	, ↓	-\$≯	\rightarrow						
Sigi inal Vol: Lanes: Rigi	nal=Protect			T		Signal=Proteo Rights=Overla		Soo: Final V	(al:		
, i i i i i i i i i i i i i i i i i i i	ils=Ovenap	(Vol Cnt E () Vol Cnt		13/2018 F 166	kignis=Ovena	ap ∟ar Lar	nes: Final V	01.		
200 2			Loss Time (s		10		<u> </u>	1 526			
o			Loss Time (:	sec):	12	_	<u> </u>	D			
988*** 3	5		Critical	V/C: 0	0.662			3 985			
0	÷ .	Avg C	rit Del (sec/	/eh):	58.9	-)			
	Ť					1	¥				
177 1	7	Avg	Delay (sec/	/eh):	49.2	,	÷ ÷	2 413*'	**		
			l	LOS:	D		•				
		-	A	A .	•						
	Lanes:	1 0	2	0	1						
	Final Vol:	164 Signal	544*** Drotoot/Digh	to-Overla	312						
		Signal=	Protect/Righ	its=Overia	J						
treet Name:			nester		-	-		Hami			,
pproach: ovement:		Bound F – R	L -	ith Bc	- R	Еа L -	ist Bo · T	- R		est Bo - T	– R
					- к		-	- K		- 1 	- к
in. Green:		10 10	7	10	10	7	10	10	' 7	10	10
+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
			1								
olume Module ase Vol:		unt Date: 90 301	13 De 432	ec 201 646	.8 << 4 178	4:45 PM 173	1 to 5 961	176 i 45	393	959	481
rowth Adj:	1.00 1.0		1.00		1.00	1.00		1.00		1.00	1.00
nitial Bse:		90 301	432	646	178	173	961	176	393	959	481
dded Vol:	0	0 0	0	0	0	0	0	0	0	0	(
TI:		54 11	92	75	34	27	27	1	20	26	45
nitial Fut:		44 312	524	721	212	200	988	177	413	985	526
ser Adj: HF Adj:	1.00 1.0		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
HF Volume:		44 312	524	721	212	200	988	177	413	985	526
educt Vol:	0	0 0	0	0	0	0	0	0	0	0	(
educed Vol:	164 54	44 312	524	721	212	200	988	177	413	985	526
CE Adj:	1.00 1.0							1.00		1.00	1.00
LF Adj:	1.00 1.0			1.00		1.00		1.00		1.00	1.00
inalVolume:				721	212	200 	988	177	413	985	526
aturation Fl			I			1 1		I	1		
at/Lane:	1900 190	00 1900	1900			1900	1900	1900	1900	1900	1900
djustment:				1.00		0.83		0.92		1.00	0.92
anes:	1.00 2.0		2.00		1.00	2.00		1.00		3.00	1.00
inal Sat.:	1750 380		3150		1750	3150 		1750		5700 	175(
apacity Anal			I			11		I	I		
ol/Sat:	0.09 0.1		0.17	0.19	0.12	0.06		0.10		0.17	0.30
rit Moves:	**:		* * * *		_	_	* * * *	_	* * * *		
reen Time:	25.7 35		41.7		72.5	20.5		69.1		55.8	97.6
olume/Cap:	0.61 0.6		0.66		0.28	0.51		0.24		0.51	0.51
elay/Veh: ser DelAdj:	69.4 61 1.00 1.0		57.9 1.00		30.2 1.00	69.2 1.00		31.6 1.00		44.4 1.00	20.0
djDel/Veh:	69.4 61		57.9		30.2	69.2		31.6		44.4	20.6
OS by Move:	E	E D	E	D	C	E	E	C	E	D	(
CM2kAvgQ:		13 12	14	15	7	6	15	6	11	12	16
ote: Queue 1	reported	is the r	umber	of ca	irs per	r lane.					

Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative) Background+Project (PM)												
Intersection #102:	Winche	ster/Ham	nilton		Back	ground+Pro	oject (PM)					
			Signal-F	Protect/Rig	nts-Overla	n						
	Fina	al Vol:	214	723		539***						
	L	anes:	1 0	2	0	2						
			∕ ∢4	, <u> </u>	-44-	¥						
Sig	nal=Prote	ct	•	•	•		Signal=Prote	ct				
Final Vol: Lanes: Rig	hts=Overla	ар	0	Vol Cnt vcle Time (/13/2018 166	Rights=Overl	ap Lar	nes: Final V	/ol:		
202 2	•		C	ycie fillie (sec).	100		₹	1 543			
0			L	oss Time (sec):	12		↓ ,	D			
0 988*** 3	≁			Critical		0.667		<u> </u>	J 3 985			
900 J	▶			Childa	v/C.	0.007			5 905			
0 —			Avg Ci	rit Del (sec/	veh):	59.1	-		D			
177 1	.		Ava	Delay (sec/	veh):	49.3		▼;	2 413*'	**		
	¥ –							¥ - 1				
					LOS:	D						
				⊾ ♠	. ♣⊳	*						
			ור ו		r-	(*						
	L	anes:	1 0	2	0	1						
	Fina	al Vol:	164 Cisnel [546***		312						
			Signal=r	Protect/Rig	its=Ovena	þ						
Street Name:			Winch						Hami	lton		
Approach:		rth Bo			ith_Bo			ast_Bc			est_Bo	
Movement:			- R	_ L ·		– R	L -		- R	ь- Г	- T	- R
Min. Green:	7		 10	7	10	10		10	 10	7	 10	 10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
Volume Modul	ė: >>	Count	Date	'13 De	ec 201	L8 <<	4:45 PN	1 to 5	:45 PM			I
Base Vol:	162	490	301	432	646	178	173	961	176	393	959	481
Growth Adj:		1.00	1.00		1.00	1.00			1.00	1.00		1.00
Initial Bse:	162	490	301	432	646	178		961	176	393	959	481
Added Vol: ATI:	0	2 54	0 11	15 92	2 75	2 34		0 27	0 1	0	0	17
Initial Fut:	ے 164	54 546	312	539	723	214		27 988	177	20 413	26 985	45 543
User Adj:		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
PHF Volume:	164	546	312	539	723	214	202	988	177	413	985	543
Reduct Vol:	0	0	0	0	0	0		0	0	0	0	0
Reduced Vol:								988		413		543
PCE Adj:		1.00	1.00		1.00			1.00	1.00		1.00	1.00
MLF Adj: FinalVolume:		1.00	1.00 312		1.00	1.00 214		1.00 988	$1.00 \\ 177$		1.00	1.00
Finalvolume:					723						985	543
Saturation F	1		1	I			11		I	1		I
Sat/Lane:		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	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	1.00		2.00			3.00	1.00	2.00	3.00	1.00
Final Sat.:		3800	1750		3800	1750		5700	1750		5700	1750
Capacity Ana												
Vol/Sat:		0.14	e. 0.18	0 17	0.19	0.12	0 06	0.17	0.10	0 13	0.17	0.31
Crit Moves:	0.09	****	0.10	0.1/ ****	0.19	0.12	0.00	0.1/ ****	0.10	****	0.1/	U.JI
Green Time:	25.8	35.7	68.3		52.5	72.9	20.5	43.1	68.9	32.6	55.2	97.8
	0.60		0.43		0.60	0.28		0.67	0.24		0.52	0.53
-	69.1		35.4		48.8	29.9		56.2	31.7		44.9	20.8
User DelAdj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:		61.8	35.4		48.8	29.9		56.2	31.7		44.9	20.8
LOS by Move:		E 1 2	D 1 0	E	D 1 F	C		E	C	E	D 1 2	C
HCM2kAvgQ:	9 renor		12 the n	14 umber	15 of Ca	7 arg ng		15	6	11	13	17
Note: Queue	repor	LEU IS	une n	umber	OT GS	те ре	I Ialle	•				

2000 HCM Operations (Future Volume Alternative) Cumulative+Project (PM) Intersection #102: Winchester/Hamilton Signal=Protect/Rights=Overlap 572*** Final Vol: 220 726 Lanes: 2 Λ Signal=Protect Rights=Overlap Signal=Protect Final Vol: Lanes: Vol Cnt Date: 12/13/2018 Rights=Overlap Lanes: Final Vol: Cycle Time (sec): 166 203 2 1 564 12 Loss Time (sec): 0 0 1002*** Critical V/C: 0.685 3 994 Avg Crit Del (sec/veh): 597 0 0 422*** 177 Avg Delay (sec/veh): 496 2 LOS: D 2 Lanes: 0 Final Vol: 164 549** 326 Signal=Protect/Rights=Overlap Street Name: Winchester Hamilton Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L – T – R L - T - R _____ 7 10 10 7 10 7 10 10 10 7 10 10 Min. Green: 4.0 4.0 4.0 Y+R: 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 << 4:45 PM to 5:45 PM Base Vol: 164 544 312 524 721 212 200 988 177 413 985 526 1.00 1.00 1.00 1.00 524 721 200 988 Initial Bse: 164 544 312 212 177 413 985 526 Added Vol: 0 2 0 15 2 2 2 0 0 0 0 17 9 ATI: 0 3 14 33 3 6 1 14 0 9 21 Initial Fut: 164 549 326 572 726 220 203 1002 177 422 994 564 1.00 1.00 1.00 PHF Adj: 1.00 1.00 1.00 1.00 326 PHF Volume: 164 549 572 726 220 203 1002 177 422 994 564 0 0 0 0 0 0 0 0 0 0 Reduct Vol: 0 0 Reduced Vol: 164 549 326 572 726 220 203 1002 177 422 994 564 1.00 1.00 1.00 1.00 1.00 1.00 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 1.00 MLF Adi: 1.00 FinalVolume: 164 549 326 572 726 220 203 1002 177 422 994 564 Saturation Flow Module: Adjustment: 0.92 1.00 0.92 0.83 1.00 0.92 0.83 1.00 0.92 0.83 1.00 0.92 1.00 2.00 1.00 2.00 2.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00 Lanes: Final Sat.: 1750 3800 1750 3150 3800 1750 3150 5700 1750 3150 5700 1750 Capacity Analysis Module: Vol/Sat: 0.09 0.14 0.19 0.18 0.19 0.13 0.06 0.18 0.10 0.13 0.17 0.32 **** **** **** * * * * Crit Moves: Green Time: 26.0 35.0 67.4 44.0 53.0 73.2 20.2 42.6 68.6 32.4 54.8 98.8 Volume/Cap: 0.60 0.69 0.46 0.69 0.60 0.28 0.53 0.69 0.24 0.69 0.53 0.54 29.9 69.8 57.0 Delay/Veh: 68.8 62.9 36.4 57.2 48.4 32.0 65.3 45.4 20.7 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 AdjDel/Veh: 68.8 62.9 36.4 57.2 48.4 29.9 69.8 57.0 32.0 65.3 45.4 20.7 LOS by Move: E E С D E D E E С E D C 9 14 15 15 7 13 6 17 HCM2kAvqQ: 16 6 13 11 Note: Queue reported is the number of cars per lane.

			aval Of S		utation Bon	ort				
				alized (Futu	outation Report re Volume A					
Intersection #9001: Win	chester Bouleva	d and Firesio	de Drive	Existing (A	.IVI)					
	Final Vol: 1	al=Uncontrol/Rig 438	nts=inciu	23						
	Lanes: 0	1 2	0	1						
		€4 ↓	-44-	▶						
Signal=St	top	• •	Ŧ	5	Signal=Stop					
Final Vol: Lanes: Rights=In	clude	Vol Cnt D Cycle Time (s		19/2019 F 100	Rights=Inclue	de La ▲	nes: Final	Vol:		
o o 🔎		Oyole Time (a		100		₹	1 6	7		
。 🙏		Loss Time (s	sec):	0		<u>ج</u>	0			
0 0		Critical	V/C:	0.143	1	<u> </u>	0 0)		
•	A	vg Crit Del (sec/v	/eh):	1.1			0			
5 1		Avg Delay (sec/v	/eh):	1.1		<u> </u>	0 0)		
•		L	.OS:	в		▼				
		. 🛦 🔺								
	▲ •	শ ি	7	(
	Lanes: 1	0 1	1	0						
	Final Vol: 81 Sign	1132 al=Uncontrol/Rig	hts=Inclu	13 de						
		-			_					
Approach: 1 Movement: L	North Bound - T - H		ith Bo · T	ound – R		ast Bo - T	ound – R	We L -	est Bo - T	ound – R
1				- K			- K	- 11		- K
Volume Module: :	>> Count Dat	e: 19 No	v 201	9 <<						I
Base Vol:	81 1132 1	.3 23	438	1	0	0	5	0	0	67
	00 1.00 1.0			1.00	1.00		1.00	1.00		1.00
		.3 23	438	1	0	0	5	0	0	67
Added Vol: ATI:	0 0 0	0 0 0 0	0 0	0 0	0	0	0 0	0 0	0 0	0 0
		.3 23	438	1	0	0	5	0	0	67
	00 1.00 1.0		1.00	1.00	1.00	-	1.00		1.00	1.00
	00 1.00 1.0	0 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81 1132 1	.3 23	438	1	0	0	5	0	0	67
Reduct Vol:	0 0	0 0	0	0	0	0	0	0	0	0
FinalVolume: 8	81 1132	.3 23	438	1	0	0	5	0	0	67
Critical Gap Mod										
-	.1 xxxx xxx	x 4.1	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim: 2			xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3
Capacity Module		1145					1 4 7			F72
Cnflict Vol: 43 Potent Cap.: 113										
Move Cap.: 11										
Volume/Cap: 0.0										
Level Of Service										
2Way95thQ: 0										
Control Del: 8 LOS by Move:				XXXXXX *		XXXX *			XXXX *	14.0 В
	r – ltr – r:						11			_
Shared Cap.: xxx										
SharedQueue:xxxx										
Shrd ConDel:xxxx										
Shared LOS:	* *	* *	*	*	*		*	*		*
ApproachDel:	xxxxxx *	XX	xxxx *			9.1			14.0	
ApproachLOS: Note: Queue repo		number		ard net	r lane	A			В	
noce. Queue repo	SECCU IS UNE	. manuber		TP PG	- rane	•				

Other of Orac Jacob	
City of San Jose	
Winchester Hotel	

					CM Unsign	alized (Futu	outation Rep re Volume A					
Intersection #9001:	Winch	ester Bo	ulevard a	nd Firesi		Background	(AM)					
	Fina	al Vol:	Signal=l	Jncontrol/Ri 513	ghts=Inclu	de 23						
	L	anes:	0 1	1	0	1						
			צ ∢		≻►	· 🔶						
Sian	al=Stop			· •	•		Signal=Stop					
Final Vol: Lanes: Right		le	,	Vol Cnt Cycle Time (/19/2019	Rights=Inclue	de La	ines: Final	Vol:		
o o 🍠			,	Jycie Time (sec):	100		₹	1 6	7		
o 🔶				Loss Time (sec):	0		≜	0			
0 0 -4				Critical	V/C:	0.159			0 0	1		
										, 		
0			Avg C	Crit Del (sec/	veh):	1.0	-	7	0			
5 1	r		Avg	Delay (sec/	veh):	1.0		2	0 0)		
•					LOS:	с		•				
					▲.							
		•	Ь 🔸	ГТ	7							
	L	anes:	. 1 0	 1	1	0						
		al Vol:	81	1270		13						
			Signal=l	Jncontrol/Ri	ghts=Inclu	de						
Approach:	Not	rth Bo	ound	Soi	ith Bo	ound	Ea	ast Bo	ound	We	est Bo	ound
Movement:	_	- Т	– R	L ·	- Т	– R	L ·	- Т	– R	L -	- Т	– R
Volume Module Base Vol:		1132	t Date: 13	: 19 No 23	20. 438	19 <<	0	0	5	0	0	67
		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:		1132	13	23	438	1.00	0	0	1.00	0.11	00.11	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	138	0	0	75	0	0	0	0	0	0	0
Initial Fut:	81	1270	13	23	513	1	0	0	5	0	0	67
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		1.00	1.00	1.00	1.00	1.00
PHF Volume:		1270	13	23	513	1	0	0	5	0	0	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8T	1270	13	23	513	1	0	0	5	0	0	67
Critical Gap	Modui	 1e:										
Critical Gp:			xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:												
Capacity Modu	le:											
Cnflict Vol:	514	xxxx	xxxxx	1283	xxxx	xxxxx	xxxx	xxxx	257	XXXX	XXXX	642
Potent Cap.:												
Move Cap.:												
Volume/Cap:												
Level Of Serv												
2Way95thQ:				0 1	~~~~	*** **	vvvv	*** *	0 0	vvvv	vvvv	0.6
Control Del:												
LOS by Move:						*		*			*	C
Movement:							LT ·	- LTR			- LTR	- RT
Shared Cap.:												
SharedQueue:x	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:x												
Shared LOS:	*	*	*	*	*	*	*	*	*	*		*
ApproachDel:	X	xxxxx		X	xxxxx			9.8			15.1	
ApproachLOS:		*		,	* ~		-	A			C	
Note: Queue r	eport	ted 19	s the r	numper	OI Ca	ars pe	r ⊥ane	•				

Tue Jun 16 14:25:31 2020

Level Of Service Computation Report 2000 HCM Unsignalized (Future Volume Alternative) Background+Project (AM)												
Intersection #9001:	Winch	ester Bo	oulevard a	and Firesi								
		al Vol: anes:	Signal=1 0 1	Uncontrol/Ri 524 1	ghts=Inclu	de 23 1						
Sigr Final Vol: Lanes: Rigl	nal=Stop hts=Incluc	le		▼ ▼ Vol Cnt I Cycle Time (Signal=Stop Rights=Inclue	de La	ines: Final	Vol:		
• • <i>-</i>				Loss Time (,	0		₹	1 6 0	7		
0 0	•			Critical	V/C:	0.160			0 0	I		
	*		-	Crit Del (sec/		1.1	-	7	0			
5 1			Avg	J Delay (sec/	ven): LOS:	1.1 C		¥	0 0	J		
		-	5 -	†	≜ ►	\checkmark						
		anes: al Vol:	1 0 94 Signal=I	1 1284 Uncontrol/Ri	1 ahts=Inclu	0 13 de						
Approach: Movement:	L ·	rth Bo - T	ound – R	Sou L ·	uth Bo - T	ound – R		- Т	- R		est Bo - T	ound - R
Volume Module												
Base Vol:		1132	13 I	23	438	1	0	0	5	0	0	67
Growth Adj:		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:		1132	13	23	438	1	0	0	5	0	0	67
Added Vol:	13	14	0	0	11	0	0	0	0	0	0	0
ATI:	0	138	0	0	75	0	0	0	0	0	0	0
Initial Fut:	94	1284	13	23	524	1	0	0	5	0	0	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	1284	13	23	524	1	0	0	5	0	0	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:		1284	13	23	524	1	0	0	5	0	0	67
Critical Gap				1 1					C 0			C 0
Critical Gp:			XXXXX				XXXXX			XXXXX		6.9
FollowUpTim:												
Capacity Modu				11			11			1 1		I
Cnflict Vol:		xxxx	xxxxx	1297	xxxx	xxxxx	xxxx	xxxx	263	xxxx	xxxx	649
Potent Cap.:												
Move Cap.:												
Volume/Cap:	0.09	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.16
Level Of Serv				0 1								
2Way95thQ:												
Control Del:						xxxxx *						
LOS by Move:									A			C
Movement:												
Shared Cap.:												
SharedQueue:												
Shrd ConDel:			XXXXX *								XXXX *	
Shared LOS:							^	9.9		~	15.3	
ApproachDel: ApproachLOS:	X	*****		X	xxxxx *			9.9 A			15.3 C	
Note: Queue 1				number		ars net	r lane				C	
more gueue i	- CPOI	ccu Ii		UCL		YTO PC	L Tane	•				

5

> 0

			City of San Jose Winchester Hotel	
			Level Of Service Computation Report	
			2000 HCM Unsignalized (Future Volume Alternative) Cumulative+Project (AM)	
Intersect	tion #90	001: Winchester B	oulevard and Fireside Drive	
			Signal=Uncontrol/Rights=Include	
		Final Vol:	1 545 23	
		Lanes:		
		Signal=Stop	F F F Signal=Stop	
Final Vol:	Lanes:	Rights=Include	Vol Cnt Date: 11/19/2019 Rights=Include Lanes: Final Vol:	:
0	0	_ ا	Cycle Time (sec): 100	
	0	A	Loss Time (sec): 0	
	0		•	
0	0	-	Critical V/C: 0.163 0 0	

1.1

1.1 С

0

0

Avg Crit Del (sec/veh):

Avg Delay (sec/veh):

LOS:

		anes: I Vol:	1 0 94 Signal=L	1 1305 Jncontrol/Ri	1 ghts=Inclu	0 13 de						
Approach:	Nor	rth Bo	ound	Soi	uth Bo	ound	Ea	ast Bo	ound	We	est Bo	ound
			- R			– R			– R		- Т	
- Volume Module:												
Base Vol:		1270	13	23	513	1	0	0	5	0	0	67
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:	81	1270	13	23	513	1	0	0	5	0	0	67
Added Vol:	13	14	0	0	11	0	0	0	0	0	0	0
ATI:	0	21	0	0	21	0	0	0	0	0	0	0
Initial Fut:	94	1305	13	23	545	1	0	0	5	0	0	67
User Adj: 1	.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj: 1	.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	1305	13	23	545	1	0	0	5	0	0	67
Reduct Vol:	0	0	0	0	0	0	-	0	0	0	0	0
FinalVolume:	94	1305		23			0	-	5	0	0	67
-												
Critical Gap M												
Critical Gp:												
			XXXXX			XXXXX				xxxxx		
-												
Capacity Modul												
Cnflict Vol:								XXXX				
Potent Cap.: 1						XXXXX						
Move Cap.: 1						XXXXX				XXXX		
Volume/Cap: 0						XXXX		XXXX				
-												
Level Of Servi				0 1					0 0			0 6
2Way95thQ:										XXXX		
			xxxxx *	IZ.I B	XXXX *	XXXXX *	XXXXX *	XXXX *	10.0 A	xxxxx *	XXXX *	15.5 C
LOS by Move: Movement:	A											-
			- RT								- LTR	- KI XXXXX
Shared Cap.: x SharedQueue:xx												
Shrd ConDel:xx												
Shared LOS:	**	*	*	*	****	*	*		*	*		*
ApproachDel:		xxxx			xxxxx			10.0			15.5	
ApproachLOS:	~~~	*		A.	****			10.0 A			13.5 C	
Note: Queue re	port		a the r	umber		arg nei	r lane				C	
MOLC. QUEUE IE	POL	JUU IS		rander	JI CO	TP DEI		•				

Level Of Service Computation Report 2000 HCM Unsignalized (Future Volume Alternative) Existing (PM) Intersection #9001: Winchester Boulevard and Fireside Drive Signal=Uncontrol/Rights=Include Final Vol: 3 1076 82 Lanes: 2 Λ Signal=Stop Rights=Include Signal=Stop Lanes: Final Vol: Final Vol: Lanes: Vol Cnt Date: 11/19/2019 Rights=Include Cycle Time (sec): 100 0 Λ 34 Loss Time (sec): 0 0 0 0 Critical V/C: 0.112 0 0 Avg Crit Del (sec/veh): 0.9 0 0 15 Avg Delay (sec/veh): 0.9 0 0 LOS: Lanes: 0 1 0 Final Vol: 45 928 21 Signal=Uncontrol/Rights=Include South Bound Approach: North Bound East Bound West Bound $L - T - R \qquad L - T - R \qquad L - T - R$ Movement: Volume Module: >> Count Date: 19 Nov 2019 << Base Vol: 45 928 21 82 1076 3 0 0 15 0 34 0 0 Initial Bse: 45 928 21 82 1076 3 0 15 0 0 34 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 ATT: 0 0 0 0 0 0 0 21 Initial Fut: 45 928 0 82 1076 0 15 0 34 3 0 3 0 0 PHF Volume: 45 928 21 82 1076 15 0 0 34 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 FinalVolume: 45 928 21 82 1076 3 0 0 15 0 0 34 Critical Gap Module: Critical Gp: 4.1 xxxx xxxxx 4.1 xxxx xxxxx xxxxx 6.9 xxxxx xxxx 6.9 3.3 xxxxx xxxx FollowUpTim: 2.2 xxxx xxxxx 2.2 xxxx xxxxx xxxx 3.3 -----|----| Capacity Module:
 Cnflict Vol: 1079 xxxx xxxxx
 949 xxxx xxxxx
 xxxx xxxx

 Potent Cap.:
 654 xxxx xxxxx
 732 xxxx xxxxx
 xxxx xxxx
 360 xxxx xxxx 475 642 xxxx xxxx 542 Move Cap.: 654 xxxx xxxxx 732 xxxx xxxxx xxxx 642 xxxx xxxx 542 Volume/Cap: 0.07 xxxx xxxx 0.11 xxxx xxxx xxxx 0.02 xxxx xxxx 0.06 Level Of Service Module: 2Way95thQ: 0.2 xxxx xxxxx 0.4 xxxx xxxxx xxxx 0.1 xxxx xxxx 0.2 Control Del: 10.9 xxxx xxxxx 10.5 xxxx xxxxx xxxxx xxxx 10.7 xxxxx xxxx 12.1 LOS by Move: B * * B * * * * B * * B LT – LTR – RT LT - LTR - RT LT – LTR – RT LT – LTR – RT Movement: * * * Shared LOS: * * * * * * * * 10.7 ApproachDel: 12.1 XXXXXX XXXXXX ApproachLOS: * В в Note: Queue reported is the number of cars per lane.

	-
City of San Jose	
Winchester Listel	
Winchester Hotel	

				CM Unsign	alized (Futu	outation Repo re Volume A					
Intersection #9001: W	inchester Be	oulevard a	and Firesi		Background Ə	(PM)					
		-	Uncontrol/Ri	ghts=Inclu							
	Final Vol: Lanes:	3 0 1	1266 1	0	82 1						
		V 4	Ł⊥	⊾	•						
Signal=	Stop		T	Y r	-	Signal=Stop					
Final Vol: Lanes: Rights=			Vol Cnt		/19/2019 I	Rights=Inclue	de La	nes: Final	Vol:		
o o 🍠			Cycle Time	(sec):	100		€	1 34	4		
。 🙏			Loss Time	(sec):	0			0			
0 0			Critical	V/C:	0.126		<u> </u>	0 0			
0		Avg (Crit Del (sec/	veh):	0.8			0			
_¥		-					¥				
15 1		Avg	g Delay (sec/	veh):	0.8		€ I	0 0			
Ť				LOS:	В		Ŧ				
			▲ ▲	≜⊾	*						
		ري ار	1 I	r	(
	Lanes:	1 0	1	1	0						
	Final Vol:	45 Signal=	1066 Uncontrol/Ri	ghts=Inclu	21 de						
Approach:	North P	ound	50	uth D	aund	r -	at B	aund	M	at B	ound
Approach: Movement: I	North B L - T	– R			– R	Ea T		– R	L -	est Bo - T	– R
Volume Module:					19 <<						
Base Vol:	45 928			1076	3	0	0	15	0	0	34
	.00 1.00			1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:	45 928 0 0		82 0	1076 0	3 0	0 0	0 0	15 0	0	0 0	34 0
Added Vol: ATI:	0 138		0	190	0	0	0	0	0	0	0
Initial Fut:	45 1066			1266	3	0	0	15	0	0	34
	.00 1.00			1.00	1.00		1.00	1.00	1.00		1.00
	.00 1.00			1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:	45 1066			1266	3	0	0	15	0	0	34
Reduct Vol:	0 0		0	0	0	0	0	0	0	0	0
FinalVolume:	45 1066			1266	3	0	0	15	0	0	34
Critical Gap Mo		3737373737	1 1	37373737			37373737	6 0	xxxxx	37373737	6.9
Critical Gp: 4 FollowUpTim: 2	1.1 xxxx 2.2 xxxx					XXXXXX					
Capacity Module											'
Cnflict Vol: 12											
Potent Cap.: !											
Move Cap.: 5 Volume/Cap: 0											
Level Of Servio											
2Way95thQ:											
Control Del: 12											
LOS by Move:				*			*	2		*	В
Movement: I											
Shared Cap.: xx											
Snared lielle : XXX			VVVVV	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
	<pre></pre>										
Shrd ConDel:xxx		xxxxx		xxxx	xxxxx		xxxx *	xxxxx			xxxxx *
Shrd ConDel:xxx Shared LOS:	× × ×	xxxxx *	xxxxx *	xxxx	xxxxx *			xxxxx			xxxxx *
Shrd ConDel:xxx	× × ×	xxxxx *	xxxxx *	xxxx *	xxxxx *		*	xxxxx		*	* *

			CM Unsigna		putation Repo ure Volume Al piect (PM)					
Intersection #9001: W	/inchester Boulev	ard and Firesi								
	S Final Vol: 3 Lanes: 0		ghts=Inclue	de 82 1						
Signal= Final Vol: Lanes: Rights= 0 0 _♪		Vol Cnt I Cycle Time (Signal=Stop Rights=Includ	<u>ا</u>	nes: Final 1 34			
• <u> </u>		Loss Time (sec):	0		▲ _	0			
0 0	•	Critical	V/C:	0.128			0 0			
• 📌	•	Avg Crit Del (sec/	veh):	0.9	4	F	0			
15 1		Avg Delay (sec/		0.9		¥	0 0			
			LOS:	В						
		4 1 T	7►	(
	Lanes: 1 Final Vol: 64 S		1 ghts=Inclue	0 21 Je						
	North Boun L - T -	R L -	uth Bo - T	- R	L -		ound - R	We L ·	est Bo - T	
Initial Bse: Added Vol: ATI: Initial Fut: User Adj: 1 PHF Adj: 1 PHF Volume: Reduct Vol: FinalVolume:	$\begin{array}{ccccc} 45 & 928 \\ .00 & 1.00 & 1 \\ 45 & 928 \\ 19 & 19 \\ 0 & 138 \\ 64 & 1085 \\ .00 & 1.00 & 1 \\ .00 & 1.00 & 1 \\ .00 & 1.00 & 1 \\ 64 & 1085 \\ 0 & 0 \\ 64 & 1085 \end{array}$	$\begin{array}{ccccccc} 21 & 82 \\ .00 & 1.00 \\ 21 & 82 \\ 0 & 0 \\ 21 & 82 \\ .00 & 1.00 \\ .00 & 1.00 \\ 21 & 82 \\ 0 & 0 \\ 21 & 82 \\ \end{array}$	v 201 1076 1.00 1076 11 190 1277 1.00 1.00 1277 0 1277	.9 << 3 1.00 3 0 0 3 1.00 1.00 3 0 3 	1.00 0 0 1.00 1.00 0 0	0 0 0 1.00	15 1.00 15 0 15 1.00 1.00 15 0 15	0 0 0 1.00	0 1.00 0 0 1.00 1.00 0 0 0	34 1.00 34 0 0 34 1.00 1.00 34 0 34
-	4.1 xxxx xx				xxxxx			xxxxx		6.9
FollowUpTim:	2.2 xxxx xx 				xxxxx			xxxxx		3.3
Capacity Modul Cnflict Vol: 1 Potent Cap.: Move Cap.: Volume/Cap: 0	e: 280 xxxx xx 549 xxxx xx 549 xxxx xx .12 xxxx x	xxx 1106 xxx 639 xxx 639 xxx 0.13	xxxx xxxx xxxx xxxx	xxxxx xxxxx xxxxx xxxxx xxxx	xxxx xxxx xxxx xxxx	xxxx xxxx xxxx xxxx	640 423 423 0.04	xxxx xxxx xxxx xxxx	xxxx xxxx xxxx xxxx	553 482 482 0.07
Level Of Servi 2Way95thQ: Control Del: 1 LOS by Move: Movement: Shared Cap.: x SharedQueue:xx Shrd ConDel:xx	0.4 xxxx xx 2.4 xxxx xx B * LT - LTR - xxx xxxx xx xxx xxx xx	xxx 11.5 * B RT LT - xxx xxxx xxx xxxx	XXXX + LTR XXXX XXXX	XXXXX + - RT XXXXX XXXXX	LT - xxxxx	XXXX + LTR XXXX XXXX	13.8 B - RT xxxxx xxxxx	XXXXX LT XXXX XXXXX	XXXX + - LTR XXXX XXXX	13.0 B - RT xxxxx xxxxx
Shared LOS: ApproachDel: ApproachLOS: Note: Queue re	* * xxxxxx *	* *	* <xxxx *</xxxx 	*	*	* 13.8 B	*		* 13.0 B	*

Tue Jun 16 14:26:15 2020

City of San Jose Winchester Hotel

						outation Repo					
			2000 HC		alized (Futu ulative+Pro	re Volume A ject (PM)	lternative)				
Intersection #9001: W	inchester B	oulevard a	and Firesi	de Drive	Э						
	Final Vol: Lanes:	Signal=l 3 0 1	Jncontrol/Ri 1306 1	ghts=Inclu	de 82 1						
Signal= Final Vol: Lanes: Rights=			Vol Cnt I Cycle Time (Signal=Stop Rights=Incluo	de La	nes: Final	Vol:		
			Loss Time (. ,	0		₹	1 3 0	4		
0 0			Critical		0.130			0 0)		
		-	Crit Del (sec/		0.9 0.9		¥	0)		
¥		9		LOS:	в		¥				
	•	5 -	•	_	1						
	Lanes: Final Vol:	1 0 64 Signal=I	1 1102 Jncontrol/Ri	1 ghts=Inclu	0 21 de						
		- R	L ·		- R	L -	- Т	ound – R	We L -	est Bo - T	
Initial Bse: Added Vol: ATI: Initial Fut: User Adj: 1. PHF Adj: 1. PHF Volume: Reduct Vol: FinalVolume: 	<pre>>> Coun 45 1066 .00 1.00 45 1066 19 19 0 17 64 1102 .00 1.00 64 1102 0 0 64 1102 0 0 64 1102 .0 .0 .0 .0 .0 .0 .0 .0 .0 .0 .0 .0 .0</pre>	t Date 21 1.00 21 0 21 1.00 1.00 21 0 21 XXXXX XXXX	19 No 82 1.00 82 1.00 1.00 82 0 82 1.00 1.00 82 0 82 1.1 2.2	xxxx xxxx	19 << 3 1.00 3 0 0 3 1.00 1.00 3 0 3 xxxxx xxxxx	0 1.00 0 0 1.00 1.00 0 0 0 0 0 0 0 0 0 0	0 1.00 0 0 1.00 1.00 0 0 0	15 1.00 15 1.00 15 1.00 1.00 15 0 15 	0 0 0 1.00 1.00 0 0 	xxxx	
Potent Cap.: 5 Move Cap.: 5	535 xxxx	xxxxx	629	xxxx	xxxxx	xxxx	xxxx	414	xxxx	xxxx	476
Volume/Cap: 0.	.12 xxxx	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	0.07
Level Of Servic 2Way95thQ: Control Del: 12 LOS by Move: Movement: Shared Cap.: xx SharedQueue:xxx Shrd ConDel:xxx Shared LOS:).4 xxxx 2.6 xxxx B * LT - LTR XXX XXXX	XXXXX XXXXX - RT XXXXX XXXXX XXXXX	11.6 B LT XXXX XXXXX XXXXX	XXXX + LTR XXXX XXXX XXXX	XXXXX - RT XXXXX XXXXX XXXXX	XXXXX LT XXXX XXXXX XXXXX	XXXX + LTR XXXX XXXX XXXX *	14.0 B - RT xxxxx xxxxx xxxxx *	XXXXX LT XXXX XXXXX XXXXX	XXXX + LTR XXXX XXXX XXXX *	13.1 B - RT xxxxx xxxxx
ApproachDel: ApproachLOS: Note: Queue rep				xxxxx * of ca		r lane	14.0 B			13.1 B	

Appendix F Queue Length Calculations

Winchester/Payne		
AM		
Existing Conditions	5	
Avg. Queue Per La	ane in Veh=	1.3
Percentile =	95%	3

0.0000

0.0000

0.0000

1.0000

1.0000

1.0000

1.0000

0.0000

0.0000

0.0000

0.0000

		Number of		
Individual	Cumulative	Queued	Individual	Cumulative
Probability	Probability	Vehicles	Probability	Probability
			-	•
0.2645	0.2645	0	0.2554	0.2554
0.3518	0.6162	1	0.3486	0.6040
0.2339	0.8501	2	0.2379	0.8419
0.1037	0.9539	3	0.1083	0.9501
0.0345	0.9883	4	0.0369	0.9871
0.0092	0.9975	5	0.0101	0.9972
0.0020	0.9995	6	0.0023	0.9995
0.0004	0.9999	7	0.0004	0.9999
0.0001	1.0000	8	0.0001	1.0000
0.0000	1.0000	9	0.0000	1.0000
0.0000	1.0000	10	0.0000	1.0000
0.0000	1.0000	11	0.0000	1.0000
0.0000	1.0000	12	0.0000	1.0000
0.0000	1.0000	13	0.0000	1.0000
0.0000	1.0000	14	0.0000	1.0000
0.0000	1.0000	15	0.0000	1.0000
0.0000	1.0000	16	0.0000	1.0000
0.0000	1.0000	17	0.0000	1.0000
		18		
0.0000	1.0000		0.0000	1.0000
0.0000	1.0000	19	0.0000	1.0000
0.0000	1.0000	20	0.0000	1.0000
0.0000	1.0000	21	0.0000	1.0000
0.0000	1.0000	22	0.0000	1.0000
0.0000	1.0000	23	0.0000	1.0000
0.0000	1.0000	24	0.0000	1.0000
0.0000	1.0000	25	0.0000	1.0000
0.0000	1.0000	26	0.0000	1.0000
0.0000	1.0000	27	0.0000	1.0000
0.0000	1.0000	28	0.0000	1.0000
0.0000	1.0000	29	0.0000	1.0000
0.0000	1.0000	30	0.0000	1.0000
0.0000	1.0000	31	0.0000	1.0000
0.0000	1.0000	32 33	0.0000	1.0000
0.0000	1.0000	33 34	0.0000	1.0000
0.0000	1.0000	34 35	0.0000	1.0000
0.0000 0.0000	1.0000 1.0000	36	0.0000 0.0000	1.0000 1.0000
		30	0.0000	
0.0000	1.0000 1.0000	38		1.0000
0.0000 0.0000	1.0000	30	0.0000 0.0000	1.0000 1.0000
0.0000	1.0000	40	0.0000	1.0000
0.0000	1.0000	40	0.0000	1.0000
0.0000	1.0000	41	0.0000	1.0000
0.0000	1.0000	42	0.0000	1.0000
		43		
0.0000	1.0000 1.0000	44 45	0.0000 0.0000	1.0000
0.0000 0.0000	1.0000	45 46	0.0000	1.0000 1.0000
		40		
0.0000	1.0000		0.0000	1.0000
0.0000	1.0000	48	0.0000	1.0000
0.0000	1.0000	49	0.0000	1.0000
0.0000	1.0000	50	0.0000	1.0000
0.0000	1.0000	51	0.0000	1.0000
0.0000	1.0000	52	0.0000	1.0000
0.0000	1.0000	53	0.0000	1.0000
0.0000	1.0000	54	0.0000	1.0000
0.0000	1.0000	55	0.0000	1.0000
0.0000	1.0000	56 57	0.0000	1.0000
0.0000	1.0000	57	0.0000	1.0000
0.0000	1.0000	58	0.0000	1.0000
0.0000	1.0000	59	0.0000	1.0000
0.0000 0.0000	1.0000 1.0000	60 61	0.0000 0.0000	1.0000 1.0000
0.0000	1.0000	62	0.0000	1.0000

Winchester/Payne

Percentile =

Background Conditions Avg. Queue Per Lane in Veh=

95%

SBL AM

Winchester/	Payne
SBL	
AM	
Background	Plus Project Conditions
Avg. Queue	Per Lane in Veh=
Percentile =	95%

1.4

Number of

0.0000

1.0000

1.0000

1.0000

1.0000

ackground Plus Project Conditic /g. Queue Per Lane in Veh= ercentile = 95%		ons 1.8 4
Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1738	0.1738	0

Number of			Number of
Queued	Individual	Cumulative	Queued Vehicles
Vehicles	Probability	Probability	venicies
0	0.1738	0.1738	0
1	0.3041	0.4779	1
2	0.2661	0.7440	2
3	0.1552	0.8992	3
4	0.0679	0.9671	4
5	0.0238	0.9909	5
6	0.0069	0.9978	6
7	0.0017	0.9995	7
8	0.0004	0.9999	8
9	0.0001	1.0000	9
10	0.0000	1.0000	10 11
11 12	0.0000	1.0000	11
12	0.0000 0.0000	1.0000 1.0000	12
13	0.0000	1.0000	13
14	0.0000	1.0000	14
16	0.0000	1.0000	15 16
10	0.0000	1.0000	17
17	0.0000	1.0000	17
10	0.0000	1.0000	18
20	0.0000	1.0000	20
20	0.0000	1.0000	20
22	0.0000	1.0000	22
23	0.0000	1.0000	23
24	0.0000	1.0000	24
25	0.0000	1.0000	25
26	0.0000	1.0000	26
27	0.0000	1.0000	27
28	0.0000	1.0000	28
29	0.0000	1.0000	29
30	0.0000	1.0000	30
31	0.0000	1.0000	31
32	0.0000	1.0000	32
33	0.0000	1.0000	33
34	0.0000	1.0000	34
35	0.0000	1.0000	35
36	0.0000	1.0000	36
37	0.0000	1.0000	37
38	0.0000	1.0000	38
39	0.0000	1.0000	39
40	0.0000	1.0000	40
41	0.0000	1.0000	41
42	0.0000	1.0000	42
43	0.0000	1.0000	43
44	0.0000	1.0000	44
45	0.0000	1.0000	45
46	0.0000	1.0000	46
47	0.0000	1.0000	47
48	0.0000	1.0000	48
49 50	0.0000	1.0000	49
50	0.0000	1.0000	50
51	0.0000	1.0000	51
52 52	0.0000 0.0000	1.0000	52 52
53 54		1.0000 1.0000	53 54
54 55	0.0000 0.0000		54 55
55 56		1.0000	55 56
56 57	0.0000 0.0000	1.0000 1.0000	56 57
57 58	0.0000	1.0000	58
58 59	0.0000	1.0000	58 59
59 60	0.0000	1.0000	59 60
61	0.0000	1.0000	60 61
62	0.0000	1.0000	62
63	0.0000	1.0000	63
64	0.0000	1.0000	64
05	0.0000	1.0000	05

1.0000

6	
ane in Veh=	3.4
95%	7
	ane in Veh=

0.0000

0.0000

0.0000

0.0000

0.0000

0.0000

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g. Queue Per I	_ane in Veh=	3.4	Avg. Queu
rcentile =	95%	7	Percentile
		Number of	
Individual	Cumulative	Queued	Individ
Probability	Probability	Vehicles	Probal
0.0326	0.0326	0	0.02
0.1117	0.1443	1	0.08
0.1911	0.3355	2	0.16
0.2180	0.5535	3	0.20
0.1865	0.7400	4	0.19
0.1277	0.8677	5	0.14
0.0728	0.9405	6	0.09
0.0356	0.9761	7	0.04
0.0152	0.9914	8	0.02
0.0058	0.9972	9	0.00
0.0020	0.9991	10	0.00
0.0006	0.9998	11	0.00
0.0002	0.9999	12	0.00
0.0000	1.0000	13	0.00
0.0000	1.0000	14	0.00
0.0000	1.0000	15	0.00
0.0000	1.0000	16	0.00
0.0000	1.0000	17	0.00
0.0000	1.0000	18	0.00
0.0000	1.0000	19	0.00
0.0000	1.0000	20	0.00
0.0000	1.0000	21	0.00
0.0000	1.0000	22	0.00
0.0000	1.0000	23	0.00
0.0000	1.0000	24	0.00
0.0000	1.0000	25	0.00
0.0000	1.0000	26	0.00
0.0000	1.0000	27	0.00
0.0000	1.0000	28	0.00
0.0000	1.0000	29	0.00
0.0000	1.0000	30	0.00
0.0000	1.0000	31	0.00
0.0000	1.0000	32	0.00
0.0000	1.0000	33	0.00
0.0000	1.0000	34	0.00
0.0000	1.0000	35	0.00
0.0000	1.0000	36	0.00
0.0000	1.0000	37	0.00
0.0000	1.0000	38	0.00
0.0000	1.0000	39	0.00
0.0000	1.0000	40	0.00
0.0000	1.0000	41	0.00
0.0000	1.0000	42	0.00
	4		

	Winchester/Payne SBL PM Background Condii Avg. Queue Per La	ane in Veh=	3.8
	Percentile =	95%	7
ĺ			Number of
	Individual	Cumulative	Queued
	Probability	Probability	Vehicles
	0.0230	0.0230	0
	0.0868	0.1098	1
	0.1636	0.2734	2
	0.2058	0.4792	3
	0.1941	0.6732	4
	0.1464	0.8196	5
	0.0920	0.9117	6 7
	0.0496 0.0234	0.9613 0.9847	8
	0.0098	0.9945	9
	0.0037	0.9982	10
	0.0013	0.9994	11
	0.0004	0.9998	12
	0.0001	1.0000	13
	0.0000	1.0000	14
	0.0000	1.0000	15
	0.0000	1.0000	16
	0.0000	1.0000	17
	0.0000	1.0000	18
	0.0000	1.0000	19
	0.0000 0.0000	1.0000 1.0000	20 21
	0.0000	1.0000	22
	0.0000	1.0000	23
	0.0000	1.0000	24
	0.0000	1.0000	25
	0.0000	1.0000	26
	0.0000	1.0000	27
	0.0000	1.0000	28
	0.0000	1.0000	29
	0.0000	1.0000	30
	0.0000 0.0000	1.0000 1.0000	31 32
	0.0000	1.0000	32
	0.0000	1.0000	34
	0.0000	1.0000	35
ļ	0.0000	1.0000	36
	0.0000	1.0000	37
ļ	0.0000	1.0000	38
ļ	0.0000	1.0000	39
	0.0000	1.0000	40
	0.0000	1.0000	41
ļ	0.0000	1.0000	42
ļ	0.0000	1.0000	43
	0.0000 0.0000	1.0000 1.0000	44 45
	0.0000	1.0000	40

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Winchester/Payne SBL ΡM **Background Plus Project Conditions** Avg. Queue Per Lane in Veh= Percentile = 95%

4.2 8

	Percentile =	95%	0
er of			Number of
ed	Individual	Cumulative	Queued
les	Probability	Probability	Vehicles
	0.0150	0.0150	0
	0.0630	0.0780	1
	0.1323	0.2102	2
	0.1852	0.3954	3
	0.1944	0.5898	4
	0.1633	0.7531	5
	0.1143	0.8675	6
	0.0686	0.9361	7
	0.0360	0.9721	8
	0.0168	0.9889	9
	0.0071	0.9959	10 11
	0.0027 0.0009	0.9986 0.9996	12
	0.0003	0.9999	12
	0.0001	1.0000	14
	0.0000	1.0000	15
	0.0000	1.0000	16
	0.0000	1.0000	17
	0.0000	1.0000	18
	0.0000	1.0000	19
	0.0000	1.0000	20
	0.0000	1.0000	21
	0.0000	1.0000	22
	0.0000 0.0000	1.0000 1.0000	23 24
	0.0000	1.0000	24 25
	0.0000	1.0000	26
	0.0000	1.0000	27
	0.0000	1.0000	28
	0.0000	1.0000	29
	0.0000	1.0000	30
	0.0000	1.0000	31
	0.0000	1.0000	32
	0.0000	1.0000	33
	0.0000	1.0000	34
	0.0000 0.0000	1.0000	35
	0.0000	1.0000 1.0000	36 37
	0.0000	1.0000	38
	0.0000	1.0000	39
	0.0000	1.0000	40
	0.0000	1.0000	41
	0.0000	1.0000	42
	0.0000	1.0000	43
	0.0000	1.0000	44
	0.0000	1.0000	45
	0.0000	1.0000	46 47
	0.0000 0.0000	1.0000 1.0000	47 48
	0.0000	1.0000	40
	0.0000	1.0000	50
	0.0000	1.0000	51
	0.0000	1.0000	52
	0.0000	1.0000	53
	0.0000	1.0000	54
	0.0000	1.0000	55
	0.0000	1.0000	56
	0.0000	1.0000	57
	0.0000	1.0000	58 59
	0.0000 0.0000	1.0000 1.0000	59 60
	0.0000	1.0000	61
	0.0000	1.0000	62
	0.0000	1.0000	63
	0.0000	1.0000	64
	0.0000	1.0000	65

M2 3/6/2020

Winchester/Firesid	е	
NBL		
AM		
Existing Conditions	6	
Avg. Queue Per La	ane in Veh=	0.2
Percentile =	95%	1

		Number of		
Individual	Cumulative	Queued	Individual	Cumulative
Probability	Probability	Vehicles	Probability	Probability
-			-	•
0.8278	0.8278	0	0.8222	0.8222
0.1565	0.9842	1	0.1609	0.9832
0.0148	0.9990	2	0.0158	0.9989
0.0009	1.0000	3	0.0010	0.9999
0.0000	1.0000	4	0.0001	1.0000
0.0000	1.0000	5	0.0000	1.0000
0.0000	1.0000	6	0.0000	1.0000
0.0000	1.0000	7	0.0000	1.0000
0.0000	1.0000	8	0.0000	1.0000
0.0000	1.0000	9	0.0000	1.0000
0.0000	1.0000	10	0.0000	1.0000
0.0000	1.0000	11	0.0000	1.0000
0.0000	1.0000	12	0.0000	1.0000
0.0000	1.0000	13	0.0000	1.0000
0.0000	1.0000	14	0.0000	1.0000
0.0000	1.0000	15	0.0000	1.0000
0.0000	1.0000	16	0.0000	1.0000
0.0000	1.0000	17	0.0000	1.0000
0.0000	1.0000	18	0.0000	1.0000
0.0000	1.0000	19	0.0000	1.0000
0.0000	1.0000	20	0.0000	1.0000
0.0000	1.0000	21	0.0000	1.0000
0.0000	1.0000	22	0.0000	1.0000
0.0000	1.0000	23	0.0000	1.0000
0.0000	1.0000	24	0.0000	1.0000
0.0000	1.0000	25	0.0000	1.0000
0.0000	1.0000	26	0.0000	1.0000
0.0000	1.0000	27	0.0000	1.0000
0.0000	1.0000	28	0.0000	1.0000
0.0000	1.0000	29	0.0000	1.0000
0.0000	1.0000	30	0.0000	1.0000
0.0000	1.0000	31	0.0000	1.0000
0.0000	1.0000	32	0.0000	1.0000
0.0000	1.0000	33	0.0000	1.0000
0.0000	1.0000	34	0.0000	1.0000
0.0000	1.0000	35	0.0000	1.0000
0.0000	1.0000	36	0.0000	1.0000
0.0000	1.0000	37	0.0000	1.0000
0.0000	1.0000	38	0.0000	1.0000
0.0000	1.0000	39	0.0000	1.0000
0.0000	1.0000	40	0.0000	1.0000
0.0000	1.0000	41	0.0000	1.0000
0.0000	1.0000	42	0.0000	1.0000
0.0000	1.0000	43	0.0000	1.0000
0.0000	1.0000	44	0.0000	1.0000
0.0000	1.0000	45	0.0000	1.0000
0.0000	1.0000	46	0.0000	1.0000
0.0000	1.0000	47	0.0000	1.0000
0.0000	1.0000	48	0.0000	1.0000
0.0000	1.0000	49	0.0000	1.0000
0.0000	1.0000	50	0.0000	1.0000
0.0000	1.0000	51	0.0000	1.0000
0.0000	1.0000	52	0.0000	1.0000
0.0000	1.0000	53	0.0000	1.0000
0.0000	1.0000	54	0.0000	1.0000
0.0000	1.0000	55	0.0000	1.0000
0.0000	1.0000	56	0.0000	1.0000
0.0000	1.0000	57	0.0000	1.0000
0.0000	1.0000	58	0.0000	1.0000

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Winchester/Fires	ide
NBL	
AM	
Background Con	ditions
Avg. Queue Per	Lane in Veh=
Percentile =	95%

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Number of

Queued

Vehicles

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Winchester/Fireside NBL AM **Background Plus Project Conditions** Avg. Queue Per Lane in Veh=

0.2 Percentile = 95%

1

		0	Number of
	Individual	Cumulative	Queued
	Probability	Probability	Vehicles
	0.7947	0.7947	0
	0.1826	0.9773	1
	0.0210	0.9983	2
	0.0016	0.9999	3
	0.0001 0.0000	1.0000 1.0000	4 5
	0.0000	1.0000	6
	0.0000	1.0000	7
	0.0000	1.0000	8
	0.0000	1.0000	9
	0.0000	1.0000	10
	0.0000	1.0000	11
	0.0000	1.0000	12
	0.0000	1.0000	13
	0.0000	1.0000	14
	0.0000	1.0000	15
	0.0000	1.0000	16 17
1	0.0000 0.0000	1.0000 1.0000	17
1	0.0000	1.0000	19
	0.0000	1.0000	20
	0.0000	1.0000	21
	0.0000	1.0000	22
	0.0000	1.0000	23
	0.0000	1.0000	24
	0.0000	1.0000	25
	0.0000	1.0000	26
	0.0000	1.0000	27
	0.0000 0.0000	1.0000 1.0000	28 29
	0.0000	1.0000	30
	0.0000	1.0000	31
	0.0000	1.0000	32
	0.0000	1.0000	33
	0.0000	1.0000	34
	0.0000	1.0000	35
	0.0000	1.0000	36
	0.0000	1.0000	37
	0.0000 0.0000	1.0000 1.0000	38 39
	0.0000	1.0000	40
	0.0000	1.0000	40
	0.0000	1.0000	42
	0.0000	1.0000	43
	0.0000	1.0000	44
1	0.0000	1.0000	45
	0.0000	1.0000	46
	0.0000	1.0000	47
	0.0000	1.0000	48
1	0.0000 0.0000	1.0000 1.0000	49 50
	0.0000	1.0000	51
	0.0000	1.0000	52
	0.0000	1.0000	53
	0.0000	1.0000	54
1	0.0000	1.0000	55
	0.0000	1.0000	56
	0.0000	1.0000	57
1	0.0000	1.0000	58
	0.0000 0.0000	1.0000 1.0000	59 60
	0.0000	1.0000	60 61
1	0.0000	1.0000	62
	0.0000	1.0000	63
	0.0000	1.0000	64
	0.0000	1.0000	65
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	A	Number of		
Individual	Cumulative	Queued	Individual	Cumulative
Probability	Probability	Vehicles	Probability	Probability
0.8726	0.8726	0	0.8596	0.8596
0.1189	0.9915	1	0.1300	0.9897
0.0081	0.9996	2	0.0098	0.9995
0.0004	1.0000	3	0.0005	1.0000
0.0000	1.0000	4	0.0000	1.0000
0.0000	1.0000	5	0.0000	1.0000
0.0000	1.0000	6	0.0000	1.0000
0.0000	1.0000	0 7	0.0000	1.0000
0.0000	1.0000	8	0.0000	1.0000
0.0000	1.0000	9	0.0000	1.0000
		9 10		1.0000
0.0000 0.0000	1.0000 1.0000	10	0.0000	1.0000
			0.0000	
0.0000	1.0000	12	0.0000	1.0000
0.0000	1.0000	13	0.0000	1.0000
0.0000	1.0000	14	0.0000	1.0000
0.0000	1.0000	15	0.0000	1.0000
0.0000	1.0000	16	0.0000	1.0000
0.0000	1.0000	17	0.0000	1.0000
0.0000	1.0000	18	0.0000	1.0000
0.0000	1.0000	19	0.0000	1.0000
0.0000	1.0000	20	0.0000	1.0000
0.0000	1.0000	21	0.0000	1.0000
0.0000	1.0000	22	0.0000	1.0000
0.0000	1.0000	23	0.0000	1.0000
0.0000	1.0000	24	0.0000	1.0000
0.0000	1.0000	25	0.0000	1.0000
0.0000	1.0000	26	0.0000	1.0000
0.0000	1.0000	27	0.0000	1.0000
0.0000	1.0000	28	0.0000	1.0000
0.0000	1.0000	29	0.0000	1.0000
0.0000	1.0000	30	0.0000	1.0000
0.0000	1.0000	31	0.0000	1.0000
0.0000	1.0000	32	0.0000	1.0000
0.0000	1.0000	33	0.0000	1.0000
0.0000	1.0000	34	0.0000	1.0000
0.0000	1.0000	35	0.0000	1.0000
0.0000	1.0000	36	0.0000	1.0000
0.0000	1.0000	37	0.0000	1.0000
0.0000	1.0000	38	0.0000	1.0000
0.0000	1.0000	39	0.0000	1.0000
0.0000	1.0000	40 41	0.0000	1.0000
0.0000	1.0000	41 42	0.0000	1.0000
0.0000	1.0000	42 43	0.0000 0.0000	1.0000
0.0000	1.0000			1.0000
0.0000	1.0000	44 45	0.0000 0.0000	1.0000 1.0000
0.0000 0.0000	1.0000 1.0000	45 46	0.0000	1.0000
	1.0000	40 47		
0.0000		47 48	0.0000	1.0000
0.0000 0.0000	1.0000 1.0000	40 49	0.0000 0.0000	1.0000 1.0000
0.0000	1.0000	49 50	0.0000	1.0000
0.0000	1.0000	51	0.0000	1.0000
0.0000 0.0000	1.0000 1.0000	52 53	0.0000 0.0000	1.0000 1.0000
0.0000	1.0000	53 54	0.0000	1.0000
0.0000	1.0000	54 55	0.0000	1.0000
0.0000	1.0000	55 56	0.0000	1.0000
0.0000	1.0000	56 57	0.0000	1.0000
0.0000	1.0000	58	0.0000	1.0000
0.0000	1.0000	58 59	0.0000	1.0000
0.0000	1.0000	59 60	0.0000	1.0000
0.0000	1.0000	61	0.0000	1.0000
0.0000	1.0000	62	0.0000	1.0000

Winchester/Firesi	de			
NBL				
PM				
Background Conditions				
Avg. Queue Per Lane in Veh=				
Percentile =	95%			

0.2

1.0000

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Winchester/Fireside
NBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh=

Percentile =

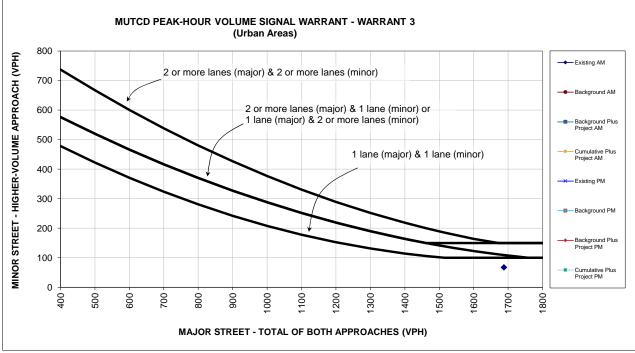
0.2 95%

Number of			Number of
Queued	Individual	Cumulative	Queued
Vehicles	Probability	Probability	Vehicles
0	0.8022	0.8022	0
1	0.1768	0.9790	1
2	0.0195	0.9985	2
3	0.0014	0.9999	3
4	0.0001	1.0000	4
5	0.0000	1.0000	5
6 7	0.0000	1.0000	6 7
8	0.0000 0.0000	1.0000	8
о 9	0.0000	1.0000 1.0000	o 9
9 10	0.0000	1.0000	9 10
10	0.0000	1.0000	11
12	0.0000	1.0000	12
13	0.0000	1.0000	13
14	0.0000	1.0000	14
15	0.0000	1.0000	15
16	0.0000	1.0000	16
17	0.0000	1.0000	17
18	0.0000	1.0000	18
19	0.0000	1.0000	19
20	0.0000	1.0000	20
21	0.0000	1.0000	21
22	0.0000	1.0000	22
23	0.0000	1.0000	23
24	0.0000	1.0000	24
25	0.0000	1.0000	25
26	0.0000	1.0000	26
27	0.0000	1.0000	27
28	0.0000	1.0000	28
29	0.0000	1.0000	29
30 31	0.0000 0.0000	1.0000 1.0000	30 31
32	0.0000	1.0000	32
33	0.0000	1.0000	33
34	0.0000	1.0000	34
35	0.0000	1.0000	35
36	0.0000	1.0000	36
37	0.0000	1.0000	37
38	0.0000	1.0000	38
39	0.0000	1.0000	39
40	0.0000	1.0000	40
41	0.0000	1.0000	41
42	0.0000	1.0000	42
43	0.0000	1.0000	43
44	0.0000	1.0000	44
45	0.0000	1.0000	45
46	0.0000	1.0000	46
47	0.0000	1.0000	47
48	0.0000	1.0000	48
49 50	0.0000	1.0000	49
50 51	0.0000	1.0000 1.0000	50 51
52	0.0000 0.0000	1.0000	51
53	0.0000	1.0000	53
55 54	0.0000	1.0000	54
55	0.0000	1.0000	55
56	0.0000	1.0000	56
57	0.0000	1.0000	57
58	0.0000	1.0000	58
59	0.0000	1.0000	59
60	0.0000	1.0000	60
61	0.0000	1.0000	61
62	0.0000	1.0000	62
63	0.0000	1.0000	63
64	0.0000	1.0000	64
65	0.0000	1.0000	65

Appendix G Signal Warrant Check

Winchester Hotel

5 . Winchester Boulevard and Fireside Drive



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).

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

		Approach Lanes 2 or One More		Existing AM	Background AM	Background Plus Project AM	Cumulative Plus Project AM
Major Street - Both Approaches	Winchester Boulevard		Х	1688	1901	1939	1981
Minor Street - Highest Approach	Fireside Drive	Х		67	67	67	67
Maximum warrant threshold for minor street volume				109	100	100	100
Difference between warrant threshold & minor street volume				42	33	33	33
		Warra	nt Met?	No	No	No	No

			roach nes 2 or More	Existing PM	Background PM	Background Plus Project PM	Cumulative Plus Project PM
Major Street - Both Approaches	Winchester Boulevard		X	2155	2483	2532	2578
Minor Street - Highest Approach	Fireside Drive	Х		34	34	34	34
Maximum warrant threshold for minor street volume				100	100	100	100
Difference between warrant threshold & minor street volume				66	66	66	66
		Warra	nt Met?	No	No	No	No

APPENDIX I

TRANSPORTATION DEMAND MANAGEMENT PLAN

Hexagon Transportation Consultants, Inc.

1212 South Winchester Hotel Development

Draft Transportation Demand Management (TDM) Plan

Prepared for: Visrael 26, LLC.

January 27, 2021

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

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1. Introduction

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

This TDM plan has been prepared for the proposed hotel development located at 1212-1224 S. Winchester Boulevard to satisfy the requirements outlined in Section 20.90.220 of the San Jose Code of Ordinances. The ordinance allows developments to use up to a maximum of 50 percent parking reduction, so long as the following requirements are met:

- The reduction in parking will not adversely affect surrounding projects
- The reduction in parking will not rely upon or reduce the public parking supply
- The project provides a detailed TDM plan and demonstrates that the TDM program can be maintained indefinitely

This TDM Plan addresses the requirements of the City's ordinance and includes TDM measures designed to reduce the trips and parking demand of guests and visitors. The TDM plan includes the following measures:

- Bicycle parking
- On-site bicycles for guest use
- Guest Shuttle services
- On-site access to car-share vehicles for hotel employees and guests
- On-site paid parking
- Free annual VTA Smart Pass for employees
- Financial Incentives for employees who bike or walk to work
- On-site TDM coordinator and services



Project Description

The project site is located along the east side of Winchester Boulevard, approximately 450 feet north of Payne Avenue and within a designated Urban Village (Winchester Boulevard). According to the Envision San Jose 2040 General Plan, an Urban Village strategy fosters:

- 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
- High-quality urban design

As proposed, the development would consist of the replacement of two single-family homes on-site with a 119-room hotel providing a total of 66 parking spaces. Access to and from the project site would be provided via one right-in/right-out driveway along Winchester Boulevard. The project site location and the surrounding study area are shown on Figure 1. The project site plan is shown on Figure 2.

Based on the City's parking code requirements, the project would need to provide 129 off-street parking spaces before any reductions. However, the project is located in the Winchester Urban Village. The Urban Village Overlay automatically allows for a 20 percent reduction in parking. With the 20 percent reduction, the required parking would be reduced to 104 spaces. The project is proposing a total of 66 parking spaces, which would not meet the City's reduced parking requirements.

The proposed number of parking spaces represent a 48.8% reduction from the standard required number of spaces. With the 20% Urban Village reduction, the project requires an additional 28.8% reduction in on-site parking spaces. Therefore, the project will need to submit and have approved a TDM plan. The TDM plan will need to include at least three TDM measures specified in Subsections c and d of Section 20.90.220.A.1.

Location and Proximity to Transit

The location of a project within an urban village promotes pedestrian and bicycle travel in a highdensity area of complementary land uses.

The project site is located approximately 1.4 miles from the Hamilton LRT Station, at the interchange of SR 17 and Hamilton Avenue, which connects to the San Jose Diridon Station. Several VTA local and express route bus stops are located within walking distance of the project site. Chapter 2 describes the existing transit services in the study area.

Report Organization

The remainder of this report is divided into two chapters. Chapter 2 describes the transportation facilities and services in the vicinity of the project site. Chapter 3 describes the TDM measures that would be implemented for the proposed project, including the program for implementing and monitoring the TDM plan.



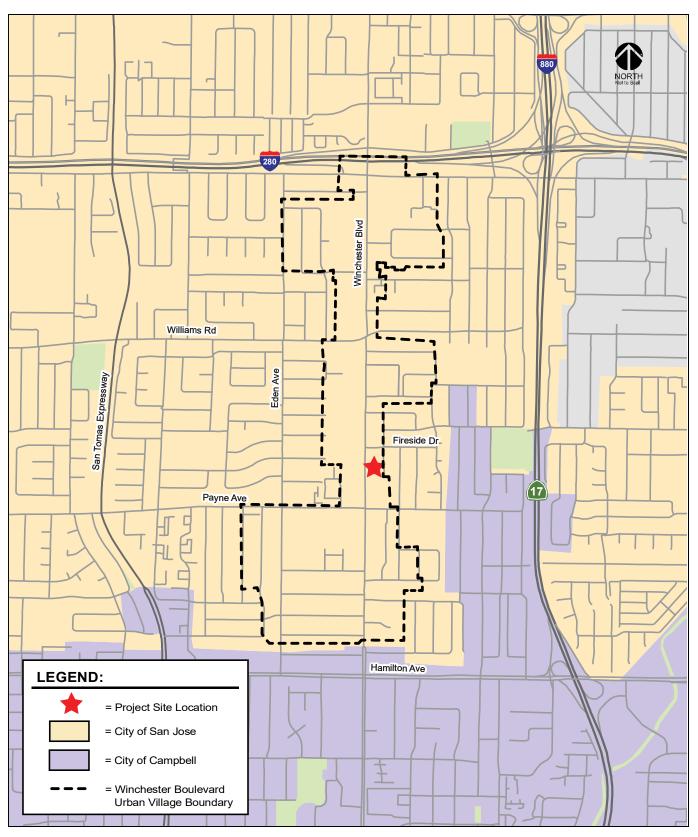
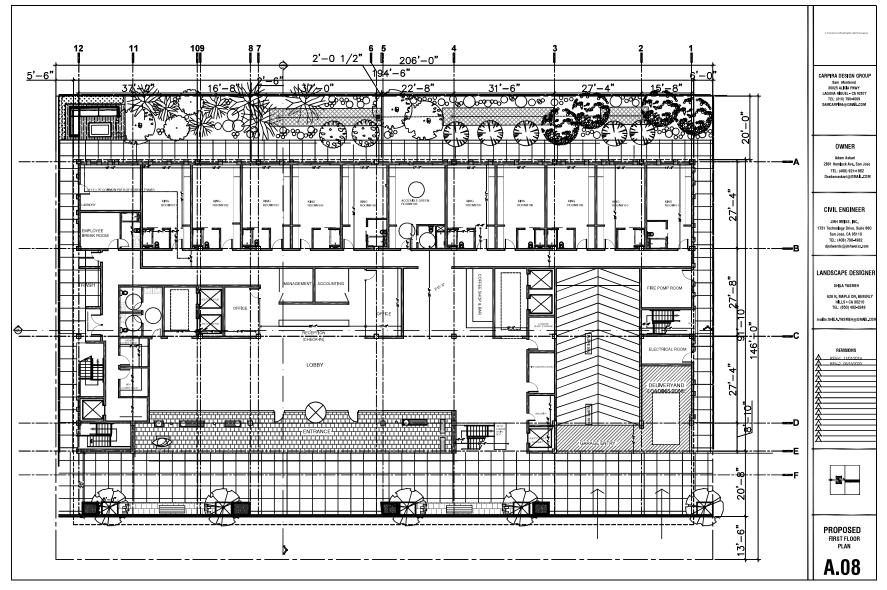


Figure 1 Project Site Location





January 27, 2021

Figure 2 Project Site Plan

1212 S. Winchester Boulevard Hotel Development TDM Plan

2. Existing Transportation Facilities

This chapter describes the existing conditions for all of the major transportation facilities in the vicinity of the project site, including the roadway network, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Regional access to the project site is provided via SR 17 and I-280. These facilities are described below.

SR 17 is a six-lane freeway in the vicinity of the site. It extends from Santa Cruz to I-280 in San Jose, at which point it makes a transition to I-880 to Oakland. Access to the site is provided via its interchange with Hamilton Avenue.

I-280 is an eight-lane freeway in the vicinity of the site. It extends northwest to San Francisco and east to King Road in San Jose, at which point it makes a transition to I-680 to Oakland. North of I-880, I-280 has high occupancy vehicle (HOV) lanes in both directions. Access to and from northbound I-280 to the site is provided via its interchange with Winchester Boulevard and via SR 17 to Hamilton Avenue.

Local access to the site is provided by Winchester Boulevard, Moorpark Avenue, Williams Road, Payne Avenue, Hamilton Avenue, San Tomas Expressway, and Eden Avenue. These roadways are described below.

Winchester Boulevard is a divided six-lane north-south roadway that runs from Los Gatos to Lincoln Street in Santa Clara. In the project vicinity, Winchester Boulevard is considered a "Main Street" based on the City's General Plan 2040 Street Typologies and has a posted speed limit of 35 mph with sidewalks on both sides of the street and on-street bike lanes between I-280 and Stevens Creek Boulevard. Direct access to and from the project site is provided via a right-in/right-out only driveway along Winchester Boulevard.

Moorpark Avenue is a four-lane east-west roadway that runs from Lawrence Expressway to Bascom Avenue. Moorpark Avenue is considered a "City Connector Street" based on the City's General Plan 2040 Street Typologies. East of Bascom Avenue, Moorpark Avenue makes a transition into a three-lane one-way roadway to Leigh Avenue. Moorpark Avenue provides access to the project site via Winchester Boulevard.



Williams Road is a two-lane east-west roadway in the vicinity of the project site. It extends east from Moorpark Avenue to South Daniel Way, just east of Winchester Boulevard and is considered as "On-Street Primary Bicycle Facility" based on the City's General Plan 2040 Street Typologies. Williams Road provides access to the project site via Winchester Boulevard.

Payne Avenue is a two-lane east-west roadway in the vicinity of the project site. It extends east from Saratoga Avenue to Almarida Drive, just east of Winchester Boulevard and is considered a "Local Connector Street" based on the City's General Plan 2040 Street Typologies. Payne Avenue provides access to the project site via Winchester Boulevard.

Hamilton Avenue is a six-lane east-west roadway between Marathon Drive and Leigh Avenue. West of Marathon Drive, Hamilton Avenue narrows to a four-lane roadway and extends west to Campbell Avenue. East of Leigh Avenue, Hamilton Avenue narrows to a four-lane roadway and extends west to Meridian Avenue. Hamilton Avenue provides access to the project site via Winchester Boulevard.

San Tomas Expressway is a north-south expressway that begins at its interchange with US 101 and extends southward through Santa Clara and San Jose and into Campbell, where it transitions into Camden Avenue at SR 17. San Tomas Expressway provides access to and from the project site via Williams Road and Payne Avenue.

Eden Avenue is a two-lane north-south roadway in the vicinity of the project site. It extends north from Hamilton Avenue to Moorpark Avenue. Eden Avenue provides access to the project site via Williams Road and Payne Avenue.

Existing Bicycle and Pedestrian Facilities

Class II Bikeway (Bike Lane). Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Within the vicinity of the project site, striped bike lanes are present on the following roadway segments.

- Winchester Boulevard, between Hamilton Avenue and Payne Avenue
- Hamilton Avenue, west of SR 17
- Payne Avenue, west of Winchester Boulevard
- Williams Road, west of Baywood Avenue
- Moopark Avenue, west of Thornton Way
- Monroe Street, between Tisch Way and Stevens Creek Boulevard
- Winchester Boulevard, between Tisch Way and Stevens Creek Boulevard

Class III Bikeway (Bike Route). Class III bikeways are bike routes and only have signs to help guide bicyclists on recommended routes to certain locations. In the vicinity of the project site, the following roadway segments are designated as bike routes.

- Payne Avenue, between Winchester Boulevard and Greenbriar Avenue
- Eden Avenue, between Impala Drive and Hamilton Avenue
- Milton Avenue, south of Hamilton Avenue
- Darryl Drive, between Hamilton Avenue and Payne Avenue
- Monroe Street, between Moopark Avenue and Williams Road
- Williams Road, between Baywood Avenue and Daniel Way
- Daniel Way, between Williams Road and Westfield Avenue
- Thornton Way, between Moorpark Avenue and Downing Avenue
- Central Avenue, bewteen Hamilton Avenue and Westfield Avenue
- Downing Avenue, east of SR 17



Although none of the residential streets near the project site (i.e., Cadillac Drive and Eden Avenue) provide bike lanes or are designated as bike routes, due to their low traffic volumes, many of them are conducive to bicycle usage. The existing bicycle facilities are shown in Figure 3.

The locations of three pedestrian footbridge crossings over freeways in vicinity of the project site are listed below and shown in Figure 3.

- SR 17 pedestrian footbridge connecting Westfield Avenue and Downing Avenue
- I-280 pedestrian footbridge connecting Moorpark Avenue and Cypress Avenue
- I-280 pedestrian footbridge connecting Moorpark Avenue and Tisch Way

Controlled crosswalks across Winchester Boulevard are provided near the project site at the signalized Williams Road and Payne Avenue intersections with Winchester Boulevard. Overall, the existing network of sidewalks and crosswalks provides good connectivity and provides pedestrians with safe routes to transit services and other points of interest in the area.

Existing Transit Service

Existing transit service to the study area is provided by the VTA and described below. The local bus routes near the project site are shown on Figure 4. The project site is served directly by one bus route (Frequent Route 60) with a stop along its frontage on Winchester Boulevard.

Frequent Route 25 runs from the De Anza College to Alum Rock Transit Center and operates from 5:00 AM to 12:30 AM on weekdays with 15- to 30-minute headways during commute periods. Route 25 operates along Winchester Boulevard and Williams Road in the project area. The closest bus stop is located approximately 2,000 feet north of the project site at the intersection of Winchester Boulevard and Williams Road.

Local Route 56 runs from Lockheed Martin to Tambien Station and operates from 5:00 AM to 10:30 PM on weekdays with 30-minute headways during commute periods. The closest bus stop is located approximately 0.6 mile south of the project site at the intersection of Winchester Boulevard and Hamilton Avenue.

Frequent Route 60 runs from the BART Station in Milpitas to Winchester Station via SJC Airport and operates from 5:00 AM to 12:30 AM on weekdays with 15-minute headways during commute periods. Route 60 operates along Winchester Boulevard in the project area. The closest southbound and northbound bus stops to the project site are located approximately 500 feet south of the project site near the Winchester Boulevard and Payne Avenue intersection.

Express Route 101 runs from the Camden Avenue near Highway 85 to Stanford Research Park in Palo Alto and operates two northbound trips during the morning commute period and two southbound trips during the afternoon commute period with 50- to 60-minute headways. The closest bus stop is located approximately 0.6 mile south of the project site at the intersection of Winchester Boulevard and Hamilton Avenue.

VTA Light Rail Transit (LRT) Service

LRT Green Line runs from the Winchester Transit Center in Campbell to Old Ironsides in Santa Clara and operates from 5:00 AM to 1:00 AM with 15-minute headways during the peak commute periods. The closest LRT station is located approximately 1.4 miles from the project site at the interchange of SR 17 and Hamilton Avenue.

LRT Route 902 connects to other services such as Caltrain, Amtrak, and ACE in downtown San Jose at the Diridon Transit Center.



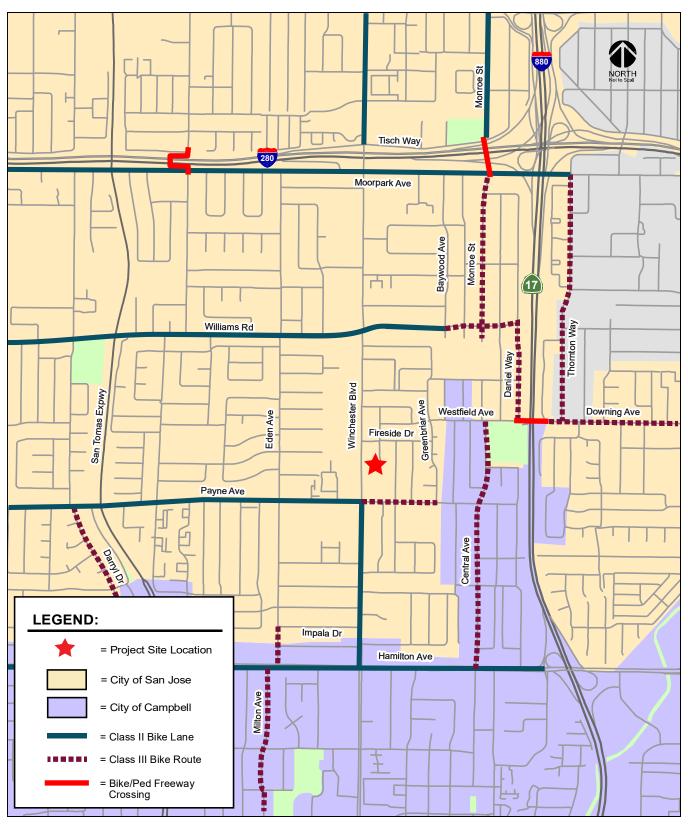


Figure 3 Existing Bicycle Facilities



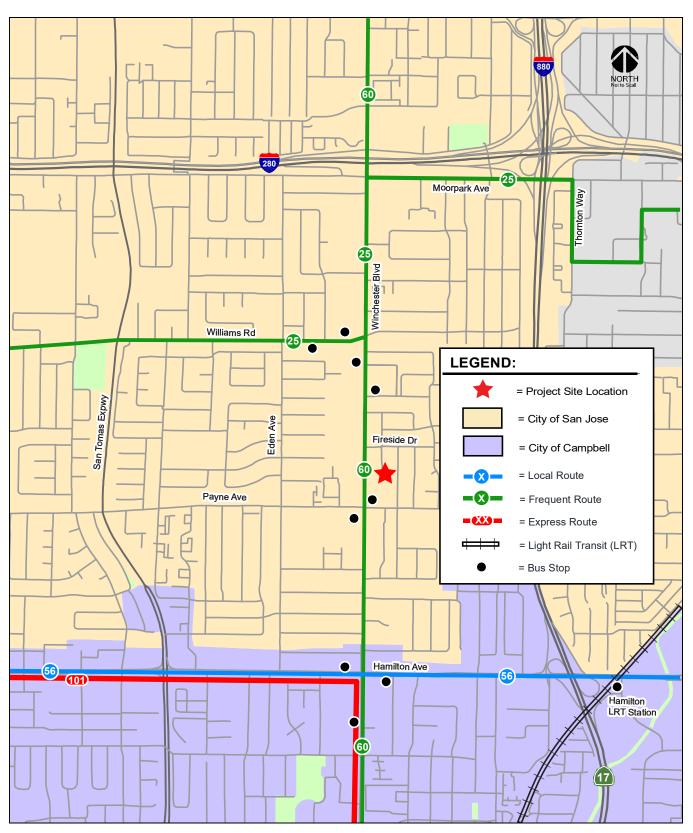


Figure 4 Existing Transit Facilities



3. TDM Plan

The TDM measures for the project were developed based on the parking reduction requirements outlined in Section 20.90.220 of the San Jose Code of Ordinances and were geared to meeting up to a 48.8 percent parking reduction.

Implementation of the proposed TDM measures would encourage hotel guests to utilize alternative transportation modes (transit, bicycle, and carpool) to further reduce the SOV trips and parking demand generated by the project.

City of San Jose Parking Code

According to Section 20.90.220.A.1 of the San Jose Parking Code, a reduction in the required offstreet vehicle parking spaces of up to 20 percent is automatically allowed if the provisions of Subsections a and b are met. A reduction of up to 50 percent may be authorized if the project conforms to the requirements specified in Subsections a and b, and implements at least three TDM measures specified in Subsections c and d. Section 20.90.220.A.1 is outlined below.

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

- A. Alternative transportation.
 - 1. A reduction in the required off-street vehicle parking spaces of up to fifty percent may be authorized with a development permit or a development exception if no development permit is required, for structures or uses that conform to all of the following and implement a total of at least three transportation demand management (TDM) measures as specified in the following provisions:
 - a. The structure or use is located within two thousand feet of a proposed or an existing rail station or bus rapid transit station, or an area designated as a Neighborhood Business District, or as an Urban Village, or as an area subject to an area development policy in the city's general plan or the use is listed in Section 20.90.220G.; and
 - b. The structure or use provides bicycle parking spaces in conformance with the requirements of Table 20-90.
 - c. For any reduction in the required off-street parking spaces that is more than twenty percent, the project shall be required to implement a transportation



demand management (TDM) program that contains but is not limited to at least one of the following measures:

- i. Implement a carpool/vanpool or car-share program, e.g., carpool ridematching for employees, assistance with vanpool formation, provision of vanpool or car-share vehicles, etc. and assign car pool, van pool and carshare parking at the most desirable onsite locations at the ratio set forth in the development permit or development exception considering type of use; or
- *ii.* Develop a transit use incentive program for employees and tenants, such as on-site distribution of passes or subsidized transit passes for local transit system (participation in the region-wide Clipper Card or VTA EcoPass system will satisfy this requirement).
- d. In addition to the requirements above in Section 20.90.220.A.1.c. for any reduction in the required off-street parking spaces that is more than twenty percent, the project shall be required to implement a transportation demand management (TDM) program that contains but is not limited to at least two of the following measures:
 - *i.* Implement a carpool/vanpool or car-share program, e.g., carpool ridematching for employees, assistance with vanpool formation, provision of vanpool or car-share vehicles, etc. and assign car pool, van pool and carshare parking at the most desirable on-site locations; or
 - *ii.* Develop a transit use incentive program for employees, such as on-site distribution of passes or subsidized transit passes for local transit system (participation in the region-wide Clipper Card or VTA EcoPass system will satisfy this requirement); or
 - *iii.* Provide preferential parking with charging facility for electric or alternatively-fueled vehicles; or
 - iv. Provide a guaranteed ride home program; or
 - v. Implement telecommuting and flexible work schedules; or
 - vi. Implement parking cash-out program for employees (non-driving employees receive transportation allowance equivalent to the value of subsidized parking); or
 - vii. Implement public information elements such as designation of an on-site TDM manager and education of employees regarding alternative transportation options; or
 - viii. Make available transportation during the day for emergency use by employees who commute on alternate transportation. (This service may be provided by access to company vehicles for private errands during the workday and/or combined with contractual or pre-paid use of taxicabs, shuttles, or other privately provided transportation); or
 - ix. Provide shuttle access to Caltrain stations; or
 - *x.* Provide or contract for on-site or nearby child-care services; or
 - xi. Incorporate on-site support services (food service, ATM, drycleaner, gymnasium, etc. where permitted in zoning districts); or



- xii. Provide on-site showers and lockers; or
- xiii. Provide a bicycle-share program or free use of bicycles on-site that is available to all tenants of the site; or
- xiv. Unbundled parking; and
- e. For any project that requires a TDM program:
 - *i.* The decision maker for the project application shall first find in addition to other required findings that the project applicant has demonstrated that it can maintain the TDM program for the life of the project, and it is reasonably certain that the parking shall continue to be provided and maintained at the same location for the services of the building or use for which such parking is required, during the life of the building or use; and
 - *ii.* The decision maker for the project application also shall first find that the project applicant will provide replacement parking either on-site or off-site within reasonable walking distance for the parking required if the project fails to maintain a TDM program.

Compliance with the City Parking Code

The following sections describe how the project could comply with the City Parking Code.

Urban Village Area (Subsection A)

The project is located in a designated Urban Village area. Therefore, the project would conform to Subsection 20.90.220.A.1.a.

Bicycle Parking Requirement (Subsection B)

According to the City's Bicycle Parking Standards (Chapter 20.90, Table 20-190), the project is required to provide bicycle parking for the project at a rate of one bicycle parking space plus one space per 10 guest rooms. This equates to a total requirement of 13 bicycle parking spaces. The project site plan indicates that two bicycle storage areas will be located within the basement level of the parking garage. The storage areas are shown to provide space for a total of 27 bicycles. Therefore, the proposed bicycle parking on-site will exceed the City's requirements and encourage the use of non-auto modes of travel and minimize the demand for on-site parking. Therefore, the project would comply with Subsection 20.90.220.A.1.b.

Vehicle Parking Requirement

The City's parking requirements for hotel uses (Section 20.90.060 Table 20-210) requires 1 vehicle parking space for each hotel room and 1 vehicle parking space for each hotel employee. The project proposes 119 hotel rooms and 10 employees per shift. Based on the City's parking code requirements, the project would need to provide 129 off-street parking spaces before any reductions. However, the project is located in the Winchester Urban Village. The Urban Village Overlay automatically allows for a 20 percent reduction in parking. With the 20 percent reduction, the required parking would be reduced to 104 spaces. The project is proposing a total of 66 parking spaces, which would not meet the City's reduced parking requirements.

The proposed number of parking spaces represent a 48.8% reduction from the standard required number of spaces. With the 20% Urban Village reduction, the project requires an additional 28.8% reduction in on-site parking spaces. Therefore, the project will need to submit and have approved a TDM plan. The TDM plan will need to include at least three TDM measures specified in Subsections c and d of Section 20.90.220.A.1.



Recommended TDM Measures

The recommended TDM measures are intended to encourage hotel guests and employees to utilize alternative transportation modes available in the area to reduce single occupancy vehicle trips and parking demand generated by the project. The specific TDM measures that are recommended for the project are described below and are based on the measures specified in Subsections 20.90.220.A.1.c and d. Additionally, the project needs to ensure that the TDM plan will be maintained for the life of the project, which is in compliance with Subsection 20.90.220.A.1.e.

Bicycle Programs (Guests)

Bicycle Storage/Facility

The project will provide adequate bicycle parking per the City of San Jose Parking Code.

On-Site Bicycle Share Program

The proposed project would provide on-site bicycles for visitors to share. The bicycles would be stored in a secured common space that can be checked out by guests. Local destinations such as Westridge Valley Fair, Santana Row, and Winchester Mystery House are a short bicycle ride away from the proposed project. Inclusion of a bike share program would likely reduce the need for guests to use a car.

Guest Shuttle Services (Guests)

The proposed project would offer free shuttles to guests. The shuttle destinations would be determined based on guest preferences. It is initially thought that shuttles would serve the Mineta International Airport and downtown in San Jose. Since the proposed project is a hotel, a portion of the guests would likely be traveling through the airport. With the option of using the free shuttle, the need for a car and a parking space would be reduced. Mineta International Airport is approximately 4.4 miles driving distance from the proposed project. The shuttles may also serve other transit hubs including Diridon Station if deemed necessary by guest demand.

On-Site Car-Share Program (Guests)

The proposed project would provide on-site access to a car-sharing service such as Zipcars for hotel employees and guests. Vehicles will be located on-site allowing hotel employees and guests to come and go at their convenience. Vehicles can be reserved prior to visiting the hotel.

On-Site Paid Parking (Guests)

The project proposes to provide valet-only parking only on-site due to the presence of stacked parking lifts within the parking garage. Use of the valet service will incur an additional fee for guests, which will be added to room billings. Providing only paid parking on-site would encourage guests to utilize alternative modes of travel to the hotel, such as transit or guest shuttle service.

Free VTA Smart Passes (Employees)

The proposed project would offer free annual VTA Smart Passes for employees for the life of the project. Smart Passes would give employees unlimited rides on VTA Bus, light rail transit (LRT), and Express Bus service seven days a week. Smart Pass is deeply discounted below the standard fares, making it an attractive low-cost benefit to employees.



Financial Incentives for Biking or Walking to Work (Employees)

In order to encourage employees of the proposed project to use alternative modes to get to work, a parking cash-out program for employees would be established. Employees who walk or bike to work at least 4 days per week would be eligible to receive a financial incentive for doing so. Employees who request a parking cash-out for bicycling or walking to work would not be eligible to receive subsidized annual VTA Smart Passes.

Participating employees would not be allowed to park in the project's parking garage on a daily basis. However, since there may be times when employees who primarily commute using alternative modes of transportation need to drive to work, employees who receive a financial incentive for biking or walking to work (or who receive subsidized transit passes) should be allowed to park in the garage on such occasions. The maximum number of times those individuals may park in the garage could be set at twice a month, or some similar limit based on employee feedback from annual Employee Surveys.

The amount of the financial incentive for walking or biking to work would be \$50 per month. The Federal Bike Commuter Benefit allows employees to receive up to \$20 per month tax-free. The balance of \$30 for bicyclists and the full \$50 for those who regularly walk to work would be considered taxable income to employees. (Although transit and vanpool subsidies up to \$255 per month are exempt from federal income taxes, the Federal Bike Commuter Benefit is limited to \$20 per month.)

Parking cash-out is a state law in California, but the state law only applies to employers with 50 employees or more who lease their parking and where parking costs can be separated out as a line item on their lease. Because the proposed hotel would not have 50 employees, we note that the state law does not apply to this project. The parking cash-out program is voluntarily included as an element of this TDM Plan.

On-Site TDM Coordinator and Services (Employees)

The proposed project would provide an on-site TDM coordinator, who would be responsible for implementing and managing the TDM plan. The TDM coordinator would be a point of contact for guests and employees should TDM-related questions arise, and would be responsible for ensuring that guests are aware of all transportation options and how to fully utilize the TDM plan. The TDM coordinator would provide the following services and functions to ensure the TDM plan runs smoothly:

- Provide guests information at the time of check-in. The process would include information about public transit services, ridesharing services (e.g., Uber, Lyft, and Wingz), bicycle maps, the on-site bicycle-share program, the on-site car-sharing program and the guest shuttle.
- A summary of the transportation options offered to all guests and employees.
- Manage the on-site bicycle-share program to ensure the bicycles remain in good condition.
- Manage the on-site car-share program to ensure the vehicles are used in the manner intended by the car-sharing service.
- Provide information to employees about subsidized transit passes and the financial incentive programs for employees who bike or walk to work.
- Conduct parking surveys annually to track actual parking demand and determine whether additional TDM measures, or another parking solution, is needed.



TDM Implementation and Monitoring

As previously stated, the primary purpose of the TDM plan is to reduce the proposed project's parking demand by up to 48.8 percent. Per Section 20.90.220 of the San Jose Code of Ordinances, monitoring progress would be necessary to ensure that the TDM measures are effective and continue to be successfully implemented.

The TDM plan would need to be re-evaluated annually for the life of the project. If it is determined that the 48.8 percent parking reduction is not being achieved (i.e., the on-site parking garage reaches full capacity), additional TDM measures would need to be introduced to ensure that the parking demand is being addressed by the project without the burden being placed on outside entities.

Conclusions

The TDM measures to be implemented by the project include planning and design measures related to the attributes of the site location, the site design, and on-site amenities. Such measures encourage walking, biking, and use of transit. The TDM plan includes the following measures:

- Bicycle parking
- On-site bicycles for guest use
- Guest Shuttle services
- On-site access to car-share vehicles for hotel employees and guests
- On-site paid parking
- Free annual VTA Smart Pass for employees
- Financial Incentives for employees who bike or walk to work
- On-site TDM coordinator and services

File Nos.: C19-031 & SP20-016

MITIGATION MONITORING AND REPORTING PROGRAM

1212-1224 S. Winchester Boulevard Hotel Project File Nos. C19-031 and SP20-016 August 2021



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purpose of the monitoring and reporting program is to ensure compliance with the mitigation measures during project implementation. Program whenever it approves a project for which measures have been required to mitigate or avoid significant effects on the environment. The Section 21081.6 of the California Environmental Quality Act (CEQA) requires a Lead Agency to adopt a Mitigation Monitoring and Reporting

condition of project approval. This Mitigation Monitoring and Reporting Program addresses those measures in terms of how and when they will be project could result in significant effects on the environment and mitigation measures were incorporated into the proposed project or are required as a implemented The Initial Study/Mitigated Negative Declaration prepared for the 1212-1224 South Winchester Hotel Project concluded that the implementation of the

implementation of the project would be less than significant. This document does not discuss those subjects for which the Initial Study/Mitigated Negative Declaration concluded that the impacts from

understand that these mitigation measures or substantially similar measures will be adopted as conditions of approval with my development permit below which have been developed in conjunction with the preparation of an Initial Study/Mitigated Negative Declaration for my proposed project. I request to avoid or significantly reduce potential environmental impacts to a less than significant level. I, Henry Cord, the applicant, on the behalf of Adam Askari, the property owner, hereby agree to fully implement the mitigation measures described

Date Project Applicant's Signature

 project could result in significant effects on the environment and mitigation measures were incorporated into the proposed project orac required as a condition of project approval. This Mitigation Monitoring and Reporting Program addresses those measures in terms of how and when they will be implemented. This document does <i>not</i> discuss those subjects for which the Initial Study/Mitigated Negative Declaration concluded that the impacts from implementation of the project would be less than significant. I. <u>Henry Cord</u>, the applicant, on the behalf of <u>Adam Askari</u>, the property owner, hereby agree to fully implement the mitigation measures describelow which have been developed in conjunction with the preparation of an Initial Study/Mitigated Negative Declaration for my proposed project understand that these mitigation measures or substantially similar measures will be adopted as conditions of approval with my development per request to avoid or significantly reduce potential environmental impacts to a less than significant level. Project Applicant's Signature <u>upper upper uppe</u>	PREFACE Section 21081.6 of the California Environmental Quality Act (CEQA) requires a Lead Agency to adopt a Mitigation Monitoring and Reporting Program whenever it approves a project for which measures have been required to mitigate or avoid significant effects on the environment. The purpose of the monitoring and reporting program is to ensure compliance with the mitigation measures during project implementation.
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File Nos.: C19-031 & SP20-016

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1212-1224 S. Winchester Boulevard Hotel Project File Nos: C19-031 & SP20-016

MITIGATIONS	MONITORIN	MONITORING AND REPORTING PROGRAM	G PROGRAM		
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	Method of Compliance Or Mitigation Action	Timing of Compliance	Oversight Responsibility	Actions/Reports	Monitoring Timing or Schedule
AIR QUALITY	TY				
npact: Construct he BAAQMD thre	Impact: Construction activities associated with the project indicate that the maximum cancer risk from project construction is 33.1 cases per one million, which exceeds the BAAQMD threshold of 10 in one million.	m cancer risk from	project construction is 33	1.1 cases per one milli	on, which exc
MM AQ-1:	Prior to the issuance of any demolition, grading, or building permits (whichever occurs earliest), the project applicant shall	Prior to issuance of a demolition or	Director of Planning, Building, and Code	Construction Operation Plan	Prior to issuance of any
	Building and Code Enforcement or Director's designee, demonstrating that the off-road equipment used for construction of	grading permit and implemented during construction	Enforcement or Director's designee		demolition or grading permit and
	percent reduction in particulate matter exhaust emissions.				implemented during
	All mobile diesel-powered off-road equipment operating on-site				construction activities
	for more than two days and larger than 50 horsepower shall, at a minimum, meet U.S. Environmental Protection Agency (EPA) particulate matter emissions standards for Tier 4 engines or				
	equivalent. Prior to the issuance of any demolition permits, the project applicant shall submit a construction operations plan to the				
Department of Planning, Building and Code Enforcement, which	Supervising Planner of the Environmental Devices Division of the				

Page 3

Page 4		e proje	BIOLOGICA				MITIGATIONS	
	Initial site disturbance activities, including vegetation removal, shall not occur during the general avian nesting season (February 1 through August 31, inclusive). If construction activities cannot be scheduled to avoid nesting season, the project applicant shall retain a qualified biologist to conduct a preconstruction nesting bird survey to determine the presence/absence, location, and status of nests on or adjacent to the project site. The extent of the survey buffer area surrounding the site shall be established by the	Impact: The project removes trees that may provide nesting bird habitats.	BIOLOGICAL RESOURCES	The construction contractor may use other measures to minimize construction period Diesel Particulate Matter (DPM) emissions to reduce the estimated cancer risk below the thresholds. The use of equipment that includes CARB-certified Level 4 Diesel Particulate Filters or alternatively-fueled equipment (i.e., non-diesel), added exhaust devices, or a combination of these measures could meet this requirement. If any of these alternative measures are proposed, the construction operations plans must include specifications of the equipment to be used during construction prior to the issuance of any demolition permits. The plan shall be accompanied by a letter signed by a qualified air quality specialist, verifying the equipment included in the plan meets the standards set forth in this mitigation measure.	Method of Compliance Or Mitigation Action	Documentation of Compliance [Project Applicant/Proponent Responsibility]	8	OSE Planning Ruilding and Code Enforcement
	Prior to the issuance of any demolition, grading or building permits and during construction activities				Timing of Compliance	y]	CHRISTOPHER BURTON, DIRECTOR MONITORING AND REPORTING PROGRAM	und Code Enform
H	Director of Planning, Building, and Code Enforcement or Director's designee				Oversight Responsibility	Doc [Le	ECTOR G PROGRAM	
File Noc · (10_021 & gapo 01 c	Receive Nesting Birds Survey Report				Actions/Reports	Documentation of Compliance [Lead Agency Responsibility]	File Nos: C19-031 & SP20-016	1212-1224 S. Winchester Boulevard
oppoints	Prior to commencement of construction activities. If activities occur during nesting season, survey must be				Monitoring Timing or Schedule	ance ity]	& SP20-016	ster Boulevard

File Nos.: C19-031 & SP20-016



1212-1224 S. Winchester Boulevard Hotel Project File Nos: C19-031 & SP20-016

Treaty Act and California Fish and Game Code, nesting bird surveys shall be performed not more than 14 days prior to vegetation clearance and structure demolition. Following commencement of construction activities, no additional nesting bird surveys would be required. If active nests are discovered, a 300-foot radius avoidance buffer for raptors, and 50- foot radius avoidance buffers for other birds, shall be established around such active nests and no construction shall be allowed within the buffer areas until a qualified biologist has determined the nest is no longer active (e.g., the nestlings have fledged and are no longer reliant on the nest). No ground disturbing activities shall occur within this buffer until the qualified biologist has confirmed breeding/nesting is complete and the young have fledged the nest. Nesting bird surveys are not required for construction activities occurring between August 30 and February 1, inclusive.
de, nesting bird days prior to n. trivities, no additional trivities, no additional trive nests are er for raptors, and 50- shall be established shall be allowed gist has determined have fledged and are urbing activities shall logist has confirmed ave fledged the nest. truction activities inclusive
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birds. To avoid the destruction of active nests and protect the
t impacts to posting
Or Mitigation Action Compliance
т - слотовратита торонена техронзиянну
Method of Compliance Or Mitigation Action qualified biologist to avoid direct and indirect impacts to nesting birds. To avoid the destruction of active nests and protect the reproductive success of birds protected by the Mioratory Bird



1212-1224 S. Winchester Boulevard Hotel Project File Nos: C19-031 & SP20-016

MITIGATIONS	MONITORIN	MONITORING AND REPORTING PROGRAM	G PROGRAM		
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	Method of Compliance Or Mitigation Action	Timing of Compliance	Oversight Responsibility	Actions/Reports	Monitoring Timing or Schedule
MM HAZ-1:	Prior to issuance of any demolition or grading permits, a qualified consultant shall collect shallow soil samples in the near surface soil in the proposed project area and tested for organochlorine pesticides and pesticide-based metals arsenic and lead to determine if contaminants from previous agricultural operations occur at	Prior to issuance of any demolition or grading permits	Supervising Planner of the Department of Planning, Building, and Code Enforcement;	Receive and review compliance documentation. Receive copy of	Prior to issuance of any demolition or grading permits
	 ¹¹ Containing from previous agricultural operations occur at concentrations above established construction worker safety and commercial/industrial standard environmental screening levels. The result of soil sampling and testing shall be provided to the City's Supervising Planner of the Department of Planning, Building and Code Enforcement, and the Municipal Environmental Compliance Officer for review. 		Entorcement; Municipal Environmental Compliance Officer	Receive copy of SMP and evidence of regulatory oversight	
	If pesticide contaminated soils, are found in concentrations above the appropriate regulatory environmental screening levels for the proposed project the applicant shall obtain regulatory oversight from the Santa Clara County Department of Environmental Health under their Site Cleanup Program. The regulatory agency may require development of a Site Management Plan (SMP), Removal Action Plan (RAP), or equivalent document which must be				
	prepared by a qualified environmental professional. The plan must establish remedial measures and/or soil management practices to ensure construction worker safety and the health of future workers and visitors. The Plan and evidence of regulatory oversight shall be				

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File Nos.: C19-031 & SP20-016

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1212-1224 S. Winchester Boulevard Hotel Project File Nos: C19-031 & SP20-016

	of Con ponent	G AN		Documentation of Compliance [Lead Agency Responsibility]
	Method of Compliance Or Mitigation Action	Timing of Compliance	Oversight Responsibility	Actions/Reports
	provided to the Supervising Environmental Planner of the City of San José Planning, Building, and Code Enforcement, and the Environmental Compliance Officer in the City of San Tosé's			
	Environmental Services Department.			
NOISE				
Impact: Construct months.	Impact: Construction of the proposed project would occur within 500 feet of residential land uses and within 200 feet of office uses and would last for approximately 24 months.	ntial land uses and w	ithin 200 feet of office us	s and would h
MM N-1:	Construction Noise Logistics Plan: Prior to the issuance of any grading or demolition permits, the project applicant shall submit and implement a construction noise logistics plan that specifies	Prior to issuance of any grading or demolition permits	Director of Planning, Building, and Code Enforcement or	Review construction noise
	hours of construction, noise and vibration minimization measures, posting and notification of construction schedules equipment to be		Director's designee	To Storrow brun
	used, and designation of a noise disturbance coordinator. The noise disturbance coordinator shall respond to neighborhood complaints			
	and shall be in place prior to the start of construction and implemented during construction to reduce noise impacts on			
	neighboring residents and other uses. The noise logistic plan shall be submitted to the Director of Planning, Building, and Code Enforcement or Director's designed of the Docement of the			
	Building, and Code Enforcement prior to the issuance of any			

File Nos.: C19-031 & SP20-016

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1212-1224 S. Winchester Boulevard Hotel Project File Nos: C19-031 & SP20-016

Documentation of Compliance [Project Applicant/Proponent Responsibility]		Docu	Documentation of Compliance	ce
Method of Compliance Or Mitigation Action	Timing of Compliance	Oversight Responsibility	y Actions/Reports	Monitoring Timing or Schedule
As a part of the noise logistic plan and project, construction activities for the proposed project shall include, but is not limited to, the following best management practices:				
 In accordance with Policy EC-1.7 of the City's General Plan, utilize the best available noise suppression devices 				
 T init construction hours to between 7.00 per and 7.00 				
p.m., Monday through Friday, unless permission is				
approval. No construction activities are permitted on the				
weekends at sites within 500 feet of a residence.				
 Construct solid plywood fences around ground level construction sites adjacent to operational businesses, 				
residences, or other noise-sensitive land uses.				
 Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good 				
condition and appropriate for the equipment.				
 Prohibit unnecessary idling of internal combustion engines. 				
 Locate stationary noise-generating equipment such as air 				
compressors or portable power generators as far as possible from sensitive receptors. Construct temporary				

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File Nos.: C19-031 & SP20-016



1212-1224 S. Winchester Boulevard Hotel Project File Nos: C19-031 & SP20-016

Documentation of Compliance [Project Applicant/Proponent Responsibility]		Docu	Documentation of Compliance ILead Agency Responsibility!	- če
Method of Compliance Or Mitigation Action	Timing of Compliance	Oversight Responsibility	y Actions/Reports	Monitoring Timing or Schedule
equipment when located near adjoining sensitive land uses.				
 Utilize "quiet" air compressors and other stationary noise sources where technology exists. 				
• Control noise from construction workers' radios to a point where they are not and the at existing model.				
bordering the project site.				
 Notify all adjacent business, residences, and other noise- sensitive land uses of the construction schedule in 				
writing, and provide a written schedule of "noisy"				
construction activities to the adjacent land uses and nearby residences				
 If complaints are received or excessive noise levels 				
cannot be reduced using the measures above, erect a				
temporary noise control blanket barrier along surrounding building facades that face the construction sites				
 Designate a "disturbance coordinator" who shall be 				
responsible for responding to any complaints about				
construction noise. The disturbance coordinator shall				
determine the cause of the noise complaint (e.g., bad muffler, etc.) and shall require that reasonable machine				
be implemented to correct the problem. Conspicuously				

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File Nos.: C19-031 & SP20-016



1212-1224 S. Winchester Boulevard Hotel Project File Nos: C19-031 & SP20-016

MITIGATIONS			
MONITORINO	Documentation of Compliance [Project Applicant/Proponent Responsibility]	Method of Compliance Or Mitigation Action	 the construction site and include it in the notice sent to neighbors regarding the construction schedule. Limit construction to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday for any on-site or off-site work within 500 feet of any residential unit. Construction outside of these hours may be approved through a development permit based on a site-specific "construction noise mitigation plan" and a finding by the Director of Planning, Building and Code Enforcement that the
MONITORING AND REPORTING PROGRAM		Timing of Compliance	
FPROGRAM	Docur [Lead	Oversight Responsibility	
	Documentation of Compliance [Lead Agency Responsibility]	Actions/Reports	
	ce 7]	Monitoring Timing or Schedule	

Source: 1212-1224 S. Winchester Boulevard Hotel Project Initial Study, 2021

From:	Tom Morman <tom.r.morman@gmail.com></tom.r.morman@gmail.com>
Sent:	Monday, December 16, 2019 11:12 AM
To:	Flores, Michelle
Cc:	Kohl, Cassidy; Gail Morman
Subject:	1212 & 1224 S Winchester Blvd (C19-031 & H19-038)
Follow Up Flag:	Follow up
Flag Status:	Completed

Dear Michelle,

Some of us met with Cassidy Kohl on December 3rd to discuss our concerns over the proposed 6 story hotel at 1212 & 1224 S. Winchester Blvd. I wanted to be sure I am able to receive all reports and applicable information on the project. Is it necessary to subscribe to something in

order to receive all the information on this?

Is this project currently at a standstill? Are there changes being proposed? We are concerned about how a 6 story hotel will affect the single family homes behind it, as well as how it will impact parking, traffic and the design of Winchester Blvd as a pedestrian and neighborhood friendly urban village.

I appreciate your help in getting all the information.

Regards, Tom Morman

--Tom Morman 408-666-0581 tom.r.morman@gmail.com

From:	Mike Drabkin <mike.drabkin@gmail.com></mike.drabkin@gmail.com>
Sent:	Friday, June 19, 2020 4:17 PM
To:	Flores, Michelle
Cc:	Jones, Chappie; Kohl, Cassidy
Subject:	1212 & 1224 S Winchester
Follow Up Flag:	Flag for follow up
Flag Status:	Completed

Hi Michelle,

We wanted to email our comments regarding the 1212 & 1224 S Winchester project ahead of our scheduled zoom meeting with the Vice Mayor.

We are among the concerned citizens, living in close proximity to this site, who are opposed to the project in its current form.

Being realistic about this, we completely understand that something will be erected on this combined parcel. However, after multiple meetings with our neighbors, the developer, and Mr. Jones, and after reviewing the available project documentation, it's difficult to shake the feeling that multiple exceptions to the rules & regulations are being approved or at least considered in order to sign off on this project -- all to have an end result that is undesirable to the folks, living nearby or passing through this area on a regular basis. We hope we can do better.

The concerns that are most frequently brought up in our discussions seem to be the following:

The insufficient parking provisions for the 119-room hotel

- And that's considering the well under-estimated hotel staff per shift numbers that we've seen.
- Our residential streets will become the overflow parking for the hotel.
- The "DOT will look into any complaints after the project is done" approach that we've heard on another local project meeting leaves us unimpressed.

The traffic congestion

- We're being told that the street (Winchester Blvd.) will be widened to accommodate, but we just can't see how. The site is near the place where 3 lanes become 2 in the NB direction.
- The timing of the traffic study is not being communicated. It needs to be done when the traffic is back to normal after all the businesses and schools are back in operation.

Fire safety

• We understand that the Fire Department has to sign off, but without side or back access to the property, we're having trouble seeing how a 6-story building can be protected in case of fire.

Aside from the above concerns, it is not clear to most of us neighbors how this business fits into the Winchester Urban Village development plan, since it does not benefit the local community and is likely to have a negative effect on our quality of life.

Best regards, Mike & Galina Drabkin

From:	jponwms@aol.com
Sent:	Thursday, June 18, 2020 1:43 PM
То:	Flores, Michelle
Cc:	Jones, Chappie; Kohl, Cassidy
Subject:	1212 & 1224 S Winchester; Project File C19-031 & H19-038

Ms. Flores,

I would like to register my strong disagreement with the proposal for a hotel built near the intersection of Payne and WInchester. As a 40 year resident on Castlemont Avenue, I am beyond concerned with the increase in traffic that this project will unintentionally cause on our street and in our neighborhood. Here is why:

1) To enter the proposed project going south on Winchester, requires a u-turn at the light at Payne & Winchester to make a right turn onto the property. If one misses the entrance, or cannot turn for some reason, the driver will make the first right, which is Fireside, and then right onto the first 'through' street which is Castlemont.

2) At the end of Castlemont is a 4 way stop with Castlemont School on the SE corner. This 4 way stop is very busy when school is in session with children, parents, and cars. Turning right onto Payne to access Winchester is a very short block with over 5 driveways that exit onto Payne (2 apartment complexes, Taco Bell, EARS and retail strip containing a Baskin & Robbins, Little Caesar and 2 other businesses. Cars heading west on Payne to access Winchester often stack up though the 4 way stop while waiting for the light to change.

3) Payne Avenue is a short-cut used by commuters...via Almarida and Central Avenues off of Hamilton as well as a main access for the residents. Commuters also cut through our neighborhood streets to avoid the light at Payne & Hamilton, using Castlemont as the short-cut.

4) Castlemont has seen a sharp increase in the number of cars parked on our street as a result of over-flow from the apartments as well as the employees of EARS, Taco Bell and the retail strip.

5) Employees of the proposed hotel may well use our street for parking as my understanding of the number of parking spaces in this project proposal are not sufficient for all the guests and all employees.

6) Guests of the hotel will most probably use ride-share companies, such as Uber, Lyft and taxis to get around rather than the inefficient VTA bus schedule. I know I certainly would!! These ride share companies will most probably wait on Castlemont for customer contact.

7) There will be increased traffice with the opening of the Safeway at West Park Plaza as well as from the residents of the Lynhaven complex that is nearing completion at Williams and Winchester. Need we add more?

8) There have been many changes along Winchester...some better than others. But I feel strongly that this project will negatively impact the surrounding area and especially the residents who live on Redoaks. I ask you....would you want this project built in your back yard?? Increase in noise from parking cars, emptying of dumpsters, truck deliveries, employees' coming and goings, etc. as well as the loss of privacy due to the height of the building will negatively impact the Redoaks homeowners and the neighborhood as a whole.

9) Please reconsider.

Sincerely, Jackie Williams 1216 Castlemont Avenue San Jose, CA 95128

From:	Juma, Monica Paige <mjuma@uthsc.edu></mjuma@uthsc.edu>
Sent:	Monday, August 10, 2020 8:00 PM
То:	Flores, Michelle; Blanco, Maira
Cc:	Jones, Chappie; Hughey, Rosalynn; Kohl, Cassidy
Subject:	1212 -1224 Winchester Rd

Hi Michelle,

Thank you for the meeting tonight. Here are my comments/concerns again below.

Monica

Mjuma@uthsc.edu (408) 802-8376

1) Traffic

We need a Traffic Report with a Transportation Demand Management plan included.

- We have been requesting the traffic report, which has been under review since January (8 months). We are very concerned about traffic congestion. A hotel with 119 rooms, stacked parking, employees, deliveries, service needs, Uber/Lyft transportation will increase traffic. We already have an impacted street with an elementary school around the corner. In addition, we are concerned this could raise a safety issue for children walking to school and for ambulances needing to get to the Convalescent Hospital next door to the proposed hotel. There are frequently emergencies as this is an elderly, ill population and ambulances need to get quickly in and out. We feel this is inappropriate location for a 6-story hotel. It burdens, rather than serves the community.
- 2) Number of Employees

We request an independent review of the Owner's estimated number of employees. We suspect that the Owner's estimate of 10 employees is understated. An on-line search for estimates for a hotel with 119 rooms shows a range of 95 employees (for a 3-star hotel) to 238 employees for a 5-star hotel. (Between 8 to 20 employees per 10 rooms). The owner's estimate does not include employees for the restaurant area and kitchen, security, parking including TDM (traffic demand management plan), guest luggage storage, 2 office rooms, employees break room, men's locker room, women's locker room, jacuzzi, steam room, laundry, fire pump room, fire control room, electrical room, landscape, grounds, plumbing. Per The Planning Dept Review Letter to Owner, 10/9/19: "Confirm if the number of employees is for all uses and not just the hotel. Provide details for the operation of the coffee shop, restaurant, offices, and ballroom. Provide the hours of operation as well as identify the number of employees for each use." We have not been informed of a reply from the Owner and request this. A higher number of employees would mean more parking spaces are needed to ensure there is not inappropriate overflow into the neighborhood. If this hotel is understaffed, other concerns arise such as quality, safety and security.

3) Parking

The Owner is requesting a 48% parking reduction, providing 66 spaces out of 129.

This number is based on 119 rooms plus 10 employees. We feel this request for a reduction is grossly inappropriate. We question whether the estimate of 10 employees is realistic, based on on-line sources showing estimates for a similar sized hotel of 119 rooms is 95 employees (for a 3star hotel) to 238 employees for a 5-star hotel. (Between 8 to 20 employees per 10 rooms). Vehicle Parking Requirement is 1 per guest room or suite, plus 1 per employee. Hence it seems an appropriate estimate of needed parking spaces is 119 + 95 = 214 parking spaces at the very minimum. We request a review of this estimation of employees and if it is underestimated, the number of required parking spaces needs to be appropriately increased. We feel the current number of required parking spaces, 129, is already not adequate, especially if the number of employees is more realistically 95-238. Hence, we feel the request for reduction in parking spaces is inappropriate. Parking reduction is subject to review of a TDM (Traffic Demand Management) plan, which has yet to be completed (has been under review for 8 months). A hotel that cannot provide for its own parking is a burden on a neighborhood already impacted by apartments where people need to share space to afford rents, thereby worsening the availability of parking on neighborhood streets. We

have an elementary school, Castlemont, around the corner. Many children walk to school and we are concerned about their safety with increased traffic.

4) Fire Plan

We remember the 2002 Santana Row fire which caused more than \$100 Million in damage. My daughter, 11 years old at the time, remembers walking with friends in the neighborhood and wondering if it was raining as ashes were coming down from the fire more than 1 mile away. We request a thorough Fire Plan review for the safety of our community. This 6 story hotel is 20' from neighboring homes. The Lynhaven Apts are 60' from the rear fence. A fired in this hotel could be a deadly devastation to the neighborhood. We see marked fire lanes on the new Lynhaven Apts as well as the old neighboring A Grace Subacute. A 2015 OSHA publication stated: "The options available for attacking a fire increase when a building's perimeter becomes more accessible to fire apparatus." We request marked fire lanes in the proposed plan. Currently, there is no room for side or rear fire apparatus access lanes based on the hotel project. We request The Fire Dept Review be done before the project advances. If this project poses an unreasonable fire risk to the neighborhood, we do not feel it is reasonable for the City to allow this project to move forward.

5) Pedestrian and Bicycle Friendly Environment

Review Letter 10/9/19: "The proposed project (hotel) is preliminarily inconsistent with the following goals/policies: Pedestrian and Bicycle Friendly Environment Policy 3-20: New development should support and enhance the pedestrian and bicycle environment and provide greater connectivity to the overall network."

The proposed sidewalk area does not appear to enhance a pedestrian friendly area. Rather it would have several paths cutting across from the street to hotel for guests checking in, for cars entering the parking garage and possibly for deliveries, garbagetrucks, and service vehicles. Where else are they able to park? Bicycles will have to navigate the cars and trucks moving in and out of the garage to the street, as well as those along the curb for check in who then need to circle back to the parking lot. And what will this do to the "Potential Mid-Block Crossing" (Urban Village Figure 4.1 & 5.) designed for this location? This project still appears inconsistent with the Pedestrian/Bicycle Friendly Environment Policy. We request a response from Owner of how this project will comply with this policy and make adjustments to ensure ability to comply before moving forward.

6) Off-Street Loading Space

The Off-Street Loading Space is not labeled. Review Letter 10/9/19: "Pursuant to Section 20.70.440, hotels with greater than 100,000 gross floor area shall provide one off-street loading space. Section 20.90.420 requires loading spaces to be a minimum of 10 feet wide, 30 feet long, and 15 feet in height. Label the location of the loading space on the floor plan." (Owner Plan, A.02, Total Floor Area = 107,079.9 sq ft; Owner Plan, C5.0, Fire Layout = Fire General Notes = 107,079.9 sq ft) The Off-Street Loading Space needs to be labeled. Request response from Owner.

7) Drop Off" zones

There are drop off zones in front of the hotel and at the entrance of the underground parking. (Owner Plan, A.08) This seems to violate the Urban Village Policy 6-23: "New developments should include dropoff/pick-up areas in site plans, while ensuring that walking, biking, and transit remain safe and convenient." And Policy 6-24: "Ensure that dropoff/pick-up areas do not conflict with bicycle lanes." And Policy 6-45: "Reduce the number of driveways along Winchester Boulevard to enhance safety for people who walk and people who bike and improve streetscape character." This seems the most egregious violation – a single driveway for 66 - 214 parking spaces entering and leaving the garage around the clock does not provide for a safe walking, biking environment. Also it is hard to imagine how a flow of cars and trucks parking, waiting, circling in front of the hotel can be safe or convenient for pedestrians and bicycles or be with pedestrian and bicycle traffic. In addition, we are concerned this could raise a safety issue for ambulances needing to get to the Convalescent Hospital next door to the proposed hotel. There are frequently emergencies as this is an elderly, ill population and ambulances need to get quickly in and out. We request a review of the appropriateness of proposed drop off zones.

8) Privacy/Safety - Height reduced 5" to achieve a 20' Rear Setback

The Owner adjusted the height of the proposed 6 story, 65' hotel by 5 inches to go from a required 40ft setback to a 20' setback. However, Roof top structures exceed 65'.

At least 1 of the roof top structures is at the rear of the building, directly impacting the adjoining residential homes. Owner Plan A.08 shows a sidewalk along the rear fence plus a seating area at the back of the hotel, both within the 20' setback area.

We previously requested an explanation as to whether a 5" drop in height to avoid the 40' setback violates the intent of the regulation; whether roof top structures exceeding 65' mandate a 40' setback; whether a sidewalk and bench are permitted in the setback area; whether there are mandated regulations regarding hours, smoking, etc at the rear of the hotel to protect the privacy neighbors?

<u>Received reply:</u> "The Winchester Urban Village Plan Design Standard DS-11 states 'non-occupiable architectural features such as roof forms, chimneys, stairwells and towers may project up to ten feet above the maximum height'. The 65 feet is for the building height and focusing on the massing. I will share these concerns about open space with the applicant in their revised plan sets."

<u>We request to know</u> How tall are the structures on top of the roof? We feel this reduction to a 20 ft setback violates the purpose of the setback requirement, for privacy and safety of the surrounding neighbors. We request there be a review and consideration to require at least a 40' setback. We request that employee staff and residents not be allowed in this setback space out of privacy and safety for the residential next door neighbors.

9) No documents have been posted on the Permit site. We request Planning Dept post all documents.

10) Also, as was brought up tonight it seems like an issue of people versus profit, it would be great to know how much the property owner is making and how much the property values of the homes adjacent will decrease. Is there any compensation for this?

From:	Marlene Schwilk <mjschwilk@sbcglobal.net></mjschwilk@sbcglobal.net>
Sent:	Wednesday, June 17, 2020 12:30 PM
То:	Flores, Michelle
Cc:	Jones, Chappie; Kohl, Cassidy
Subject:	1212 S. Winchester Hotel Proposal

Good Morning.

My husband and I strongly object to the proposed hotel at 1212 S. Winchester for the following reasons:

- 1) It is too tall. It will be towering over the single family residences on Red Oaks Drive and Castlemont Avenue, blocking the light and air space.
- 2) It will increase the parking problems, traffic, noise, and trash on our streets. We already have a parking issue because of the Castlemont School parking, and residents from neighboring apartments and streets using Castlemont Avenue as a parking lot. We never get our street cleaned by the city, and we are constantly picking up the litter left by these people.
- 3) It will substantially decrease our property values. Who will want to move here with all of these problems?
- 4) There is nothing positive about increasing the urban density with this hotel in the present era of deadly, uncontrollable virus infections, and increasing gang violence.

Sincerely,

Marlene and Fred Schwilk

From:	Tom Morman <tom.r.morman@gmail.com></tom.r.morman@gmail.com>
Sent:	Tuesday, June 2, 2020 1:16 PM
То:	Flores, Michelle
Cc:	Jones, Chappie; Kohl, Cassidy; Gail Morman
Subject:	additional questions - 1212 & 1224 S Winchester for proposed hotel

Hi Michelle,

I don't know if you saw my message from May 20th, but I had some additional questions and I am adding one more.

1. Can you please clarify the size of the front right of way easement? Isn't that 26' instead of 25', as per the owner plan: FRONT SETBACK 26'-0" (first floor: 31'-0")

2. Are the side and rear setbacks deducted from the lot size in calculating the FAR?

3. From the "photos" in the owner plans, it appears that Winchester will continue to narrow at 1212 S Winchester. It also appears from the "photo" that the "Loading Space" and the "Drop-Off" areas are along the front curb, further narrowing Winchester. Is this correct?

4. Do the sizable structures on the roof of the proposed hotel exceed 65' height limit? If so, is this an exception to the 65' maximum limit? Does this 65' trigger the 40' setback?

5. How does this project meet standards for Fire Department Vehicle Access?

We remember the Santana Row fire. Per Mercury News: "The fire went to 11 alarms and caused more than \$100 million in damage. Embers from that fire ignited roofs half a mile away, destroying more than 30 apartments and townhouses in the Moorpark neighborhood, causing \$2.5 million

in damage."

https://www.mercurynews.com/2012/08/18/santana-row-firefacts/#:~:text=SAN%20JOSE%20%E2%80%94%20A%20decade%20ago,%24500%20million%20project's%2042%20acres.&text=The%20fire%20went%20to %2011,than%20%24100%20million%20in%20damage.

Thank you for your help with this, Michelle.

Regards, Tom Morman (408) 666-0581

------ Forwarded message ------From: **Tom Morman** <<u>tom.r.morman@gmail.com</u>> Date: Wed, May 20, 2020 at 6:39 PM Subject: Re: Question re FAR calculation for 1212 & 1224 S Winchester for proposed hotel To: Flores, Michelle <<u>michelle.flores@sanjoseca.gov</u>> Cc: Kohl, Cassidy <<u>Cassidy.Kohl@sanjoseca.gov</u>>, Jones, Chappie <<u>Chappie.Jones@sanjoseca.gov</u>>, Gail Morman <<u>gbmorman@comcast.net</u>>

Dear Michelle,

Thank you very much for clarifying the lot size and for sending the survey.

Can you please clarify the size of the front right of way easement? Isn't that 26' instead of 25', as per the owner plan: FRONT SETBACK 26'-0" (first floor: 31'-0") Are the side and rear setbacks deducted from the lot size in calculating the FAR?

Also, from the photos in the owner plans, it does not appear that Winchester is being widened, but will continue to narrow at

1212 S Winchester. It also appears from the digitalized photo that the "Loading Space" and "Drop-Off" areas are along the street in front of the hotel further narrowing traffic when vehicles are there. Is this correct?

Also regarding the height, the height of the building was lowered by 5 inches in order to obtain a 20' rear setback instead of a 40' setback. However, there are to be at least 3 sizeable structures or enclosures extending well above the roof. Does these exceed the 65' height?

Again, many thanks for your help, Michelle.

Regards, Tom Morman (408) 666-0581

On Wed, May 13, 2020 at 11:22 AM Flores, Michelle <<u>michelle.flores@sanjoseca.gov</u>> wrote: Hi Tom,

Please see below for the information provided by the applicant. The sheets they used are attached.

Survey of gross area is 30,074.7 SF. The 25 foot setback is 5,267.5 SF (210.7 X 25). A net site area of 24,807.2 SF

In the next resubmittal, I'll ask the applicant to provide additional information about the property line dimensions and FAR.

Kind regards, Michelle Flores Planner | Planning Division | City of San Jose 200 E. Santa Clara Street, 3rd floor http://www.sanjoseca.gov/planning

From: Flores, Michelle
Sent: Monday, May 11, 2020 5:15 PM
To: 'Tom Morman' <<u>tom.r.morman@gmail.com</u>>
Cc: Kohl, Cassidy <<u>Cassidy.Kohl@sanjoseca.gov</u>>; Jones, Chappie <<u>Chappie.Jones@sanjoseca.gov</u>>
Subject: RE: Question re FAR calculation for 1212 & 1224 S Winchester for proposed hotel

Hi Tom,

The calculation for the lot size without the streets and sidewalk was provided by the applicant. I will share your calculations with the applicant and have him provide the exact dimensions of the lot he used in his calculation. I believe the applicant used exact measurements so that's why the calculation he provided is different than the one in your email.

Kind regards, Michelle Flores Planner | Planning Division | City of San Jose 200 E. Santa Clara Street, 3rd floor <u>http://www.sanjoseca.gov/planning</u>

From: Tom Morman <<u>tom.r.morman@gmail.com</u>>
Sent: Thursday, May 7, 2020 12:42 PM
To: Flores, Michelle <<u>michelle.flores@sanjoseca.gov</u>>
Cc: Kohl, Cassidy <<u>Cassidy.Kohl@sanjoseca.gov</u>>; Jones, Chappie <<u>Chappie.Jones@sanjoseca.gov</u>>; Gail
Morman <<u>gbmorman@comcast.net</u>>
Subject: Re: Question re FAR calculation for 1212 & 1224 S Winchester for proposed hotel

[External Email]

Hi Michelle,

Thank you for getting back to me on this.

Can you please check my math:

Dimension of combined parcels: 200 x 146 = 29,200 per parcel map Dimension of Public Right of Way: 200 x 26 = 5,200 **Size of lot minus 26' right of way = 24,000** Is this not correct?

Thanks, Michelle.... Tom

On Thu, May 7, 2020 at 11:54 AM Flores, Michelle <<u>michelle.flores@sanjoseca.gov</u>> wrote:

Hi Tom,

I updated the project description online. The first submittal was for 118,528 square feet. The project description in the second submittal was revised to 107,079.9 square feet. The floor area used for the FAR calculation is 86,548.5 square feet. The below-ground garage is not counted towards the FAR calculation. The size of the lot without the streets and sidewalks is 24,547.77 square feet.

Kind regards, Michelle Flores Planner | Planning Division | City of San Jose 200 E. Santa Clara Street, 3rd floor <u>http://www.sanjoseca.gov/planning</u>

From: Tom Morman <<u>tom.r.morman@gmail.com</u>>
Sent: Wednesday, May 6, 2020 8:08 PM
To: Flores, Michelle <<u>michelle.flores@sanjoseca.gov</u>>
Cc: Kohl, Cassidy <<u>Cassidy.Kohl@sanjoseca.gov</u>>; Jones, Chappie <<u>Chappie.Jones@sanjoseca.gov</u>>
Subject: Question re FAR calculation for 1212 & 1224 S Winchester for proposed hotel

[External Email]

Dear Michelle,

Can you please help me with how the Floor Area Ratio (FAR) of 3.5 is being determined for the parcels at 1212 & 1224 S Winchester Blvd for the proposed hotel?

1. The plans describe total Floor Area as 107,079.9 sq ft. Is this the same as the exterior measurement for square footage? I am asking because the permit search shows the proposed hotel to be approximately 118,528 sq ft.

2. Are the Right of Way easements being deducted from the lot size in determining the FAR?

3. Could you provide the numbers being used for the building size and the lot size in determining the FAR?

Many thanks for your help, Michelle.

Regards, Tom Morman

--Tom Morman 408-666-0581 tom.r.morman@gmail.com

Tom Morman 408-666-0581 tom.r.morman@gmail.com

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Tom Morman

408-666-0581

tom.r.morman@gmail.com

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--Tom Morman 408-666-0581 tom.r.morman@gmail.com

Tom Morman 408-666-0581 tom.r.morman@gmail.com

From: Sent: To: Subject:	Markus Harry <markus.harry@gmail.com> Thursday, June 18, 2020 8:01 AM Flores, Michelle; Kohl, Cassidy; Jones, Chappie Comments/Concerns about 1212 & 1224 South Winchester Hotel project, Project file: C19-031 & H19-038</markus.harry@gmail.com>
Follow Up Flag: Flag Status:	Follow up Completed

Michelle, Cassidy and Chappie,

[External Email]

As a Resident in this community, my family and I have many concerns about this project and how it's going to affect our neighborhoods. I'm sure many have written as well. I will bulletize our concerns, which I'm sure are possibly congruent to many others expressing their concerns as well.

1. Appearance and Property Values: To start, the physical presence of such a large structure, directly placed in our neighborhood is of great concern. Not only is this development large and out of place, but due to its size and height, the visual appearance, even directly visible from our homes, and many others is almost a form of blight. It directly impacts the feeling of our community in terms of having a semi quiet neighborhood, where we raise our families and expect a certain amount of privacy. When we all purchased our homes this kind of encroachment didn't seem to exist. But now, with rezoning by the city, developments like this are allowed; without a doubt, to reshape and "redefine" our neighborhoods. From a Financial perspective, without a doubt, this GREATLY affects our property values. We feel this structure (A hotel) is out of place and some other alternative should be considered, especially something "lower" in height and less encroaching on citizens who live in areas like Redoaks, who literally will have this 6 story structure 20 feet from their fences. Which seems rather odd in it's placement. the entire lot sizes of the two combined, with the sidewalk space on Winchester just seems very odd and out of place.

We request a different "Use case" be considered for these two lots, something that's more "Inline" with the original "Urban Development" plan of look and feel; a concept we are were all involved in, but now seemingly it's changing for the worse.

2. Parking. This goes without saying, with the plans on this project to only include less than half the necessary parking, combined with a restaurant, bar, or small other retail spaces, the parking for this project is drastically low. Of course, with Fireside, Castlemont and Payne, being the perfect "Circle" for both traffic and parking, we see this as a direct invasion of our neighborhoods as the obvious outcome will be patrons of the hotel merely just parking on our streets, in front of our homes, with parking and foot traffic through our neighborhoods all

hours of the night. the proximity of this project is too close to our neighborhoods and the choice seems obvious as to where people are going to park.

We ask, that if any type of project is going to be pursued here (Hotel, Mixed Use, etc), **that our immediate neighborhoods be granted the RPP**, as we've asked for this program for years, to no avail, with our neighborhoods ALREADY impacted with apartment parking nearby. Since the RPP was implemented in the "Eden Area" (Loma Verda, Impala, etc) we have had massive overflow into our neighborhoods. This has been going on for years. We are plagued with Litter, abandoned cars, blocking of driveways and foot traffic all hours of the nights. We've even had neighbors assaulted by those parking here illegally. We've asked for increased DOT presence to tow and/or red tag vehicles, with no results.

To put this "hotel" project in our community, in such close proximity to our homes, this will make the problem worse, with Redoaks, Fireside and Castlmont, possibly even Woodlawn Avenues, directly impacted.

We request RPP regardless of what the project outcome is of this hotel.

3. Vehicle Traffic: Obviously, when one looks at a map, of the site targeted, with our immediate neighborhoods, the increase in traffic (And parking) is going to be massive. Fireside will be the immediate inlet, from Winchester, for people driving to the hotel. If there's no parking inside the hotel (Which, from the plans, looks to be not nearly enough, also with the fact the "Lift" type parking they want to provide inside the hotel garage takes a lot of time and delay) the obvious choice will be to take Fireside, then take a right on Castlemont, up to Payne (Another right) and then get back onto Winchester North. Castlemont and Payne are directly adjacent to a grade school (Castlemont grade School), and during school hours Castlemont and Woodlawn are already bumper to bumper traffic (Which nobody in the community is upset about, that is the new normal for grade schools in this area - parents dropping off kids). But couple that with "hotel" traffic and we have a real mess. Payne onto Winchester is already stopped up all the way to Castlemont, as people wait for the light.

This hotel, or project, is going to cause a very large amount of traffic, all hours of the night as well, on Castlemont and Woodlawn. We already have a massive SPEEDING problem on Castlemont and Woodlawn. We've asked for a survey but to date, have never gotten a proper survey. I sit on my porch every day and watch people speed up and down Castlemont, sometimes in excess of 70MPH, as "Racers" at Payne and Castlemont, jump the stopsign and race down our streets. This is a Schoolzone! And this happens daily. The traffic "Study" done on Payne, to me, is not valid. To do a proper study you have to clock cars when the driver's are UNAWARE of being clocked. A large trailer, with a 3 foot sign, showing speed, is not a proper survey. This is a huge problem on our streets, and we've brought this up to district 1 leadership many times, with no solution set or even considered. This hotel will drastically increase traffic on our streets and cause even more risk to kids walking to school and parents dropping off their kids on our streets.

We ask, not only for RPP in our surrounding neighborhoods, but also for Speed Bumps on our surrounding streets, like Castlemont, Woodlawn and Fireside. Possibly even a roundabout at Fireside and Castlemont, to slow down traffic. We also request a real traffic study, with community involvement to ensure correct results.

4. Foot Traffic: Synonymous with Vehicle traffic, the mere presence of our neighborhoods, being in such close proximity to this project, will immediately put parking vehicles in front of our houses all hours of the day and late into the night, even into the AM hours. Since this is slated to be a "hotel" patrons would be checking in at any hour. This puts them parking on our streets and walking back and forth to the Hotel. Picture "Rental cars", with parking, unloading luggage, rolling luggage up and down our sidewalks. We already have parking issues today, as well as litter issues (which we, as residents, have to clean up on a daily basis. I have hundreds of photos documenting this). With this hotel "Project".

We ask for RPP to circumvent this. It's the most efficient and easiest solution to stop the infiltration of 24 x 7 parked cars, as well as the foot traffic, whereby keeping our neighborhoods "relatively" quiet in nature.

Please consider our concerns on this project; it's a fairly unanimous concept within our entire community here that this hotel "Project" is grossly out of place, and the impacts to our surrounding areas will be massive.

Thank you,

Markus and Ayi Harry, and daughter, Lili 1260 Castlemont Avenue, San Jose, CA 95128

Markus Harry Cell: 408-375-0827 Markus.Harry@gmail.com

From:	hal stone <stoneh1704@gmail.com></stoneh1704@gmail.com>
Sent:	Monday, August 10, 2020 4:53 PM
То:	Flores, Michelle; Blanco, Maira
Cc:	Jones, Chappie; Hughey, Rosalynn; Kohl, Cassidy
Subject:	Comments for 1212 124 S. Winchester Blvd, C19-031 & H19-038; SP20-016

Greetings all --

I live at 1233 Castlemont Ave. Theses are my concerns about the otel project:

There was no information to address any of the concerns/questions we had. Specifically, we needed information on Traffic, # of Employees, Parking, Fire Plan, Off-Street Loading Space, Drop Off Zones. We also requested information on Bicycle/Pedestrian Friendly Environment, as well as Privacy & Safety Issues. Without this information it isn't possible for us to intelligently address the project with respect to the neighborhood concerns.

Trying not to be too repetitive, the above information is what we (the neighbors of this proposed facility) need to intelligently determine how this will impact our neighborhood. Without it, we cannot comment positively or negatively on the proposal.

I request that you provide this information as soon as possible so we all can get a better feeling for how this new facility will impact our neighborhood.

Thank you.

Hal Stone

From: Deni	nis Talbert <dtalbert_98@yahoo.com></dtalbert_98@yahoo.com>
Sent: Mon	day, August 10, 2020 11:20 AM
To: Flore	es, Michelle; Blanco, Maira
Cc: Jone	s, Chappie; Kohl, Cassidy
Subject: Com	ments for 1212 – 1224 S Winchester Blvd, C19-031 & H19-038; SP20-016

All,

Please find following some questions I have regarding 1212 – 1224 S Winchester Blvd, C19-031 & H19-038; SP20-016 for your meeting tonight.

- Question for Planning Department <u>and</u> Developer: How does a hotel at this particular site contribute to the mission and goals of the Winchester Urban Village neighborhoods per the Winchester Urban Village plan?
- Question for Planning Department: How does the placement of a six story structure at this particular location justify a variance to the restrictions outlined in the Winchester Urban Village Plan?
- 3. Question for Planning Department and Council Representative: If it is desirable to have an additional hotel in the Winchester Urban Village area why couldn't it be located on a more appropriate parcel and located closer to its intended service locale (i.e. the corporate developments near Santana Row)?
- 4. Question for Planning Department and Council Representative: In a city with a widely acknowledged lack of affordable housing why is development priority concerned with projects that are aimed at market rate

solutions and thus fail to address the affordable housing issue in the Winchester Urban Village area? Regards,

Dennis Talbert San Jose, CA resident of North Hamman Park Neighborhood

From:	Seshadri Sathyanarayan <ssathyan@yahoo.com></ssathyan@yahoo.com>
Sent:	Monday, August 10, 2020 8:59 AM
То:	Flores, Michelle; Blanco, Maira
Cc:	Jones, Chappie; Hughey, Rosalynn; Kohl, Cassidy
Subject:	Comments for 1212 – 1224 S Winchester Blvd, C19-031 & H19-038; SP20-016;
Follow Up Flag: Flag Status:	Follow up Completed

[External Email]

Hi,

We have previously expressed concerns that the review and approval process for the hotel project does not appear to have taken into account the guidelines for height and commercial use aspects.

We would like to now draw attention to the designation in the urban village plan document above, that clearly requires that any infill development should **improve and/or enhance existing neighborhood** conditions and generally conform to the quality and character of the surrounding neighborhood.

The Winchester Urban Village plan document states the following on page 23 of the document:

The Residential Neighborhood land use designation is applied to a limited number of single-family detached residential properties located on the east side of Winchester Boulevard behind properties that front Winchester Boulevard. The intent of this designation is to preserve the existing character of these neighborhoods and to strictly limit new development to infill projects which closely conform to the prevailing existing neighborhood character as defined by density, lot size and shape, massing and neighborhood form and pattern. New infill development should improve and/ or enhance existing neighborhood conditions by completing the existing neighborhood pattern and bringing infill properties into general conformance with the quality and character of the surrounding neighborhood.

Even if the hotel does get built, the quality of the hotel must "enhance or improve the quality of the surrounding neighborhood". We are concerned that there is no mechanism in place for us as citizens to hold the builder to a high level of standard with whatever is built at the site.

Clearly, a poor quality hotel would greatly affect the character of the neighborhood, potentially impacting property values. And we are very concerned that, that could result in residents being forced to leave this area - certainly not what is intended with the urban village and the envision 2040 general plans.

We fully support the urban village plans and look forward to high quality growth on winchester blvd (e.g. true urban village like character with mixed use properties, restaurants, cafes, bookshops etc.), that could only help the neighborhood retain and enhance the quality that has been maintained so well since the 1950s when it was first built.

Residents of Hamann Park

From:	Marlene Schwilk <mjschwilk@sbcglobal.net></mjschwilk@sbcglobal.net>
Sent:	Monday, August 10, 2020 12:14 PM
То:	Flores, Michelle
Cc:	Kohl, Cassidy; Jones, Chappie
Subject:	Comments for 1212-12224S Winchester Blvd, C19-031 & H19-038; SP20-016

[External Email]

The following are our requests:

- 1) TRAFFIC: A traffic report with the TDM included
- 2) EMPLOYEES: An independent review of the owner's estimated number of employees is needed.
- 3) PARKING SPACES: A review of the number of parking spaces, based on the independent review of the number of employees
- 4) FIRE PLAN: A Fire Department review as soon as possible, and before the project advances
- 5) PEDESTRIAN AND BICYCLE FRIENDLY ENVIRONMENT: Explain how this project is consistent with the Pedestrian/Bicycle Friendly Environment Policy 3-20, in the Planning Department Review letter dated 10/9/19 to the owner
- 6) OFF-STREET LOADING SPACE: See Review Letter 10/9/19. The loading space needs to be labeled on the floor plan.
- 7) DROP-OFF ZONES: Review the appropriateness of the Drop- Off Zones
- 8) REAR SETBACK: Explanation of the height of the structures on the roof which exceed 65 feet. We request a review and consideration to require at least a 40 foot setback. We request that employee staff and residents not be allowed in the setback space, respecting the privacy and safety concerns of next door neighbors
- 9) POST ALL DOCUMENTS: The planning Department need to post all documents on the Permit Site.

Thank you.

Marlene and Fred Schwilk

From:	Mary Kean <ns4mekean@gmail.com></ns4mekean@gmail.com>
Sent:	Sunday, August 30, 2020 5:40 PM
То:	Flores, Michelle
Subject:	File No. SP20-016 Meeting details:

High

Importance:

[External Email]

Michelle,

I would like to know the status of what happened at the meeting on August 10. I was out of town and not able to attend. I would also like to know the CEQA studies and traffic studies in particular that was done concerning the hotel in light of the other development in the area.

As a registered civil Engineer and a. Home owner in the area, I can tell you this projects is a terrible idea and I strongly disagree with this project and do not want it built in this area. It is the wrong fit for the wrong space. The biggest concern I have is traffic and change in zoning:

- demolition of two existing single-family residences for a commercial hotel is changing the zoning which I disagree with.
- THe 6 story hotel backs onto residential homes will deeply effect those homes
- The 0.69 lot is very small and traffic into/out of the hotel will be a problem.
- Across the street is Bethel hotel which gets traffic and you have a large apartment complex now across the street which once Covid is over will bring big traffic headaches to Winchester and nearby streets.
- Dunkin Donuts just opened up and it is creating traffic problems on Winchester nearby
- Traffic on Eden will definitely be affected as spillover from Winchester.

Thank you for your time and attention to my public comment. I live n Bluebird Drive near the corner of Payne and Winchester and I drive Winchester Rd every day to/from work and I am deeply concerned about the effect on traffic from this hotel.

Mary Kean, PE Registered Professional Engineer/Civil Engineer Home Owner: 3209 Bluebird Drive, San Jose CA 510-918-9949 na4mekean@gmail.com

From:	Amy Finch <amy.finch2@gmail.com></amy.finch2@gmail.com>	
Sent:	Thursday, September 3, 2020 10:17 AM	
То:	Flores, Michelle; Anurag Simgeker	
Subject:	Hotel on Winchester Questions and Concerns	
Follow Up Flag:	Follow up	
Flag Status:	Completed	

[External Email]

Hi Michelle - I'm writing regarding the hotel that is being proposed to go in on Winchester.

I am concerned about the security that will be in place in the hotel. I would like to know what security measures will be incorporated?

Will there be on-site security?

Will the hotel staff be trained in security measures and how to prevent and screen for a potential crime?

Will the hotel accept cash or will it be only credit card? How many staff will there be in the hotel?

Also, I'm wondering if you have any insight as to what is going on with the other residential homes on Winchester until Greentree Way. If it's not available now, when will it be available?

Thanks, Amy

From:	Helen Matsumoto <geetennis@gmail.com></geetennis@gmail.com>
Sent:	Wednesday, June 17, 2020 10:00 AM
То:	Flores, Michelle
Cc:	Kohl, Cassidy; Jones, Chappie; Brian Matsumoto
Subject:	Hotel proposal

[External Email]

Hello Michelle, Chappie, and Cassidy,

We are very concerned about the City's proposal to build a 6 story hotel on Winchester, which is right behind our home.

We have several concerns:

(1). What is the need for a hotel in a residential neighborhood? (one should be mindful how COVID-19 will impact the future way of doing business such as less conferences, etc)

If there is a need for additional hotels in San Jose, it should **not** be in a suburban residential area. A hotel in a commercial area would be more viable.

(2). Another major concern is safety.

The site plan depicts a 20 feet rear setback. The exact wording on page A.02 from the document, (Winchester Hotel_H19-038, 2nd Submittal Plan Set_ Part 1pdf) states:

A 20 feet rear setback and 6 feet side setback is provided, and additional sidewalk easements will be provided to allow for 26 feet sidewalk are provided on Winchester avenue.

The question comes up of safety concerns, especially fire. There is no provision that a fire truck will be able to reach the rear of the building. This is particularly alarming, if there is a fire or some emergency at the rear of the hotel. The only access is from the street and because of the height of the building, it will be extremely difficult to fight a fire at a rear mid level location. The hoses will either have to go over the top of the six story and then down or through the hotel ground floor and then up.

This same fire safety comes up as there is only a six feet setback on the sides of the proposed hotel. There is no provision to have any large equipment with only six feet.

Another safety issue for this location is having a bar around the corner from an elementary school This is not conducive to the concept of having a safe neighborhood for the children and certainly not beneficial to our neighborhood.

(3). We are concerned about the mental health impact. Having a SIX-story building will block out the sun, making it a less healthy environment for the neighborhood. Many studies have shown people suffer SAD (seasonal affective disorder) due to less sun, especially in the winter. A SIX-story building will block off sun all year round.

Production of melatonin. When it's dark, your brain produces the hormone melatonin to help you sleep and then sunlight during the day triggers the brain to stop melatonin

production so you feel awake and alert. During the short days and long nights of winter, however, your body may produce too much melatonin, leaving you feeling drowsy and low on energy.

Production of serotonin. The reduced sunlight of winter can lower your body's production of serotonin, a neurotransmitter that helps to regulate mood. A deficit may lead to depression and adversely affect your sleep, appetite, memory, and sexual desire.

(4). We are very concerned how all these developments and proposed projects on Winchester will impact the traffic on Winchester. Have you seen the morning commute (before COVID-19)? One cannot even cross Moorpark as the traffic (2 lanes) is backed up to get onto 280. Imagine all the commuters that will be added with the Reserve begins to fill their 600 apartments, etc.

Have you seen traffic on Winchester during Christmas season? It is a nightmare to avoid when possible, but now it will only be worse with the additional cars that will be coming from the Reserve. Adding a hotel and condos will cause an even bigger traffic jam on Winchester. That is not fair or considerate to our neighborhood. Additional traffic where drivers push the speed limit also adds to the safety issue of our neighborhood.

(5). Other concerns with this hotel proposal is parking and traffic flow.

On page A.02 there is a Parking Table for the proposed hotel (copied below)

It states a ratio of 1 parking space per room = 119 spaces				
Employees and office has 1 per person	= 10 spaces			
Total Project Requirement	= 130 spaces			
Parking Provided	= 67 spaces			
Parking Reduction	= 63 spaces			
Requested TDM Reduction	= 48.4 %			

To request a reduction of almost 50% is very egregious. In a society and culture where freedom and independence to travel is necessary, to not have at least one parking space per room would definitely be a show stopper. If this was in a true urban center like Manhattan it may be reasonable but in our suburban setting this does not fit well.

The diagram on page A.07 also shows a type of "car elevator" set up for the 67 spaces for parking as cars are stacked. There is no indication of how this will actually work. The driveway down to the basement is only 27'-4" which will be very tight for two cars to pass. There is an immediate concern for timelines for guests to be able to retrieve their cars when needed.

.....

Currently, Winchester Blvd narrows immediately after the adjacent Skilled Nursing facility. The question of hotel guests checking in and out has not been addressed properly. In most cases (probably over 95% or greater), there is ample wide temp space or parking near the entrance for guests. This is obviously needed for luggage transportation and for disabled guests. In the drawing of A.08 there is NO indication of such space, just a little box that says Drop-Off on the other side of the sidewalk.

...........

As there is no rear entrance to the proposed hotel, it has to be assumed that any large deliveries will need to be offloaded on Winchester Blvd. As this is a hotel, there will need to be multiple deliveries each day, not only for room services but for the food/bar services that are proposed. As it has been indicated in a previous comment, this will definitely disrupt any traffic flow. There are currently only two lanes Northbound and to close one lane will create a lot of frustration to commuters/travelers not associated with the proposed hotel.

In summary there are 'many' concerns which we view as valid and necessary to be addressed before a project that is this massive can be allowed to proceed.

A proposed hotel that is six stories (largest neighborhood bldgs. are two stories), limited parking, traffic concerns, having an alcoholic license, fire and safety concerns, at this location does not fit in the spirit of neighborhood and urban village development.

Respectfully, Brian Matsumoto, engineer Helen Matsumoto, social worker

From:rjelincic@comcast.netSent:Thursday, June 18, 2020 2:59 PMTo:Flores, MichelleSubject:Planning Department

[External Email]

This project should not be allowed in our single family home neighborhood. We have a terrible parking problem currently with the apartment complexes in the area. There is no space for additional cars from a 113 room hotel, for guests or workers. We can't allow this project to go forward. Who would want a hotel in their backyard built on two single family home lots? Nobody

Name: Rita Jelincic Email: <u>rjelincic@comcast.net</u> Telephone Number: 5109094635

Web Server: sjpermits.org Client Information: Mozilla/5.0 (Macintosh; Intel Mac OS X 10_13_6) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/13.1.1 Safari/605.1.15

From:Iszuter@gmail.comSent:Thursday, June 18, 2020 11:54 AMTo:Flores, MichelleSubject:Planning Department

[External Email]

 Can we see an analysis of the impact of emergency vehicle access to the Subacute Rehabilitation Center that resides next the the proposed hotel? Will there be a way to quickly divert any traffic (uber drivers serving hotel guests) to allow emergency vehicles access to the Subacute Center?
 How will this hotel specifically serve the individuals in this greater neighborhood/community? Would hotel patrons be more likely to want to stay in this particular spot vs a mile or two away in an area that is primarily zoned for commercial use?

3. Is the main reason that it is being placed at 1212 Winchester solely because it is more affordable to the developer than another site? if there are benefits to the people that live in the area, please state them.

Name: lisa szuter Email: <u>lszuter@gmail.com</u> Telephone Number:

Web Server: sjpermits.org Client Information: Mozilla/5.0 (Macintosh; Intel Mac OS X 10_14_6) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/13.1.1 Safari/605.1.15

From:mjschwilk@sbcglobal.netSent:Friday, June 19, 2020 10:25 AMTo:Flores, MichelleSubject:Planning Department

[External Email]

This combined lot is too small to small to support a 6 story hotel. It will block out the light and airspace of the single family residences nearby.

Name: Marlene Schwilk Email: <u>mjschwilk@sbcglobal.net</u> Telephone Number:

Web Server: sjpermits.org Client Information: Mozilla/5.0 (Windows NT 10.0; Win64; x64; rv:77.0) Gecko/20100101 Firefox/77.0

From:mjschwilk@sbcglobal.netSent:Friday, June 19, 2020 10:31 AMTo:Flores, MichelleSubject:Planning Department

[External Email]

A condominium project would be a better fit for the community than a hotel.

Name: Marlene Schwilk Email: <u>mjschwilk@sbcglobal.net</u> Telephone Number:

Web Server: sjpermits.org Client Information: Mozilla/5.0 (Windows NT 10.0; Win64; x64; rv:77.0) Gecko/20100101 Firefox/77.0

From:mjschwilk@sbcglobal.netSent:Friday, June 19, 2020 10:39 AMTo:Flores, MichelleSubject:Planning Department

[External Email]

78 parking places are not adequate for this project. All of the overflow parking will be on our residential nearby streets.

Name: Marlene Schwilk Email: <u>mjschwilk@sbcglobal.net</u> Telephone Number:

Web Server: sjpermits.org Client Information: Mozilla/5.0 (Windows NT 10.0; Win64; x64; rv:77.0) Gecko/20100101 Firefox/77.0

From:markus.harry@gmail.comSent:Saturday, August 8, 2020 9:57 AMTo:Flores, MichelleSubject:Planning Department

Follow Up Flag: Flag Status: Follow up Completed

[External Email]

As a resident of Castlemont Avenue, only a very short walking distance from where this hotel is proposed (one street over), I, as well as my family, and many other's in the community, have grave concerns about the viability of this project and how it will most certainly affect our community in a negative manner.

To start; a 120 Room hotel, on two such small lots, is completely out of place and clearly it violates the overall look and feel of the "Urban Development" plan that has been instituted by the City of San Jose for the surrounding areas. In short, this is a 6 story building, literally 20 feet from our neighbors on RedOaks avenue, which will not only be a form of visual "Blight" in this neighborhood but the logistics of this Hotel, and what's being put forth, has massive impacts on our community (Again, seemingly going against the overall look and feel of the "Urban Development" project plan of 2040). From anywhere in a 2 to 3 block radius, this Hotel will be encroaching and towering over our neighborhood. The impacts to parking, traffic, visual blight, noise and overall privacy is massive. Attending all of the "urban development" meetings, and participating in the workshops, I seem to remember it was an agreed upon concept that the "Anchor" points of Santana Row and Hamilton Winchester, we're to house the larger structures such as this, and in between there was to be more of a "Community" development plan with Bike lanes, small parks, small retail, and somewhat limited to 4 stories or lower, to maintain that small "Communnity" type appeal. this 6 story hotel seems to completely defy this violating the documents and "Plans" put forth by the city. Further, this developer, as we've been told, completely disregarded proper protocol, consulting with District 1 leadership, as well as having been able to bypass the Urban development "Committee" before such plans took effect. Now we, as residents, face this massive structure, literally being built on top of our homes. We find this unacceptable.

Parking: Obviously, with the owner of this project, asking for a reduction in parking by Half, will undoubtedly put cars for this hotel directly into our neighborhoods. The "Circle" of Payne, Winchester, Fireside and Castlemont is clearly evident how the overflow parking, and traffic, from this hotel is going to work. We are already impacted in our neighborhoods from the overflow parking of high density housing on winchester, Loma Verda, impala (Where Permit parking was instituted), now our neighborhood is overrun with parking and permit parking for our area, has been denied. Now, with this hotel, there is no other place for patrons to park other than in our close neighborhoods, we will have 24 x 7 foot traffic on our streets, with an increase in litter, noise all hours of the day and night, as well as no place for residents, or friends or family to park due to the hotel. One look at a map will immediately show what will happen when the hotel reaches 50 percent or more capacity, as the developer clearly, with the plans, has not accounted for not near enough parking. This is clearly obvious, as the patrons (or valet's) will immediately take the cars onto fireside, to redoaks, or up fireside to Castlemont and park wherever there is street parking. In addition to this, the Hotel will probably charge a fee for valet parking while we, the residents and many LONG standing residents of this neighborhood, literally wake up every morning to our neighborhoods filled with "guest" parking (Which is "Free"). this one hundred plus room hotel is vastly DEVOID of proper parking. WE, as residents, request, that if this plan is to go ahead, we immediately be granted permit parking in our surrounding areas. this, of course, would be a "Deal Breaker" for the developer ans one only has to look at the plan and the map to fully understand exactly what the obvious outcome is: Massive impacts on our neighborhood.

Traffic: Again, looking at a map, one can clearly see the "Course" of how traffic will be increased in our neighborhoods. Since Winchester is divided, and north and south traffic only, with limited ability to shift course in between lights, once someone is traveling "north" on winchester, to access the hotel, with no front parking, or internal parking in the hotel itself (As the parking spaces are seriously lacking for a structure this large), they will simply turn east on Fireside, head straight up to Castlemont, go south, then to payne and go West, BACK onto Winchester North to do another "Circle". Also, guests streetside parking will be traveling south on Castlemont to Payne, or up Woodlawn To Payne, to complete the circle to get to Winchester, where they can either go north or South. The traffic impacts are clearly obvious for our neighborhoods. We have requested, for years, the installation of Speed bumps on Castlemont, woodlawn and fireside, to no avail with the city. We also are a street that BORDERS a gradeschool (Castlemont gradeschool) so opening hours of school are heavy, heavy traffic days, frequently with people speeding up and down Castlemont and Woodlawn with children present. It has been warned, and advised to the city, in both written and verbal form, that with this many children present at certain hours of the day, with no speed bumps or some way to limit traffic speed, we will have an incident sooner or later, possibly a fatality. the increased traffic from this hotel would be no different, in fact ADDING to the dangers of pedestrians and children when they are present in the neighborhoods to and from school (Incidentally, woodlawn and Castlemont are also heavy traffic streets, as well as Greenbrier, as neighborhoods, with limited outlets to Winchester, frequently travel from northern areas through our streets to get to payne, or to Hamilton, to access freeways and other patroned businesses such as Kohls, bed bath beyond, etc.

The traffic increase in our neighborhoods is clearly evident when looking at a map and how this would impact us as residents. We already have a problem the city will not address, this will just ADD to the existing problem. We request, that IF this plan Hotel is greenlighted, we request Permit parking AND Speed control devices (speed bumps or roundabouts) on ALL surrounding streets: Fireside, Castlemont, Woodlawn, Redoaks, Greenbrier. just mere 2 blocks away, the City of campbell has all of these in order. And to think we have NONE of these, being bisecting streets to a GradeSchool is unconscionable.

Other community neighborhood questions/concerns:

Drop Off" zones for Proposed Hotel.

There are drop off zones in front of the hotel and at the entrance of the underground parking. (Owner Plan, A.08) This seems to violate the Urban Village Policy 6-23: "New developments should include drop-off/pick-up areas in site plans, while ensuring that walking, biking, and transit remain safe and convenient." And Policy 6-24: "Ensure that drop-off/pick-up areas do not conflict with bicycle lanes." And Policy 6-45: "Reduce the number of driveways along Winchester Boulevard to enhance safety for people who walk and people who bike and improve streetscape character." This seems the most egregious violation - a driveway for 66 parking spaces entering and leaving the garage around the clock. Also it is hard to see how a flow of cars and trucks parking, waiting, circling in front of the hotel can be safe or convenient for pedestrians and bicycles.

The Off-Street Loading Space is not labeled.

Review Letter 10/9/19: "Pursuant to Section 20.70.440, hotels with greater than 100,000 gross floor area shall provide one off-street loading space. Section 20.90.420 requires loading spaces to be a minimum of 10 feet wide, 30 feet long, and 15 feet in height. Label the location of the loading space on the floor plan." (Owner Plan, A.02, Total Floor Area = 107,079.9 sq ft; Owner Plan, C5.0, Fire Layout = Fire General Notes = 107,079.9 sq ft) The Off-Street Loading Space needs to be labeled.

Pedestrian and Bicycle Friendly Environment

SJ Planning Dept Review Letter dated 10/9/19 to the Owner: "The proposed project (hotel) is preliminary inconsistent with the following goals/policies: Pedestrian and Bicycle Friendly Environment Policy 3-20: New development should support and enhance the pedestrian and bicycle environment and provide greater connectivity to the overall network." Instead, the pedestrian friendly sidewalk would be traversed with guests pulling luggage checking in and checking out, cars crossing the sidewalk to enter and leave the garage, deliveries, garbage, service people crossing the sidewalk with whatever they are bringing or removing. Bicycles will have to navigate the cars and trucks moving in and out of the garage and in and out of the flex lane. And what will this do to the "Potential Mid-Block Crossing" (Urban Village Figure 4.1 & 5.) designed for this location? This project appears inconsistent with the Pedestrian/Bicycle Friendly Environment Policy.

Fire Plan:

We see marked fire lanes in the new 6 story Lynhaven Apts, in the Villa Cortina condos, even in the older A Grace Subacute care facility. A 2015 OSHA publication stated: ""The options available for attacking a fire increase when a building's perimeter becomes more accessible to fire apparatus." This 6 story hotel design leaves no room for side or rear fire apparatus access lanes. It is planned to be 20' from neighboring homes, next door to a sub-acute care facility, across the street from Bethel Church and around the corner from Castlemont Elementary School. The Lynhaven Apts have a 60' rear setback with marked fire lanes. The difference in being able to have reasonable setbacks and fire lanes is lot size: 7.68 acres for Lynhaven Apts compared to 0.69 acre for the proposed Winchester Hotel. The Fire Dept Review needs to be done as soon as possible.

As a tight knit community, we also request further information, which is seemingly not being provided:

1. Parking : TDM (Transportation Demand Management) The Owner is requesting a parking reduction of 48%.

Request:

Please provide what was called for in the SJ Planning Dept Review Letter to the dated 10/9/19: "A Transportation Demand Management program would need to be implemented on-site to allow the alternative parking arrangement. Please provide the TDM and a narrative indication which TDM measures would be used and how the site design and layout of the proposed building would incorporate

those measures. Additionally, the TDM would need to be included in the scope of work for the transportation consultant."

2. Traffic Report - "Under Review" since January

Request: Please have the Traffic Report completed with the TDM.

3. Number of Hotel Employees Owner estimate of the number of staff required appears incomplete and underestimated as written: "For this medium size hotel, we project that the average employee shift will be 10 employees as follows: General Manager (1), Front Deck (1), coffee station (1), bar (1), valet (1), housekeeping (3), accounting (1) and maintenance person (1)." This is substantially lower than on-line estimates. See below.

Request: The Planning Dept require that the Owner provide a full report as outlined in their Review Letter to the Owner on 10/9/19:

"Confirm if the number of employees is for all uses and not just the hotel. Provide details for the operation of the coffee shop, restaurant, offices, and ballroom. Provide the hours of operation as well as identify the number of employees for each use."

We would like to see that employees, details and hours of operation include the restaurant area and kitchen, security, parking including TDM, guest luggage storage, 2 office rooms, employees break room, men's locker room, women's locker room, jacuzzi, steam room, laundry, fire pump room, fire control room, electrical room, landscape, grounds, plumbing.

(On-line sources substantially higher for a mid level hotel: range of 60 to 119

a) "The amount of the staff engaged in hotel activity largely depends on the status of the hotel. According to the recommendations of the World Tourist Organization, the optimum number of staff per 10 rooms in three star hotel - 8 person, in four star hotel - 12 person, in 5 star hotel - 20 person." (8 x 11.9 = 95 employees)

https://gcc01.safelinks.protection.outlook.com/?url=https:%2F%2Fwww.city-ofhotels.com%2F165%2Fhotel-staff-

en.html%23:~:text%3DThe%2520amount%2520of%2520the%2520staff%2C5%2520star%2520hotel%25 20%25E2%2580%2593%252020%2520person&data=01%7C01%7Cmichelle.flores%40sanjoseca.gov %7Cf5577f91189746ed3b0208d83bbc05dd%7C0fe33be061424f969b8d7817d5c26139%7C1&sdata =nFCZzkXap5qtiUtMtHO6bpOyDpptJPdgEE%2F%2FhHuPfwA%3D&reserved=0.

(See Hotel Business, Hotel Staff

b) "Number of Employees. Class as measured by full service or limited service refers as much to the size of the staff as to the physical amenities. The in-between class of hotel uses an in-between number of employees. That ratio ranges from 0.5 (one-half) an employee per room to as much as a 1:1 ratio."

Check-in Check-Out: Managing Hotel Operations, Second Edition, by Gary K. Vallen and Jerome J. Vallen. Published by Prentice Hall. Copyright تزير 2013 by Pearson Education, Inc.

Chapter One: The Traditional Hotel Industry, p15. See Attachment

c) "Security measures were used widely in hotels. The study found that a variety of devices and systems were utilized by the hotels to maintain guest safety. Most hotels had a small number of full-time security officers. More than half (51.4 percent) indicated that they had one or two security officers."

Hospitality Review, Exploring the Relationship Between Hotel Characteristics and Crime, January 1998 (p. 87-88)

https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fdigitalcommons.fiu.edu%2Fhospi talityreview%2Fvol16%2Fiss1%2F%3Futm_source%3Ddigitalcommons.fiu.edu%252Fhospitalityreview%2 52Fvol16%252Fiss1%252F9%26utm_medium%3DPDF%26utm_campaign%3DPDFCoverPages&data =01%7C01%7Cmichelle.flores%40sanjoseca.gov%7Cf5577f91189746ed3b0208d83bbc05dd%7C0fe33be 061424f969b8d7817d5c26139%7C1&sdata=r%2BV%2BYU%2FIF8S4DkmiWmpJRSibU%2Fdmrl%2BII b5bltwPM%2FE%3D&reserved=0

d) Labor Intensive. "In many industries, for example, automotive, electronics, and technology, sophisticated equipment has replaced people in many work activities. By contrast, less of this has occurred in hotels because employees are needed to provide services and products. The traveling public increasingly wants and will pay for services and products delivered by employees who consistently attain required standards. A hotel's ability to attract and retain qualified staff members who consistently deliver excellent service is a key to the success or failure of a hotel."

https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.pearsonhighered.com%2Fa ssets%2Fsamplechapter%2F0%2F1%2F3%2F4%2F013433762X.pdf&data=01%7C01%7Cmichelle.flo res%40sanjoseca.gov%7Cf5577f91189746ed3b0208d83bbc05dd%7C0fe33be061424f969b8d7817d5c26 139%7C1&sdata=8u9SGBH19qumKz5Zb4XNioXQKlvVXgAN8rtK5WSSDZ8%3D&reserved=0

Overview of the Hotel Industry, p 8-9

4. Fire Plan: "Aerial Access" The Owner's Winchester Hotel Plan shows the Fire Layout (p. C5.0) using aerial access from Winchester Blvd because there are no side and rear Fire Apparatus Access Roads, as required in other Winchester properties (Lynhaven Apartments currently under construction, Villa Cortina condos, A Grace Subacute care facility next door, etc) We ask why aren't the same safety measures expected here, especially in light of the Urban Village description of these parcels as "smaller, shallow parcels fronting Winchester and abutting single family residences" and their location abutting a single family neighborhood, next door to a subacute care facility, across the street from Bethel Church and around the corner from Castlemont School.

a) OSHA statement: "The options available for attacking a fire increase when a building's perimeter becomes more accessible to fire apparatus. Building codes contain a concept known as frontage increase. This allows the maximum size of the building to be increased if a structure has more than a certain percentage of its perimeter on a public way or open space accessible to fire apparatus. Ideally the full perimeter would be accessible; however, this is not always feasible."

OSHA, Fire Service Features of Buildings and Fire Protection Systems, p.14

https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.osha.gov%2FPublications% 2FOSHA3256.pdf&data=01%7C01%7Cmichelle.flores%40sanjoseca.gov%7Cf5577f91189746ed3b02 08d83bbc05dd%7C0fe33be061424f969b8d7817d5c26139%7C1&sdata=muKcybGiTyydeOzW%2Bv Du3u1fQDNIHuHMAPp%2BQkOkgc4%3D&reserved=0

a) Santana Row fire - The 2002 Santana Row fire had embers igniting roofs half a mile away: "The Santana Row fire first was reported at 3:36 p.m., Aug. 19, 2002...The fire went to 11 alarms and caused more than \$100 million in damage. Embers from that fire ignited roofs half a mile away, destroying more than 30 apartments and townhouses in the Moorpark neighborhood, causing \$2.5 million in damage."

https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.mercurynews.com%2F2012 %2F08%2F18%2Fsantana-row-fire-

facts%2F&data=01%7C01%7Cmichelle.flores%40sanjoseca.gov%7Cf5577f91189746ed3b0208d83b bc05dd%7C0fe33be061424f969b8d7817d5c26139%7C1&sdata=C3S8raGHe3Cn3yyfd8vgD%2B8Jwj MsF6KZPpNaw8d0sbc%3D&reserved=0

Request: Provide Fire Dept Review of Fire Plan. Provide risk assessment to neighborhood and surrounding facilities. Is there an evacuation plan need for subacute care facility patients?

5. Off-Street Loading Space

Review Letter 10/9/19: "Pursuant to Section 20.70.440, hotels with greater than 100,000 gross floor area shall provide one off-street loading space. Section 20.90.420 requires loading spaces to be a minimum of 10 feet wide, 30 feet long, and 15 feet in height. Label the location of the loading space on the floor plan." (Owner Plan, A.02, Total Floor Area = 107,079.9 sq ft; Owner Plan, C5.0, Fire Layout = Fire General Notes = 107,079.9 sq ft)

On 6/2/20, Michelle Flores emailed that the Owner "would need to go through a separate process to request a loading zone in front of the project site."

Request: Label the location of the loading zone.

6. "Drop Off" zones and sidewalk parking driveway front of the hotel (Owner Plan, A.08)

--Goal UD-14, "Parking & service areas should not be visible from the public realm."

-- DS-20, "Surface parking are not permitted between sidewalk and building facade."

--DS-22 "Loading & service areas should not be visible from Winchester Blvd and shall be located at the rear of a property, in structures, or in the interior of blocks."

--Policy 6-23: "New developments should include drop-off/pick-up areas in site plans, while ensuring that walking, biking, and transit remain safe and convenient."

--Policy 6-24: "Ensure that drop-off/pick-up areas do not conflict with bicycle lanes."

--Michelle Flores email, 6/2/20 - "They would need to go through a separate process to request a loading zone in front of the project site."

Request: Please demonstrate in writing how the project complies with the above policies. Describe where cars will wait to enter the garage. Describe how long and where cars will be allowed to park while dropping off or picking up guests.

7. "20 feet sidewalk"

Per Owner Project Description (A.02); Setback Exhibit indicates a 20 ft sidewalk. Owner Setback Exhibit appears to show the hotel encroaching onto the 20ft right of way. Owner Plan A.08 shows Drop Off zones for pick up and drop off on the street the front of the hotel for pick up and drop off, at the Garage Entry plus a driveway crossing to the garage across the sidewalk. 6/5/20 Michelle Flores emailed: "The details for the public right-of-way are approved after the Planning entitlement." We requested that the review be done prior to the entitlement. Michelle Flores answered: "The improvements for the public right-of-way are reviewed under each Planning application to determine what is appropriate for the project."

Request: Please complete the review regarding the improvements for the public right-of-way before the Planning entitlement.

8. Height and Rear Setback of 20'

Owner decreased the height of the proposed 6 story, 65' hotel by 5 inches and was allowed to go from a 40' setback to a 20' setback; roof top structures exceed 65'. At least 1 of the roof top structures is at the rear of the building, directly impacting the adjoining residential homes. Owner Plan A.08 shows a sidewalk along the rear fence plus a seating area at the back of the hotel, both within the 20' setback area. We have asked for explanations on the following: how does a 5" drop in height change a 40' setback to a 20' setback; do roof top structures exceeding 65' violate the height limit; are there regulations regarding hours for smoking, drinking, loud talking at the sitting area adjacent to the neighboring residential properties; whether a sidewalk and bench are permitted in the setback area; On 7/8/20, Michelle Flores emailed: "The Winchester Urban Village Plan Design Standard DS-11 states 'non-occupiable architectural features such as roof forms, chimneys, stairwells and towers may project up to ten feet above the maximum height'. The 65 feet is for the building height and focusing on the massing. I will share these concerns about open space with the applicant in their revised plan sets."

Winchester Urban Village GOAL UD-10: "Protect privacy and light and air access of existing residential neighborhoods in and near the Village."

Request: How tall are the structures on top of the roof? Do the above design features violate UD-10?

9. Bicycle Lane safety

Latest Setback Exhibit from the Owner shows 20' sidewalk, 5.5' bike lane, 4.5' rain garden; 11' Flexible Lane; 10' Travel Lane; 11' Travel Lane. This was in line with Policy 6-95: "Rain gutters should be installed adjacent to protected bike lanes to take advantage of grades/drainage patterns within right-of-way and act as a buffer zone".

Recently a new bike lane has been added on Winchester next to the two existing travel lanes. If this is permanent, now the bicycle lane will be located between the flex lane and the travel lanes. How will this affect bicycle safety? How many cars will be allowed to wait on the sidewalk at the Garage Entry?

Request: Please clarify the location of the bicycle lane. Please show how this "Ensures that dropoff/pick up areas do not conflict with bicycle lanes."- Policy 6-24. If the bicycle lane has been moved from adjacent to the sidewalk to the space between lanes, clarify how this is a protected bike lane per Policy 6-95.

10. Open Space

In the 7/22/19 letter to the Owner, Michelle Flores wrote: "For new development, open space must be provided." Policy 4-9. We requested the location of the open space for public use? Michelle Flores responded: "I will share these concerns about open space with the applicant in their revised plan sets."

Request: Where is the open space for public use?

11. Miscellaneous Questions

a) Requested: Where is the location of HVAC; what is the noise level?

Where will the air/fumes be vented from the Basement Garage?

Received: "The Building department and Fire department are also reviewing this project. They will look at other requirements such as the HVAC and ventilation of the underground garage."

Request: Can the Owner give us the specifics regarding the location of the HVAC system and how the underground garage will be ventilated. Where will the fumes be released?

b) Requested: If a hotel is built at this location, what becomes of the "Potential Mid-Block Crossing" suggested at 1212 S Winchester, per Urban Village, Figure 4-1?

Received: "Figure 4-1 shows a potential crossing, not a requirement. The improvements for the public right-of-way are reviewed under each Planning application to determine what is appropriate for the project"

Request: Who reviews the public right-of -way improvements? When will a decision be made on the Mid-Block Crossing?

c) Requested: What are the smoking restrictions for the 20' setback close to residential homes?

Received: "Regulations for smoking are under Title 9 of the Municipal Code for Health and Safety, which is outside of Planning's jurisdiction."

d) Requested: Why is the Lot Line Adjustment Permit (AT19-043) showing 0.86 gross acre site when all other documents show it as 0.69 acre site.

Received: "The size in the lot line adjustment is different than on the development permit. The development permit refers to the project site size. The Lot Line Adjustment looks at the legal description of the parcels for the boundaries. The lot lines of the property extend into Winchester Boulevard and include the easement for the public right-of-way. The lot size of the Lot Line Adjustment does not mean that the project can build in that entire area. The development permit has a smaller lot size since it is only for the project area."

NOTE: The legal description which is contained in the Survey (S.01) of the Builder's Plan does indicate that the property lines were 35' longer than what they are now, which would have made them 0.86 gross acre site. However, the legal description was written in 1945 & 1946 and describes the property lines extending to the center line of Santa Clara and Los Gatos Road, which clearly is now Winchester Blvd. The Survey itself states the AREA of the parcels as 30,074.52 sq.ft. or 0.69 Acres.

We feel it is important to represent these parcels accurately as the "smaller, shallow parcels fronting Winchester Boulevard and abutting single-family residences" described in the Winchester Blvd Urban Village.

Link - Winchester Blvd Urban Village:

https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.sanjoseca.gov%2Fhome%2 Fshowdocument%3Fid%3D32893&data=01%7C01%7Cmichelle.flores%40sanjoseca.gov%7Cf5577f9 1189746ed3b0208d83bbc05dd%7C0fe33be061424f969b8d7817d5c26139%7C1&sdata=ZJ1dTn6riU Q%2FiyYURlgsw3VStHJpCFjff0pKL218h5k%3D&reserved=0

Link - What is a Special Use Permit:

https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.sanjoseca.gov%2Fhome%2 Fshowdocument%3Fid%3D15471&data=01%7C01%7Cmichelle.flores%40sanjoseca.gov%7Cf5577f9 <u>1189746ed3b0208d83bbc05dd%7C0fe33be061424f969b8d7817d5c26139%7C1&sdata=hELNxbr18</u> <u>5ptcE0mZ%2F86e48Qs2nAsPabEhaaP03oQBE%3D&reserved=0</u>

Link - San Jose - Fire Apparatus Access Roads

https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.sanjoseca.gov%2Fhome%2 Fshowdocument%3Fid%3D9157&data=01%7C01%7Cmichelle.flores%40sanjoseca.gov%7Cf5577f91 189746ed3b0208d83bbc05dd%7C0fe33be061424f969b8d7817d5c26139%7C1&sdata=xMELz9yhO 7wVpj6j6bHawKifxySAoeYAksWUPYr%2Bpmw%3D&reserved=0

Attachment: Review Letter mentioned in the Permit Search for SP20-016.

Attachment: Check-in Check-Out: Managing Hotel Operations, Second Edition, by Gary K. Vallen and Jerome J. Vallen. Published by Prentice Hall. Copyright � 2013 by Pearson Education, Inc. Chapter One: The Traditional Hotel Industry (See p15)

Name: Markus Harry Email: <u>markus.harry@gmail.com</u> Telephone Number: 408-375-0827

Web Server: sjpermits.org Client Information: Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/84.0.4147.105 Safari/537.36

From:aurieb@gmail.comSent:Monday, August 10, 2020 12:07 AMTo:Flores, MichelleSubject:Planning Department

Follow Up Flag: Flag Status: Follow up Completed

[External Email]

I would like to express my concern with rezoning this lot to commercial, especially for a 120 room hotel. Given that there is a pre school and elementary school just around the corner and is bordering residential homes it does not have the right chemistry for the neighborhood. It seems both Uncomfortable and even unsafe to have homes, some of which young kids living in them, share a fence with the back of hotel. The back of the hotel is being designed as a picnic area and thus the hotel is encouraging any of the potentially hundreds of guests to congregate in that area. The residents of these houses will have to host a never ending stream of strangers mere feet from there living areas. And whether legal or not it seems likely that the back of the hotel will be a common spot for customers to smoke cigarettes at all hours of the day. This would not only bring second hand smoke to the backyards of the neighbors but can easily bring smoke up through the Neighboring second story windows, which are often bedrooms. Imagine a young child sleeping with there window open only To be slowly poisoned Day after day, year after year, as hotel guests sneak out back to enjoy a cigarette, unknowingly exhaling toxic fumes into unsuspecting children's windows. I'm not trying to be over dramatic here but no one deserves to have to risk there heath and well being simply by living in there home, especially a home that was specially chosen because it was in an residential area.

Name: Aurie Email: <u>aurieb@gmail.com</u> Telephone Number: 4082060759

Web Server: sjpermits.org Client Information: Mozilla/5.0 (iPhone; CPU iPhone OS 13_4 like Mac OS X) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/13.1 Mobile/15E148 Safari/604.1

From:DTALBERT_98@YAHOO.COMSent:Monday, August 10, 2020 11:08 AMTo:Flores, MichelleSubject:Planning Department

[External Email]

1. Question for Planning Department and Developer: How does a hotel at this particular site contribute to the mission and goals of the Winchester Urban Village neighborhoods per the Winchester Urban Village plan?

Question for Planning Department: How does the placement of a six story structure at this particular location justify a variance to the restrictions outlined in the Winchester Urban Village Plan?
 Question for Planning Department and Council Representative: If it is desirable to have an additional hotel in the Winchester Urban Village area why couldn't it be located on a more appropriate parcel and located closer to its intended service locale (i.e. the corporate developments near Santana Row)?
 Question for Planning Department and Council Representative: In a city with a widely acknowledged lack of affordable housing why is development priority concerned with projects that are aimed at market rate solutions and thus fail to address the affordable housing issue in the Winchester Urban Village area?

Name: DENNIS TALBERT Email: <u>DTALBERT</u> <u>98@YAHOO.COM</u> Telephone Number:

Web Server: sjpermits.org Client Information: Mozilla/5.0 (Macintosh; Intel Mac OS X 10_15_6) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/13.1.2 Safari/605.1.15

From:james.miyuki@sbcglobal.netSent:Monday, August 10, 2020 2:16 PMTo:Flores, MichelleSubject:Planning Department

[External Email]

1) Traffic

We need a Traffic Report with a Transportation Demand Management plan included. We have been requesting the traffic report, which has been under review since January (8 months). We are very concerned about traffic congestion. A hotel with 119 rooms, stacked parking, employees, deliveries, service needs, Uber/Lyft transportation will increase traffic. We already have an impacted street with an elementary school around the corner. In addition, we are concerned this could raise a safety issue for children walking to school and for ambulances needing to get to the Convalescent Hospital next door to the proposed hotel. There are frequently emergencies as this is an elderly, ill population and ambulances need to get quickly in and out. We feel this is inappropriate location for a 6story hotel. It burdens, rather than serves the community.

2) Number of Employees

We request an independent review of the Owner's estimated number of employees. We suspect that the Owner's estimate of 10 employees is understated. An on-line search for estimates for a hotel with 119 rooms shows a range of 95 employees (for a 3-star hotel) to 238 employees for a 5-star hotel. (Between 8 to 20 employees per 10 rooms). The owner's estimate does not include employees for the restaurant area and kitchen, security, parking including TDM (traffic demand management plan), guest luggage storage, 2 office rooms, employees break room, men's locker room, women's locker room, jacuzzi, steam room, laundry, fire pump room, fire control room, electrical room, landscape, grounds, plumbing. Per The Planning Dept Review Letter to Owner, 10/9/19: "Confirm if the number of employees is for all uses and not just the hotel. Provide details for the operation of the coffee shop, restaurant, offices, and ballroom. Provide the hours of operation as well as identify the number of employees for each use." We have not been informed of a reply from the Owner and request this. A higher number of employees would mean more parking spaces are needed to ensure there is not inappropriate overflow into the neighborhood. If this hotel is understaffed, other concerns arise such as quality, safety and security.

3) Parking

The Owner is requesting a 48% parking reduction, providing 66 spaces out of 129.

This number is based on 119 rooms plus 10 employees. We feel this request for a reduction is grossly inappropriate. We question whether the estimate of 10 employees is realistic, based on on-line sources showing estimates for a similar sized hotel of 119 rooms is 95 employees (for a 3-star hotel) to 238 employees for a 5-star hotel. (Between 8 to 20 employees per 10 rooms). Vehicle Parking Requirement is 1 per guest room or suite, plus 1 per employee. Hence it seems an appropriate estimate of needed parking spaces is 119 + 95 = 214 parking spaces at the very minimum. We request a review of this estimation of employees and if it is underestimated, the number of required parking spaces needs to be appropriately increased. We feel the current number of required parking spaces, 129, is already not

adequate, especially if the number of employees is more realistically 95-238. Hence, we feel the request for reduction in parking spaces is inappropriate. Parking reduction is subject to review of a TDM (Traffic Demand Management) plan, which has yet to be completed (has been under review for 8 months). A hotel that cannot provide for its own parking is a burden on a neighborhood already impacted by apartments where people need to share space to afford rents, thereby worsening the availability of parking on neighborhood streets. We have an elementary school, Castlemont, around the corner. Many children walk to school and we are concerned about their safety with increased traffic.

4) Fire Plan

We remember the 2002 Santana Row fire which caused more than \$100 Million in damage. My daughter, 11 years old at the time, remembers walking with friends in the neighborhood and wondering if it was raining as ashes were coming down from the fire more than 1 mile away. We request a thorough Fire Plan review for the safety of our community. This 6 story hotel is 20' from neighboring homes. The Lynhaven Apts are 60' from the rear fence. A fired in this hotel could be a deadly devastation to the neighborhood. We see marked fire lanes on the new Lynhaven Apts as well as the old neighboring A Grace Subacute. A 2015 OSHA publication stated: ""The options available for attacking a fire increase when a building's perimeter becomes more accessible to fire apparatus." We request marked fire lanes in the proposed plan. Currently, there is no room for side or rear fire apparatus access lanes based on the hotel project. We request The Fire Dept Review be done before the project advances. If this project poses an unreasonable fire risk to the neighborhood, we do not feel it is reasonable for the City to allow this project to move forward.

5) Pedestrian and Bicycle Friendly Environment

Add who this letter is from/to (Review Letter from City to Owner? - its not clear) Review Letter 10/9/19: "The proposed project (hotel) is preliminarily inconsistent with the following goals/policies: Pedestrian and Bicycle Friendly Environment Policy 3-20: New development should support and enhance the pedestrian and bicycle environment and provide greater connectivity to the overall network."

The proposed sidewalk area does not appear to enhance a pedestrian friendly area. Rather it would have several paths cutting across from the street to hotel for guests checking in, for cars entering the parking garage and possibly for deliveries, garbagetrucks, and service vehicles. Where else are they able to park? Bicycles will have to navigate the cars and trucks moving in and out of the garage to the street, as well as those along the curb for check in who then need to circle back to the parking lot. And what will this do to the "Potential Mid-Block Crossing" (Urban Village Figure 4.1 & 5.) designed for this location? This project still appears inconsistent with the Pedestrian/Bicycle Friendly Environment Policy. We request a response from Owner of how this project will comply with this policy and make adjustments to ensure ability to comply before moving forward.

6) Off-Street Loading Space

The Off-Street Loading Space is not labeled. (From City to Owner?) Review Letter 10/9/19: "Pursuant to Section 20.70.440, hotels with greater than 100,000 gross floor area shall provide one off-street loading space. Section 20.90.420 requires loading spaces to be a minimum of 10 feet wide, 30 feet long, and 15 feet in height. Label the location of the loading space on the floor plan." (Owner Plan, A.02, Total Floor Area = 107,079.9 sq ft; Owner Plan, C5.0, Fire Layout = Fire General Notes = 107,079.9 sq ft) The Off-Street Loading Space needs to be labeled. Request response from Owner.

7) Drop Off" zones

There are drop off zones in front of the hotel and at the entrance of the underground parking. (Owner Plan, A.08) This seems to violate the Urban Village Policy 6-23: "New developments should include drop-off/pick-up areas in site plans, while ensuring that walking, biking, and transit remain safe and convenient." And Policy 6-24: "Ensure that drop-off/pick-up areas do not conflict with bicycle lanes." And Policy 6-45: "Reduce the number of driveways along Winchester Boulevard to enhance safety for people who walk and people who bike and improve streetscape character." This seems the most egregious violation - a single driveway for 66 - 214 parking spaces entering and leaving the garage around the clock does not provide for a safe walking, biking environment. Also it is hard to imagine how a flow of cars and trucks parking, waiting, circling in front of the hotel can be safe or convenient for pedestrians and bicycles or be with pedestrian and bicycle traffic. In addition, we are concerned this could raise a safety issue for ambulances needing to get to the Convalescent Hospital next door to the proposed hotel. There are frequently emergencies as this is an elderly, ill population and ambulances need to get quickly in and out. We request a review of the appropriateness of proposed drop off zones.

8) Privacy/Safety - Height reduced 5" to achieve a 20' Rear Setback

The Owner adjusted the height of the proposed 6 story, 65' hotel by 5 inches to go from a required 40ft setback to a 20' setback. However, Roof top structures exceed 65'.

At least 1 of the roof top structures is at the rear of the building, directly impacting the adjoining residential homes. Owner Plan A.08 shows a sidewalk along the rear fence plus a seating area at the back of the hotel, both within the 20' setback area.

We previously requested an explanation as to whether a 5" drop in height to avoid the 40' setback violates the intent of the regulation; whether roof top structures exceeding 65' mandate a 40' setback; whether a sidewalk and bench are permitted in the setback area; whether there are mandated regulations regarding hours, smoking, etc at the rear of the hotel to protect the privacy neighbors? Received reply: "The Winchester Urban Village Plan Design Standard DS-11 states 'non-occupiable architectural features such as roof forms, chimneys, stairwells and towers may project up to ten feet above the maximum height'. The 65 feet is for the building height and focusing on the massing. I will share these concerns about open space with the applicant in their revised plan sets."

We request to know How tall are the structures on top of the roof?

We feel this reduction to a 20 ft setback violates the purpose of the setback requirement, for privacy and safety of the surrounding neighbors. We request there be a review and consideration to require at least a 40' setback. We request that employee staff and residents not be allowed in this setback space out of privacy and safety for the residential next door neighbors.

9) No documents have been posted on the Permit site. We request Planning Dept post all documents.

What is the developer trying to hide by not making these requested documents available for view by the neighborhood? Please help us make an informed decision.

Name: Miyuki One Bear Email: <u>james.miyuki@sbcglobal.net</u> Telephone Number: 408-802-7695

Web Server: sjpermits.org Client Information: Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/84.0.4147.105 Safari/537.36 Edg/84.0.522.52

From:mjschwilk@sbcglobal.netSent:Monday, August 10, 2020 2:23 PMTo:Flores, MichelleSubject:Planning Department

[External Email]

A 65 foot tall building in this small space does not fit the privacy and safety concerns of the residential neighborhood behind it.

Name: M. Schwilk Email: <u>mjschwilk@sbcglobal.net</u> Telephone Number:

Web Server: sjpermits.org Client Information: Mozilla/5.0 (Windows NT 10.0; Win64; x64; rv:79.0) Gecko/20100101 Firefox/79.0

From: Sent: To: Subject: shehana@alm-mail.com Monday, August 10, 2020 8:46 PM Flores, Michelle Planning Department

[External Email]

These are my concerns.

1) Traffic

We need a Traffic Report with a Transportation Demand Management plan included. We have been requesting the traffic report, which has been under review since January (8 months). We are very concerned about traffic congestion. A hotel with 119 rooms, stacked parking, employees, deliveries, service needs, Uber/Lyft drive sharing transportation will increase traffic. We already have an impacted street with multiple elementary schools and a middle school within a 1 mile radius. In addition, we are concerned this could raise a safety issue for children walking to school and for ambulances needing to get to the Convalescent Hospital next door to the proposed hotel. There are frequently emergencies as this is an elderly, ill population and ambulances need to get quickly in and out. We feel this is an inappropriate location for a 6-story hotel. The hotel is completely out of place and would add tremendous traffic during the morning commute to school with buses, parents, and commuters going to work alongside the many workers and services the hotel would require. It burdens, rather than serves the community.

2) Parking

The Owner is requesting a 48% parking reduction, providing 66 spaces out of 129. This number is based on 119 rooms plus 10 employees. We feel this request for a reduction is grossly inappropriate. We question whether the estimate of 10 employees is realistic, based on on-line sources showing estimates for a similar sized hotel of 119 rooms is 95 employees (for a 3-star hotel) to 238 employees for a 5-star hotel. (Between 8 to 20 employees per 10 rooms). Vehicle Parking Requirement is 1 per guest room or suite, plus 1 per employee. Hence it seems an appropriate estimate of needed parking spaces is 119 + 95 = 214 parking spaces at the very minimum. We request a review of this estimation of employees and if it is underestimated, the number of required parking spaces needs to be appropriately increased. We feel the current number of required parking spaces, 129, is already not adequate, especially if the number of employees is more realistically 95-238. Hence, we feel the request for reduction in parking spaces is inappropriate. Parking reduction is subject to review of a TDM (Traffic Demand Management) plan, which has yet to be completed (has been under review for 8 months). A hotel that cannot provide for its own parking is a burden on a neighborhood already impacted by apartments where people need to share space to afford rents, thereby worsening the availability of parking on neighborhood streets. We have an elementary school, Castlemont, around the corner and multiple other schools within a mile radius, many of whom can be seen on a week day walking home after school, walking to/from the bus stop, and parents walking with their children. Many children walk to school and we are concerned about their safety with increased traffic. As a parent who raised my children in this neighborhood, I believe it would lessen the community that we have worked to cultivate. This is an oversized commercial venture for our residential community. My daughter worked for the Campbell Union School District at

Castlemont and other schools, and personally knows and works with many of the students who walk in this area to school every day. It is frightening to think of such an establishment marring what is a family centered area with so many children near by.

3) Fire Plan

We remember the 2002 Santana Row fire which caused \$130 Million in damage. This fire devastated the area and it is clear we must cannot have building complexes like that so close to a neighborhood with many families, schools, and a convalescent hospital. We request a thorough Fire Plan review for the safety of our community. This 6 story hotel is directly adjacent to a family home and in front of several more family homes. The Lynhaven Apts are 60' from the rear fence. A fire in this hotel would be a deadly devastation to the neighborhood. We see marked fire lanes on the new Lynhaven Apts as well as the old neighboring A Grace Subacute. A 2015 OSHA publication stated: ""The options available for attacking a fire increase when a building's perimeter becomes more accessible to fire apparatus." We request marked fire lanes in the proposed plan. Currently, there is no room for side or rear fire apparatus access lanes based on the hotel project. We request The Fire Dept Review be done before the approval of the project is considered. If this project poses an unreasonable fire risk to the neighborhood, we do not feel it is safe or responsible for the City to allow this project to move forward.

4) Number of Employees

We request an independent review of the Owner's estimated number of employees. We strongly suspect that the Owner's estimate of 10 employees is understated. An online search for estimates for a hotel with 119 rooms shows a range of 95 employees (for a 3-star hotel) to 238 employees for a 5-star hotel. (Between 8 to 20 employees per 10 rooms). The owner's estimate does not include employees for the restaurant area and kitchen, security, parking including TDM (traffic demand management plan), guest luggage storage, 2 office rooms, employees break room, men's locker room, women's locker room, jacuzzi, steam room, laundry, fire pump room, fire control room, electrical room, landscape, grounds, and plumbing. Per The Planning Dept Review Letter to Owner, 10/9/19: "Confirm if the number of employees is for all uses and not just the hotel. Provide details for the operation of the coffee shop, restaurant, offices, and ballroom. Provide the hours of operation as well as identify the number of employees would mean more parking spaces are needed to ensure there is not inappropriate overflow into the neighborhood. If this hotel is understaffed, other issues arise like quality, safety and security.

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- Height reduced 5" to achieve a 20' Rear Setback The Owner adjusted the height of the proposed 6 story, 65' hotel by 5 inches to go from a required 40ft setback to a 20' setback. However, Roof top structures exceed 65'.

At least 1 of the roof top structures is at the rear of the building, directly impacting the adjoining residential homes. Owner Plan A.08 shows a sidewalk along the rear fence plus a seating area at the back of the hotel, both within the 20' setback area.

We previously requested an explanation as to whether a 5" drop in height to avoid the 40' setback violates the intent of the regulation; whether roof top structures exceeding 65' mandate a 40' setback; whether a sidewalk and bench are permitted in the setback area; whether there are mandated regulations regarding hours, smoking, etc at the rear of the hotel to protect the privacy neighbors? Received reply: "The Winchester Urban Village Plan Design Standard DS-11 states 'non-occupiable architectural features such as roof forms, chimneys, stairwells and towers may project up to ten feet above the maximum height'. The 65 feet is for the building height and focusing on the massing. I will share these concerns about open space with the applicant in their revised plan sets."

I request to know. How tall are the structures on top of the roof?

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Name: Shehana Marikar Email: <u>shehana@alm-mail.com</u> Telephone Number:

Web Server: sjpermits.org Client Information: Mozilla/5.0 (X11; Ubuntu; Linux x86_64; rv:79.0) Gecko/20100101 Firefox/79.0

From:rjelincic@comcast.netSent:Thursday, June 18, 2020 2:51 PMTo:Flores, MichelleSubject:Planning Department

[External Email]

This project should not be allowed in our single family home neighborhood. We have a terrible parking problem currently with the apartment complexes in the area. There is no space for additional cars from a 120 room hotel, for guests or workers. We can't allow this project to go forward.

Name: Rita Jelincic Email: <u>rjelincic@comcast.net</u> Telephone Number: 5109094635

Web Server: sjpermits.org Client Information: Mozilla/5.0 (Macintosh; Intel Mac OS X 10_13_6) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/13.1.1 Safari/605.1.15

From:	Ron Canario <ron.canario@aol.com></ron.canario@aol.com>
Sent:	Monday, August 10, 2020 1:52 PM
То:	Flores, Michelle
Subject:	pre-meeting comments SP20-016

SP20-016

I oppose this structure because:

The proposed hotel would violate the privacy of all neighboring homes, which is primarily residential.

The added traffic will be unbearable on an already congested Winchester Blvd, PARTICULARLY after the 630 unit structure on Winchester & Williams has been completed and filled.

A 6 story structure will be aesthetically out-of-place in a surrounding area of 1 & 2 story buildings.

Respectfully, Ron Canario <u>ron.canario@aol;.com</u> 991 So. Clover Ave, San Jose, 95128

From: Sent: To: Cc: Subject: Attachments:	MORMAN GAIL <gbmorman@comcast.net> Monday, June 29, 2020 10:36 PM Flores, Michelle Jones, Chappie; Kohl, Cassidy; Morman Tom Questions regarding 1212 S Winchester 2020.06.29_Neighborhood Issues & Requests made to Vice Mayor Jones.pages</gbmorman@comcast.net>
Follow Up Flag:	Follow up
Flag Status:	Completed

Dear Michelle,

Can you please help us with the questions we have regarding the hotel project at 1212 S Winchester? See attached.

Many thanks, Gail Morman (408) 802-7132

From:	Randy Johnson <randell.johnson@sunpower.com></randell.johnson@sunpower.com>
Sent:	Wednesday, February 5, 2020 10:54 AM
То:	Tom Morman; Flores, Michelle
Cc:	Gail Morman; Jessica Kreischer
Subject:	RE: [EXT] Re: SunPower Structural Concerns

Hi Tom,

Did you mean to send this email to Michele Clemente?

Randy Johnson | Sr. Energy Consultant | SunPower Direct 51 Rio Robles Avenue, San Jose, CA 95134 | mobile 415.936.9435 | randell.johnson@sunpowercorp.com

SUNPOWER®

From: Tom Morman <<u>tom.r.morman@gmail.com</u>>
Sent: Wednesday, February 5, 2020 10:52 AM
To: Michelle Flores <<u>michelle.flores@sanjoseca.gov</u>>
Cc: Gail Morman <<u>gbmorman@comcast.net</u>>; Jessica Kreischer
<<u>Jessica.Kreischer@sunpowercorp.com</u>>; Randy Johnson <<u>Randell.Johnson@sunpowercorp.com</u>>
Subject: Re: [EXT] Re: SunPower Structural Concerns

Dear Michelle,

Thank you for sending the revised packet. It would help if the engineering dept can clarify:

1. Have they reviewed the current design of our home after the 2004 remodel/expansion involving the removal of portions of the rear (east) exterior and side (north) exterior walls with a lam beam installed where the portion of the rear wall was removed?

2. Is there any issue with the structure supporting the weight of the solar panels equipment?

I appreciate your help with this.

Regards, Tom Morman

On Tue, Feb 4, 2020 at 3:31 PM Randy Johnson <<u>Randell.Johnson@sunpower.com</u>> wrote:

Thanks Michele!

Tom – let us know if you have any additional questions.

Best,

Randy Johnson | Sr. Energy Consultant | SunPower Direct

51 Rio Robles Avenue, San Jose, CA 95134 | mobile 415.936.9435 | randell.johnson@sunpowercorp.com

SUNPOWER[®]

From: Michele Clemente <<u>Michele.Clemente@sunpowercorp.com</u>>
Sent: Tuesday, February 4, 2020 12:23 PM
To: Tom Morman <<u>tom.r.morman@gmail.com</u>>
Cc: Gail Morman <<u>gbmorman@comcast.net</u>>; Jessica Kreischer
<<u>Jessica.Kreischer@sunpowercorp.com</u>>; Randy Johnson <<u>Randell.Johnson@sunpowercorp.com</u>>
Subject: RE: [EXT] Re: SunPower Structural Concerns

Hi Tom, please see attached, after further review our structural team have updated sheet PVS-1. Let me know if further concerns.

Thank you,

Michele Clemente

SPRI Project Manager | 916-692-7690

SUNPOWER

From: Tom Morman [mailto:tom.r.morman@gmail.com]
Sent: Thursday, January 30, 2020 11:19 AM
To: Michele Clemente <<u>Michele.Clemente@sunpowercorp.com</u>>
Cc: Gail Morman <<u>gbmorman@comcast.net</u>>; Jessica Kreischer
<<u>Jessica.Kreischer@sunpowercorp.com</u>>; Randy Johnson <<u>Randell.Johnson@sunpowercorp.com</u>>
Subject: Re: [EXT] Re: SunPower Structural Concerns

Hi Michele

My concern is that there is no way to know the there was a wall removed and replaced with a lam beam unless it was pointed out.

I asked the young man doing the site survey about this - he told me it was his first week on the job. Plus the diagram you sent me shows the roof being supported by a load bearing wall.

So I want to make sure the engineering team is made aware of how the modified was done so that we are sure the structure is capable of handling the extra weight.

Many thanks

Tom

On Thu, Jan 30, 2020 at 10:29 AM Michele Clemente <<u>Michele.Clemente@sunpower.com</u>> wrote:

Hi Tom, since this renovation was already done, our site surveyor had all data and photo's provided to our design and structural engineering teams. If there was an issue to support our solar load it would've been called-out at that time. I will send your information to our structural engineer for one more look.

Thank you,

Michele Clemente

SPRI Project Manager | 916-692-7690

SUNPOWER

From: Tom Morman [mailto:tom.r.morman@gmail.com]
Sent: Thursday, January 30, 2020 10:17 AM
To: Michele Clemente <<u>Michele.Clemente@sunpowercorp.com</u>>
Cc: Gail Morman <<u>gbmorman@comcast.net</u>>; Jessica Kreischer
<<u>Jessica.Kreischer@sunpowercorp.com</u>>; Randy Johnson <<u>Randell.Johnson@sunpowercorp.com</u>>
Subject: Re: [EXT] Re: SunPower Structural Concerns

Hi Michelle,

Randy is correct. This work was done in 2004 to expand the kitchen/family room at the back of our house, removing portions of the rear (east) and side (north) walls. The lam beam was used where the portion of the rear wall was removed. That is what I would like reviewed by the engineering team.

Many thanks,

Tom Morman

On Thu, Jan 30, 2020 at 9:56 AM Randy Johnson <<u>Randell.Johnson@sunpower.com</u>> wrote:

Hi Michele,

Thanks for taking a look at this. The renovation was completed several years ago. No changes since site survey, Tom just wanted to make sure the engineering team was aware.

Best,

Randy Johnson | Sr. Energy Consultant | SunPower Direct

51 Rio Robles Avenue, San Jose, CA 95134 | mobile 415.936.9435 | randell.johnson@sunpowercorp.com

SUNPOWER®

From: Michele Clemente <<u>Michele.Clemente@sunpowercorp.com</u>>
Sent: Thursday, January 30, 2020 8:41 AM
To: Tom Morman <<u>tom.r.morman@gmail.com</u>>
Cc: Randy Johnson <<u>Randell.Johnson@sunpowercorp.com</u>>; Jessica Kreischer
<<u>Jessica.Kreischer@sunpowercorp.com</u>>
Subject: RE: [EXT] Re: SunPower Structural Concerns

Was this done after our site survey?

Michele Clemente

SPRI Project Manager | 916-692-7690

SUNPOWER

From: Tom Morman [mailto:tom.r.morman@gmail.com] Sent: Wednesday, January 29, 2020 5:56 PM To: Michele Clemente <<u>Michele.Clemente@sunpowercorp.com</u>> Cc: Randy Johnson <<u>Randell.Johnson@sunpowercorp.com</u>> Subject: [EXT] Re: SunPower Structural Concerns

Dear Michele,

Thanks you for following up with me. I am attaching a sketch of where the second story roof is in relation to the exterior walls that were removed when we pushed out the back of our house. A lam beam was installed in place of the east wall (rear wall). I marked the areas where the 2 exterior walls were removed.

Please let me know if you have any questions.

Regards,

Tom Morman

(408) 666-0581

On Wed, Jan 29, 2020 at 10:06 AM Michele Clemente <<u>Michele.Clemente@sunpower.com</u>> wrote:

Hi Tom, per my voicemail, just following up on your structural concerns regarding the load bearing walls and heights? Please feel free to give me a call or reply to this email and I can work with my structural engineer on concerns. I have attached your design package for reference.

Thank you,

Michele Clemente | SPRI Project Manager

2831 Merced Street #B, San Leandro CA 94577 | 916-692-7690

Michele.Clemente@Sunpower.com

SUNPOWER

Tom Morman

408-666-0581

tom.r.morman@gmail.com

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Tom Morman

408-666-0581

tom.r.morman@gmail.com

Tom Morman

408-666-0581

tom.r.morman@gmail.com

--Tom Morman 408-666-0581 tom.r.morman@gmail.com

From:	Kohl, Cassidy
Sent:	Tuesday, December 17, 2019 3:50 PM
То:	Tom Morman
Cc:	Flores, Michelle
Subject:	RE: 1212 S winchester
Follow Up Flag:	Follow up
Flag Status:	Completed

Hi Tom,

Yes, confirming that it appears there would be a 20 foot setback on all sides. I am looping in Michelle who may be able to better assist with more technical Planning questions.

Cassidy Kohl Council Policy and Legislative Director Office of Vice Mayor Chappie Jones San Jose City Councilmember, District 1 San Jose City Hall | 200 E. Santa Clara St., 18th Floor, San Jose, CA 95113 408-535-4914 www.sjdistrict1.com



From: Tom Morman [mailto:tom.r.morman@gmail.com] Sent: Monday, December 16, 2019 12:46 PM To: Kohl, Cassidy <<u>Cassidy.Kohl@sanjoseca.gov</u>> Subject: Re: 1212 S winchester

[External Email]

Hi Cassidy,

Sorry to hear you had a cold. Not fun at this time of year. Hope you are feeling better.

Many thanks for this information.

--Can you clarify whether keeping the setbacks for the businesses between Payne and 1212 & 1224 S Winchester will be considered in order to provide for adequate parking, bike lanes, additional lane for traffic or potential for light rail? Currently Winchester narrows after at 1212 S Winchester due to the residential properties, resulting in a loss of a traffic lane. Once you pass the 2 blocks of residential single family homes, the street widens again. Is there a plan for how wide Winchester will be to accommodate traffic, public transportation, bike lanes, etc?

Based on the information you sent, can you clarify if this is saying that the setbacks on all sides are 20ft setbacks?

--"Buildings that are less than 65 feet high can use a 20 foot rear/side setback when located adjacent to Residential Neighborhood..." "All new development shall provide a 20 foot sidewalk fronting Winchester..."

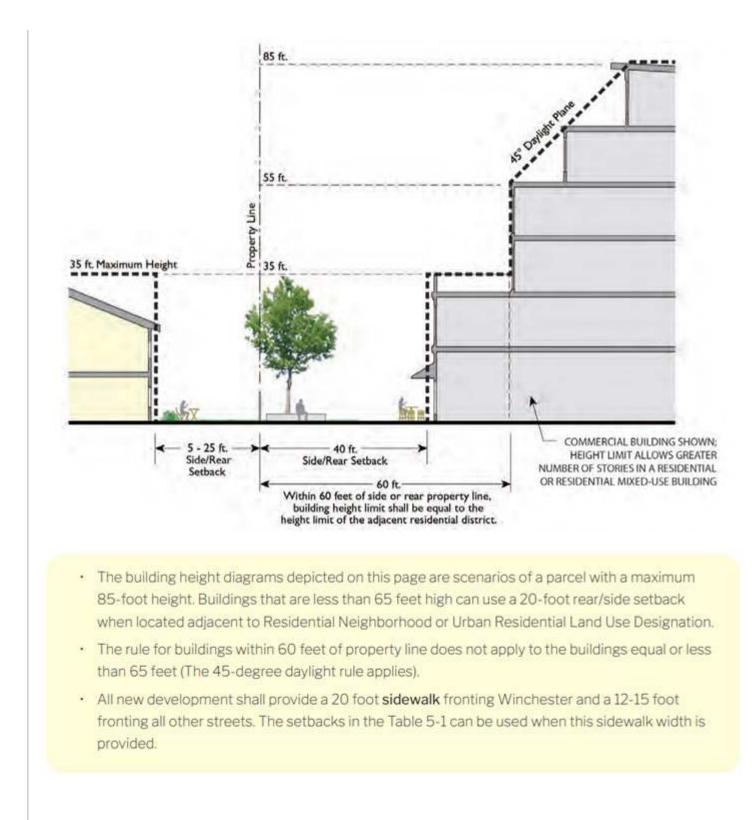
Thank you for your help on this, Cassidy... Tom

On Mon, Dec 16, 2019 at 11:39 AM Kohl, Cassidy <<u>Cassidy.Kohl@sanjoseca.gov</u>> wrote: Hi Tom,

I got your message-I apologize I was out at the end of last week with a cold. Still no movement on the project.

Here are the setback requirements:

Please see below for the stepback requirements.



Office of Vice Mayor Chappie Jones San Jose City Councilmember, District 1 San Jose City Hall | 200 E. Santa Clara St., 18th Floor, San Jose, CA 95113 408-535-4914 www.sjdistrict1.com



--Tom Morman 408-666-0581 tom.r.morman@gmail.com

From:	Jones, Chappie
Sent:	Tuesday, June 15, 2021 11:12 AM
То:	Barbara & Rudy Slankauskas
Cc:	Maira.Blanco@sanjoseca.gov; Alec.Atienza@sanjoseca.gov; Flores, Michelle;
	Kohl, Cassidy
Subject:	Re: 1212-1224 S. Winchester Boulevard Hotel Project (C19-031 & SP20-016)

Thank you Rudy for providing your concerns. I copied Cassidy, from my team, on this email. She can make sure your concerns are communicated to the city's planning department as well.

Stay Safe and Healthy,

Chappie

Charles "Chappie" Jones Vice Mayor, City of San Jose - Council District 1 San Jose City Hall - 200 E. Santa Clara St., 18th Floor San Jose, Calif. 95113 (408) 535-4901 www.sjdistrict1.com

On Jun 15, 2021, at 10:51 AM, Barbara & Rudy Slankauskas <<u>rudbarb@hotmail.com</u>> wrote:

[External Email]

To all Involved in approving this project,

This project is poorly conceived. Clearly the parking and traffic increases have been downplayed and miscalculated by the developers. It is hard to understand why the developers are set on this obviously inadequate location. This is not a NIMBY complaint as we welcome well planned development in our area. There are many other suitable locations on Winchester Blvd.

I am very concerned with the impact the increased traffic will pose to the safety of children going to and from nearby Castlemont elementary school and on their way through the neighborhood to Monroe Middle School. The obvious lack of adequate parking will lead to cars parking on local streets and will lead to increased traffic on neighboring streets increasing the danger to students passing to and from school as well as all residents in the area. Please reject this development in its current location.

Sincerely, Rudy Slankauskas

From:	MORMAN GAIL <gbmorman@comcast.net></gbmorman@comcast.net>
Sent:	Tuesday, July 7, 2020 12:15 PM
То:	Flores, Michelle
Cc:	Jones, Chappie; Kohl, Cassidy; Morman Tom
Subject:	Re: A question regarding the size of parcels for 1212-1224 S Winchester

Dear Michelle,

Thank you for clarifying that the legal description shows the lot lines extending into Winchester Blvd.

It appears the dimensions would have to be 206 x 181 instead of the 206 x 146 on the Assessor Parcel Map, extending 35' into Winchester. Can you verify that this is correct?

We want to be sure that the Planning Commission is aware that calling these combined parcels a 0.86 gross acre site is only true if you include going to near or to the center of Winchester Blvd. We want to be sure the Planning Commission is aware that the Assessor's Parcel Map shows 0.69 gross acres site and the Winchester Urban Village Plan describes these as "smaller, shallow parcels fronting Winchester Boulevard and abutting single-family residences".

Michelle, were you able to open the attachment in my last email with the list of requested information?

Many thanks, Gail and Tom Morman

On Jul 6, 2020, at 4:36 PM, Flores, Michelle <<u>michelle.flores@sanjoseca.gov</u>> wrote:

Hi Gail,

The size in the lot line adjustment is different than on the development permit. The development permit

refers to the project site size. The Lot Line Adjustment looks at the legal description of the parcels for the boundaries. The lot lines of the property extend into Winchester Boulevard and include the easement for the public right-of-way. The lot size of the Lot Line Adjustment does not mean that the project can build in that entire area. The development permit has a smaller lot size since it is only for the project area.

Kind regards, Michelle Flores Planner | Planning Division | City of San Jose 200 E. Santa Clara Street, 3rd floor <u>http://www.sanjoseca.gov/planning</u>

-----Original Message-----From: MORMAN GAIL <<u>gbmorman@comcast.net</u>> Sent: Wednesday, July 1, 2020 10:30 PM To: Flores, Michelle <<u>michelle.flores@sanjoseca.gov</u>> Cc: Jones, Chappie <<u>Chappie.Jones@sanjoseca.gov</u>>; Kohl, Cassidy <<u>Cassidy.Kohl@sanjoseca.gov</u>>; Morman Tom <<u>tom.r.morman@gmail.com</u>> Subject: A question regarding the size of parcels for 1212-1224 S Winchester

[External Email]

Dear Michelle,

Regarding file number AT19-043, Lot Line Adjustment, description shows the combination of the two parcels to be 0.86 gross acre. Everything else, including the parcel map dimensions and the owner project information show 0.69 gross acre. Would you please confirm if 0.86 gross acre is a mistake. If so, can that please be corrected? If 0.86 gross acre is correct, please have the survey show how that was calculated. We want to be sure that the correct property size is used in the request for a lot line adjustment.

Thank you, Gail

From:	Tom Morman <tom.r.morman@gmail.com></tom.r.morman@gmail.com>
Sent:	Tuesday, June 9, 2020 9:42 PM
To:	Flores, Michelle
Cc:	Gail Morman; Jones, Chappie; Kohl, Cassidy
Subject:	Re: Additional questions on 1212 S Winchester project
Follow Up Flag:	Follow up
Flag Status:	Completed

Hi Michelle,

Thank you for this update. It is difficult to understand the sketch without knowing the points of reference.

For example, **YOU** last email showed **a** photo of the area between 1212 and 1250 S Winchester **at** the point where Winchester loses a lane. The curb in front of 1212 S Winchester **extends** 16' out from the curb along 1250 S Winchester.

Is Winchester Blvd being widened the 16' so that it aligns with the road to the south or does it continue to narrow at this point going north?

If you can explain how that is reflected in the diagram, that would be helpful.

Many thanks, Tom

On Tue, Jun 9, 2020 at 11:28 AM Flores, Michelle <<u>michelle.flores@sanjoseca.gov</u>> wrote: Hi Tom,

The applicant provided an exhibit for Winchester Blvd. Please see attached.

Kind regards, Michelle Flores Planner | Planning Division | City of San Jose <u>200 E. Santa Clara Street</u>, 3rd floor <u>http://www.sanjoseca.gov/planning</u> From: Flores, Michelle

Sent: Friday, June 5, 2020 6:16 PM

To: 'Tom Morman' <<u>tom.r.morman@gmail.com</u>>

Cc: Kohl, Cassidy <<u>Cassidy.Kohl@sanjoseca.gov</u>>; Jones, Chappie <<u>Chappie.Jones@sanjoseca.gov</u>>; Gail Morman <<u>gbmorman@comcast.net</u>>

Subject: RE: Additional questions on 1212 S Winchester project

Hi Tom,

I have sent your requests to the applicant. Please see responses to the questions below.

- 1. The setbacks are counted towards the lot size for the FAR calculation.
- 2. The public right-of-way is not aligned with the property on the south side of the project site (see image below). The project will align the public right-of-way so the sidewalk is consistent with the property below. This will be shown on the civil sheets in the plan set.
- 3. The Planning permit will approve the on-site building and parking. The details for the public right-of-way are approved after the Planning entitlement.
- 4. Buildings 65 feet and taller require a 40-foot rear setback.
- 5. I will ask the applicant.
- 6. The Fire Department reviews projects for compliance with the Fire Code. They work with the applicant to make sure the meet the Fire requirements.



Kind regards, Michelle Flores Planner | Planning Division | City of San Jose 200 E. Santa Clara Street, 3rd floor

http://www.sanjoseca.gov/planning

From: Tom Morman <<u>tom.r.morman@gmail.com</u>>
Sent: Tuesday, June 2, 2020 5:50 PM
To: Flores, Michelle <<u>michelle.flores@sanjoseca.gov</u>>
Cc: Kohl, Cassidy <<u>Cassidy.Kohl@sanjoseca.gov</u>>; Jones, Chappie <<u>Chappie.Jones@sanjoseca.gov</u>>; Gail
Morman <<u>gbmorman@comcast.net</u>>
Subject: Additional questions on 1212 S Winchester project

[External Email]

Hi Michelle, Thank you for your email. Could you please clarify the following:

1. Are the side and rear setbacks also included towards lot size for the FAR calculation?

2. What do you mean when you say the Winchester Blvd is being aligned as part of this project? Will it be aligned or widened to where the curb is along the properties to the south, ie the convalescent center, etc? How much setback there will then be from the new curb? Can you request a diagram of what is being proposed for the street as well as the setback from where the new curb will be?

3. What does it mean to say that they would need to go through a separate process to request a loading zone in front of the property site? Is this a pre-condition before going to the Planning Commission for approval since it is clearly marked on their plans as separate "Loading Space" and "Drop-Off" areas in the street area in front of the hotel?

4. Thank you for the calculations regarding how much can go on top of the roof up to 17 feet maximum. Once the structure reaches 65', doesn't this require the 40' rear setback?

5. Can you please request a diagram and/or sketch of what is on the roof, including the dimensions?

6. How does this project meet standards for Fire Department Vehicle Access?

We remember the Santana Row fire. Per Mercury News:

"The fire went to 11 alarms and caused more than \$100 million in damage. Embers from that fire ignited roofs half a mile away, destroying more than 30 apartments and

townhouses in the Moorpark neighborhood, causing \$2.5 million in damage."

https://www.mercurynews.com/2012/08/18/santana-row-firefacts/#:~:text=SAN%20JOSE%20%E2%80%94%20A%20decade%20ago,%24500%20million%20project's%2042%20acres.&text=The%20fire%20went%20t

o%2011,than%20%24100%20million%20in%20damage.

Many thanks, Michelle. Tom

On Tue, Jun 2, 2020 at 2:28 PM Flores, Michelle <<u>michelle.flores@sanjoseca.gov</u>> wrote:

Hi Tom,

Sorry the late response. I was out of the office for a week and am catching up on my emails. I see what you mean with the site plan stating 26 feet. I will ask the applicant to update the plan set sheets to be consistent with the calculations. The setbacks are counted towards the lot size for the FAR calculation.

Winchester Boulevard is being aligned as part of this project. Any street parking would not count towards the on-site parking requirement. They would need to go through a separate process to request a loading zone in front of the project site.

Per the zoning code, elevator shafts, stairwells, accessible bathrooms, roof canopies, mechanical equipment, screening and safety guard rails may exceed the zoning district height limitation by up to 17 feet if the maximum roof area coverage does not exceed 30% of the total roof area and the mechanical equipment and appurtenances are required for the operation and maintenance of the building.

Kind regards, Michelle Flores Planner | Planning Division | City of San Jose <u>200 E. Santa Clara Street</u>, 3rd floor <u>http://www.sanjoseca.gov/planning</u>

From: Tom Morman <<u>tom.r.morman@gmail.com</u>>
Sent: Wednesday, May 20, 2020 6:39 PM
To: Flores, Michelle <<u>michelle.flores@sanjoseca.gov</u>>
Cc: Kohl, Cassidy <<u>Cassidy.Kohl@sanjoseca.gov</u>>; Jones, Chappie <<u>Chappie.Jones@sanjoseca.gov</u>>; Gail Morman <<u>gbmorman@comcast.net</u>>
Subject: Re: Question re FAR calculation for 1212 & 1224 S Winchester for proposed hotel

[External Email]

Dear Michelle,

Thank you very much for clarifying the lot size and for sending the survey.

Can you please clarify the size of the front right of way easment? Isn't that 26' instead of 25', as per the owner plan:

```
FRONT SETBACK 26'-0" (first floor: 31'-0")
```

Are the side and rear setbacks deducted from the lot size in calculating the FAR?

Also, from the photos in the owner plans, it does not appear that Winchester is being widened, but will continue to narrow at

1212 S Winchester. It also appears from the digitalized photo that the "Loading Space" and "Drop-Off" areas are along the street in front of the hotel further narrowing traffic when vehicles are there. Is this correct?

Also regarding the height, the height of the building was lowered by 5 inches in order to obtain a 20' rear setback instead of a 40' setback. However, there are to be at least 3 sizeable structures or enclosures extending well above the roof. Does these exceed the 65' height?

Again, many thanks for your help, Michelle.

Regards, Tom Morman (408) 666-0581

On Wed, May 13, 2020 at 11:22 AM Flores, Michelle <<u>michelle.flores@sanjoseca.gov</u>> wrote: Hi Tom,

Please see below for the information provided by the applicant. The sheets they used are attached.

Survey of gross area is 30,074.7 SF. The 25 foot setback is 5,267.5 SF (210.7 X 25). A net site area of 24,807.2 SF

In the next resubmittal, I'll ask the applicant to provide additional information about the property line dimensions and FAR.

Kind regards, Michelle Flores Planner | Planning Division | City of San Jose <u>200 E. Santa Clara Street</u>, 3rd floor <u>http://www.sanjoseca.gov/planning</u> From: Flores, Michelle
Sent: Monday, May 11, 2020 5:15 PM
To: 'Tom Morman' <<u>tom.r.morman@gmail.com</u>>
Cc: Kohl, Cassidy <<u>Cassidy.Kohl@sanjoseca.gov</u>>; Jones, Chappie <<u>Chappie.Jones@sanjoseca.gov</u>>
Subject: RE: Question re FAR calculation for 1212 & 1224 S Winchester for proposed hotel

Hi Tom,

The calculation for the lot size without the streets and sidewalk was provided by the applicant. I will share your calculations with the applicant and have him provide the exact dimensions of the lot he used in his calculation. I believe the applicant used exact measurements so that's why the calculation he provided is different than the one in your email.

Kind regards, Michelle Flores Planner | Planning Division | City of San Jose <u>200 E. Santa Clara Street</u>, 3rd floor <u>http://www.sanjoseca.gov/planning</u>

From: Tom Morman <<u>tom.r.morman@gmail.com</u>>
Sent: Thursday, May 7, 2020 12:42 PM
To: Flores, Michelle <<u>michelle.flores@sanjoseca.gov</u>>
Cc: Kohl, Cassidy <<u>Cassidy.Kohl@sanjoseca.gov</u>>; Jones, Chappie <<u>Chappie.Jones@sanjoseca.gov</u>>; Gail Morman <<u>gbmorman@comcast.net</u>>
Subject: Re: Question re FAR calculation for 1212 & 1224 S Winchester for proposed hotel

[External Email]

Hi Michelle,

Thank you for getting back to me on this.

Can you please check my math: Dimension of combined parcels: 200 x 146 = 29,200 per parcel map Dimension of Public Right of Way: 200 x 26 = 5,200 Size of lot minus 26' right of way = 24,000

Is this not correct?

Thanks, Michelle.... Tom

On Thu, May 7, 2020 at 11:54 AM Flores, Michelle <<u>michelle.flores@sanjoseca.gov</u>> wrote:

Hi Tom,

I updated the project description online. The first submittal was for 118,528 square feet. The project description in the second submittal was revised to 107,079.9 square feet. The floor area used for the FAR calculation is 86,548.5 square feet. The below-ground garage is not counted towards the FAR calculation. The size of the lot without the streets and sidewalks is 24,547.77 square feet.

Kind regards, Michelle Flores Planner | Planning Division | City of San Jose <u>200 E. Santa Clara Street</u>, 3rd floor <u>http://www.sanjoseca.gov/planning</u>

From: Tom Morman <<u>tom.r.morman@gmail.com</u>>
Sent: Wednesday, May 6, 2020 8:08 PM
To: Flores, Michelle <<u>michelle.flores@sanjoseca.gov</u>>
Cc: Kohl, Cassidy <<u>Cassidy.Kohl@sanjoseca.gov</u>>; Jones, Chappie <<u>Chappie.Jones@sanjoseca.gov</u>>
Subject: Question re FAR calculation for 1212 & 1224 S Winchester for proposed hotel

[External Email]

Dear Michelle,

Can you please help me with how the Floor Area Ratio (FAR) of 3.5 is being determined for the parcels at 1212 & <u>1224 S</u> <u>Winchester Blvd</u> for the proposed hotel? 1. The plans describe total Floor Area as 107,079.9 sq ft. Is this the same as the exterior measurement for square footage? I am asking because the permit search shows the proposed hotel to be approximately 118,528 sq ft.

2. Are the Right of Way easements being deducted from the lot size in determining the FAR?

3. Could you provide the numbers being used for the building size and the lot size in determining the FAR?

Many thanks for your help, Michelle.

Regards, Tom Morman

Tom Morman 408-666-0581 <u>tom.r.morman@gmail.com</u>

Tom Morman 408-666-0581 tom.r.morman@gmail.com

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Tom Morman 408-666-0581 tom.r.morman@gmail.com

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From:	Jones, Chappie
Sent:	Sunday, June 14, 2020 5:06 PM
То:	Seshadri Sathyanarayan
Cc:	Flores, Michelle; Kohl, Cassidy; Tom Morman
Subject:	Re: Concerns about 1212 S Winchester Blvd hotel proposal

Seshadri,

Thank you for keeping me in the loop on these communications. We are hearing the input from the community. Cassidy will send out updates on any new developments with the project.

Stay Safe and Healthy,

Chappie

Charles "Chappie" Jones Vice Mayor, City of San Jose - Council District 1 San Jose City Hall - 200 E. Santa Clara St., 18th Floor San Jose, Calif. 95113 (408) 535-4901 www.sjdistrict1.com

On Jun 14, 2020, at 12:30 PM, Seshadri Sathyanarayan <<u>ssathyan@yahoo.com</u>> wrote:

[External Email]

Hi Michelle (cc: Vice Mayor Jones),

I am resident of Woodlawn Ave near Payne. This is to reiterate the concerns I and many of my neighbors raised during our recent virtual conference call.

As expressed earlier, our primary concern is that the type and size of the hotel structure being proposed is simply not conducive to the small plot at 1212 S Winchester. Given the vision 2040 urban village project guidelines for new buildings on Winchester in this area - mostly mixed use and limited to 2-3 levels, we are still curious how a project of this size was approved and allowed to proceed to this phase.

In addition, I am also concerned about the use of Woodlawn, Castlemont and other side streets as a main road by traffic that gets diverted from Winchester due to construction or parking restrictions associated with the new structure. Vice Mayor Chappie might recall the walk we did with him of these streets about a year ago, highlighting the speeding, parking issues.

We are very concerned that these will only get worse with such a large commercial project going up in such close proximity to what is otherwise a very quiet residential neighborhood - has been that way for over 50 years now! And we love living here because of it.

We hope you will consider these concerns as you re-evaluate the pros/cons of this project in this location.

Thanks -Sesh

From:	Tom Morman <tom.r.morman@gmail.com></tom.r.morman@gmail.com>
Sent:	Wednesday, August 19, 2020 11:36 PM
То:	Flores, Michelle
Cc:	Gail Morman; Jones, Chappie; Kohl, Cassidy
Subject:	Re: follow up questions on 1212-1224 S Winchester

Dear Michelle,

Thank you very much for getting back to me with the information and the appeal form.

1. Regarding the rooftop structures, can you please have the owner clarify how many elevations and the height of each one? The Roof Plan (A.14) shows 5 elevations; A14 - A.17; A-19.

2. Just to clarify, in your review letter of 10/9/19, "Pursuant to Section 20.70.440, hotels with greater than 100,000 gross floor area shall provide on off-street loading space. Section 20.90.420 requires loading spaces to be a minimum of 10 feet wide, 30 feet long, 15 feet in height." The Owner Plan shows total floor area as 107,079.9 sq ft. Your letter called for the following:

"Label the location of the loading space on the floor plan." Is the Owner being required to do this?

3. Regarding Hotel Employees, can you reiterate what was required in your Oct 9th letter: "Confirm if the number of employees is for all uses and not just the hotel. Provide details for the operation of the coffee shop, restaurant, offices, and ballroom. Provide the hours of operation as well as identify the number of

employees for each use." Please ask the Owner to include kitchen, security, parking including TDM, guest luggage storage, 2 office rooms, employees break room, men's locker room, women's locker room, jacuzzi, steam room, laundry, fire pump room, fire control room, electrical room, landscape, grounds, plumbing.

4. The Owner's Fire Plan (C5.0) shows Aerial Access on Winchester with a "hose path" going around the sides and back of the hotel. Would this require an Access Easement?

Many thanks for your help on this, Michelle.

Regards, Tom & Gail Morman (408) 666-0581

On Wed, Aug 19, 2020 at 12:15 PM Flores, Michelle <<u>michelle.flores@sanjoseca.gov</u>> wrote:

Hi Tom,

I'm waiting on the applicant to update the plan set to confirm, but based on the information they provided, the stairwell would be the only rooftop equipment and it would be less than 10 feet high. I have asked the applicant to provide loading space information and am waiting on their updated plan set. We are asking them to clarify the employees.

Please see the link below for the form: https://www.sanjoseca.gov/home/showdocument?id=15363

Kind regards, Michelle Flores Planner | Planning Division | City of San Jose 200 E. Santa Clara Street, 3rd floor http://www.sanjoseca.gov/planning

From: Tom Morman <<u>tom.r.morman@gmail.com</u>>
Sent: Tuesday, August 18, 2020 3:50 PM
To: Flores, Michelle <<u>michelle.flores@sanjoseca.gov</u>>
Cc: Gail Morman <<u>gbmorman@comcast.net</u>>; Jones, Chappie <<u>Chappie.Jones@sanjoseca.gov</u>>; Kohl,
Cassidy <<u>Cassidy.Kohl@sanjoseca.gov</u>>
Subject: Re: follow up questions on 1212-1224 S Winchester

[External Email]

Hi Michelle,

I wanted to be sure you received my email from Friday.

Many thanks, Tom

On Fri, Aug 14, 2020 at 2:39 PM Tom Morman <<u>tom.r.morman@gmail.com</u>> wrote:

Dear Michelle,

There are a few questions that remain after Monday's meeting:

1. What is the height of each roof top structure?

2. Where is the location of the off street loading zone?

3. Are you going to require that the Owner provide what you outlined in your letter of 10/9/19: "Confirm if the number of employees is for all uses and not just the hotel. Provide details for the operation of the coffee shop, restaurant, offices, and ballroom. Provide the hours of operation as well as identify the number of employees for each use."

One other thing, you were helpful in sending me the appeal application form and I cannot find it. Could you please resend it to me and let me know again the fee to file an appeal?

Thank you, Michelle. Tom --Tom Morman 408-666-0581 tom.r.morman@gmail.com

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Tom Morman 408-666-0581 tom.r.morman@gmail.com

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Tom Morman 408-666-0581 tom.r.morman@gmail.com

From:	Jones, Chappie
Sent:	Tuesday, June 15, 2021 11:15 AM
То:	Marlene J Schwilk
Cc:	Blanco, Maira; Atienza, Manuel; Flores, Michelle; Kohl, Cassidy
Subject:	Re: proposed 1212-1224 Winchester Hotel

Thank you Marlene for providing your concerns. I copied Cassidy, from my team, on this email. She can make sure your concerns are communicated to the city's planning department as well.

Stay Safe and Healthy,

Chappie

Charles "Chappie" Jones Vice Mayor, City of San Jose - Council District 1 San Jose City Hall - 200 E. Santa Clara St., 18th Floor San Jose, Calif. 95113 (408) 535-4901 www.sjdistrict1.com

On Jun 15, 2021, at 9:41 AM, Marlene J Schwilk <<u>mjschwilk@sbcglobal.net</u>> wrote:

[External Email]

To All Concerned:

I echo the responses of the other residents of this neighborhood. We don't want Winchester Boulevard turned into the appearance of another high-rise downtown at the great expense of the people who currently live in this immediate area.

I agree with Jeffrey Williams that the number of employees in the planning documents is greatly understated. How can 10 employees actually run a 119 room hotel with a manager, front desk staff, housekeeping staff, laundry room, restaurant, coffee bar, Valet, Shuttle Service, and other services. It doesn't seem possible. Hexagon needs to revise their calculations.

Marlene Schwilk 1279 Castlemont Ave.

From:	Tom Morman <tom.r.morman@gmail.com></tom.r.morman@gmail.com>
Sent:	Wednesday, May 20, 2020 6:39 PM
То:	Flores, Michelle
Cc:	Kohl, Cassidy; Jones, Chappie; Gail Morman
Subject:	Re: Question re FAR calculation for 1212 & 1224 S Winchester for proposed hotel

Dear Michelle,

Thank you very much for clarifying the lot size and for sending the survey.

Can you please clarify the size of the front right of way easment? Isn't that 26' instead of 25', as per the owner plan: FRONT SETBACK 26'-0" (first floor: 31'-0")

Are the side and rear setbacks deducted from the lot size in calculating the FAR?

Also, from the photos in the owner plans, it does not appear that Winchester is being widened, but will continue to narrow at

1212 S Winchester. It also appears from the digitalized photo that the "Loading Space" and "Drop-Off" areas are along the street in front of the hotel further narrowing traffic when vehicles are there. Is this correct? Also regarding the height, the height of the building was lowered by 5 inches in order to obtain a 20' rear setback instead of a 40' setback. However, there are to be at least 3 sizeable structures or enclosures extending well above the roof. Does these exceed the 65' height?

Again, many thanks for your help, Michelle.

Regards, Tom Morman (408) 666-0581

On Wed, May 13, 2020 at 11:22 AM Flores, Michelle <<u>michelle.flores@sanjoseca.gov</u>> wrote:

Hi Tom,

Please see below for the information provided by the applicant. The sheets they used are attached.

Survey of gross area is 30,074.7 SF. The 25 foot setback is 5,267.5 SF (210.7 X 25). A net site area of 24,807.2 SF

In the next resubmittal, I'll ask the applicant to provide additional information about the property line dimensions and FAR.

Kind regards, Michelle Flores Planner | Planning Division | City of San Jose 200 E. Santa Clara Street, 3rd floor <u>http://www.sanjoseca.gov/planning</u>

From: Flores, Michelle
Sent: Monday, May 11, 2020 5:15 PM
To: 'Tom Morman' <<u>tom.r.morman@gmail.com</u>>
Cc: Kohl, Cassidy <<u>Cassidy.Kohl@sanjoseca.gov</u>>; Jones, Chappie <<u>Chappie.Jones@sanjoseca.gov</u>>
Subject: RE: Question re FAR calculation for 1212 & 1224 S Winchester for proposed hotel

Hi Tom,

The calculation for the lot size without the streets and sidewalk was provided by the applicant. I will share your calculations with the applicant and have him provide the exact dimensions of the lot he used in his calculation. I believe the applicant used exact measurements so that's why the calculation he provided is different than the one in your email.

Kind regards, Michelle Flores Planner | Planning Division | City of San Jose 200 E. Santa Clara Street, 3rd floor <u>http://www.sanjoseca.gov/planning</u>

From: Tom Morman <<u>tom.r.morman@gmail.com</u>>
Sent: Thursday, May 7, 2020 12:42 PM
To: Flores, Michelle <<u>michelle.flores@sanjoseca.gov</u>>
Cc: Kohl, Cassidy <<u>Cassidy.Kohl@sanjoseca.gov</u>>; Jones, Chappie <<u>Chappie.Jones@sanjoseca.gov</u>>; Gail
Morman <<u>gbmorman@comcast.net</u>>
Subject: Re: Question re FAR calculation for 1212 & 1224 S Winchester for proposed hotel

[External Email]

Hi Michelle,

Thank you for getting back to me on this.

Can you please check my math: Dimension of combined parcels: 200 x 146 = 29,200 per parcel map Dimension of Public Right of Way: 200 x 26 = 5,200 Size of lot minus 26' right of way = 24,000 Is this not correct?

Thanks, Michelle.... Tom

On Thu, May 7, 2020 at 11:54 AM Flores, Michelle <<u>michelle.flores@sanjoseca.gov</u>> wrote:

Hi Tom,

I updated the project description online. The first submittal was for 118,528 square feet. The project description in the second submittal was revised to 107,079.9 square feet. The floor area used for the FAR calculation is 86,548.5 square feet. The below-ground garage is not counted towards the FAR calculation. The size of the lot without the streets and sidewalks is 24,547.77 square feet.

Kind regards, Michelle Flores Planner | Planning Division | City of San Jose 200 E. Santa Clara Street, 3rd floor http://www.sanjoseca.gov/planning

From: Tom Morman <<u>tom.r.morman@gmail.com</u>>
Sent: Wednesday, May 6, 2020 8:08 PM
To: Flores, Michelle <<u>michelle.flores@sanjoseca.gov</u>>
Cc: Kohl, Cassidy <<u>Cassidy.Kohl@sanjoseca.gov</u>>; Jones, Chappie <<u>Chappie.Jones@sanjoseca.gov</u>>
Subject: Question re FAR calculation for 1212 & 1224 S Winchester for proposed hotel

[External Email]

Dear Michelle,

Can you please help me with how the Floor Area Ratio (FAR) of 3.5 is being determined for the parcels at 1212 & 1224 S Winchester Blvd for the proposed hotel?

1. The plans describe total Floor Area as 107,079.9 sq ft. Is this the same as the exterior measurement for square footage? I am asking because the permit search shows the proposed hotel to be approximately 118,528 sq ft.

2. Are the Right of Way easements being deducted from the lot size in determining the FAR?

3. Could you provide the numbers being used for the building size and the lot size in determining the FAR?

Many thanks for your help, Michelle.

Regards, Tom Morman

Tom Morman 408-666-0581 tom.r.morman@gmail.com

Tom Morman 408-666-0581 tom.r.morman@gmail.com

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Tom Morman 408-666-0581 tom.r.morman@gmail.com

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Tom Morman 408-666-0581 tom.r.morman@gmail.com

From:	Jones, Chappie
Sent:	Thursday, August 6, 2020 9:57 AM
То:	Seshadri Sathyanarayan
Cc:	Flores, Michelle; Tom Morman; gbmorman@comcast.net;
	markus.harry@gmail.com; Kohl, Cassidy
Subject:	Re: Winchester Urban Village plans and neighborhood quality concerns

Thank you Seshadri. I also included Cassidy, on my team, on this message.

Stay Safe and Healthy,

Chappie

Charles "Chappie" Jones Vice Mayor, City of San Jose - Council District 1 San Jose City Hall - 200 E. Santa Clara St., 18th Floor San Jose, Calif. 95113 (408) 535-4901 www.sjdistrict1.com

On Aug 6, 2020, at 8:24 AM, Seshadri Sathyanarayan <<u>ssathyan@yahoo.com</u>> wrote:

[External Email]

Hi Vice-Mayor Jones,

Apologies for not being able to attend the call yesterday. I wanted to write and convey some additional thoughts with regard to the hotel project at 1212 S Winchester blvd.

The Winchester Urban Village plan document states the following on page 23 of the document:

The Residential Neighborhood land use designation is applied to a limited number of single-family detached residential properties located on the east side of Winchester Boulevard behind properties that front Winchester Boulevard. The intent of this designation is to preserve the existing character of these neighborhoods and to strictly limit new development to infill projects which closely conform to the prevailing existing neighborhood character as defined by density, lot size and shape, massing and neighborhood form and pattern. New infill development should improve and/ or enhance existing neighborhood conditions by completing the existing neighborhood pattern and bringing infill properties into general conformance with the quality and character of the surrounding neighborhood.

We have previously expressed concerns that the review and approval process for the hotel project does not appear to have taken into account the guidelines for height and commercial use aspects.

We would like to now draw attention to the designation in the urban village plan document above, that clearly requires that any infill development should **improve and/or enhance existing neighborhood** conditions and generally conform to the quality and character of the surrounding neighborhood.

Even if the hotel does get built, the quality of the hotel must "enhance or improve the quality of the surrounding neighborhood". We are concerned that there is no mechanism in place for us as citizens to hold the builder to a high level of standard with whatever is built at the site.

Clearly, a poor quality hotel would greatly affect the character of the neighborhood, potentially impacting property values. And we are very concerned that, that could result in residents being forced to leave this area - certainly not what is intended with the urban village and the envision 2040 general plans.

We fully support the urban village plans and look forward to high quality growth on winchester blvd (e.g. true urban village like character with mixed use properties, restaurants, cafes, bookshops etc.), that could only help the neighborhood retain and enhance the quality that has been maintained so well since the 1950s when it was first built.

We truly appreciate your patience in listening to our concerns, and continued support with helping us coordinate these activities.

Best regards, Seshadri

From:	Tom Morman <tom.r.morman@gmail.com></tom.r.morman@gmail.com>	
Sent:	Monday, January 6, 2020 11:50 PM	
To:	Flores, Michelle; Kohl, Cassidy	
Subject:	RE Update on proposal for 1212 & 1224 S Winchester	
Follow Up Flag:	Follow up	
Flag Status:	Completed	

Hi Michelle and Cassidy,

I wanted to check in to see if there have been any developments on the proposal for 1212 & 1224 S Winchester.

Also can you help me with the following:

1) Is there a mistake on the permit for the Lot Line Adjustment under "Description", to combine "two parcels into one on an approximately 0.86 gross acre site"? The parcel map shows the total dimensions as $206 \times 146 = 30,076$ or 0.69 ac. Everywhere else on the permit it is listed as approximately 0.69 gross acre site.

2) Will any new development provide a 20 ft sidewalk fronting Winchester?

3) Is it in the plan to widen Winchester in front of 1212 & 1224 S Winchester when this is developed so that the extra lane is in place? 4) Will there be side setbacks for any development here? The adjacent property at 1204 S Winchester appears to be residential use. Doesn't this require a setback?

Many thanks for your help.

Regards, Tom Morman

Tom Morman 408-666-0581 tom.r.morman@gmail.com

From:	Mabel Cheng <chengmab@hotmail.com></chengmab@hotmail.com>
Sent:	Tuesday, June 16, 2020 2:31 PM
То:	Flores, Michelle
Cc:	Jones, Chappie; Kohl, Cassidy
Subject:	Regarding the Hotel Proposal on 1212 and 1214 S. Winchester AVE near San
	Jose-Campbell border.

To Whom It May Concern,

I am a resident in the neighborhood adjacent to the proposed 1212 S Winchester Boulevard hotel development. I, like many of my neighbors, am strongly opposed to the Hotel proposal for the following reasons:

1. As proposed in the development plan, a shadow will be cast on all adjacent houses after 2 pm year round.

2. Windows/balconies at the rear end of the hotel will look directly into the private backyards of neighboring residential homes, which invades our privacy.

3. From what I understand, the proposed 15ft sidewalk extension moves the building closer to the residential property lines making the building more of an obstruction of our view/ the airspace.

Thus, I fear the value of our real estate and home environment will be negatively affected. As a long time resident of this neighborhood, I please ask that you consider the above aforementioned items as well as the impact of additional traffic to an already heavily congested street, especially during Bethel Church's Sunday services (1201 S. Winchester Blvd).

Best regards, Mabel Cheng

From:	Tom Morman <tom.r.morman@gmail.com></tom.r.morman@gmail.com>	
Sent:	Saturday, April 11, 2020 2:34 PM	
То:	Flores, Michelle	
Cc:	Kohl, Cassidy; Jones, Chappie	
Subject:	Request update on hotel proposal at 1212 & 1224 S Winchester	

Dear Michelle,

As you suggested, I wanted to check back on the status of the traffic report for this project.

Can you give me as update on the following?

1. Status of the traffic report. If completed, can you please send it to me?

2. Has the applicant resubmitted revised set of plans?

3. Are there any other developments to the plans for these parcels?

Many thanks for your help, Michelle.

Sincerely, Tom Morman

Tom Morman 408-666-0581 <u>tom.r.morman@gmail.com</u>

From:	miyuki one bear <james.miyuki@sbcglobal.net></james.miyuki@sbcglobal.net>
Sent:	Monday, August 10, 2020 2:26 PM
То:	Flores, Michelle; Blanco, Maira
Cc:	Jones, Chappie; Hughey, Rosalynn; Kohl, Cassidy
Subject:	Subject Line: Comments for 1212 – 1224 S Winchester Blvd, C19-031 & H19- 038; SP20-016;

Hello,

As of today I do not see any progress regarding the requested data documents from the developer so we as a neighborhood can make an informed decision on what is actually being planned for this space. As a very concerned parent, I represent the moms of this neighborhood (with kids ageing in range from toddlers to teens). We very concerned about the impact on safety in our neighborhood with transient visitor and staff accessing our streets to find parking (if there will not be adequate parking on the site), circling back to the hotel if they miss the entrance causing more speeding and traffic on our already impacted streets, especially Castlemont, noise issues with a bar/restaurant, privacy issues with transient hotel guests and staff being able to see into backyards on Red Oaks and fire safety issues with lack of accessible fire lanes.

Please review the below and let me know when we can see some of the developer's responses, if any.

1) Traffic

We need a Traffic Report with a Transportation Demand Management plan included.

We have been requesting the traffic report, which has been under review since January (8 months). We are very concerned about traffic congestion. A hotel with 119 rooms, stacked parking, employees, deliveries, service needs, Uber/Lyft transportation will increase traffic. We already have an impacted street with an elementary school around the corner. In addition, we are concerned this could raise a safety issue for children walking to school and for ambulances needing to get to the Convalescent Hospital next door to the proposed hotel. There are frequently emergencies as this is an elderly, ill population and ambulances need to get quickly in and out. We feel this is inappropriate location for a 6-story hotel. It burdens, rather than serves the community.

2) Number of Employees

We request an independent review of the Owner's estimated number of employees. We suspect that the Owner's estimate of 10 employees is understated. An on-line search for estimates for a hotel with 119 rooms shows a range of 95 employees (for a 3-star hotel) to 238 employees for a 5-star hotel. (Between 8 to 20 employees per 10 rooms). The owner's estimate does not include employees for the restaurant area and kitchen, security, parking including TDM (traffic demand management plan), guest luggage storage, 2 office rooms, employees break room, men's locker room, women's locker room, jacuzzi, steam room, laundry, fire pump room, fire control room, electrical room, landscape, grounds, plumbing. Per The Planning Dept Review Letter to Owner, 10/9/19: "Confirm if the number of employees is for all uses and not just the hotel. Provide details for the operation of the coffee shop, restaurant, offices, and ballroom. Provide the hours of operation as well as identify the number of employees for each use." We have not been informed of a reply from the Owner and request this. A higher number of employees would mean more parking spaces are needed to ensure there is not inappropriate overflow into the neighborhood. If this hotel is understaffed, other concerns arise such as quality, safety and security.

3) Parking

The Owner is requesting a 48% parking reduction, providing 66 spaces out of 129.

This number is based on 119 rooms plus 10 employees. We feel this request for a reduction is grossly inappropriate. We question whether the estimate of 10 employees is realistic, based on on-line sources showing estimates for a similar sized hotel of 119 rooms is 95 employees (for a 3-star hotel) to 238 employees for a 5-star hotel. (Between 8 to 20 employees per 10 rooms). Vehicle Parking Requirement is 1 per guest room or suite, plus 1 per employee. Hence it seems an appropriate estimate of needed parking spaces is 119 + 95 = 214 parking spaces *at the very minimum*. We request a review of this estimation of employees and if it is underestimated, the number of required parking spaces needs to be appropriately increased. We feel the current number of required parking

spaces, 129, is already not adequate, especially if the number of employees is more realistically 95-238. Hence, we feel the request for reduction in parking spaces is inappropriate. Parking reduction is subject to review of a TDM (Traffic Demand Management) plan, which has yet to be completed (has been under review for 8 months). A hotel that cannot provide for its own parking is a burden on a neighborhood already impacted by apartments where people need to share space to afford rents, thereby worsening the availability of parking on neighborhood streets. We have an elementary school, Castlemont, around the corner. Many children walk to school and we are concerned about their safety with increased traffic.

4) Fire Plan

We remember the 2002 Santana Row fire which caused more than \$100 Million in damage. My daughter, 11 years old at the time, remembers walking with friends in the neighborhood and wondering if it was raining as ashes were coming down from the fire more than 1 mile away. We request a thorough Fire Plan review for the safety of our community. This 6 story hotel is 20' from neighboring homes. The Lynhaven Apts are 60' from the rear fence. A fired in this hotel could be a deadly devastation to the neighborhood. We see marked fire lanes on the new Lynhaven Apts as well as the old neighboring A Grace Subacute. A 2015 OSHA publication stated: "The options available for attacking a fire increase when a building's perimeter becomes more accessible to fire apparatus." We request marked fire lanes in the proposed plan. Currently, there is no room for side or rear fire apparatus access lanes based on the hotel project. We request The Fire Dept Review be done before the project advances. If this project poses an unreasonable fire risk to the neighborhood, we do not feel it is reasonable for the City to allow this project to move forward.

5) Pedestrian and Bicycle Friendly Environment

Add who this letter is from/to (Review Letter from City to Owner? - its not clear)

Review Letter 10/9/19: "The proposed project (hotel) is preliminarily inconsistent with the following goals/policies: Pedestrian and Bicycle Friendly Environment Policy 3-20: New development should support and enhance the pedestrian and bicycle environment and provide greater connectivity to the overall network."

The proposed sidewalk area does not appear to enhance a pedestrian friendly area. Rather it would have several paths cutting across from the street to hotel for guests checking in, for cars entering the parking garage and possibly for deliveries, garbagetrucks, and service vehicles. Where else are they able to park? Bicycles will have to navigate the cars and trucks moving in and out of the garage to the street, as well as those along the curb for check in who then need to circle back to the parking lot. And what will this do to the "Potential Mid-Block Crossing" (Urban Village Figure 4.1 & 5.) designed for this location? This project still appears inconsistent with the Pedestrian/Bicycle Friendly Environment Policy. We request a response from Owner of how this project will comply with this policy and make adjustments to ensure ability to comply before moving forward.

6) Off-Street Loading Space

The Off-Street Loading Space is not labeled. (From City to Owner?) Review Letter 10/9/19: "Pursuant to Section 20.70.440, hotels with greater than 100,000 gross floor area shall provide one off-street loading space. Section 20.90.420 requires loading spaces to be a minimum of 10 feet wide, 30 feet long, and 15 feet in height. Label the location of the loading space on the floor plan." (Owner Plan, A.02, Total Floor Area = 107,079.9 sq ft; Owner Plan, C5.0, Fire Layout = Fire General Notes = 107,079.9 sq ft) The Off-Street Loading Space needs to be labeled. Request response from Owner.

7) Drop Off" zones

There are drop off zones in front of the hotel and at the entrance of the underground parking. (Owner Plan, A.08) This seems to violate the Urban Village Policy 6-23: "New developments should include drop-off/pick-up areas in site plans, while ensuring that walking, biking, and transit remain safe and convenient." And Policy 6-24: "Ensure that drop-off/pick-up areas do not conflict with bicycle lanes." And Policy 6-45: "Reduce the number of driveways along Winchester Boulevard to enhance safety for people who walk and people who bike and improve streetscape character." This seems the most egregious violation – a single driveway for 66 - 214 parking spaces entering and leaving the garage around the clock does not provide for a safe walking, biking

environment. Also it is hard to imagine how a flow of cars and trucks parking, waiting, circling in front of the hotel can be safe or convenient for pedestrians and bicycles or be with pedestrian and bicycle traffic. In addition, we are concerned this could raise a safety issue for ambulances needing to get to the Convalescent Hospital next door to the proposed hotel. There are frequently emergencies as this is an elderly, ill population and ambulances need to get quickly in and out. We request a review of the appropriateness of proposed drop off zones.

8) Privacy/Safety - Height reduced 5" to achieve a 20' Rear Setback The Owner adjusted the height of the proposed 6 story, 65' hotel by 5 inches to go from a required 40ft setback to a 20' setback. However, Roof top structures exceed 65'.

At least 1 of the roof top structures is at the rear of the building, directly impacting the adjoining residential homes. Owner Plan A.08 shows a sidewalk along the rear fence plus a seating area at the back of the hotel, both within the 20' setback area.

We previously requested an explanation as to whether a 5" drop in height to avoid the 40' setback violates the intent of the regulation; whether roof top structures exceeding 65' mandate a 40' setback; whether a sidewalk and bench are permitted in the setback area; whether there are mandated regulations regarding hours, smoking, etc at the rear of the hotel to protect the privacy neighbors?

<u>Received reply:</u> "The Winchester Urban Village Plan Design Standard DS-11 states 'non-occupiable architectural features such as roof forms, chimneys, stairwells and towers may project up to ten feet above the maximum height'. The 65 feet is for the building height and focusing on the massing. I will share these concerns about open space with the applicant in their revised plan sets."

<u>We request to know</u> How tall are the structures on top of the roof? We feel this reduction to a 20 ft setback violates the purpose of the setback requirement, for privacy and safety of the surrounding neighbors. We request there be a review and consideration to require at least a 40' setback. We request that employee staff and residents not be allowed in this setback space out of privacy and safety for the residential next door neighbors. 9) No documents have been posted on the Permit site. We request Planning Dept post all documents.

Regards, Miyuki One Bear & James Yamane 1254 Castlemont Ave

From:	michael roden <m.roden@sbcglobal.net></m.roden@sbcglobal.net>	
Sent:	Tuesday, August 11, 2020 7:44 AM	
То:	Flores, Michelle	
Subject:	Thoughts on last evening's virtual meeting	

Hello Michell;

I would like to add some comments to the inputs received during last evening's virtual meeting. I am a long time resident of this neighborhood, residing on Greenbriar ave for 34 yrs.

In that time the traffic has increased tremendously, with people using the neighborhood streets as a thruway from Hamilton ave. over to Winchester blvd. The intersection at Payne and Winchester is especially congested in the morning and evening commute hours.

I have witnessed many near accidents between cars and pedestrians at this intersection. Also, have seen several children almost being

run over when walking to Castlemont elementary school. For the city to add a hotel at this location, would only aid in increased congestion. The feeling I got from the advisory speaker was one of not really concerned with the living conditions brought on

to the neighborhood residents. But, his main concern being the completion of the hotel for profit. It does seem like a more thorough study needs to be addressed by the city on the overall neighborhood impact. A question was also posed about the affect this hotel would have on the neighborhood property values. The respondent did not

have an adequate answer. I feel the respondent should been prepared to provide this information or a property tax representative should have been present. Knowing how the neighborhood property value is affected is or great concerns to the home owners in this neighborhood.

At this point, I am opposed to the idea being built at this location. As on of the participants pointed out, there are a vast number of

empty building along the Central expressway corridor which would be better suited for a hotel, than located one so close to

a residential neighborhood.

Regards, Michael Roden 1129 Greenbriar ave



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C4.2	MEDIA FILTRATION DETAILS
C5.0	FIRE LAYOUT



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OWNER

Adam Askari 2881 Hemlock Ave. San Jose TEL: (408) 921-1882 Dradamaskari@GMAIL.COM

CIVIL ENGINEER

JMH WEISS, INC. 1731 Technology Drive, Suite 880 San Jose, CA 95110 TEL: (408) 790-4982 djedwards@jmhweiss.com

LANDSCAPE DESIGNER

SHILA YASMEH

628 N. MAPLE DR. BEVERLY HILLS - CA 90210 TEL: (650) 492-3249

mailto:SHILA.YASMEH@GMAIL.COM

REVISIONS

REV-1 11/01/2019

REV-2 05/15/2020

COVER SHEET



OWNER:

ADAM ASKARI 2881 HEMLOCK AVE, SAN JOSE, CA 95128 E-MAIL: DRADAMASKARI@GMAIL.COM 408-921-1882

APPLICANT:

HENRY CORD CORD ASSOCIATES REAL ESTATE SERVICES CA BROKER LIC. 01176923 401 FIELDCREST DRIVE, SAN JOSE, CA 95123 408-283-7292 408-307-0166

DESIGNER:

SAM MONFARED MASOUMI 30025 ALICIA PKWY LAGUNA NIGUEL - CA 92677 E-MAIL : SAMCARPIRA@GMAIL.COM 310-795-4009 949-553-0548

SURVEY ENGINEER :

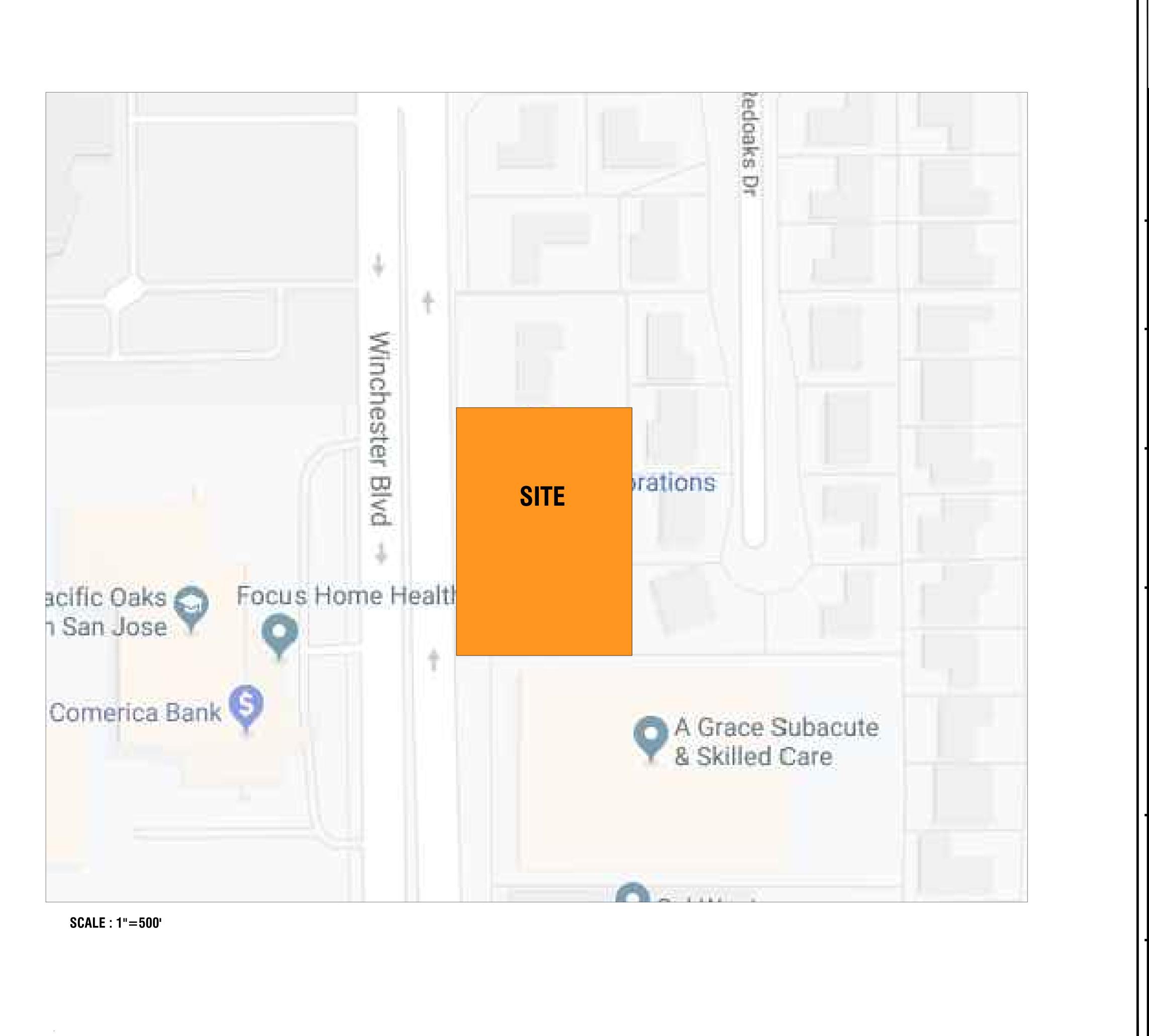
MKessler & ASSOCIATES ONE VENTURE SUITE 130, IRVINE, CA 92618 949-339-5330

CIVIL ENGINEER:

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LANDSCAPE ENGINEER :

SHILA YASMEH628 N. MAPLE DR.BEVERLY HILLS - CA 90210E-MAIL :SHILA.YASMEH@GMAIL.COMPH :(650) 492-3249



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OWNER

Adam Askari 2881 Hemlock Ave. San Jose TEL: (408) 921-1882 Dradamaskari@GMAIL.COM

CIVIL ENGINEER

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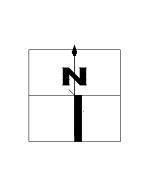
LANDSCAPE DESIGNER

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628 N. MAPLE DR. BEVERLY HILLS - CA 90210 TEL: (650) 492-3249

mailto:SHILA.YASMEH@GMAIL.COM

REVISIONS REV-1 11/01/2019 REV-2 05/15/2020



SCALE : 1"=500'

TITLE SHEET

A.01

OWNER :	ADAM A
PROJECT ADDRESS :	1224&1
	SAN JOS
ASSESSOR PARCEL NO. :	279-17-
BUILDING CLASSIFICATION:	HOTEL
TYPE OF CONSTRUCTION :	Type I-A
GENERAL PLAN DESIGNATION:	Urban V
BUILDING HEIGHT :	64'-7"
LOT SIZE :	30,074.5
GOVERNMENT BODY :	CITY OF
OCCUPANCY GROUP :	R1

SETBACK TABULATION	
FRONT SETBACK	26'-0" (first floor: 31'-0")
SIDE YARD SETBACK	6'-0"
SIDE YARD SETBACK	6'-0"
REAR SETBACK	20'-0"

PARKING TABLE -WINCHESTER HO

PARKING TABULATION	
UNDERGROUND PARKING LEVEL (SINGLE)	
UNDERGROUND PARKING LEVEL (DOUBLE)	
TOTAL	

8

29

66

TOTAL

11

18

27

23

22

19

119

100%

ROOM MATRIX

PERCENT		75	5.6%		13.4%	10.9%
TOTAL		85	5	14	2	13
6th FLOOR	HOTEL ROOMS	15	1	1	-	2
5th FLOOR	HOTEL ROOMS	13	1	1	_	6
4th FLOOR	HOTEL ROOMS	15	1	3	1	3
3rd FLOOR	HOTEL ROOMS	22	-	3	-	2
2nd FLOOR	COMMON AREA HOTEL ROOMS	10	1	6	1	-
1st FLOOR	LOBBY HOTE ROOM	10	1	-	_	_
BASEMENT FLOOR -1	PARKING	-	-	-	_	_
TYPE OF ROOMS		KING	ACCESSIBLE KING	QUEEN	ACCESSIBLE QUEEN	ONE BEDROOM S

FLOORS	FLOOR USE	TYPE OF CONSTRUCTION	FLOOR AREA	
BASEMENT FLOOR -1	PARKING & UTILITY ROOMS	Type I-A	20531.4	sq.ft.
1st FLOOR	LOBBY & COFFEE SHOP& OFFICE& RECEPTION + HOTEL ROOMS & SECURITY & LAUNDRY	Type I-A	15512.9	sq.ft.
2nd FLOOR	HOTEL ROOMS& RESTAURANT/COFFEE SHOP +GYM/STEAM ROOM & JACUZZI	Type III-A	15282.3	sq.ft.
3rd FLOOR	HOTEL ROOMS	Type III-A	16062.3	sq.ft.
4th FLOOR	HOTEL ROOMS	Type III-A	16062.3	sq.ft.
5th FLOOR	HOTEL ROOMS	Type III-A	12657.9	sq.ft.
6th FLOOR	HOTEL ROOMS	Type III-A	10970.8	sq.ft.
Т	OTAL		107079.9	sq.ft.

ASKARI 1212 S.WINCHESTER BLVD. ,	PROJECT DESCRIPTION
OSE, CA 95128 -020 & 279-17-021	The project proposes to develop an 6 64'7" feet) with up to 119 guestrooms
A & III-A Village	The first floor would contain the main luggage storage, coffee station and ba accounting, management, employees room, women locker room, fire control pomp room, electrical room, and 11 g
.52 SQ. FT. F SAN JOSE	Common outdoor areas for hotel gues on 2nd floor that contain gym and lock restaurant area and kitchen. 18 guest rooms would also be located
DTEL SPACE	Floors 3 through 6 would contain g from approximately 270 to 770 squar A total of 66 parking spaces are prov
	r total of oo parking spaces are plot

Parking is provided by one underground parking level which is using double parking system, which will be supported by a TDM plan.

A 20 feet rear setback and 6 feet side setback is provided, and additional sidewalk easements will be provided to allow for 20 feet sidewalk are provided on Winchester avenue.

		RATIO	REQUIRED			
HOTEL ROOMS	BICYCLE	1 PER 10 ROOMS	12 SPACES			
EMPLOYEES	BICYCLE	1 PER 10 EMPLOYEES	1 SPACE			
& OFFICE	MOTORCYCLE	1 PER 20 CODE REQUIRED	7 SPACES			
TOTA	13 SPACES BICYCLE 7 Spaces Motorcycli					
	37 SPACES BICYCLE 8 SPACES MOTORCYCLI					
I	0 %					

BICYCLE & MOTORCYCLE TABLE - WINCHESTER HOTEL

6-story hotel (up to a height of IS.

n lobby reception area, guest bar area, 2 office rooms, es break room, men locker ol room, laundry, security, fire guest rooms.

ests are proposed to be located ckers, jacuzzi, steam room,

ed on 2nd floor.

guest rooms that would range are feet in size.

ovided.

PARKING TABLE -WINCHESTER HOTEL

		RATIO	REQUIRED
HOTEL ROOMS	119 ROOMS	1 PER ROOM	119 SPACES
EMPLOYEES & OFFICE	10 EMPLOYEES	1 PER 1 EMPLOYEE	10 SPACES
TOTA	129 SPACES		
	66		
	63		
F	48.0 %		



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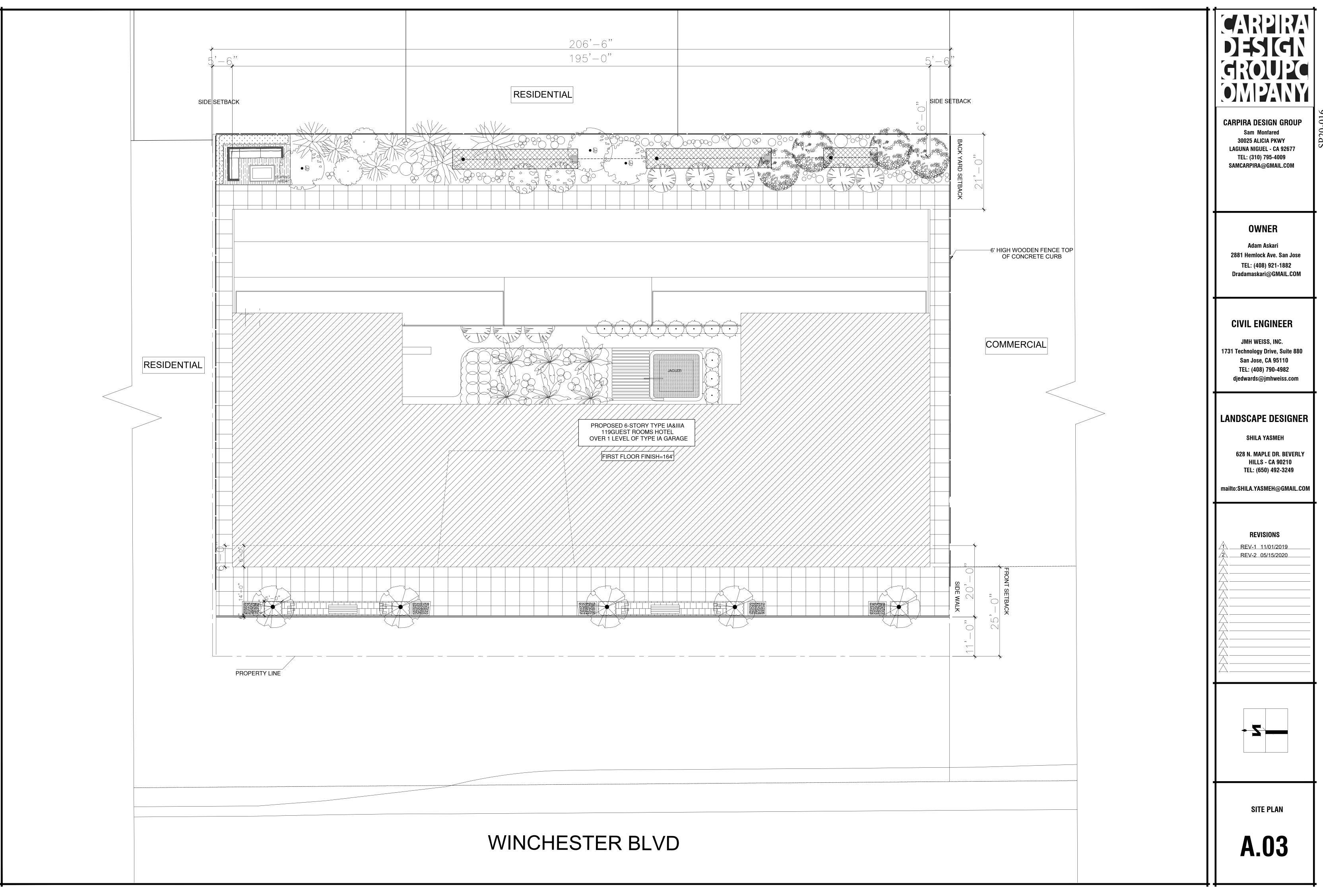
LANDSCAPE DESIGNER

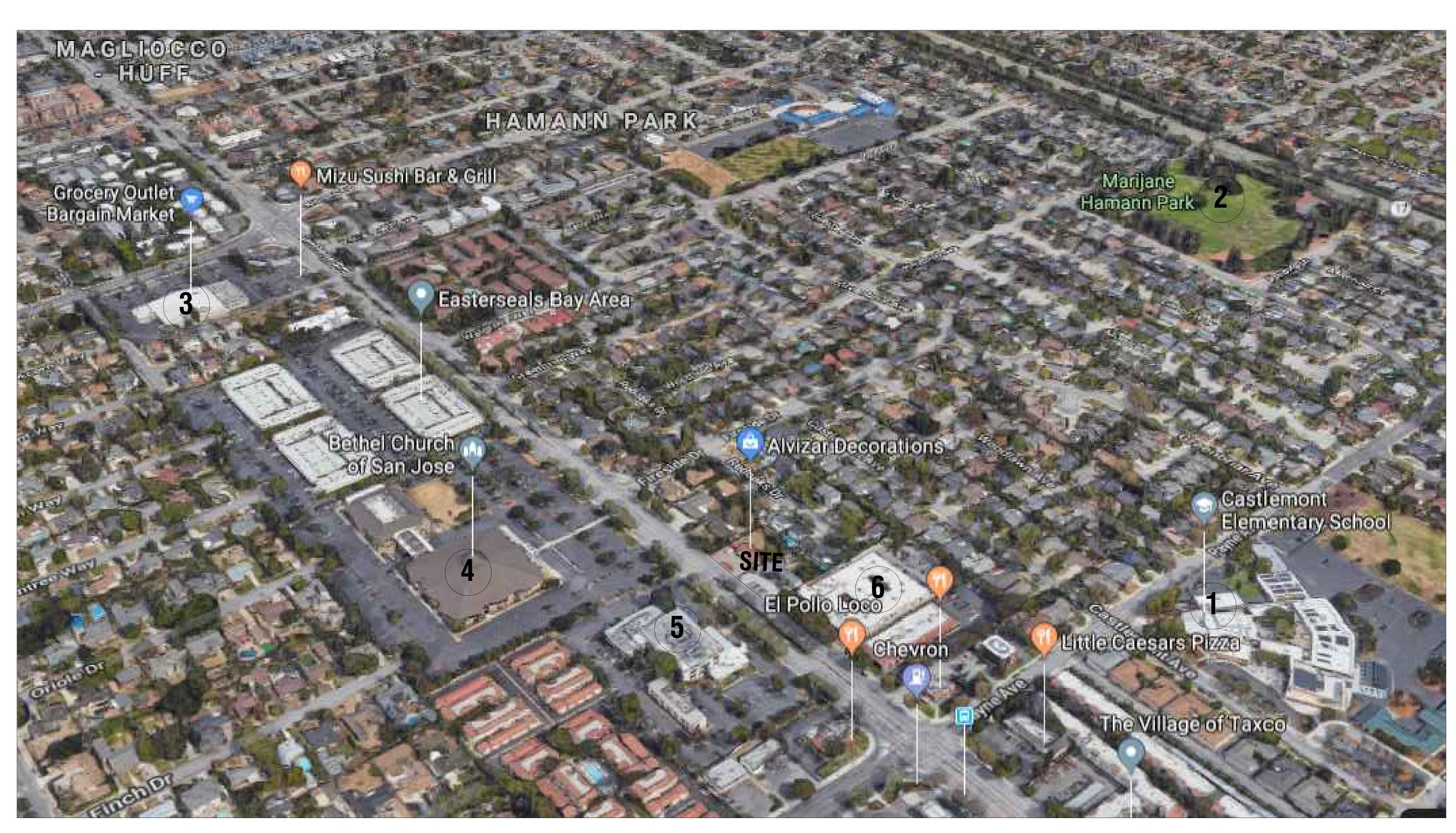
SHILA YASMEH

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mailto:SHILA.YASMEH@GMAIL.CON

REVISIONS
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PROJECT
INFORMATION &
TABLES
A.02





VICINITY MAP

2. MARIJANE HAMANN PARK • 2747 WESTFIELD AVE. 4. BETHEL CHURCH OF SAN JOSE • 1201 S WINCHESTER BLVD. **6. A GRACE SUBACUTE & SKILLED CARE • 1250 S WINCHESTER BLVD.**

1. CASTLEMONT ELEMENTARY SCHOOL • 3040 PAYNE AVE. 3. GROCERY OUTLET BARGAIN MARKET • 3140 WILLIAMS RD. 5. PACIFIC OAKS COLLEGE IN SAN JOSE • 1245 S WINCHESTER BLVD.



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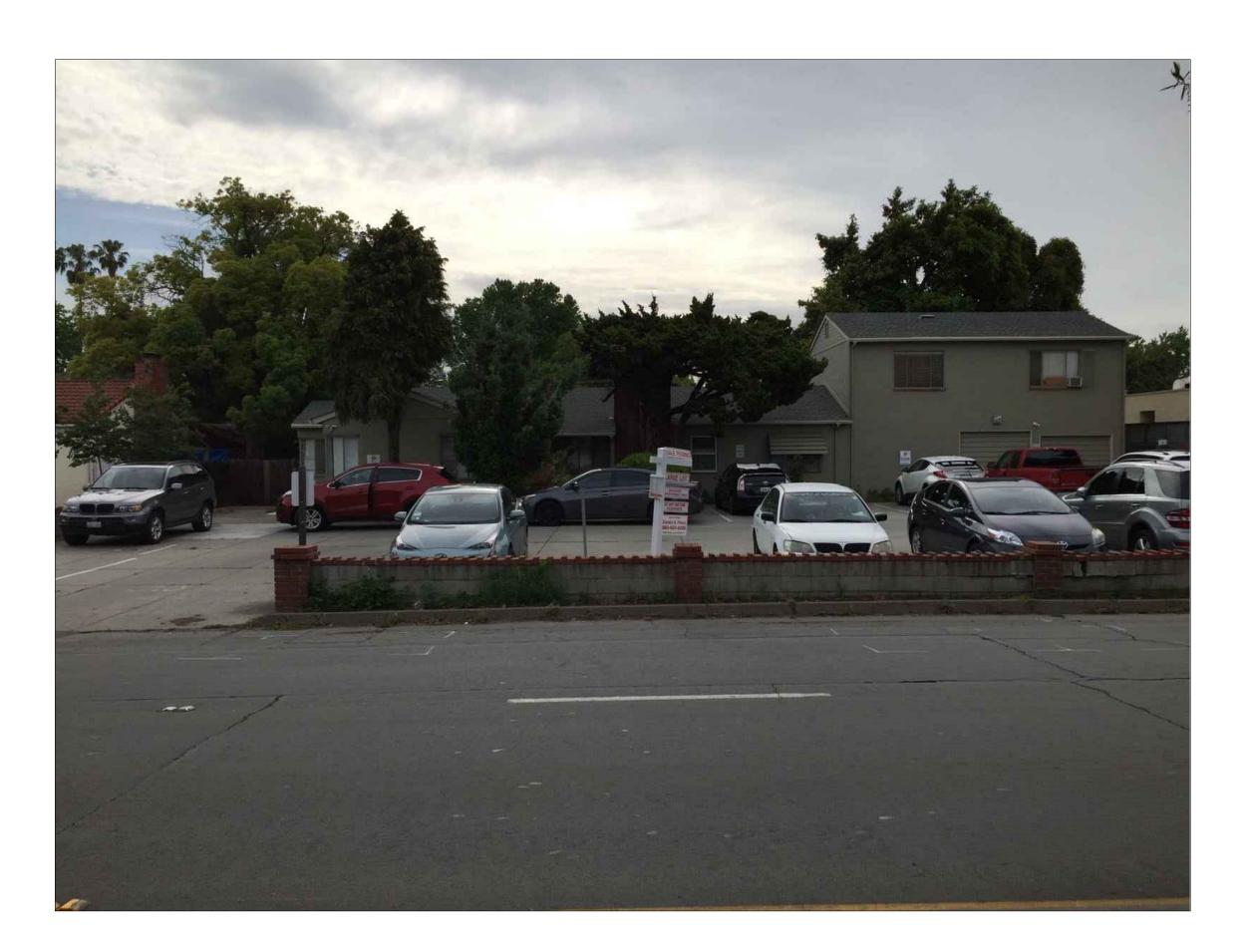
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VICINITY MAP













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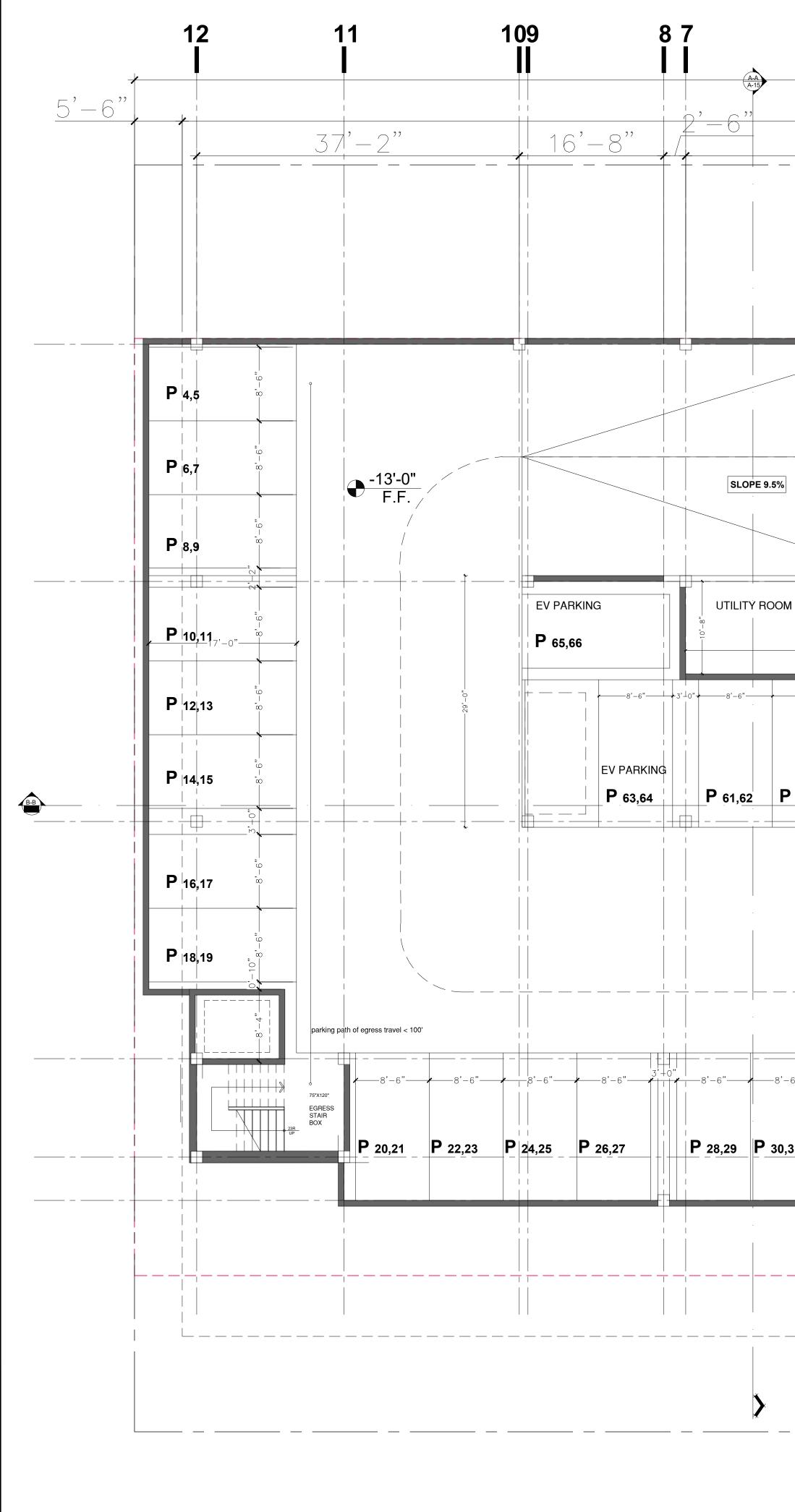
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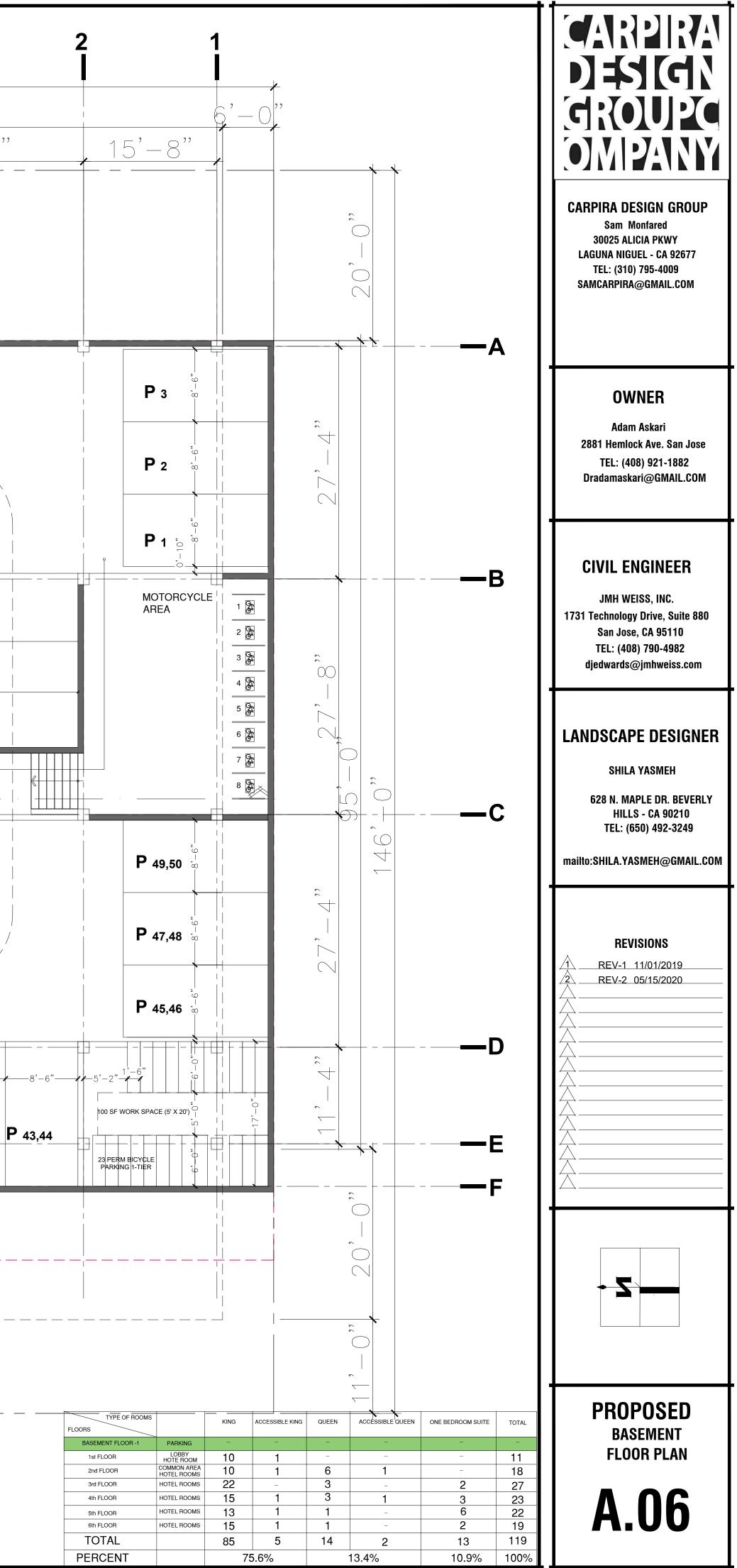
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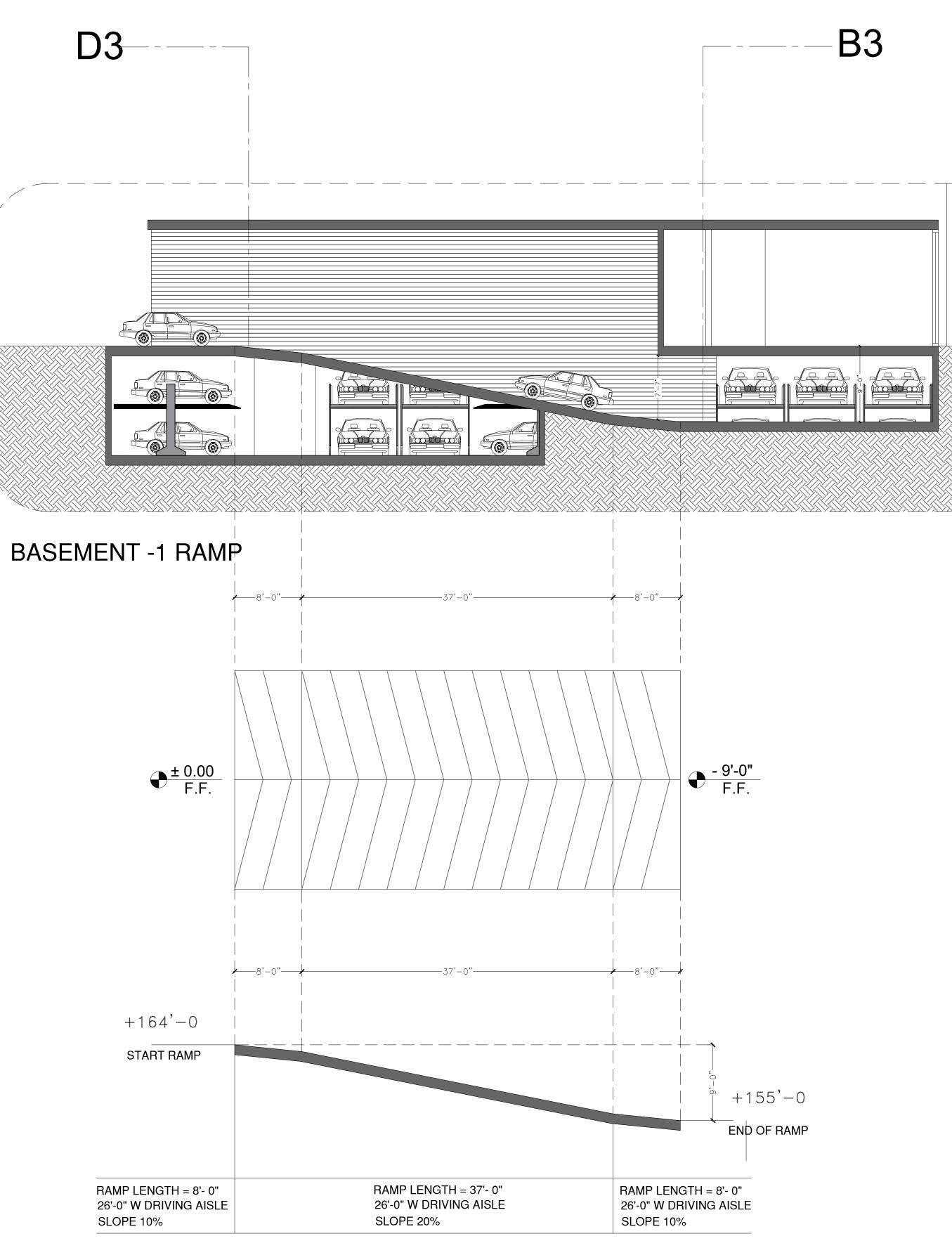
SITE PHOTOS

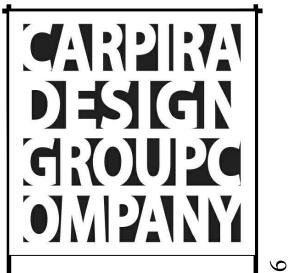




<u>37'-8"</u> <u>31'-6"</u> <u>27'-</u> <u>22'-8"</u> <u>31'-6"</u> <u>27'-</u> <u>8</u> <u>9</u> -9'-0" F.F.	4"
	,
8'-6" 8'-6" 8'-6" 9'-0" 25'-10	
P 59,60 P 57,58 P 55,56 P 54 P 53 P 52 P 51 4 PERM BICYCLE PARKING 1-TIER	
● <u>-13'-0"</u> F.F.	 /
	/
-6"-*-8'-6"-*-8'-6"-*-8'-6"-*	
VAN PARKING	
D,31 P 32,33 P 34 P 35,36 P 37,38 P 34 P 35,36 P 37,38 P	P







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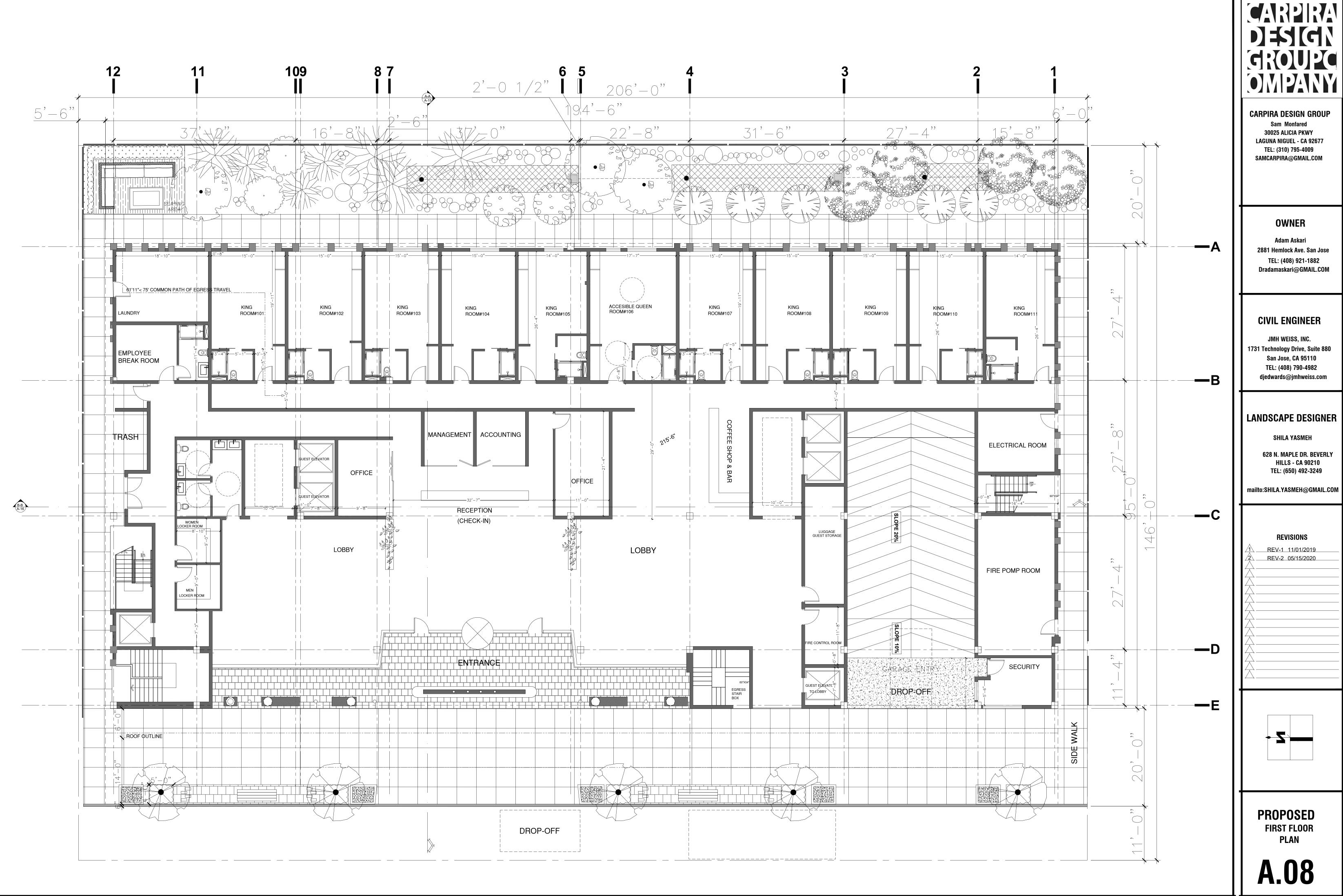
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PROPOSED PARKING RAMP PLAN



SP20-016



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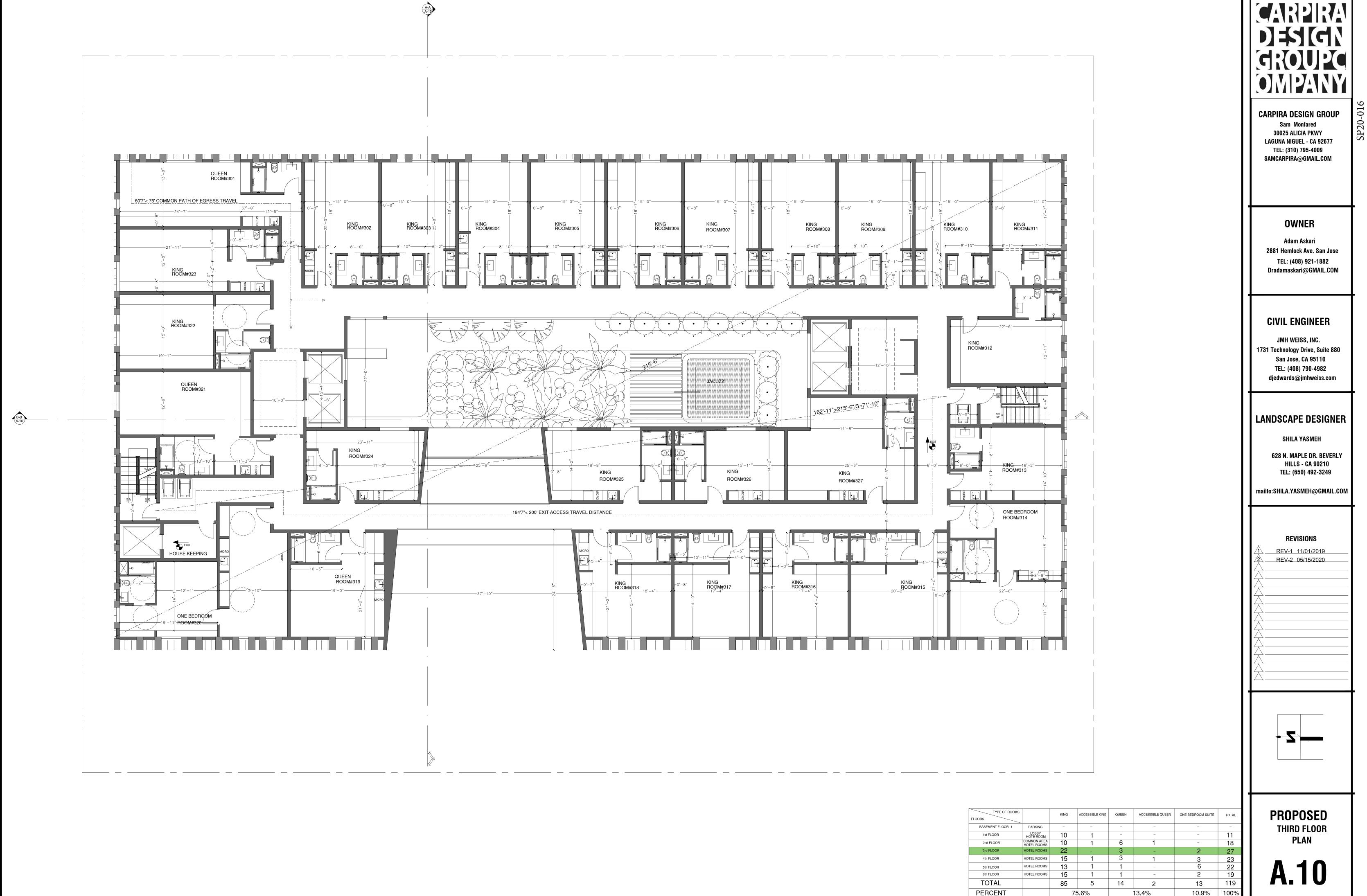
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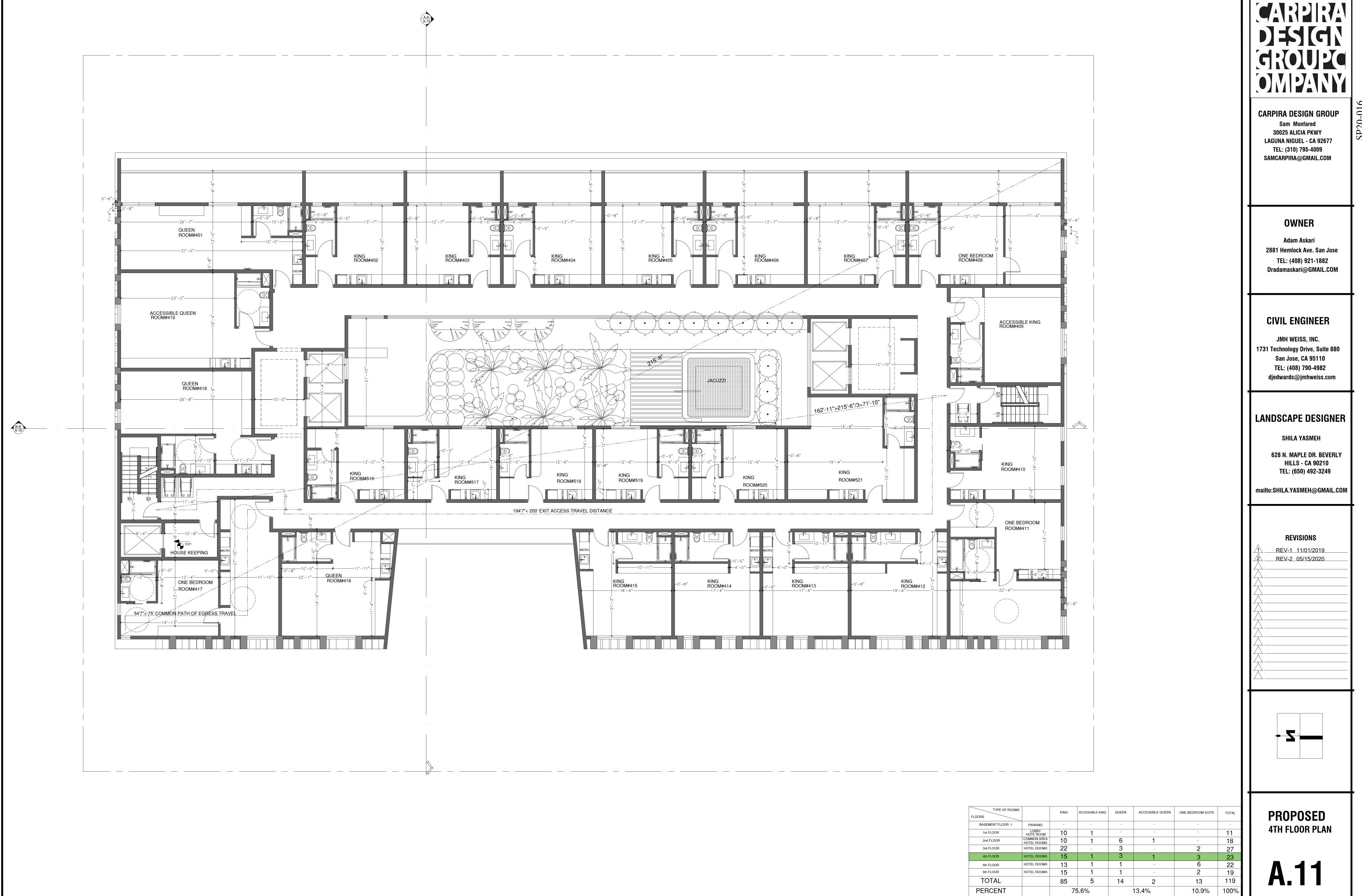
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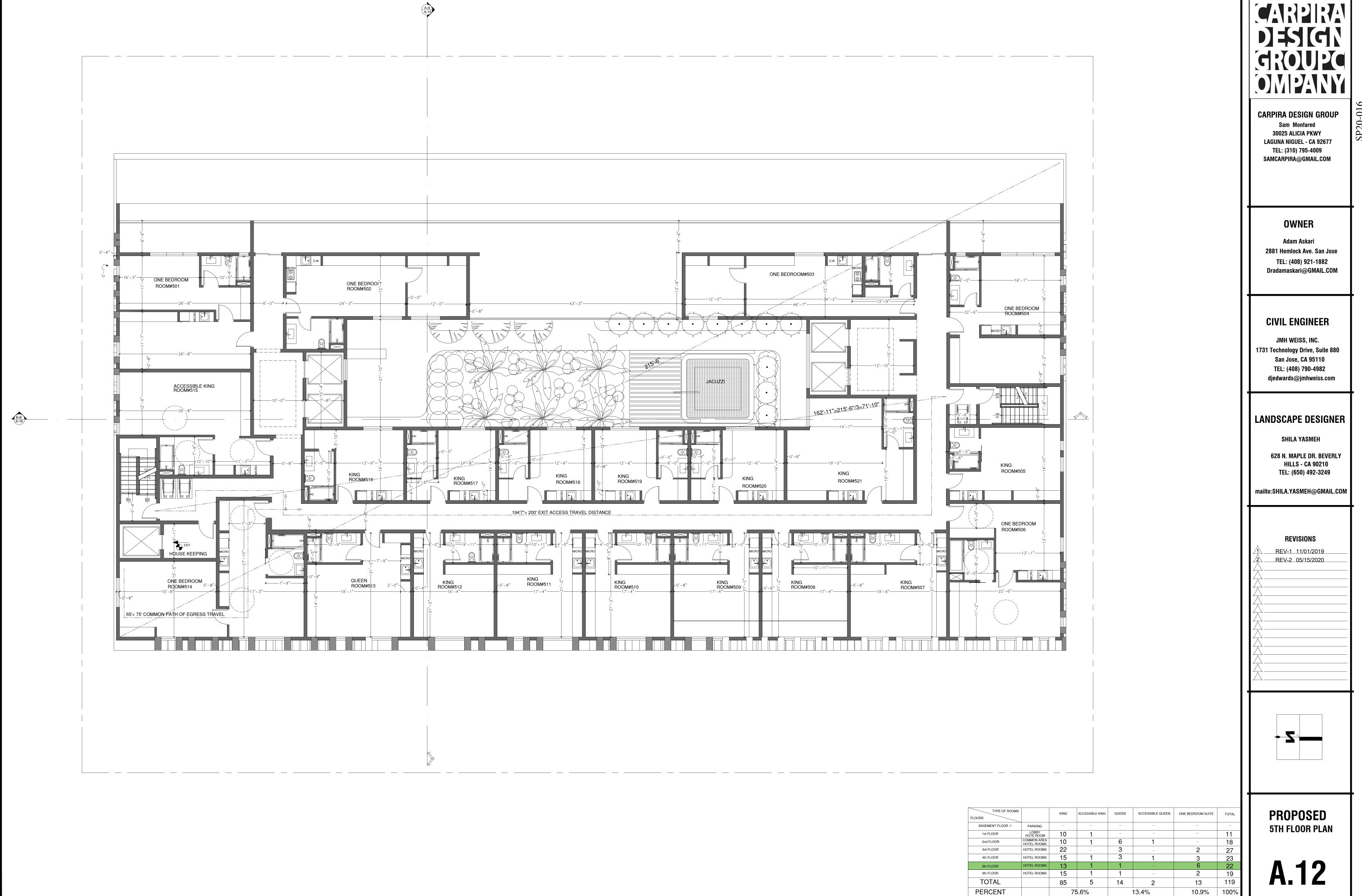
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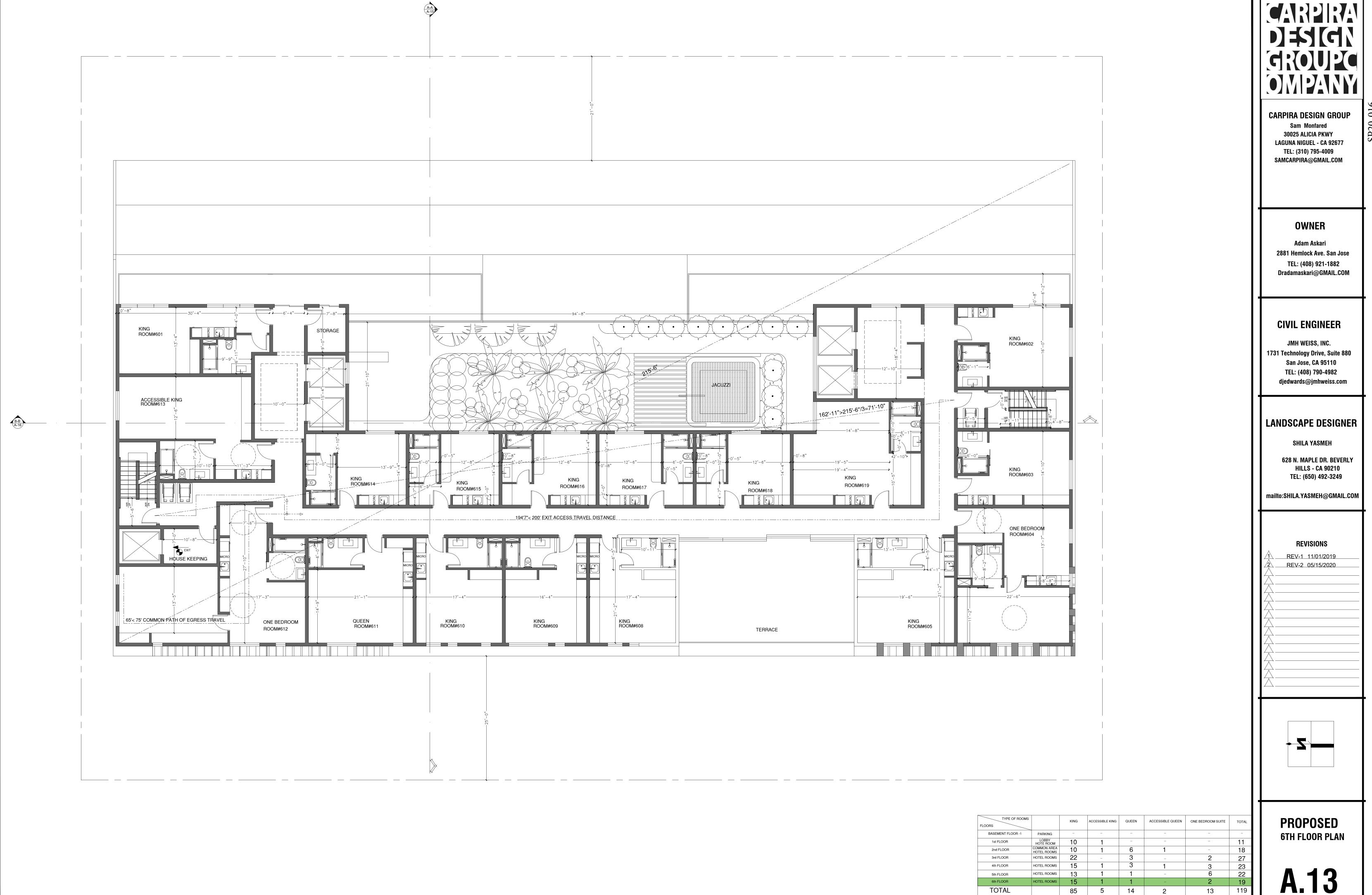
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TOTAL

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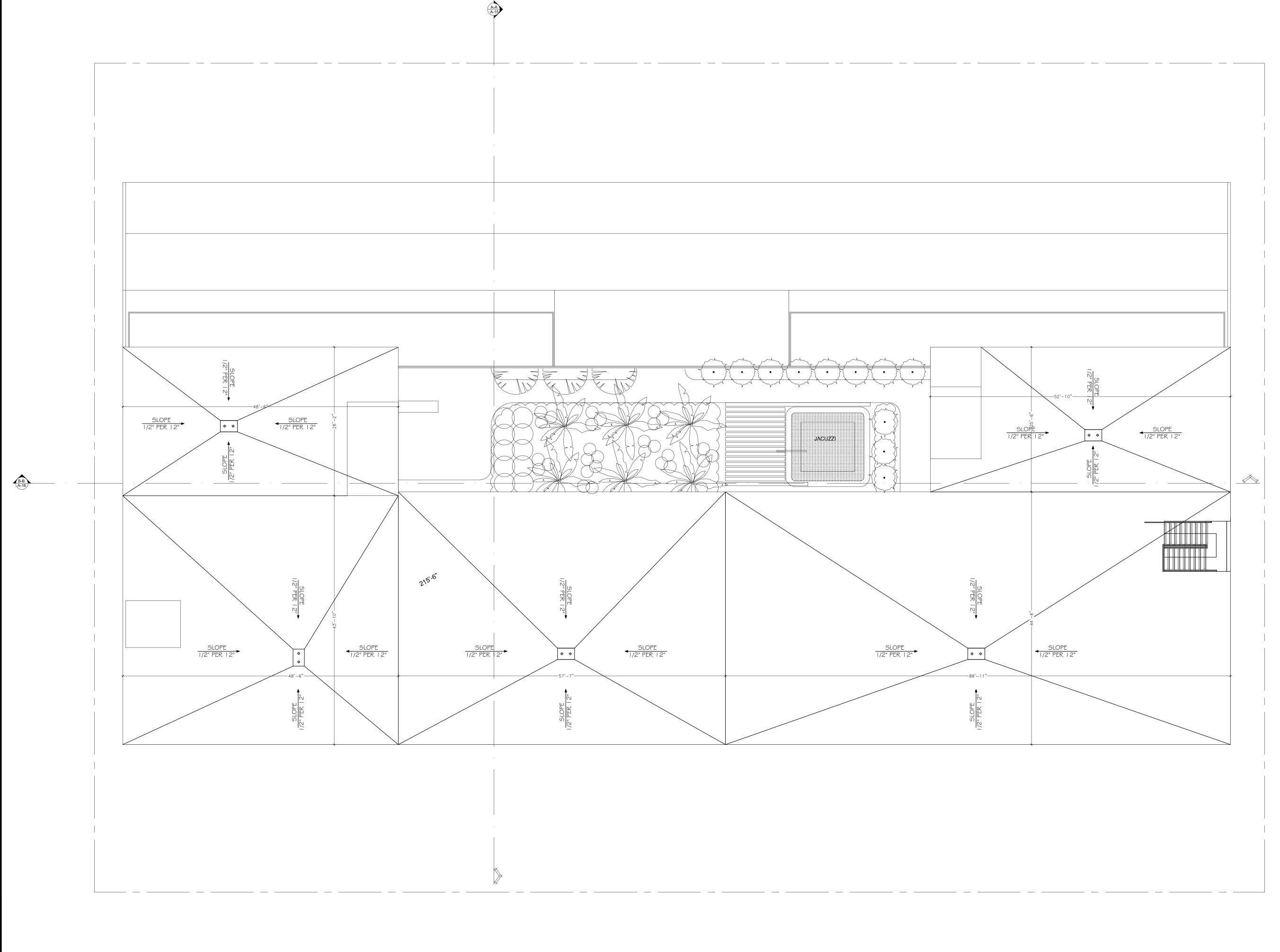
85 5 14 2

13.4%

75.6%

13

10.9% 100%



NAME: FOR CIVIL PLOT DATE: 6-3-2



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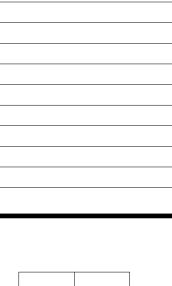
SHILA YASMEH

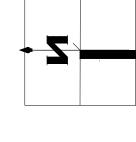
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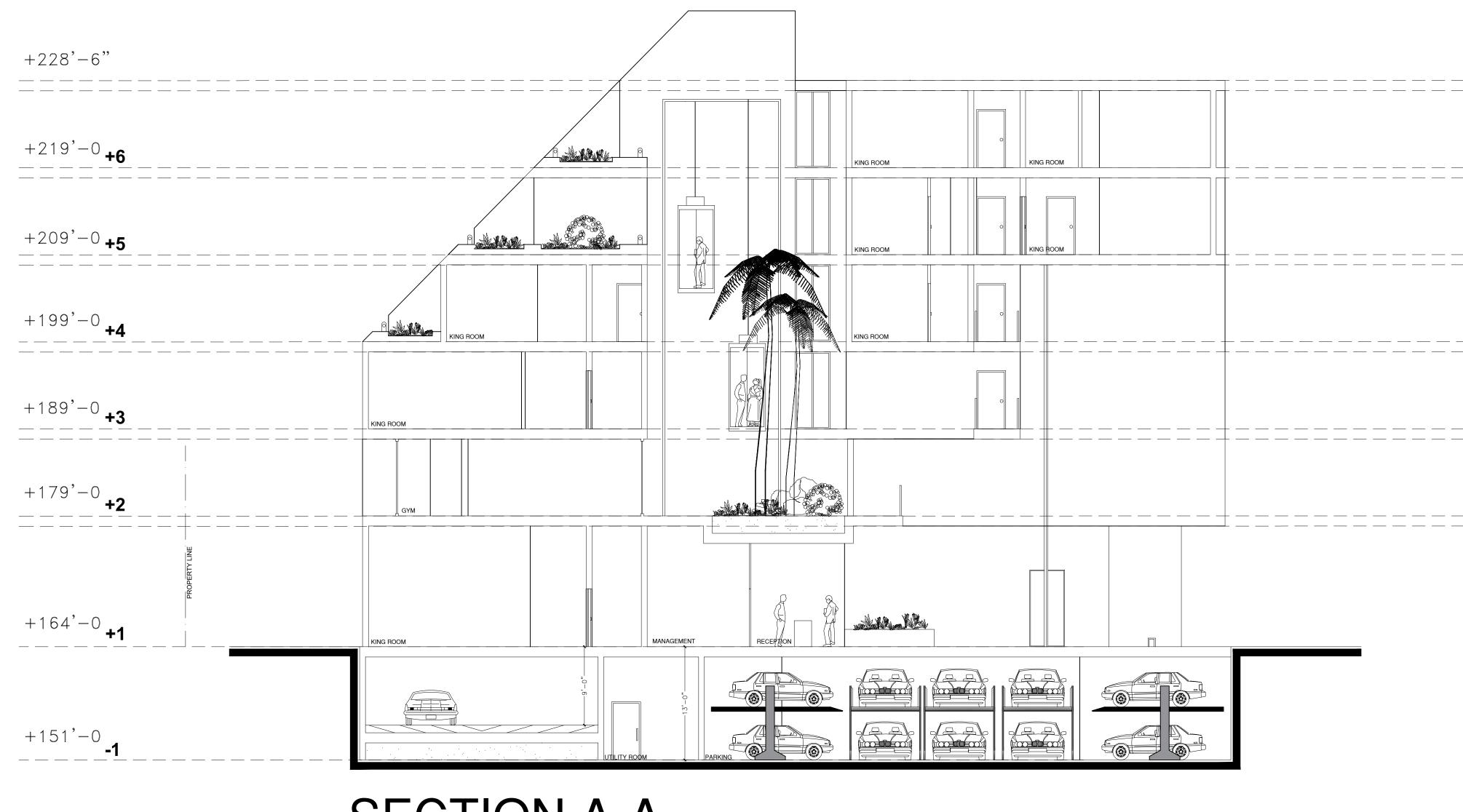
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PROPOSED ROOF PLAN





SECTION A-A



SP20-01

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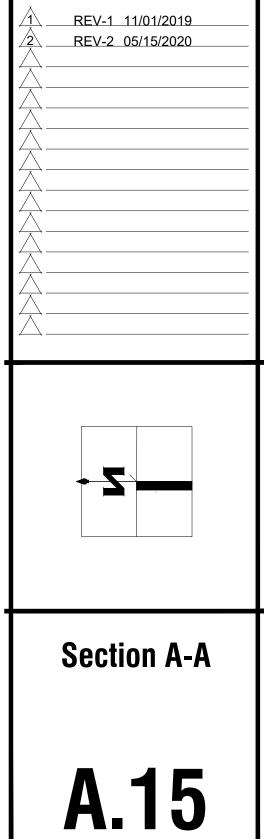
LANDSCAPE DESIGNER

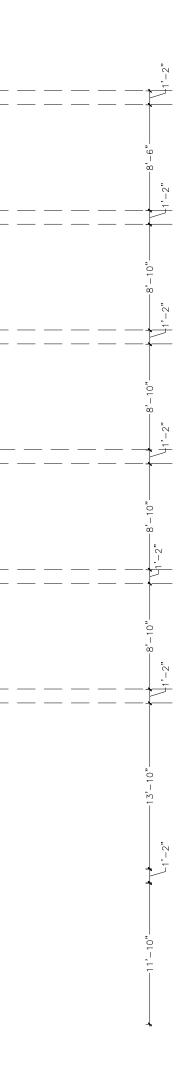
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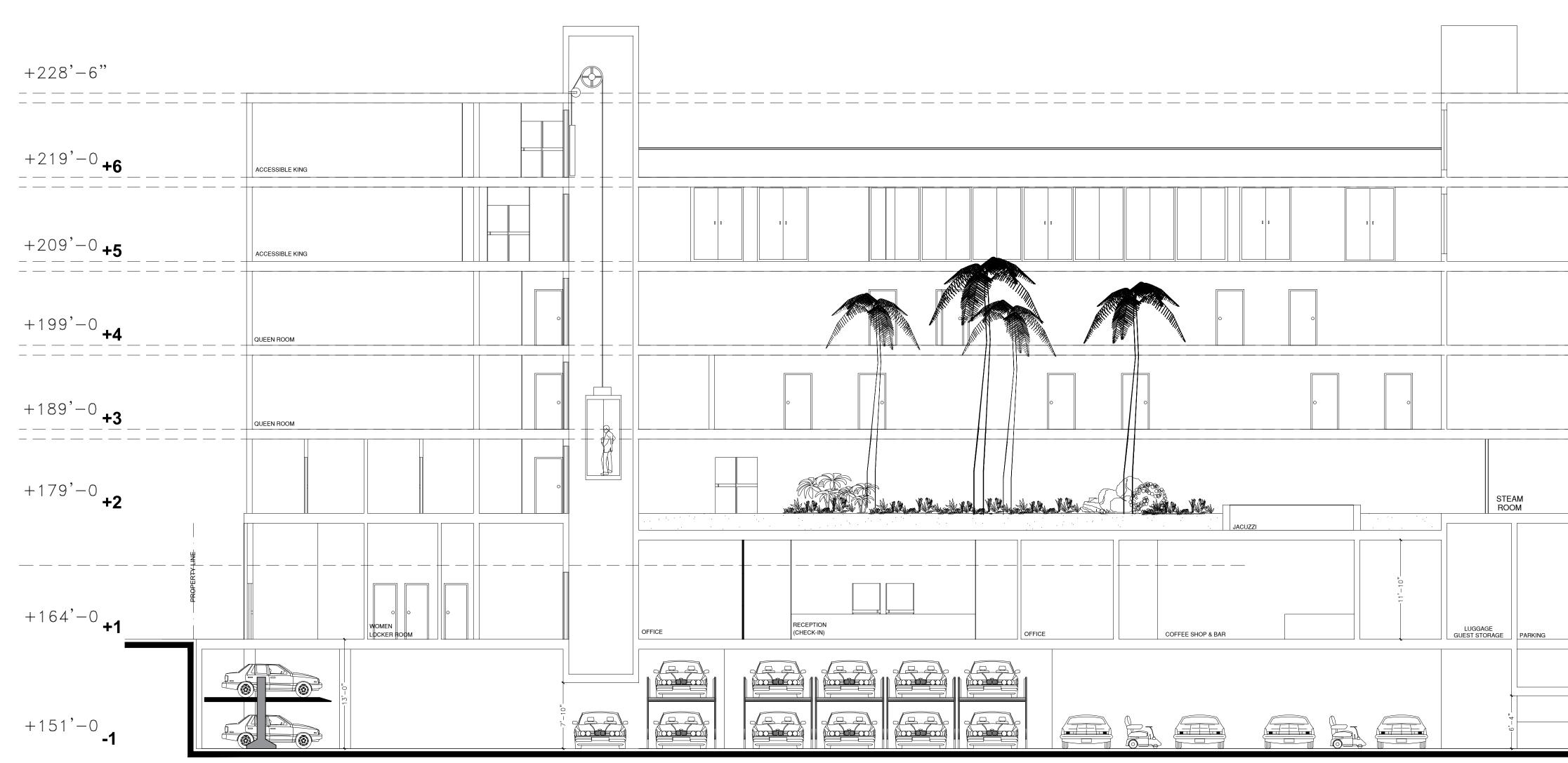
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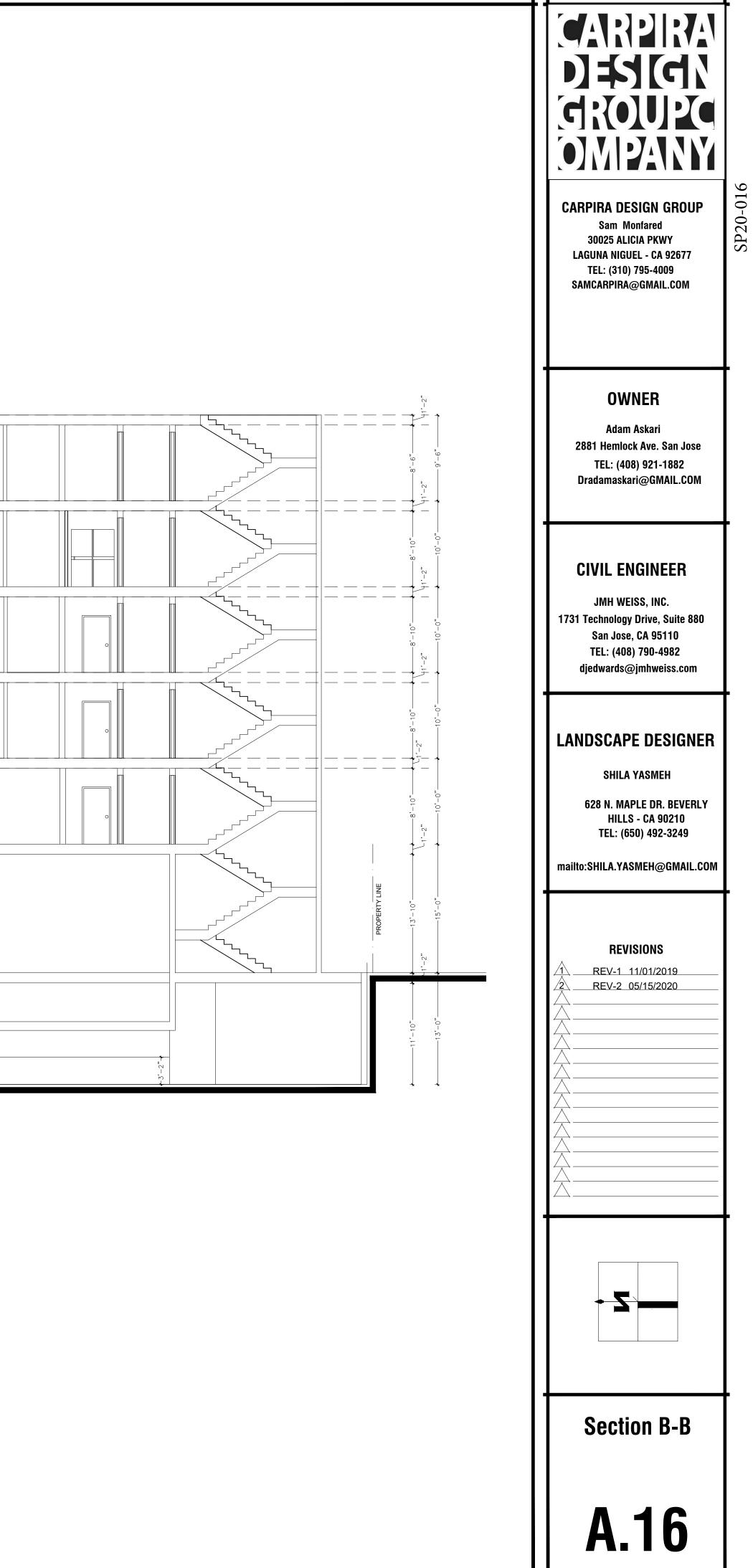




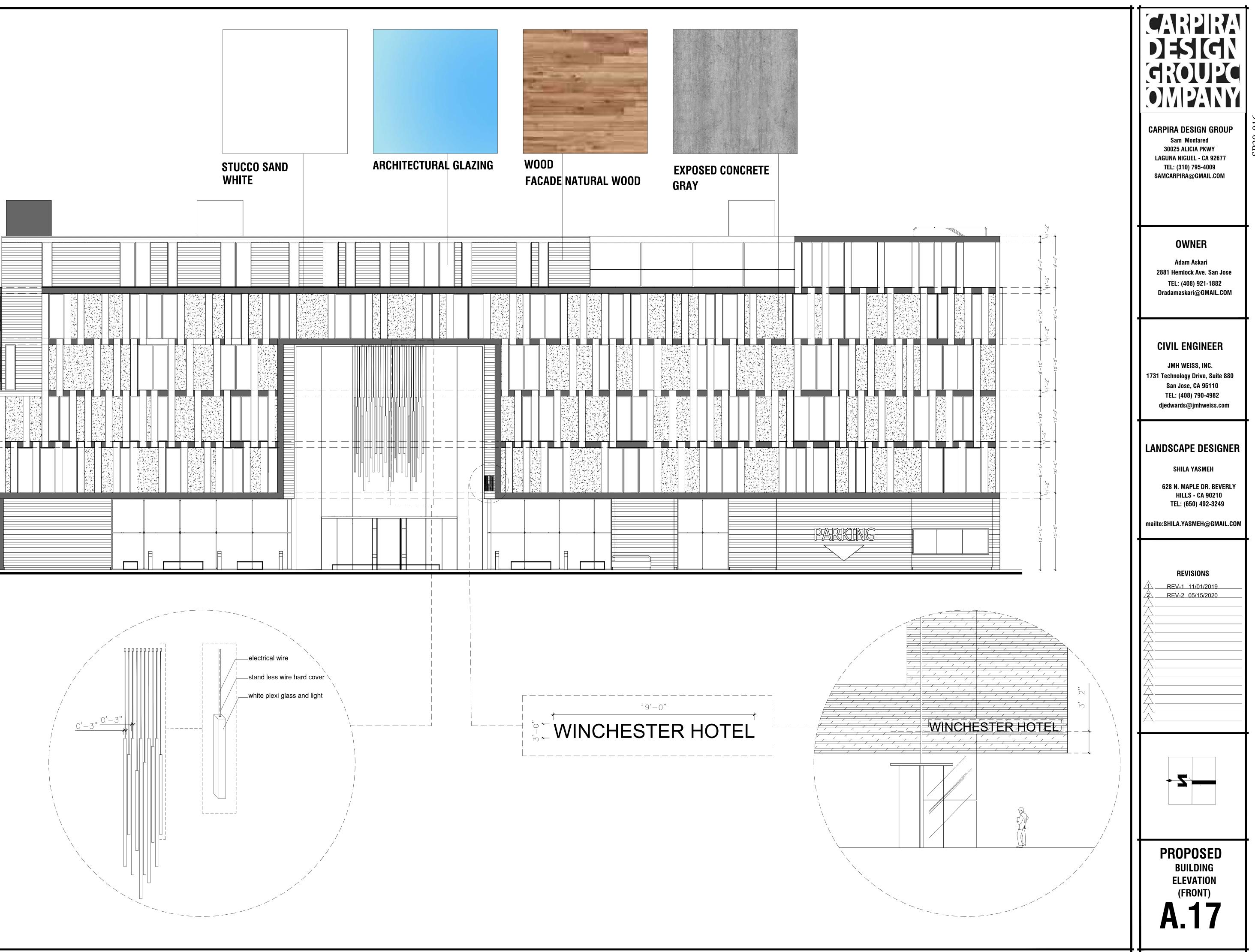


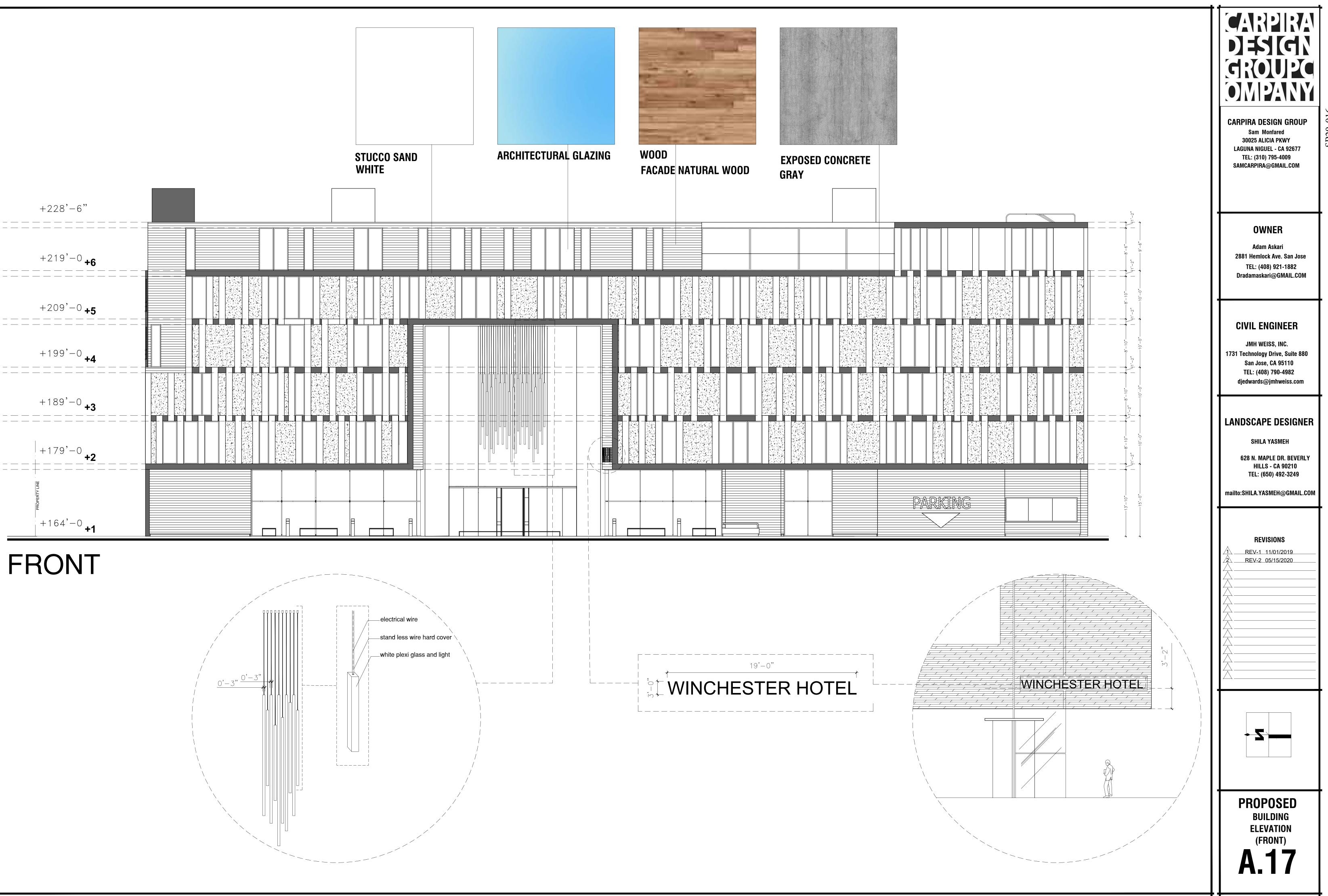
SECTION B-B



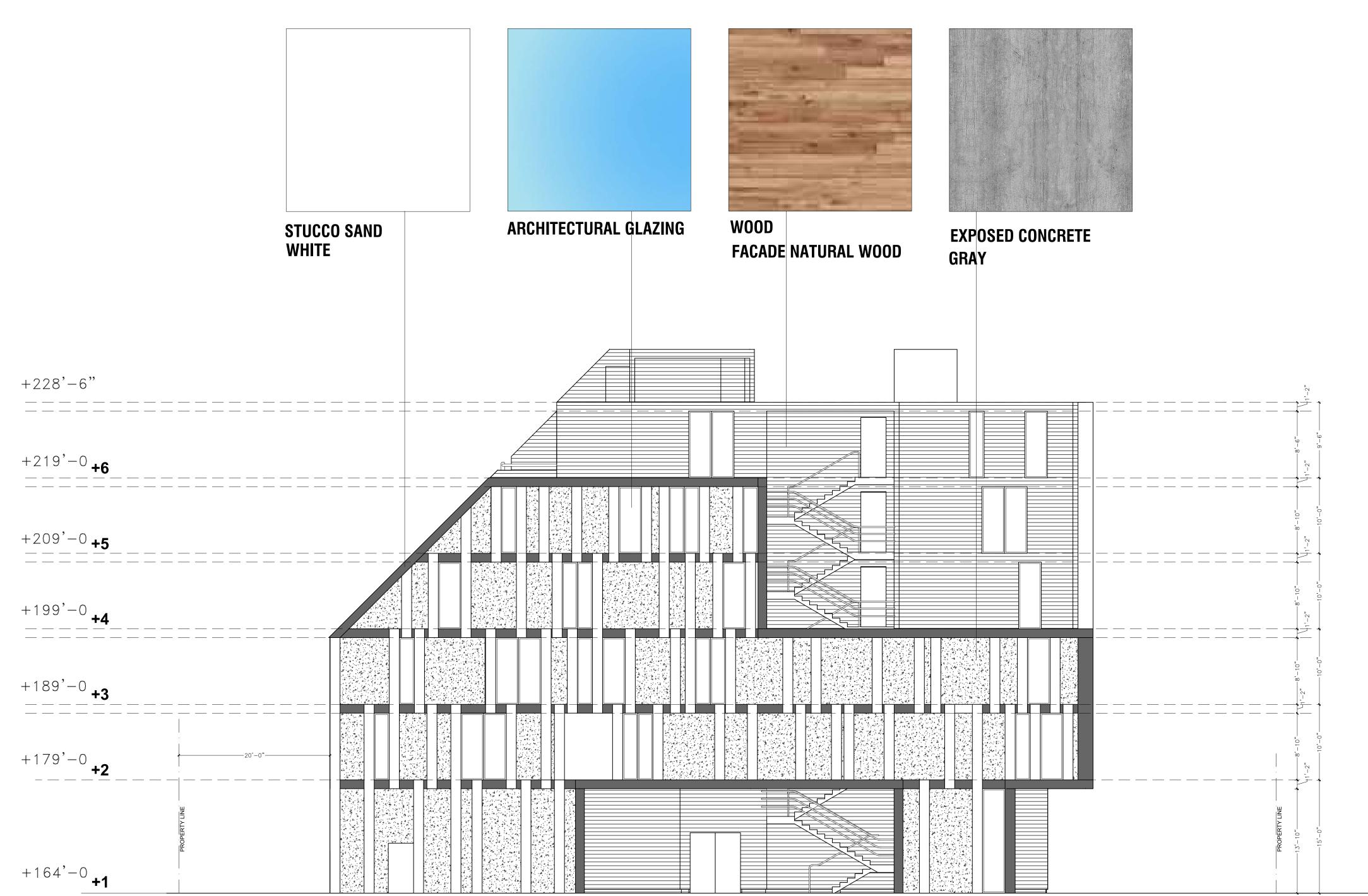








LEFT SIDE





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SP20-

OWNER

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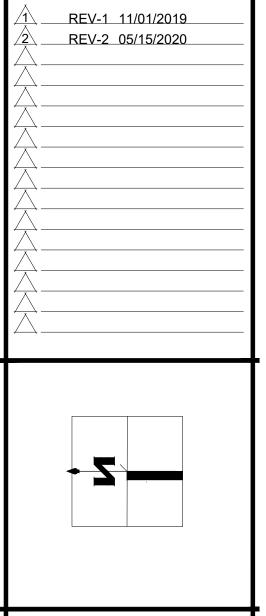
LANDSCAPE DESIGNER

SHILA YASMEH

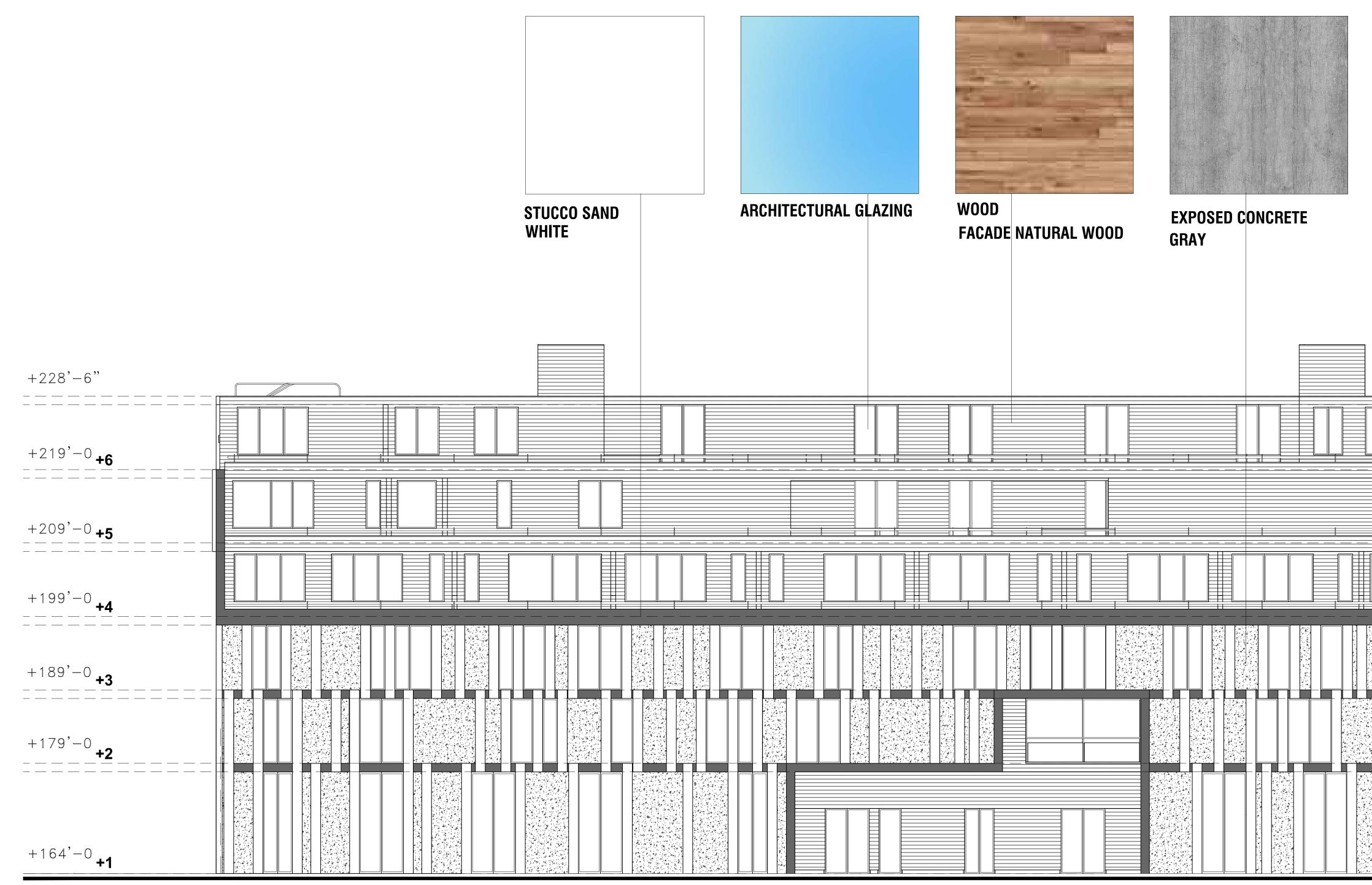
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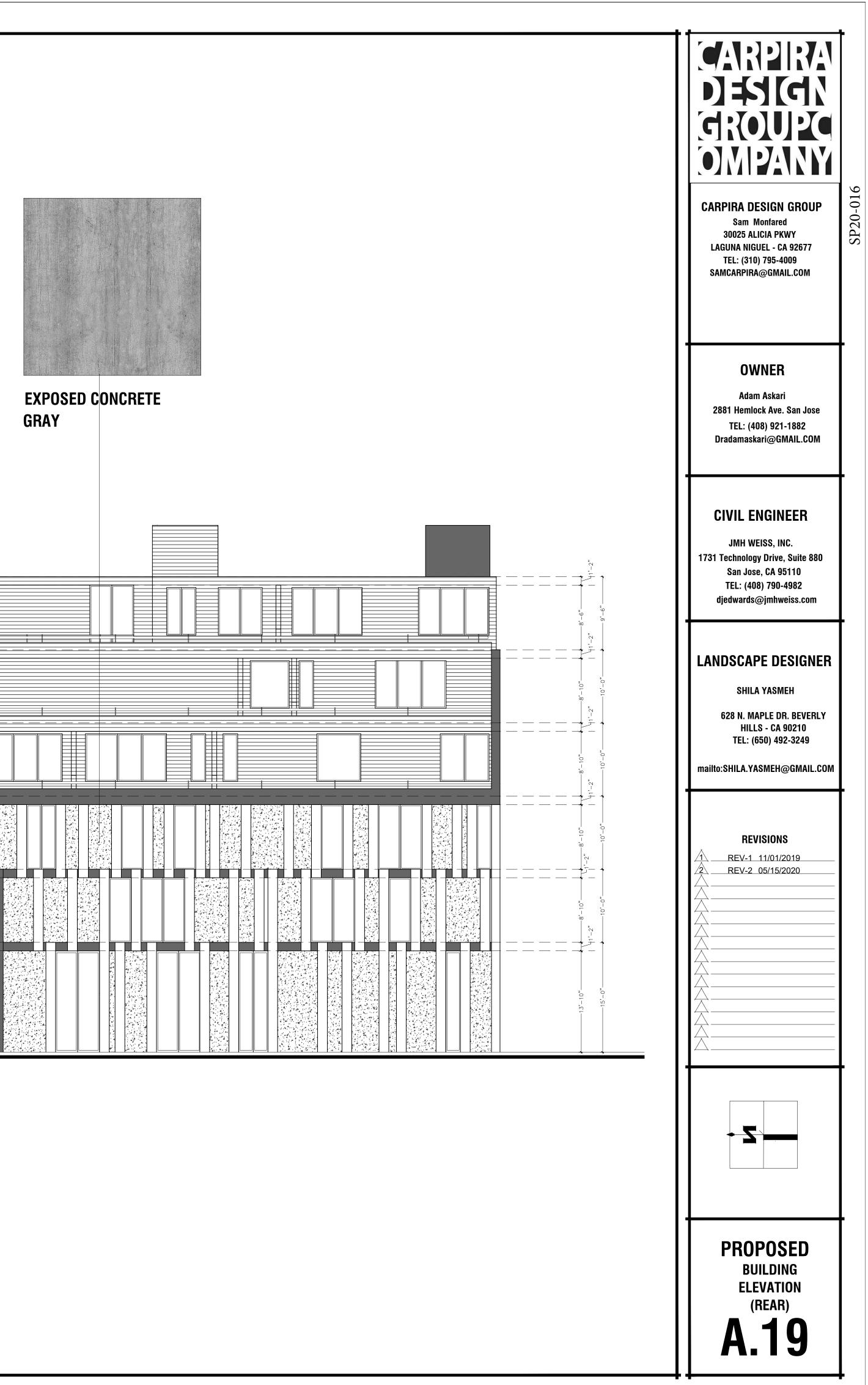
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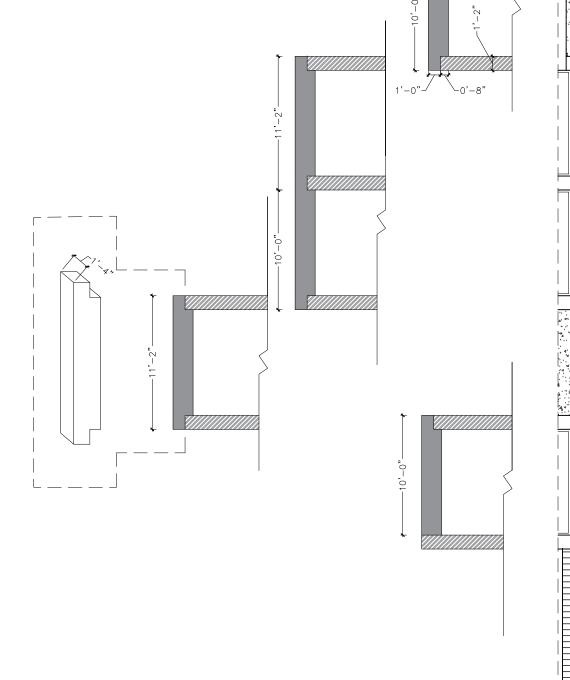
PROPOSED BUILDING **ELEVATION (LEFT** SIDE) **A.18**

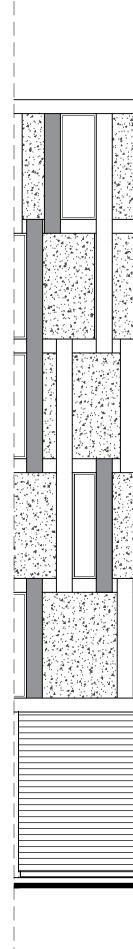


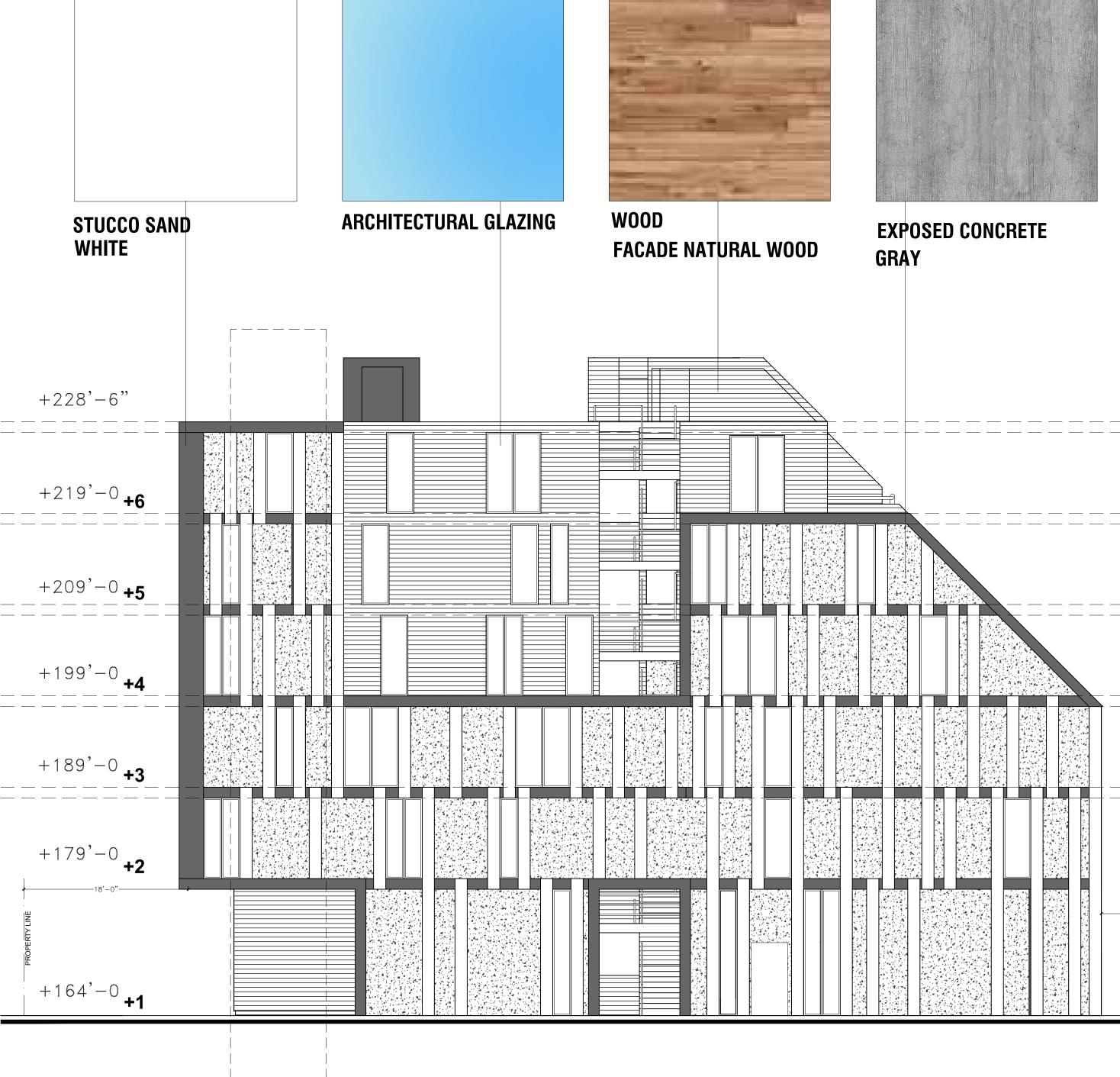
REAR



RIGHT SIDE







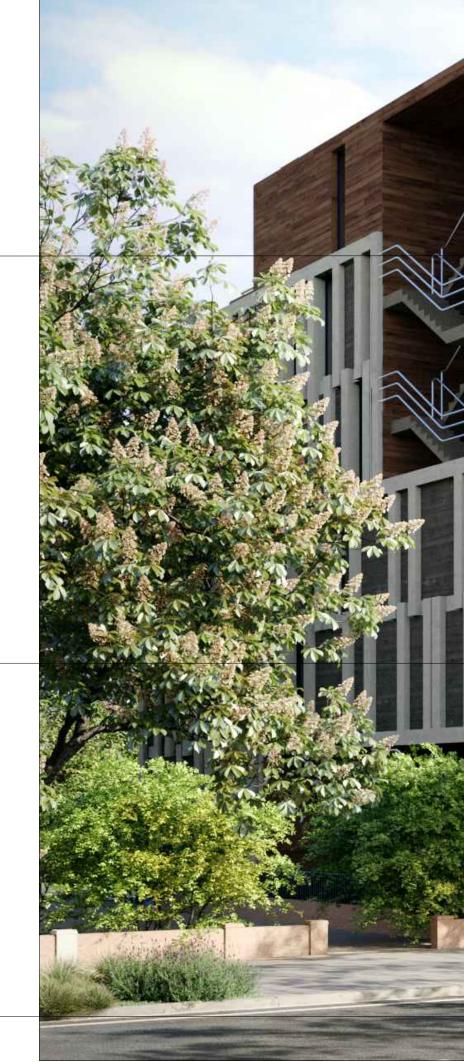
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CARPIRA DESIGN GROUPCARPIRA DESIGN GROUPSam Monfared30025 ALICIA PKWYLAGUNA NIGUEL - CA 92677TEL: (310) 795-4009SAMCARPIRA@GMAIL.COM	OWNER Adam Askari 2881 Hemlock Ave. San Jose TEL: (408) 921-1882 Dradamaskari@GMAIL.COM	CIVIL ENGINEER JMH WEISS, INC. 1731 Technology Drive, Suite 880 San Jose, CA 95110 TEL: (408) 790-4982 djedwards@jmhweiss.com	LANDSCAPE DESIGNER SHILA YASMEH 628 N. MAPLE DR. BEVERLY HILLS - CA 90210 TEL: (650) 492-3249 mailto:SHILA.YASMEH@GMAIL.COM	REVISIONS 1 REV-1 11/01/2019 2 REV-2 05/15/2020 3	PROPOSED BUILDING ELEVATION (RIGHT SIDE) A20



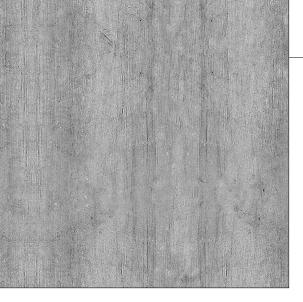
ARCHITECTURAL GLAZING



WOOD FACADE NATURAL WOOD



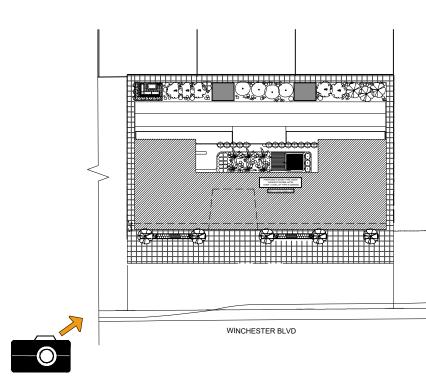
STUCCO SAND White



EXPOSED CONCRETE GRAY









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REVISIONS

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 11/01/2019

 REV-2
 05/15/2020

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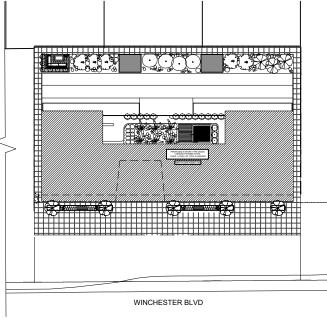
PROPOSED MATERIAL BOARD



P20-0

S







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REVISIONS

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 11/01/2019

 REV-2
 05/15/2020

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RENDERING

PROPOSED

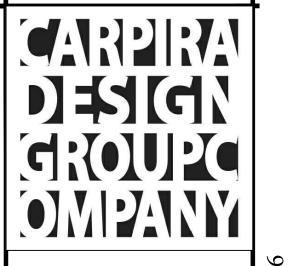
BUILDING

P20-01

S



: NAME: WINCHESTER HOPPED PDARTEZ OSHNG209 ERMIT SET-05 12 20



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REVISIONS

REV-1 11/01/2019

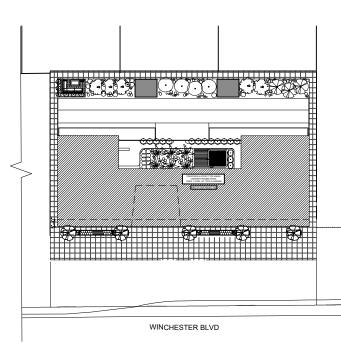




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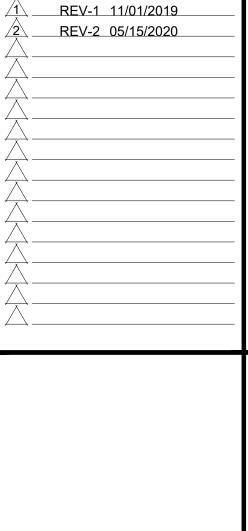
LANDSCAPE DESIGNER

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PROPOSED BUILDING RENDERING



9



-WINCHESTER BLVD



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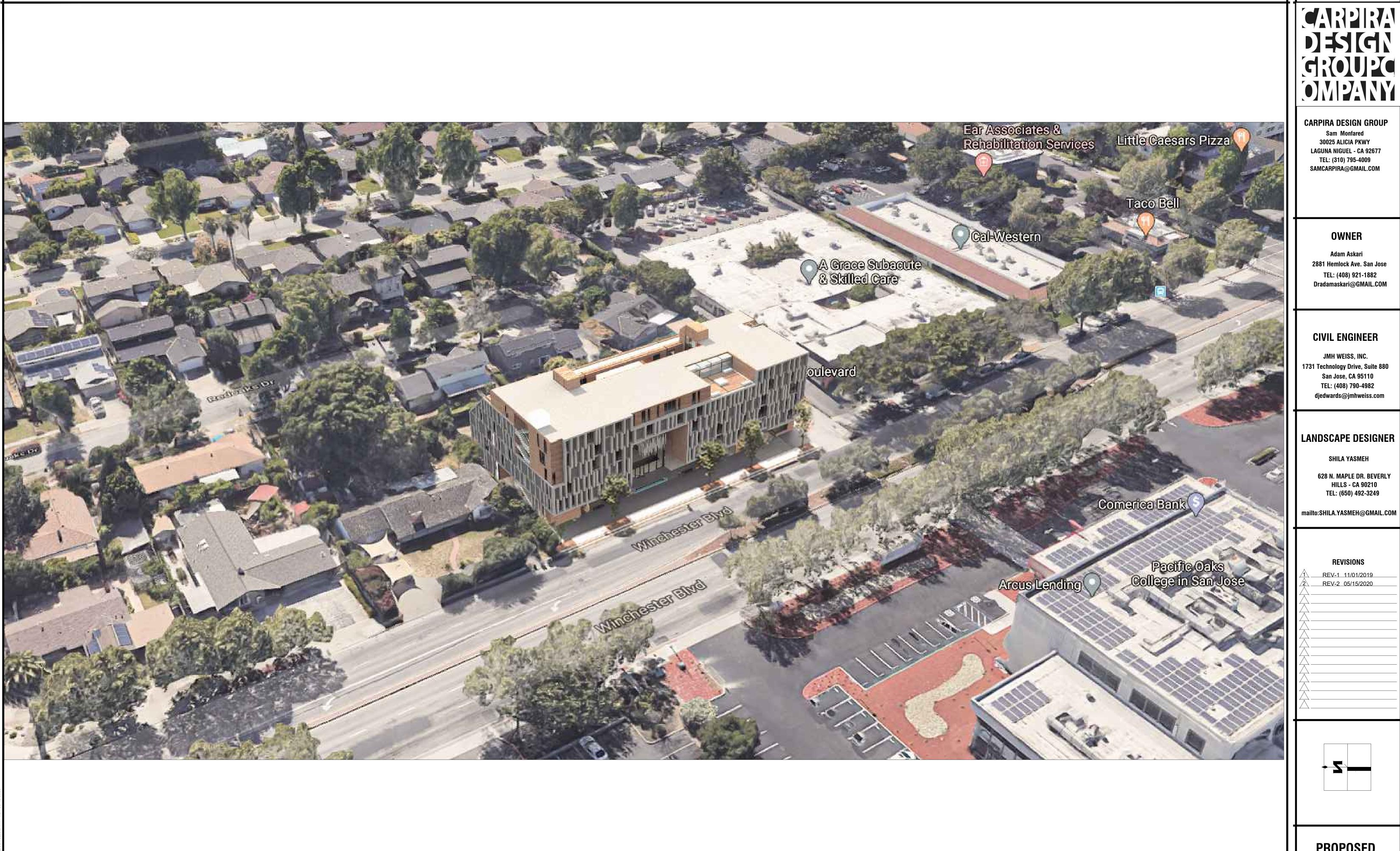
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REV-1 11/01/2019

PROPOSED BUILDING RENDERING



SP20-01



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PROPOSED **BIRD VIEW** RENDERING

A.26



E NAME: WINCHESTER HOPPED PDATEZ OSHNG209 ERMIT SET-05 12 2020



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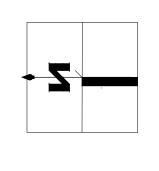
LANDSCAPE DESIGNER

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PROPOSED BIRD VIEW RENDERING

A.27

(P20-01)

WINTER

WINTER 9AM

WINTER 10AM

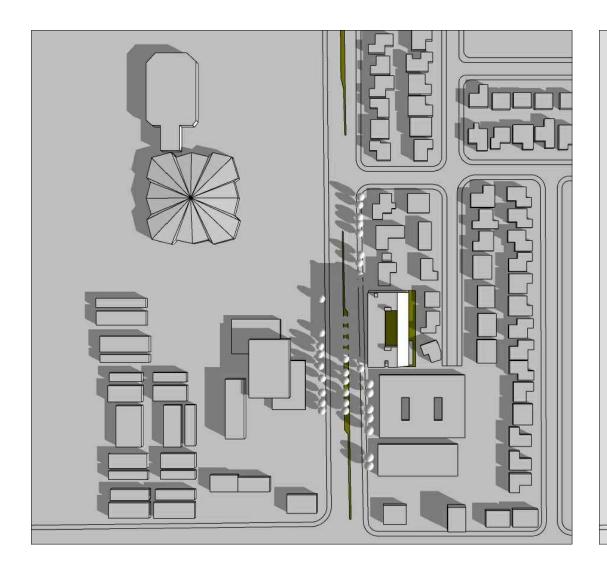


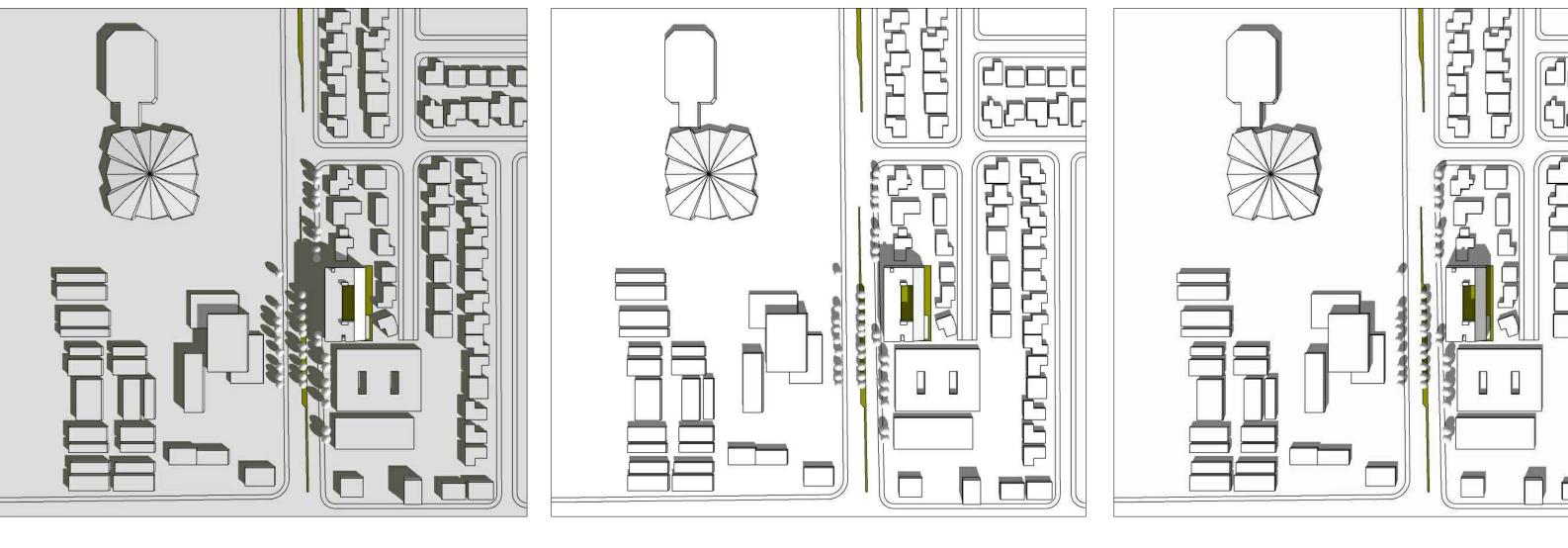


AUTUMN

AUTUMN 9 AM

AUTUMN 10 AM



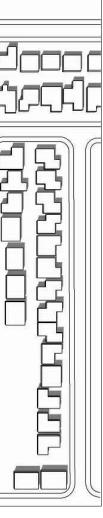


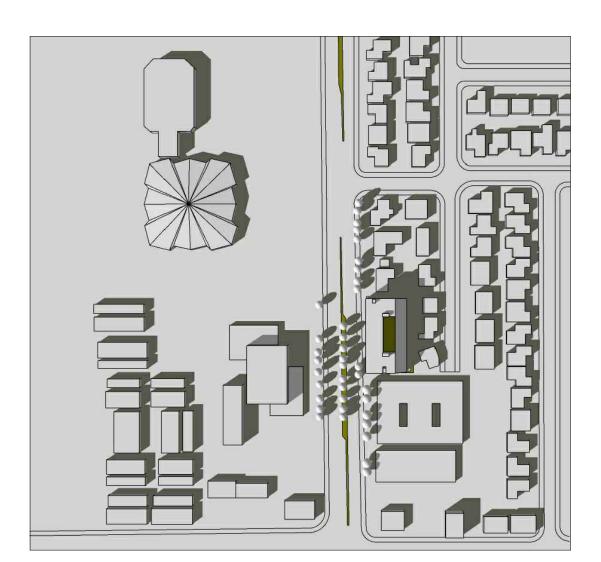
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AUTUMN 2PM

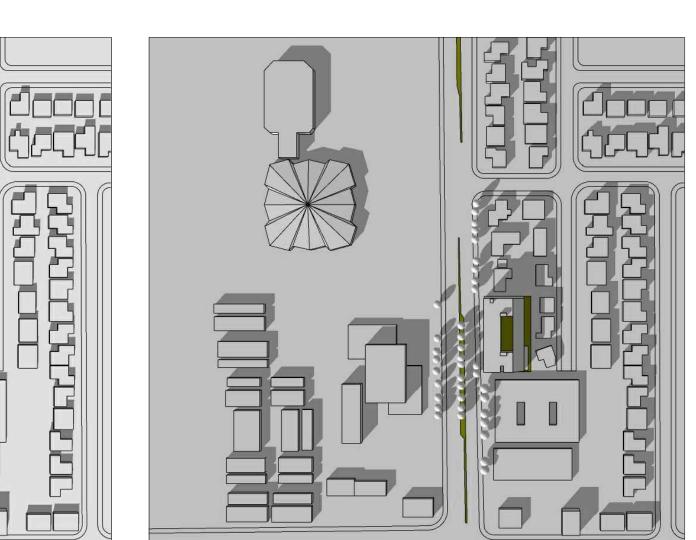
WINTER 12AM

WINTER 2PM





AUTUMN 4PM



WINTER 4PM



CARPIRA DESIGN GROUP Sam Monfared 30025 ALICIA PKWY LAGUNA NIGUEL - CA 92677 TEL: (310) 795-4009 SAMCARPIRA@GMAIL.COM

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JMH WEISS. INC. 1731 Technology Drive, Suite 880 San Jose, CA 95110 TEL: (408) 790-4982 djedwards@jmhweiss.com

LANDSCAPE DESIGNER

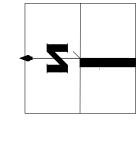
SHILA YASMEH

628 N. MAPLE DR. BEVERLY HILLS - CA 90210 TEL: (650) 492-3249

mailto:SHILA.YASMEH@GMAIL.COM

REVISIONS

REV-1 11/01/2019 REV-2 05/15/2020



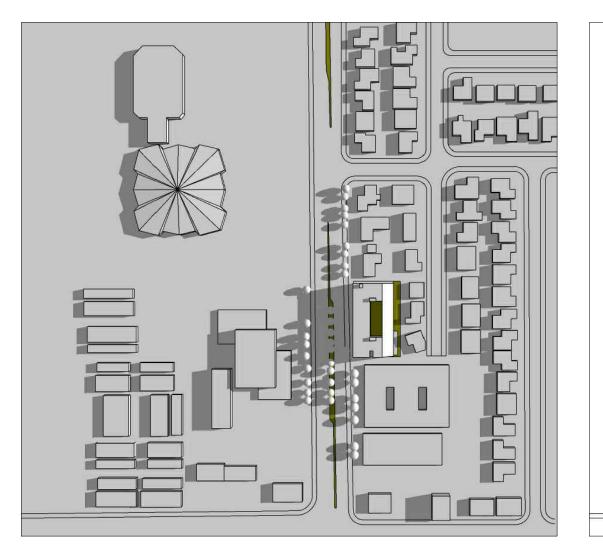
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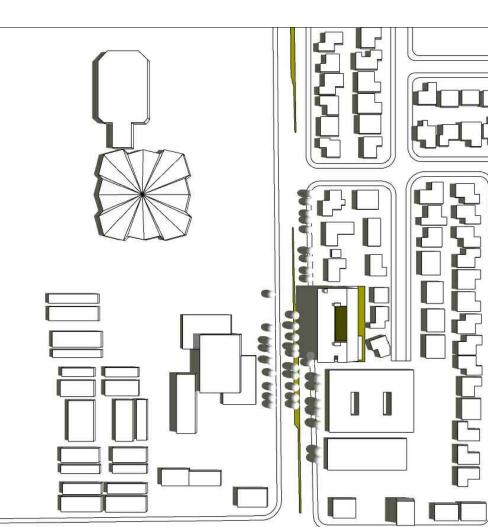
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SUMMER

SUMMER 8AM

SUMMER 10AM

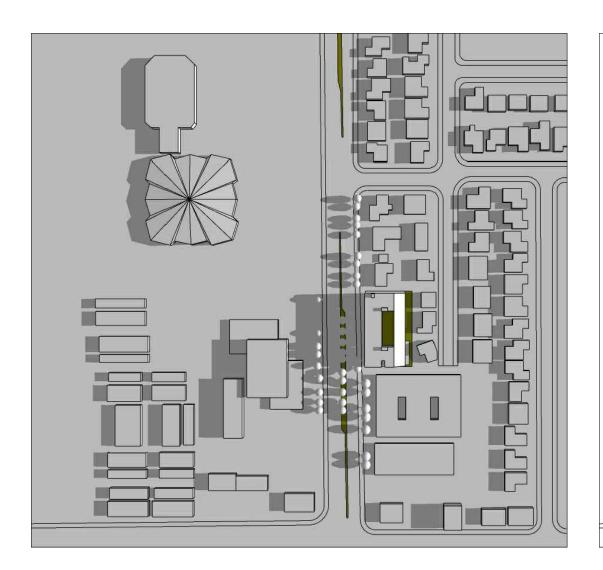


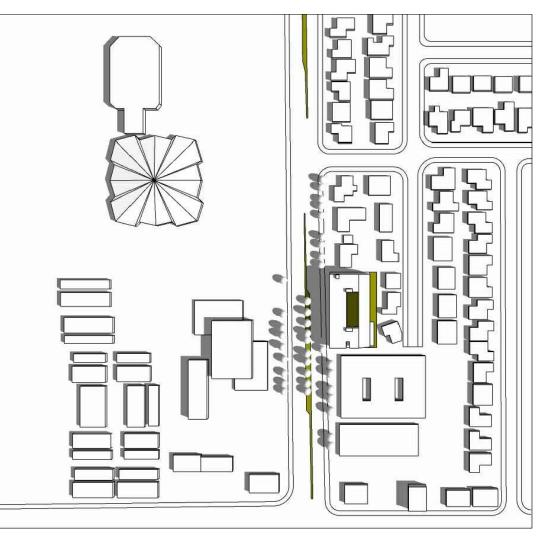


SPRING

SPRING 8AM

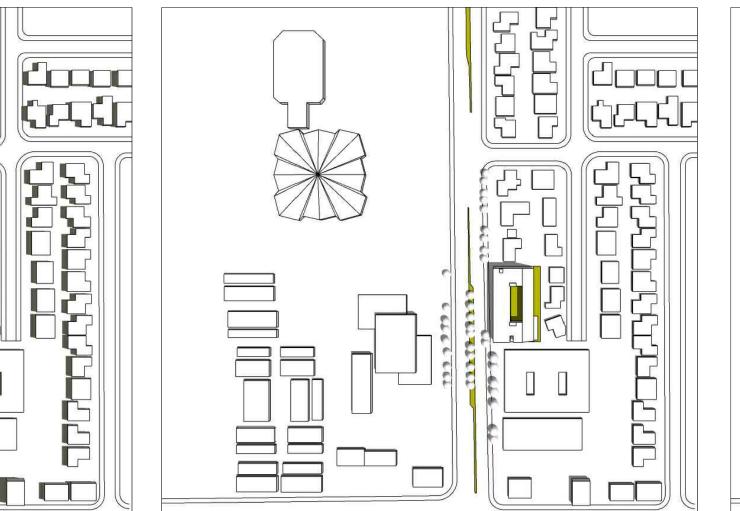
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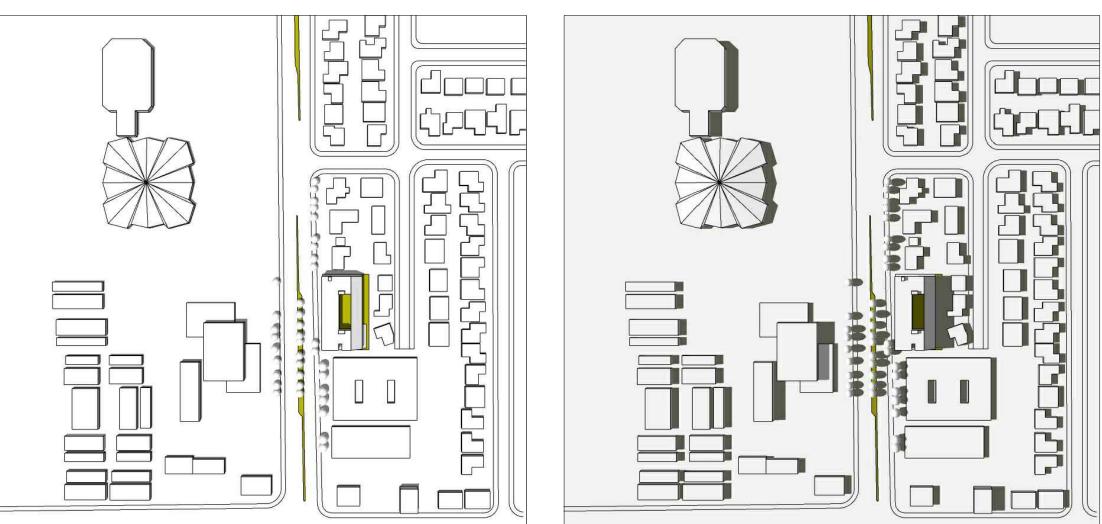




SUMMER 12AM

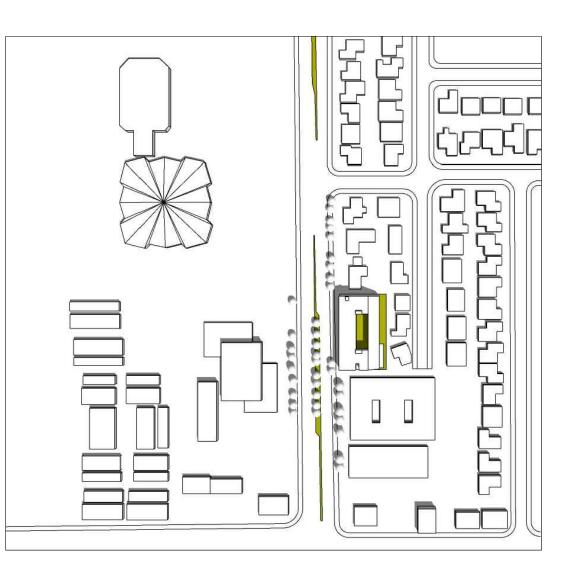
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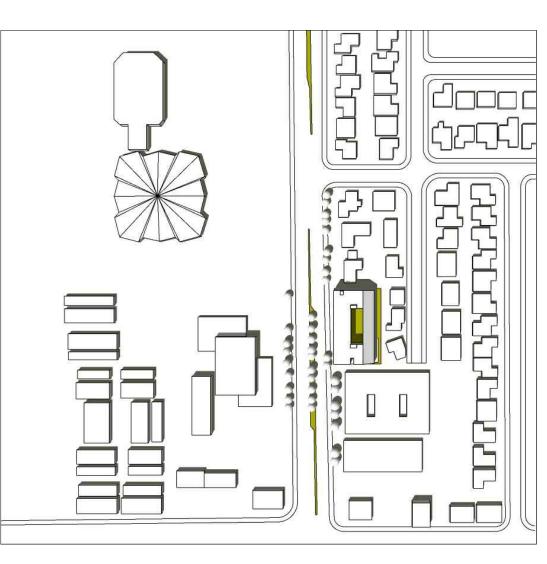


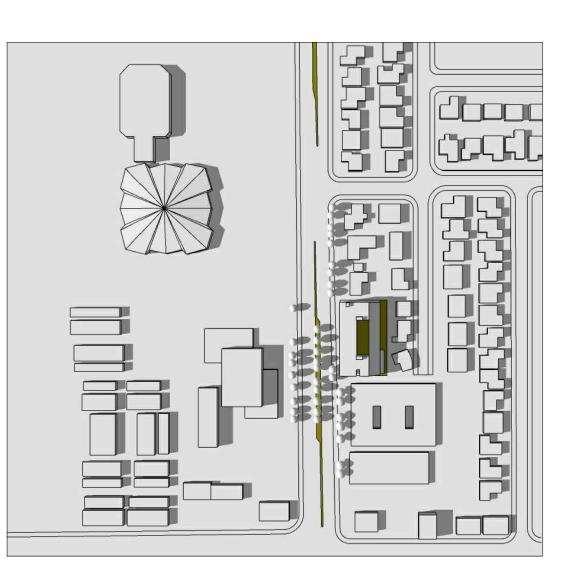


SPRING 12AM

SPRING 2PM







SPRING 5PM

SUMMER 5PM



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C

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CIVIL ENGINEER

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LANDSCAPE DESIGNER

SHILA YASMEH

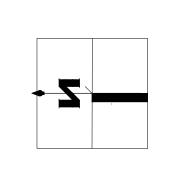
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mailto:SHILA.YASMEH@GMAIL.COM



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 REV-1
 11/01/2019

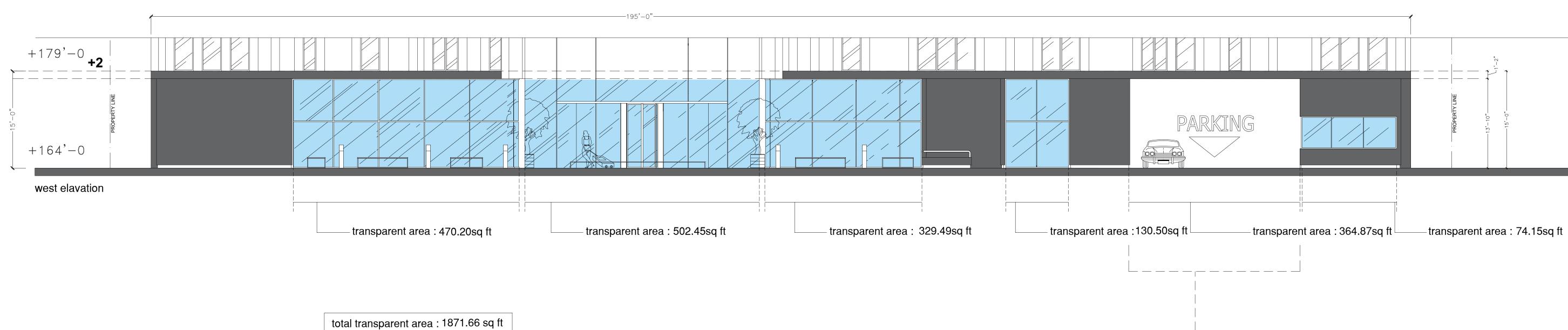
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 REV-2
 05/15/2020



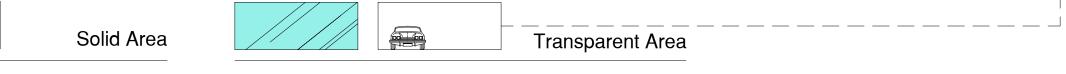
PROPOSED SHADOW STUDY

A.29





total transparent area : 1871.66 sq ft
total surface area : 2925 sq ft
total solid area : 1053.34 sq ft
total transparency rate: 63 %





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REVISIONS

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 05/15/2020

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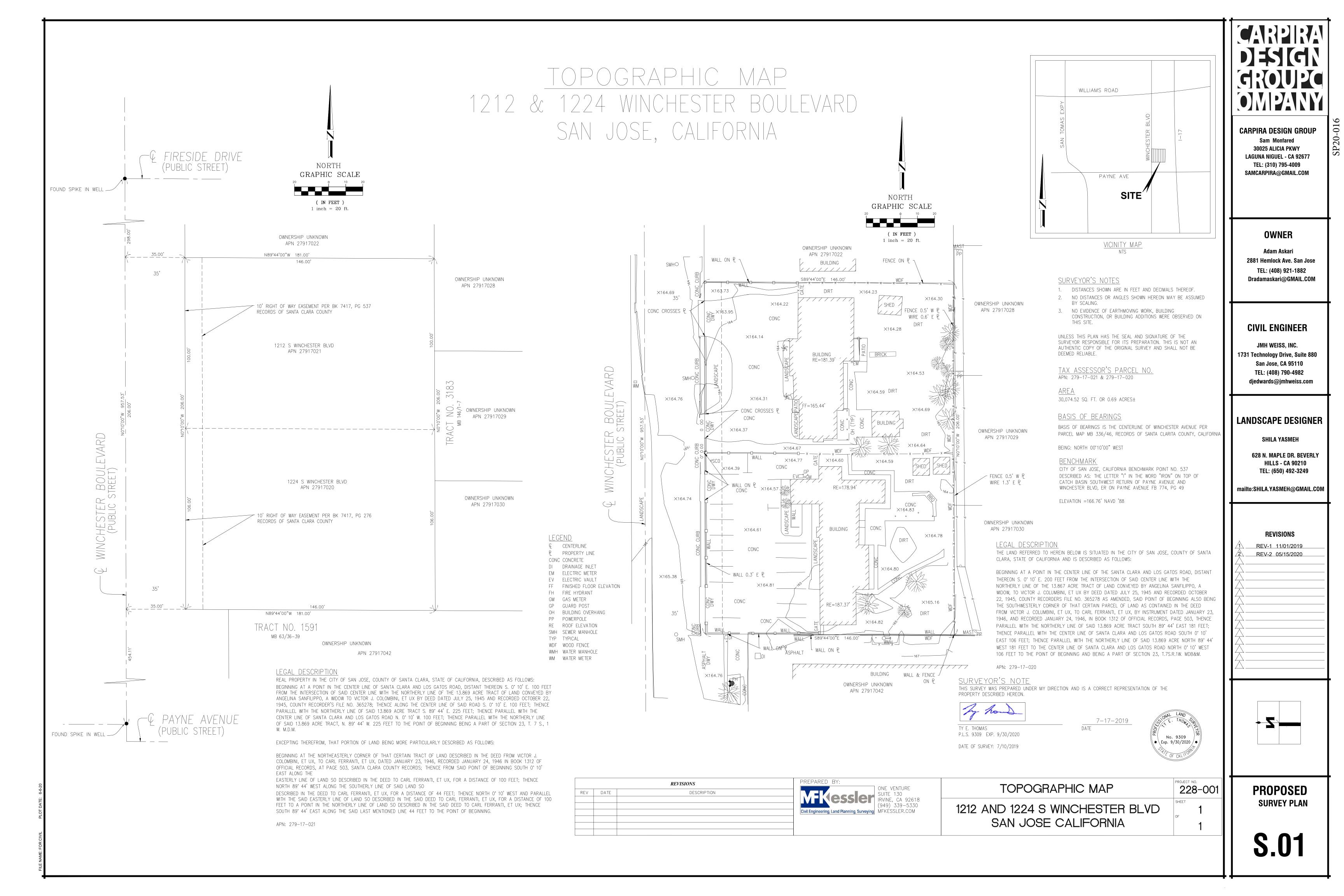
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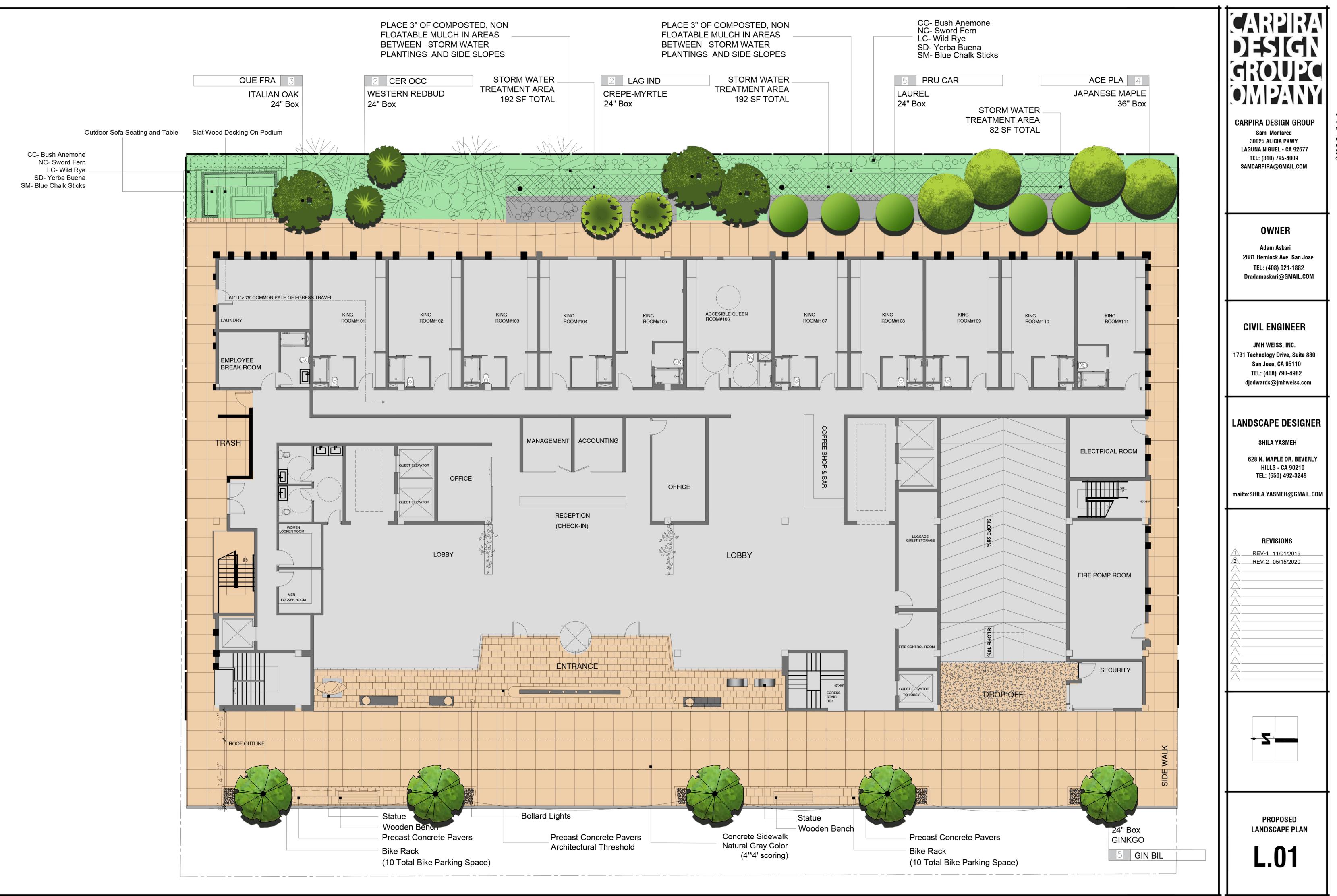
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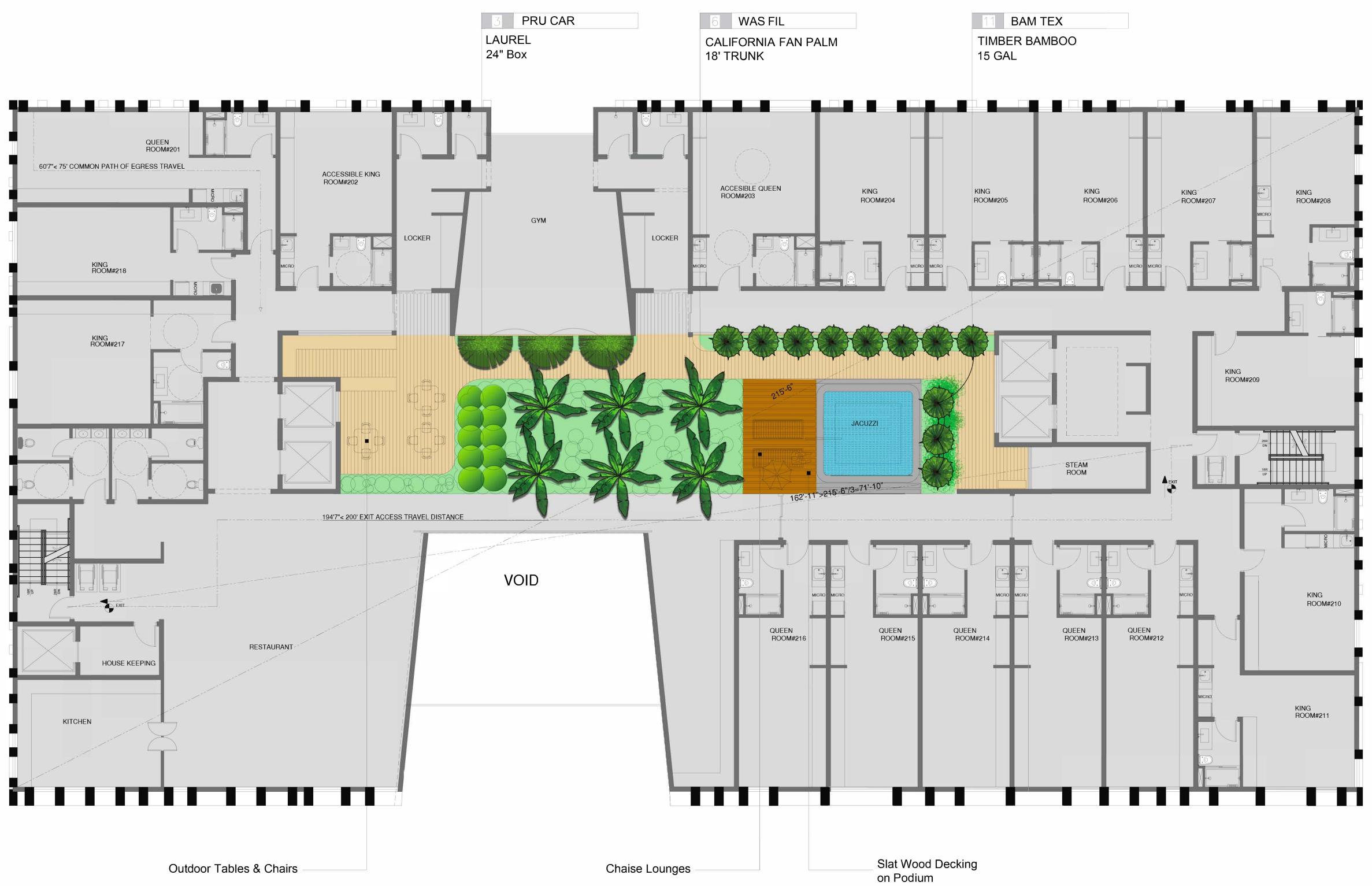








SP20-016









Bollard Lights



Concrete Sidewalk

Natural Gray Color





Concrete Sidewalk Natural Gray Color



Outdoor Statue



Outdoor Statue



Bike Rack

Bike Rack



Precast Concrete Pavers



Slat Wood Decking on Podium



Outdoor Tables & Chairs

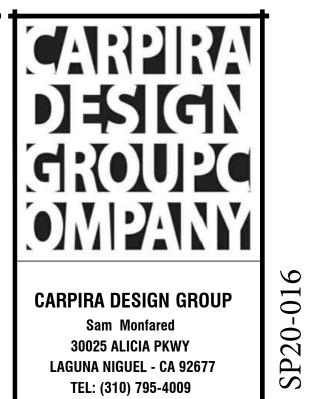




Wooden Bench

JACUZZI

Chaise Lounges



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LANDSCAPE DESIGNER

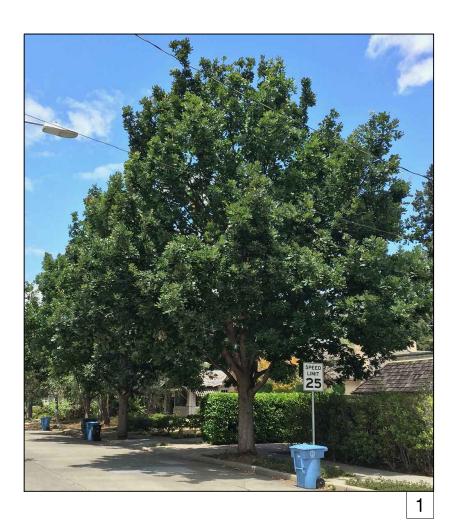
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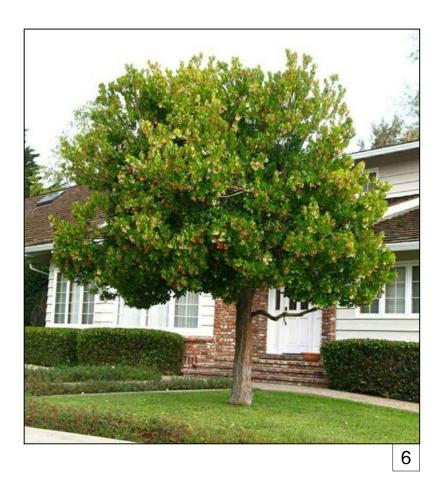
REVISIONS REV-1 11/01/2019 REV-2 05/15/2020

PROPOSED FURNITURE IMAGERY **L.03**































	TREES					COMMENTS/	CALIFORNIA	WUCOLS
	KEY	SIZE	BOTANICAL NAME	COMMON NAME	QUANTITY	SPACING	NATIVE	RATING
1	QUE FRA	24" BOX	QUERCUS FRAINETTO	ITALIAN OAK	3			
2	CER OCC	24" BOX	CERCIS OCCIDENTALIS	WESTERN REDBUD	2		NATIVE	
3	GIN BIL	24" BOX	GINKGO BILOBA	GINKGO	5			MEDIUM
4	ACE PLA	36" BOX	ACER PALMATUM	JAPANESE MAPLE	4			
5	LAG IND	24" BOX	LAGERSTROEMIA INDICA	CREPE-MYRTLE	2			
6	MAR ARB	24" BOX	ARBUTUS U 'MARINA'	STRAWBERRY TREE	5	MULTI		
7	PRU CAR	24" BOX	PRUNUS CAROLINIANA	LAUREL	8	MULTI		
8	WAS FIL	18" BOX	WASHINGTONIA FILIFERA	CALIFORNIA FAN PALM	6	STD.	NATIVE	
9	BAM TEX	15 GAL	BAMBUSA TEXTILIS	TIMBER BAMBOO	11			
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NOTICE:

THE ABOVE PLANTS HAVE BEEN SELECTED AS BEING REPRESENTATIVE OF THE OVERALL PLANTING DESIGN INTENT. THIS PLANT PALETTE IS BEING SUGGESTED FOR USE, BUT SHOULD NOT PRECLUDE USE OF OTHER APPROPRIATE PLANT MATERIAL. OTHER COMPATIBLE VARIETIES OF TREES, SHRUBS AND GROUND COVERS SHOULD BE SELECTED TO COMPLEMENT THE CHARACTER OF THE PROJECT. WE DO NOT HAVE ANY PLANTS ON STORMWATERS AREA.











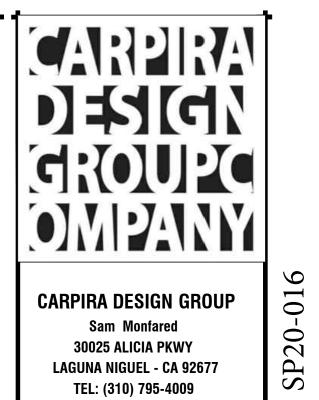
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SHURBS COMMENTS/ CALIFORNIA WUCOLS NATIVE RATING SPACING SIZE BOTANICAL NAME COMMON NAME CEANOTHUS THYRSIFLORUS 60" O.C 1 GAL BLUE BLOSSOM NATIVE LOW 'REPENS VICTORIA' 1 GAL NEPHROLEPIS CORDIFOLIA SWORD FERN BUSH ANEMONE NATIVE LOW 5 GAL CARPENTERIA CALIFORNICA 5 GAL ROSEMARINUS OFFICIANALIS 'TUSCAN BLUE' TUSCAN BLUE ROSEMARY GRASSES 1 GAL LEYMUS CONDENSATUS CANYON PRINCE WILD RYE 1 GAL JUNCUS PATENS CALIFORNIA GRAY RUSH 18" O.C NATIVE LOW GROUND COVER 1 GAL SATUREJA DOUGLASII YERBA BUENA BLUE CHALK STICKS 1 GAL SENECIO MANDRALISCAPE 1 GAL BOUGANVILLEA 'CALIFORNIA GOLD' BOUGANVILLEA 1 GAL CLYTOSTOMA CALESTOIGES TRUMPET VINE

*5 GALLON UNLESS NOTED OTHERWISE



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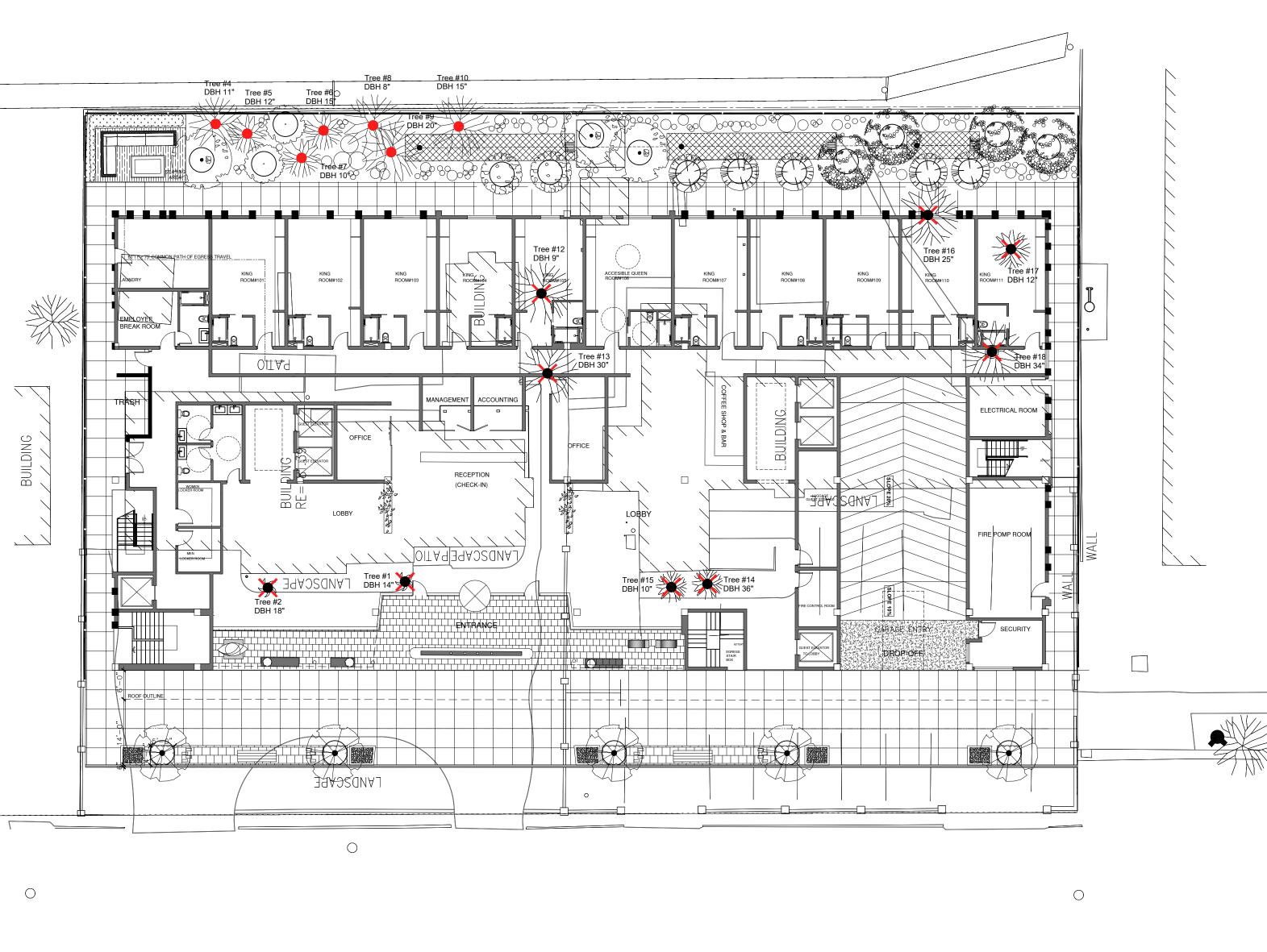
LANDSCAPE DESIGNER

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	REVISIONS
	REV-1 11/01/2019
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	proposed planting imagery L.04



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	EXISTING TREES											
TREE NO.	BOTANICAL NAME	COMMON NAME	CALIFORNIA NATIVE	DBH (at 54" above grade)	Tree Health (1 to 5)	Tree Mitigation						
1	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	NATIVE	14"	3	TO BE REMOVED						
2	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	NATIVE	18"	3	TO BE REMOVED						
3	QUERCUS AGRIFOLIA	COAST LIVE OAK	NATIVE	8"	3	TO REMAIN						
4	FRAXINUS AMERICANA	ASH	NON NATIVE	11"	4	TO REMAIN						
5	CALLISTEMON VIMINALIS	WEEPING BOTTLE BRUSH	NON NATIVE	12"	3	TO REMAIN						
6	CALLISTEMON VIMINALIS	WEEPING BOTTLE BRUSH	NON NATIVE	15"	3	TO REMAIN						
7	CALLISTEMON VIMINALIS	WEEPING BOTTLE BRUSH	NON NATIVE	10"	3	TO REMAIN						
8	LIGUSTRUM SP	PRIVET	NON NATIVE	8"	4	TO REMAIN						
9	LIGUSTRUM SP	PRIVET	NON NATIVE	20"	4	TO REMAIN						

NOTE : SEE ARBORIST REPORT FOR TREE PROTECTION NOTES

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TREE MITIGATION ANALYSIS/PROGRAM

Using the chart below, there are a total of 32 mitigation trees required.

- 4-Native 38" + trees 1-Non-Native 38" + tree 1-Native 19"-38" tree 1-Non-Native 19"-38" tree 1-Orchard 38"+ tree 1-Orchard 19"-38" trees

Mitigation Requirement

he plan proposes 46 new tre	es iotal, meetii	ig the mitgation	r requirement.	
	TREE	Replaceme	nt Ratios	
Circumference of	Type of Tree to be Removed			Minimum Size of Each
Tree to be Removed	NATIVE	Non- NATIVE	Orchard	Replacement Tree
38 inches or more	5:1	4:1	3:1	15-gallon
19 to 38 inches	3:1	2:1	None	15-gallon
Less than 19" inches	1:1	1:1	None	15-gallon
X:X = tree replacement to tree los: Note: Trees greater than or equal Permit, or equivalent, has been ap Commercial and Industrial propert A 38-inch tree equal 12.1 inches ir A 24-inch box tree = two 15-gallon	s ratio to 38-inch circumf proved for the rer ies, a permit is red diameter. trees.	erence shall not be noval of such trees	. For Multi-Family of trees of any siz	a Tree removal / residential,

A 38-inch tree equal 12.1 inches in diameter.
A 24-inch box tree = two 15-gallon trees.
Single Family and Two-dwelling properties may be mitigated at a 1:1 ratio.

EXISTING TREES

TREE NO.

10

11 12

13

14

15

16

17

18

BOTANICAL NAME	COMMON NAME	CALIFORNIA NATIVE	DBH (at 54" above grade)	Tree Health (1 to 5)	Tree Mitigation
LIGUSTRUM SP	PRIVET	NON NATIVE	15"	4	TO REMAIN
LIGUSTRUM SP	PRIVET	NON NATIVE	22"	4	TO REMAIN
PERSEA AMERICANA	AVOCADO	Orchard	9"	3	TO BE REMOVED
CINNAMOMUM CAMPHORA	CAMPHOR	NON NATIVE	30"	4	TO BE REMOVED
CUPRESSUS MACROCARPA	CYPRESS	NATIVE	36"	3	TO BE REMOVED
CUPRESSUS MACROCARPA	CYPRESS	NATIVE	10"	4	TO BE REMOVED
ROBINIA PSEUDOACACIAN	LOCUST	NATIVE	25"	2	TO BE REMOVED
LIGUSTRUM SP	PRIVET	NON NATIVE	12"	4	TO BE REMOVED
PERSEA AMERICANA	AVOCADO	Orchard	34"	4	TO BE REMOVED



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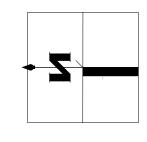
LANDSCAPE DESIGNER

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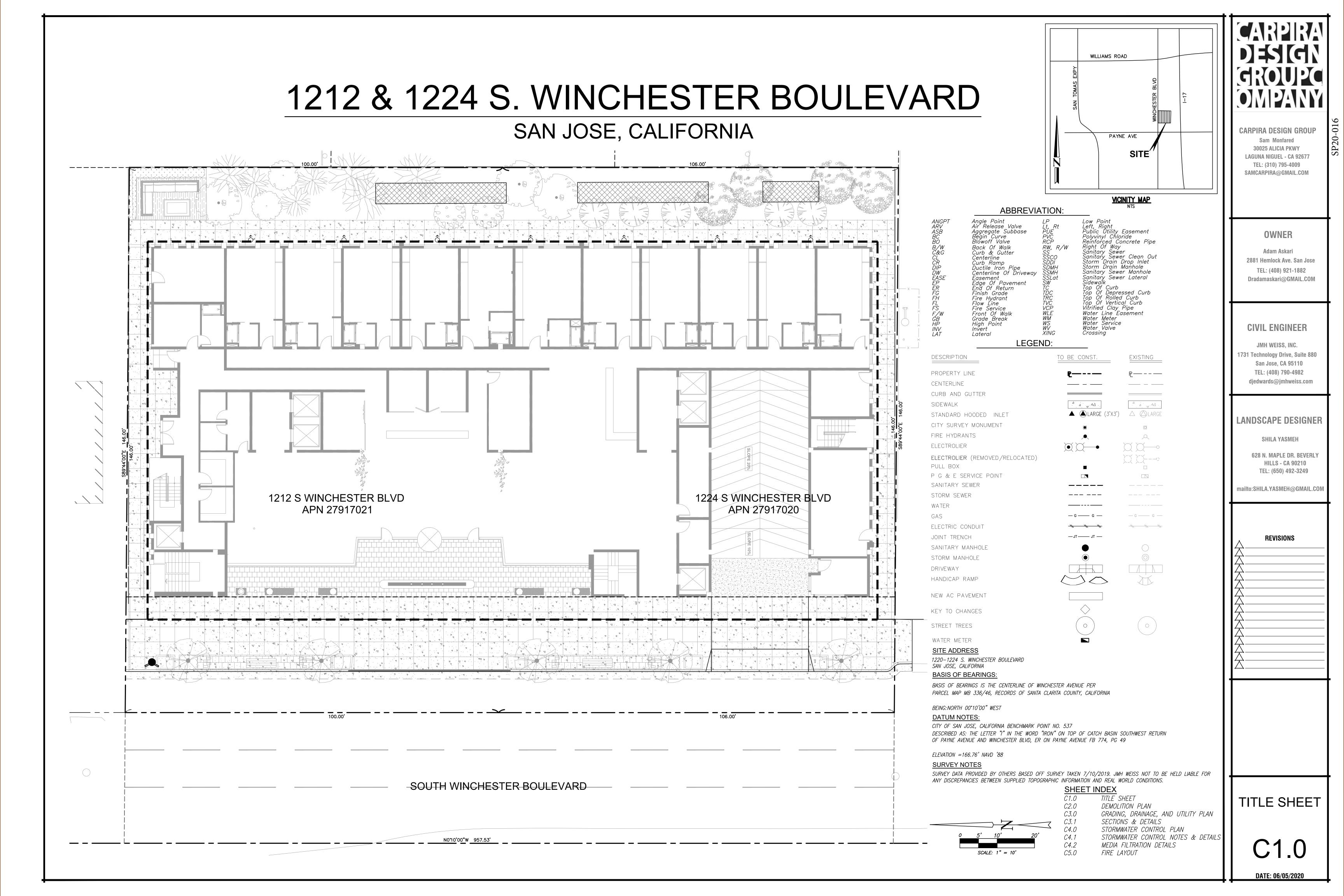
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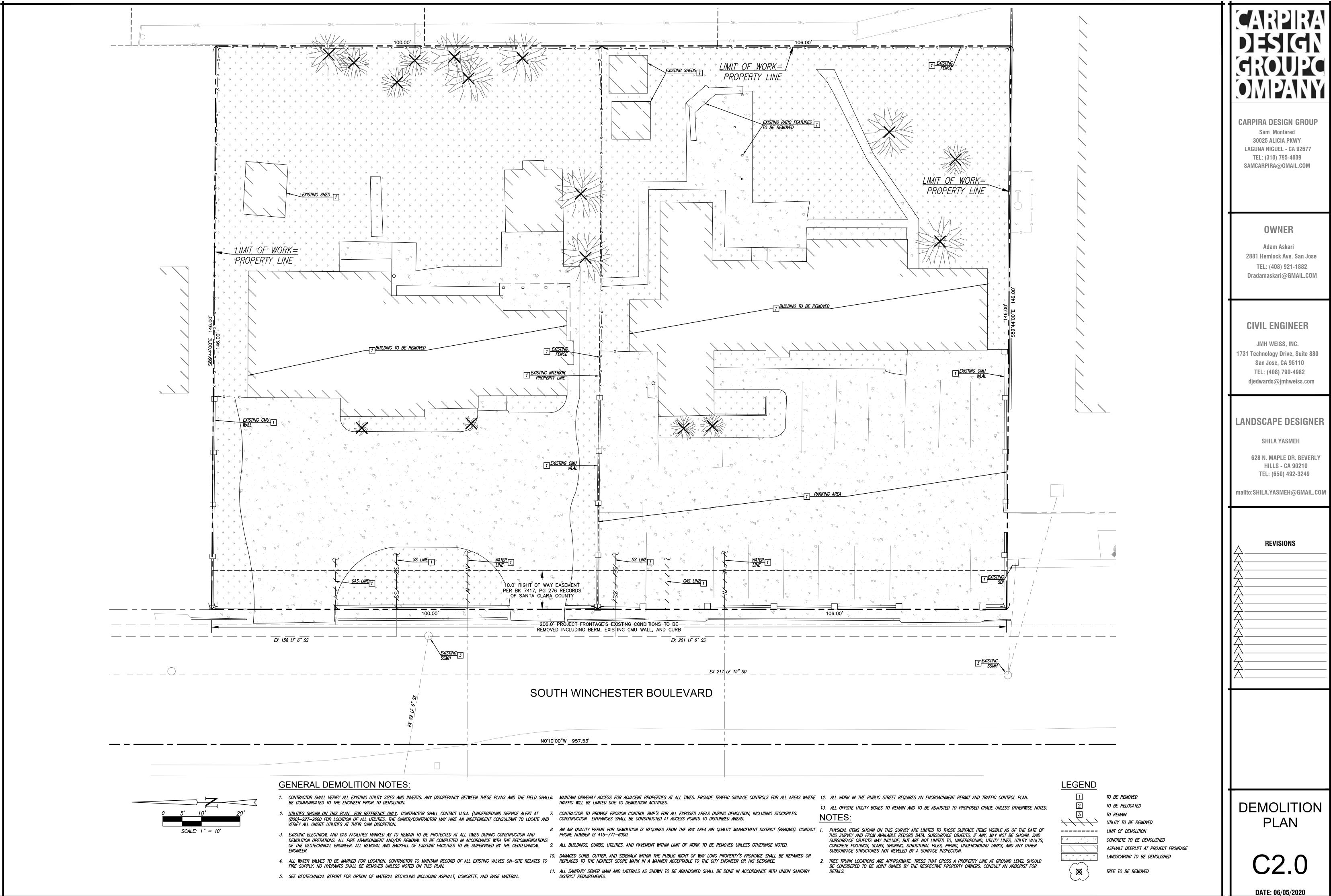


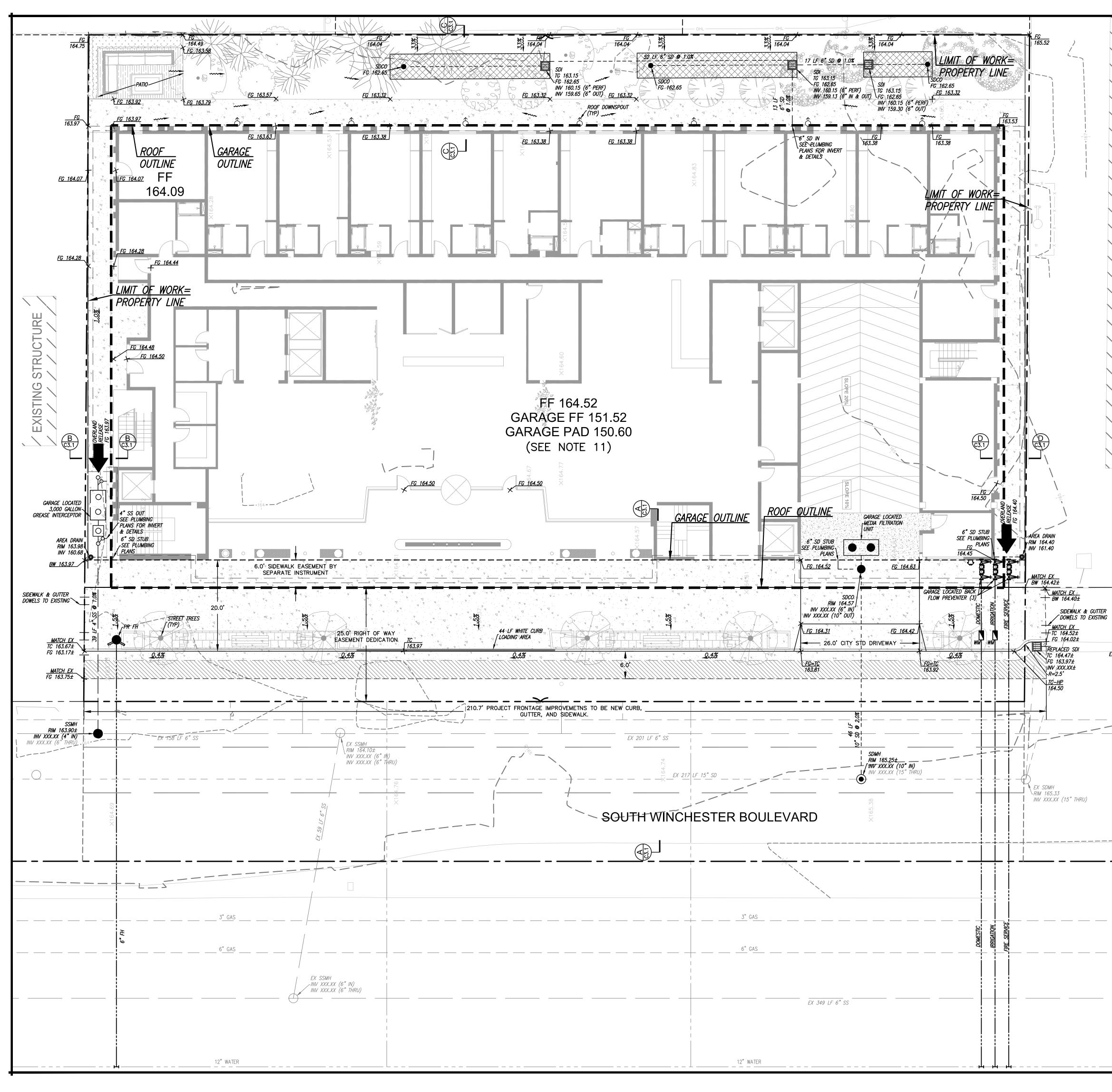
TREE DISPOSITION LEGEND

- EXISTING TREE TO REMAIN
 - EXISTING TREE TO BE REMOVED
- TREE #N TREE NUMBER PER ARBORIST REPORT
 - PROPOSED TREE

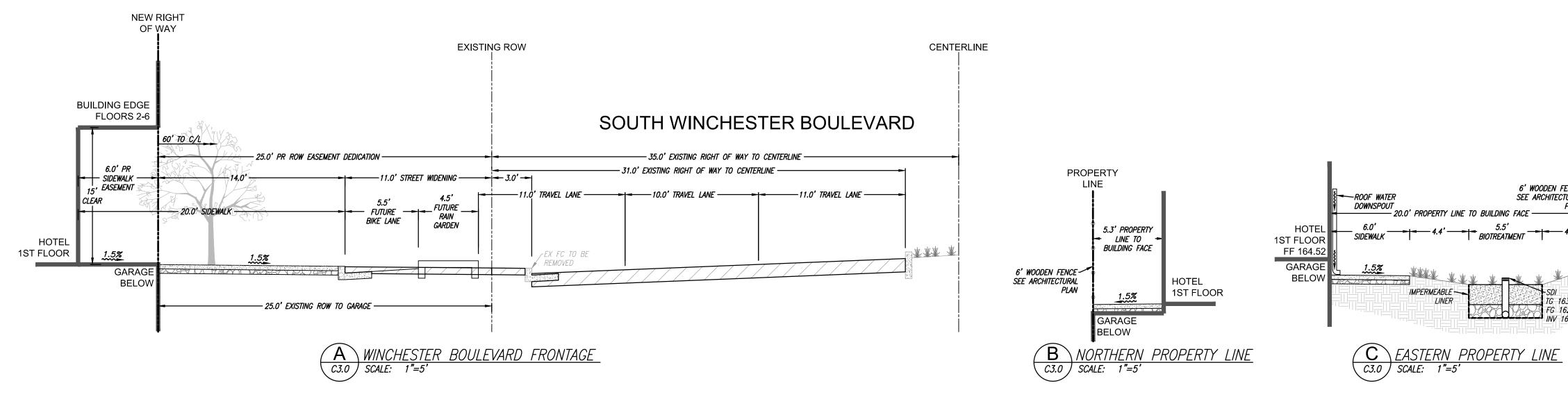
SP20-016



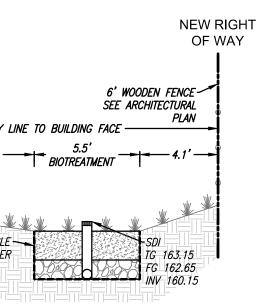


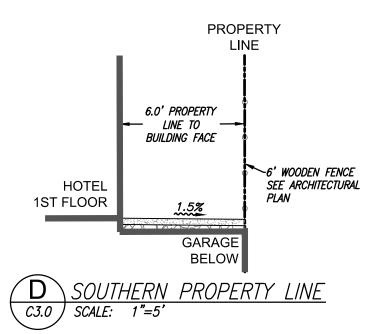


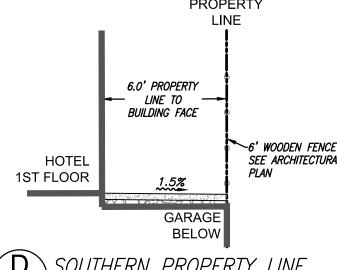
	GRADING, DRAINAGE, AND UTILITY NOTES	
	1. ALL PVC PIPE CONNECTIONS TO CONCRETE STRUCTURES SHALL BE BY WATER STOP PER CITY OF SAN JOSE STANDARD DETAIL D-19	CARPIR/
	2. WATER LINES SHOWN FOR INFORMATION ONLY. SEE PLAN BY SAN JOSE WATER COMPANY FOR CONSTRUCTION	
	DETAILS AND DESIGN 3. SANITARY SEWER MAIN AND LATERALS ONSITE SHALL BE PVC SDR-26 UNLESS OTHERWISE NOTED ON PLANS.	
	4. SANITARY LINES SHOWN FOR INFORMATION ONLY.	
	5. STORM MAIN AND LATERALS ONSITE SHALL BE PVC SDR-21 UNLESS OTHERWISE NOTED ON PLANS.	
	6. ALL ON-SITE CONNECTED PIPES IN LANDSCAPED AREAS SHALL BE PVC SDR 35 UNLESS OTHERWISE SPECIFIED	OMPANN
	7. ALL ON-SITE CONNECTED PIPE IN VEHICULAR TRAVEL PATH SHALL BE PVC SDR 26 UNLESS OTHERWISE SPECIFIED.	
	8. ALL PVC TO CONCRETE CONNECTIONS SHALL BE DONE WITH WATERSTOP PER CITY OF SAN JOSE STANDARD DETAIL D-19	
	9. SURVEY DATA PROVIDED BY OTHERS BASED OFF SURVEY TAKEN 7/10/2019. JMH WEISS NOT TO BE HELD LIABLE FOR ANY DISCREPANCIES BETWEEN SUPPLIED TOPOGRAPHIC INFORMATION AND REAL WORLD CONDITIONS. UTILITY DEPTH AT TIME OF SURVEY NOT RECORDED. ADDITIONAL UTILITY INFORMATION TO BE ADDED WHEN PROVIDED.	CARPIRA DESIGN GROUP Sam Monfared 30025 ALICIA PKWY
	10. 3" CONDUIT TO BE INSTALLED ALONG WINCHESTER BOULEVARD FOR FUTURE CITY COMMUNICATIONS. 11. GARAGE PAD DEPTH ASSUMED. TO BE UPDATED UPON GEOTECHNICAL REPORT GENERATION.	LAGUNA NIGUEL - CA 92677 TEL: (310) 795-4009 SAMCARPIRA@GMAIL.COM
STRUCTURE		
CT	EARTH WORK QUANTITIES CUT:	
, NN	FILL: <u>0 CY**</u> EXPORT: <u>11,000 CY**</u>	
ST S	IMPORT: 0 CY**	
Ú Ú	NOTE: EARTHWORK QUANTITIES SHOWN ARE	OWNER
EXISTINO		Adam Askari
	QUANTITIES FOR HIS/HER OWN USE. **NUMBERS ASSUME 11" PAD FOR GARAGE SLAB	2881 Hemlock Ave. San Jose
Λ Û		TEL: (408) 921-1882
\mathbf{i}		Dradamaskari@GMAIL.COM
\mathbf{i}		
\mathbf{i}		
\searrow		CIVIL ENGINEER
\mathbf{i}		JMH WEISS, INC.
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		TEL: (408) 790-4982
		djedwards@jmhweiss.com
		LANDSCAPE DESIGNE
		SHILA YASMEH
		628 N. MAPLE DR. BEVERL
		HILLS - CA 90210
		TEL: (650) 492-3249
		mailto:SHILA.YASMEH@GMAIL.C
		REVISIONS
EXISTING FIRE / HYDRANT		
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	SCALE: $1'' = 10'$	
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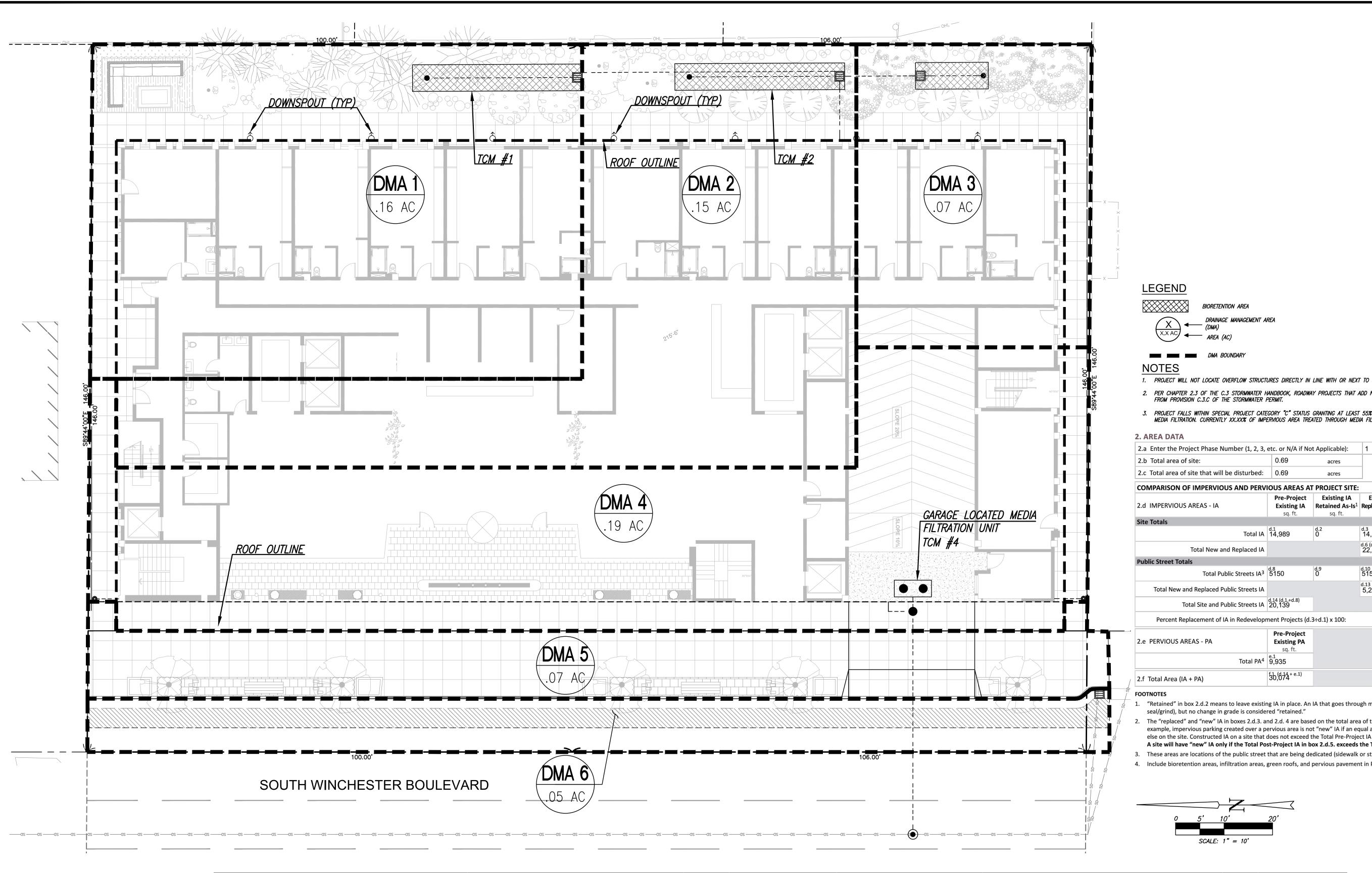












								TF	REATMENT	CONTROL ME	EASURE SUMM	IARY TABLE										
DMA #	TCM#	Location	Treatment Type	LID or Non-LID	Sizing Method	Drainage Area (s.f.)	Impervious Area (s.f.)	Pervious Area (Permeable Pavement) (s.f.)	Pervious Area (Other) (s.f.)	% Onsite Area Treated by LID or Non- LID TCM	Bioretention Area Required (s.f.)	Bioretention Area Provided (s.f.)	Overflow Riser Height (in)	Storage Depth Required (ft)	Storage Depth Provided (ft)	# of Cartridges Required	# of Cartridges Provided	Media Type	Cartridge Height (inches)	# of Credit Trees	Treatment Credit (s.f.)	Comments
1	1	Onsite	Bioretention lined* w/ underdrain	LID	3. Flow-Volume Combo	6,982	5,767	0	1,215	28.08%	192	193	6	3	3	-	-	BioSoil	-	-	-	-
2	2	Onsite	Bioretention lined* w/ underdrain	LID	3. Flow-Volume Combo	6,694	5,897	0	797	26.93%	188	193	6	3	3	-	-	BioSoil	-	-	-	-
3	3	Onsite	Bioretention lined* w/ underdrain	LID	3. Flow-Volume Combo	3,017	2,348	0	669	12.14%	82	83	6	3	3	-	-	BioSoil	-	-	-	-
4	4	Onsite	Proprietary Media Filter System (MFS)	LID	N/A	8,168	8,168	0	0	32.85%	-	-	-	-	-	1	1	PhosphoSorb	27	-	-	-
5	-	Offsite	Roadway Project ***	N/A	N/A	3,000	3,000	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-
6	-	Offsite	Maintenance	N/A	N/A	2,213	2,213	0	0	-	-	-	-	_	-	-	-	-		-	-	_
					Totals:	24,861	22,180	0	2,681	100.00%												

Footnotes:

** Sizing for Bioretention Area Required calculated using the 4% Method (Impervious Area x 0.04)

* "Lined" refers to an impermeable liner placed on the bottom of a Bioretention basin or a concrete Flow-Through Planter, such that no infiltration into native soil occurs.

*** Per Chapter 2.3 of the C3 Stormwater Handbook Roadway projects that add new sidewalk along an existing roadway are exempt from Provision C.3.c of the Municipal Stormwater Permit.



OWNER

Adam Askari 2881 Hemlock Ave. San Jose TEL: (408) 921-1882 Dradamaskari@GMAIL.COM

CIVIL ENGINEER

JMH WEISS, INC. 1731 Technology Drive, Suite 880 San Jose, CA 95110 TEL: (408) 790-4982 djedwards@jmhweiss.com

LANDSCAPE DESIGNER

SHILA YASMEH

628 N. MAPLE DR. BEVERLY HILLS - CA 90210 TEL: (650) 492-3249

mailto:SHILA.YASMEH@GMAIL.COM

REVISIONS	
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STORMWATEF)
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C4.0	
DATE: 06/05/2020	



1. PROJECT WILL NOT LOCATE OVERFLOW STRUCTURES DIRECTLY IN LINE WITH OR NEXT TO STORMWATER INLET STRUCTURES.

2. PER CHAPTER 2.3 OF THE C.3 STORMWATER HANDBOOK, ROADWAY PROJECTS THAT ADD NEW SIDEWALK ALONG AN EXISTING ROADWAY ARE EXEMPT FROM PROVISION C.3.C OF THE STORMWATER PERMIT.

3. PROJECT FALLS WITHIN SPECIAL PROJECT CATEGORY "C" STATUS GRANTING AT LEAST 55% OF SITE'S IMPERVIOUS AREA MAY BE TREATED THROUGH MEDIA FILTRATION. CURRENTLY XX.XX% OF IMPERVIOUS AREA TREATED THROUGH MEDIA FILTRATION.

a Enter the Project Phase Number (1, 2, 3,	etc. or N/A if Not	t Applicable):	1			
b Total area of site:	0.69	acres				
c Total area of site that will be disturbed:	0.69	acres				
DMPARISON OF IMPERVIOUS AND PERV	IOUS AREAS AT	PROJECT SITE:				٦
d IMPERVIOUS AREAS - IA	Pre-Project Existing IA sq. ft.	Existing IA Retained As-Is ¹ sq. ft.	Existing IA Replaced with IA ² sq. ft.	New IA Created ² sq. ft.	Total Post Project IA sq. ft.	
te Totals						
Total IA	^{d.1} 14,989	d.2 0	^{d.3} 14,989	^{d.4} 7,191	d.5 (d.2+d.3+d.4) 22,180	
Total New and Replaced IA			d.6 (d.3+d.4) 22,180			0
Iblic Street Totals						
Total Public Streets IA ³	^{d.8} 5150	d.9 O	^{d.10} 5150	^{d.11} 63	d.12 (d.9+d.10+d.11) 5,213	
Total New and Replaced Public Streets IA			d.13 (d.10+d.11) 5,213	н		
Total Site and Public Streets IA	d.14 (d.1.+d.8) 20,139				d.15 (d.5+d.12) 27,393	
Percent Replacement of IA in Redevelopr	ment Projects (d.3	3÷d.1) x 100:			^{d.16} 100 %	6
e PERVIOUS AREAS - PA	Pre-Project Existing PA sq. ft.				Total Post Project PA sq. ft.	
Total PA ⁴	^{e.1} 9,935				^{e.2} 2,681	
f Total Area (IA + PA)	f_1 (d_14 + e.1) 30,074				f.2 (d.15 + e.2) 30,074	

"Retained" in box 2.d.2 means to leave existing IA in place. An IA that goes through maintenance (e.g., pavement resurfacing/slurry seal/grind), but no change in grade is considered "retained."

The "replaced" and "new" IA in boxes 2.d.3. and 2.d. 4 are based on the total area of the site and not specific locations on site. For example, impervious parking created over a pervious area is not "new" IA if an equal amount of pervious area replaces IA somewhere else on the site. Constructed IA on a site that does not exceed the Total Pre-Project IA in box 2.d.1. will be considered "replaced" IA. A site will have "new" IA only if the Total Post-Project IA in box 2.d.5. exceeds the Total Pre-Project IA (2.d.5 - 2.d.1 = 2.d.4). 3. These areas are locations of the public street that are being dedicated (sidewalk or street easement) to the City of San José. 4. Include bioretention areas, infiltration areas, green roofs, and pervious pavement in PA calculations.

OPERATION AND MAINTENANCE INFORMATION:

- PROPERTY INFORMATION: I.A. PROPERTY ADDRESS: 2881 HEMLOCK AVE, 376 BAYWOOD AVE <u>SAN JOSE, CA 95128</u>
- I.B. PROPERTY OWNER: <u>ADAM ASKARI</u>
- II. RESPONSIBLE PARTY FOR MAINTENANCE: II.A. CONTACT: ADAM ASKARI
 - **II.B. PHONE NUMBER OF CONTACT:** <u>(408)-249-8888</u>
 - II.C. EMAIL: DRADAMASKARI@GMAIL.COM
 - II.D. ADDRESS: 2881 HEMLOCK AVE SAN JOSE, CA 95128

PROJECT SITE INFORMATION:

- 1. SOILS TYPE: B
- 2. GROUND WATER DEPTH: 55-60' BELOW GROUND SURFACE
- 3. NAME OF RECEIVING BODY: GUADALUPE
- 4. FLOOD ZONE: ZONE D
- 5. FLOOD ELEVATION (IF APPLICABLE): N/A

SOURCE CONTROL MEASURES

- CONNECT THE FOLLOWING FEATURES TO SANITARY SEWER:
- a.INTERIOR PARKING STRUCTURES.
- 2. BENEFICIAL LANDSCAPING.
- 3. USE OF WATER EFFICIENT IRRIGATION SYSTEMS. 4. MAINTENANCE (PAVEMENT SWEEPING, CATCH BASIN
- CLEANING, GOOD HOUSEKEEPING).
- 5. STORM DRAIN LABELING.
- 6. OTHER: ____

SITE DESIGN MEASURES

- PROTECT EXISTING TREES, VEGETATION, AND SOIL.
- 2. DIRECT RUNOFF FROM ROOFS, SIDEWALKS, PATIOS TO LANDSCAPED AREAS.
- 3. CLUSTER STRUCTURES/PAVEMENT.
- 4. PLANT TREES ADJACENT TO AND IN PARKING AREAS AND ADJACENT TO OTHER IMPERVIOUS AREAS. 5. PARKING:
- 5.1. ON TOP OF OR UNDER BUILDINGS.
- 5.2. NOT PROVIDED IN EXCESS OF CODE.

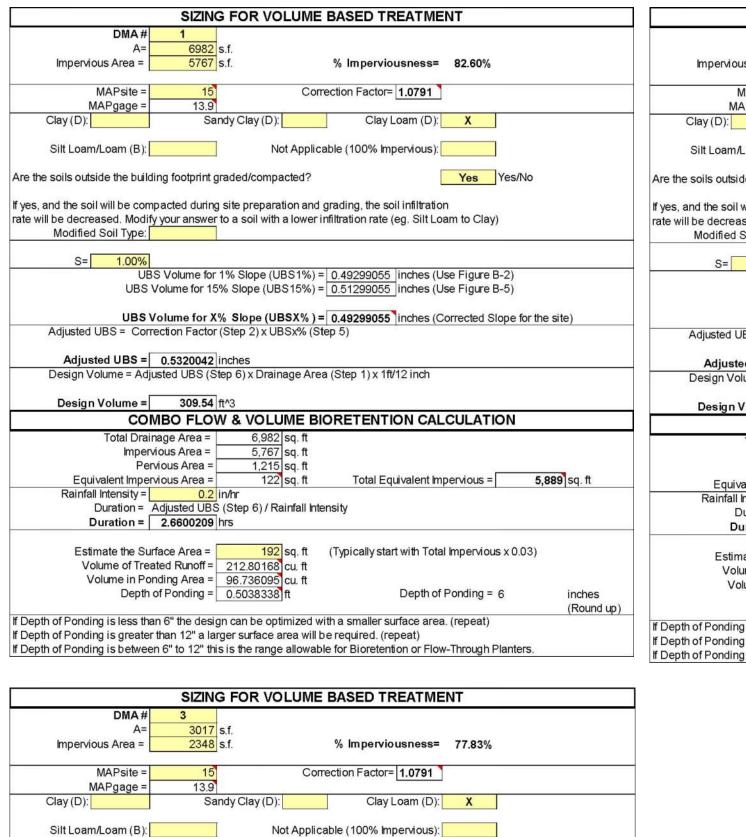
BIOTREATMENT SOIL REQUIREMENTS

- BIORETENTION SOIL MIX SHALL MEET THE REQUIREMENTS AS OUTLINED IN APPENDIX C OF THE C.3 STORM WATER HANDBOOK AND SHALL BE A MIXTURE OF FINE SAND AND COMPOST MEASURED ON A VOLUME BASIS OF 60-70% SAND AND 30-40% COMPOST. CONTRACTOR TO REFER TO APPENDIX C FOR SAND AND COMPOST MATERIAL SPECIFICATIONS. CONTRACTOR MAY OBTAIN A COPY OF THE C3 HANDBOOK AT : HTTP: //WWW.SANJOSECA.GOV/INDEX.ASPX?NID=1761
- PRIOR TO ORDERING THE BIOTREATMENT SOIL MIX OR DELIVERY TO THE PROJECT SITE, CONTRACTOR SHALL PROVIDE A BIOTREATMENT SOIL MIX SPECIFICATION CHECKLIST, COMPLETED BY THE SOIL MIX SUPPLIER AND CERTIFIED TESTING LAB.

	TABLE 1 ROUTINE MAINTENANCE ACTIVITIES FOR MEDIA FILTERS							
NO.	MAINTENANCE TASK	FREQUENCY OF TASK						
1	INSPECT FOR STANDING WATER, SEDIMENT, TRASH AND DEBRIS.	MONTHLY DURING RAINY SEASON						
2	REMOVE ACCUMULATED TRASH AND DEBRIS IN THE UNIT DURING ROUTINE INSPECTIONS.	MONTHLY DURING RAINY SEASON, OR AS NEEDED AFTER STORM EVENTS						
3	INSPECT TO ENSURE THAT THE FACILITY IS DRAINING COMPLETELY WITHIN FIVE DAYS AND PER MANUFACTURER'S SPECIFICATIONS.	ONCE DURING THE WET SEASON AFTER MAJOR STORM EVENT.						
4	REPLACE THE MEDIA PER MANUFACTURER'S INSTRUCTIONS OR AS INDICATED BY THE CONDITION OF THE UNIT.	PER MANUFACTURER'S SPECIFICATIONS.						
5	INSPECT MEDIA FILTERS USING THE ATTACHED INSPECTION CHECKLIST.	QUARTERLY OR AS NEEDED						

NOTE: MEDIA FILTRATION UNIT TO BE SERVICED BY VACUUM TRACK.

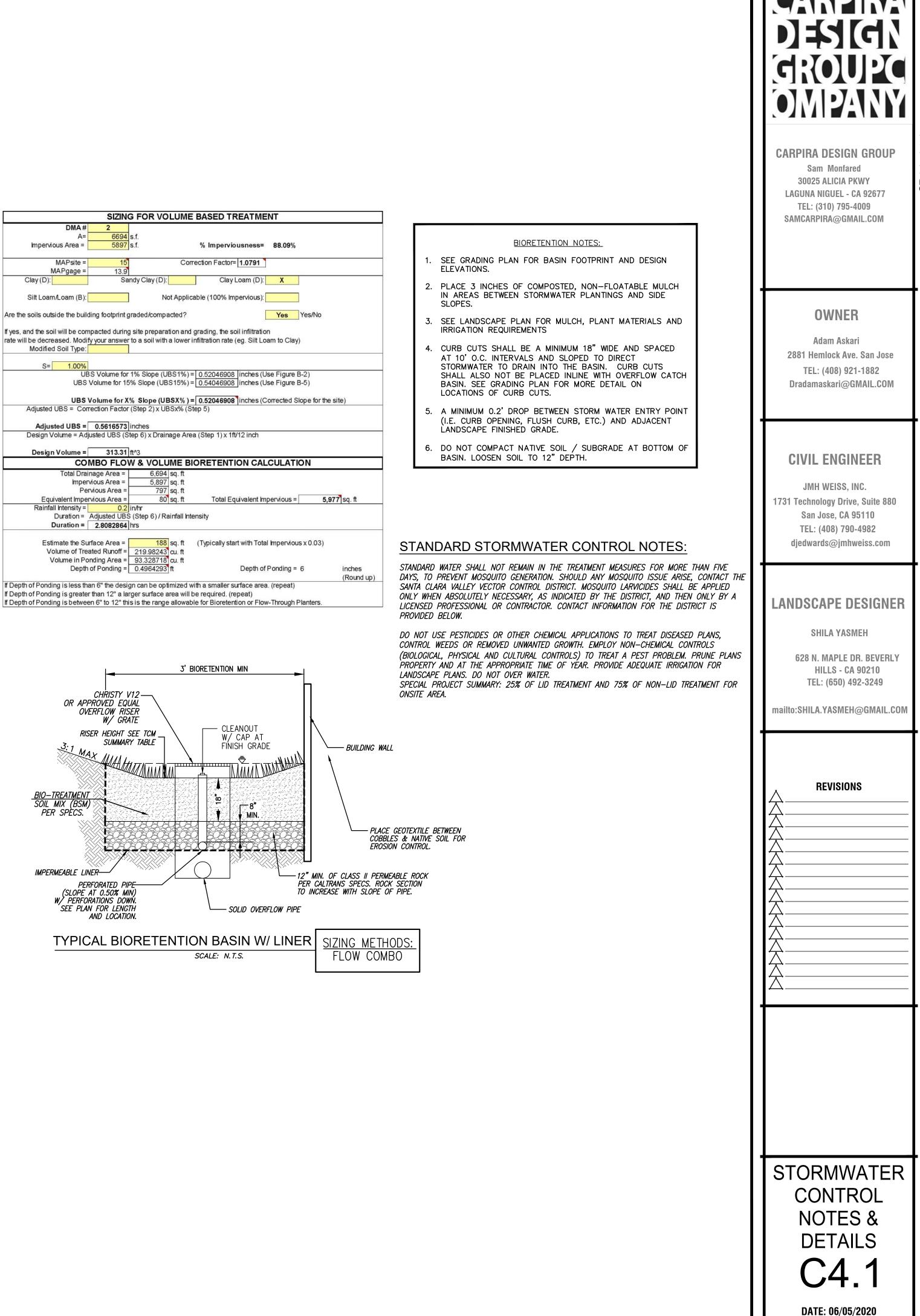
TABLE 1 ROUTINE MAINTENANCE ACTIVITIES FOR BIORETENTION AREAS						
NO.	MAINTENANCE TASK	FREQUENCY OF TASK				
1	REMOVE OBSTRUCTIONS, WEEDS, DEBRIS AND TRASH FROM BIORETENTION AREA AND ITS INLETS AND OUTLETS; AND DISPOSE OF PROPERLY.	QUARTERLY, OR AS NEEDED AFTER STORM EVENTS				
2	INSPECT BIORETENTION AREA FOR STANDING WATER. IF STANDING WATER DOES NOT DRAIN WITHIN 2-3 DAYS, TILL AND REPLACE THE SURFACE BIOTREATMENT SOIL WITH THE APPROVED SOIL MIX AND REPLANT.	QUARTERLY, OR AS NEEDED AFTER STORM EVENTS				
3	CHECK UNDERDRAINS FOR CLOGGING. USE THE CLEANOUT RISER TO CLEAN ANY CLOGGED UNDERDRAINS.	QUARTERLY, OR AS NEEDED AFTER STORM EVENTS				
4	MAINTAIN THE IRRIGATION SYSTEM AND ENSURE THAT PLANTS ARE RECEIVING THE CORRECT AMOUNT OF WATER (IF APPLICABLE).	QUARTERLY				
5	ENSURE THAT THE VEGETATION IS HEALTHY AND DENSE ENOUGH TO PROVIDE FILTERING AND PROTECT SOILS FROM EROSION. PRUNE AND WEED THE BIORETENTION AREA. REMOVE AND/OR REPLACE ANY DEAD PLANTS.	ANNUALLY, BEFORE THE WET SEASON BEGINS				
6	USE COMPOST AND OTHER NATURAL SOIL AMENDMENTS AND FERTILIZERS INSTEAD OF SYNTHETIC FERTILIZERS, ESPECIALLY IF THE SYSTEM USES AN UNDERDRAIN.	ANNUALLY, BEFORE THE WET SEASON BEGINS				
7	CHECK THAT MULCH IS AT APPROPRIATE DEPTH (2 - 3 INCHES PER SOIL SPECIFICATIONS) AND REPLENISH AS NECESSARY BEFORE WET SEASON BEGINS. IT IS RECOMMENDED THAT 2" – 3" OF ARBOR MULCH BE REAPPLIED EVERY YEAR.	ANNUALLY, BEFORE THE WET SEASON BEGINS				
8	INSPECT THE ENERGY DISSIPATION AT THE INLET TO ENSURE IT IS FUNCTIONING ADEQUATELY, AND THAT THERE IS NO SCOUR OF THE SURFACE MULCH. REMOVE ACCUMULATED SEDIMENT.	ANNUALLY, BEFORE THE WET SEASON BEGINS				
9	INSPECT OVERFLOW PIPE TO ENSURE THAT IT CAN SAFELY CONVEY EXCESS FLOWS TO A STORM DRAIN. REPAIR OR REPLACE DAMAGED PIPING.	ANNUALLY, BEFORE THE WET				
10	REPLACE BIOTREATMENT SOIL AND MULCH, IF NEEDED. CHECK FOR STANDING WATER, STRUCTURAL FAILURE AND CLOGGED OVERFLOWS. REMOVE TRASH AND DEBRIS. REPLACE DEAD PLANTS.	SEASON BEGINS				
11	INSPECT BIORETENTION AREA USING THE ATTACHED INSPECTION CHECKLIST.	ANNUALLY, BEFORE THE WET SEASON				

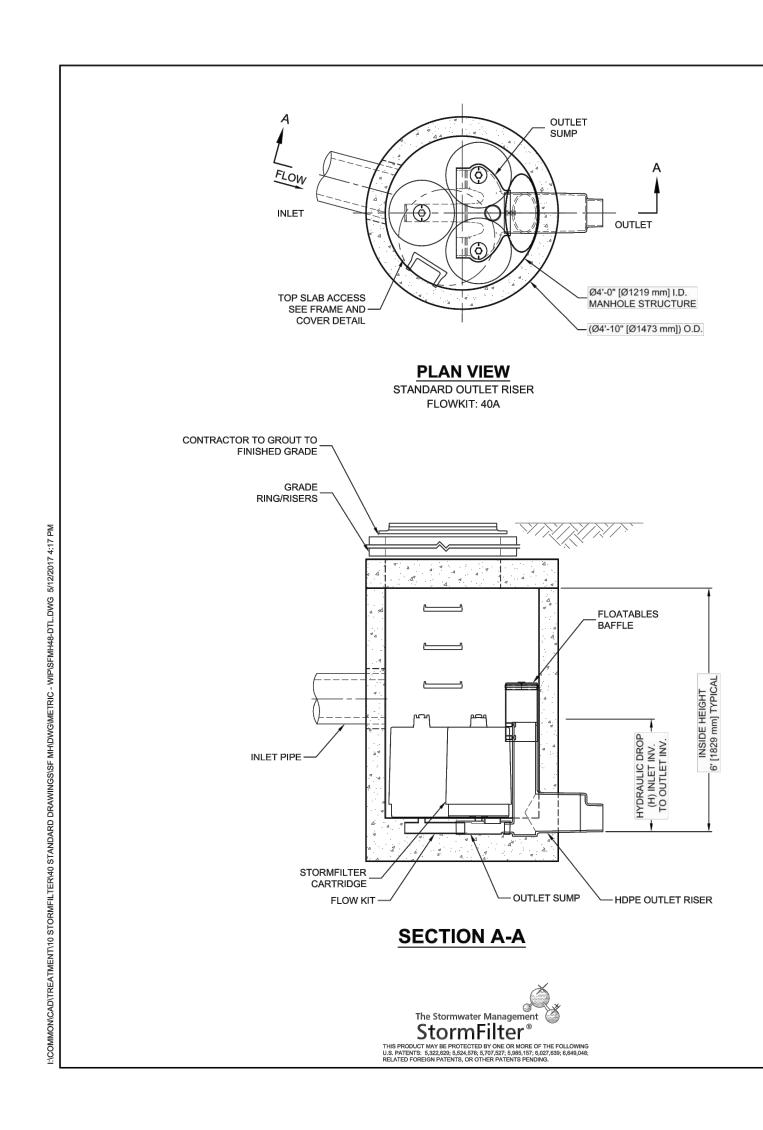


Are the soils outside the building	footprint graded/compact	ted?	Yes Yes/N	0
ff yes, and the soil will be compact rate will be decreased. Modify you Modified Soil Type:			grading, the soil infiltration filtration rate (eg. Silt Loam to Clay)	
S= 1.00%				
			0.46912827 inches (Use Figure B-2)	
UBS Volu	ime for 15% Slope (UBS)	15%) =	0.48912827 inches (Use Figure B-5)	
			0.46912827 inches (Corrected Slope for	or the site)
Adjusted UBS = Correction	on Factor (Step 2) x UBS	Sx% (Ste	ep 5)	
	5062535 inches			
Adjusted UBS = 0.8				
Adjusted UBS = 0.4 Design Volume = Adjuste		ge Area	(Step 1) x 1ft/12 inch	
Design Volume = Adjuste	d UBS (Step 6) x Drainag	ge Area	(Step 1) x 1ft/12 inch	
		ge Area	i (Step 1) x 1ft/12 inch	
Design Volume = Adjuste Design Volume =	d UBS (Step 6) x Drainag	ō.	(Step 1) x 1ft/12 inch ORETENTION CALCULATION	
Design Volume = Adjuste Design Volume =	d UBS (Step 6) x Drainag 127.28 ft^3 O FLOW & VOLUM	AE BIO		
Design Volume = Adjuste Design Volume = COMB	d UBS (Step 6) x Drainag 127.28 ft^3 O FLOW & VOLUM e Area = 3,017 se	/IE BIC q. ft		
Design Volume = Adjuste Design Volume = COMB Total Drainage Impervious	d UBS (Step 6) x Drainag 127.28 ft^3 O FLOW & VOLUM e Area = 3,017 se	/IE BIC q. ft q. ft		
Design Volume = Adjuste Design Volume = COMB Total Drainage Impervious	d UBS (Step 6) x Drainag 127.28 ft^3 O FLOW & VOLUM e Area = 3,017 so s Area = 2,348 so is Area = 669 so	- AE BIC q. ft q. ft q. ft		2,415 sq. ft
Design Volume = Adjuste Design Volume = COMB Total Drainage Impervious Perviou	d UBS (Step 6) x Drainag 127.28 ft^3 O FLOW & VOLUM e Area = 3,017 so s Area = 2,348 so is Area = 669 so	- AE BIC q. ft q. ft q. ft	DRETENTION CALCULATION	2,415 sq. ft
Design Volume = Adjuste Design Volume = COMB Total Drainage Impervious Perviou Equivalent Imperviou Rainfall Intensity =	d UBS (Step 6) x Drainag 127.28 ft^3 O FLOW & VOLUM e Area = 3,017 st s Area = 2,348 st is Area = 669 st is Area = 67 st	AE BIC q. ft q. ft q. ft q. ft q. ft	Total Equivalent Impervious =	2,415 sq. ft
Design Volume = Adjuste Design Volume = COMB Total Drainage Impervious Perviou Equivalent Imperviou Rainfall Intensity =	d UBS (Step 6) x Drainag 127.28 ft^3 O FLOW & VOLUM e Area = 3,017 st s Area = 2,348 st is Area = 669 st is Area = 67 st 0.2 in/hr isted UBS (Step 6) / Rain	AE BIC q. ft q. ft q. ft q. ft q. ft	Total Equivalent Impervious =	2,415 sq. ft
Design Volume = Adjuste Design Volume = COMB Total Drainage Imperviou Equivalent Imperviou Rainfall Intensity = Duration = Adju Duration = 2.9	d UBS (Step 6) x Drainag 127.28 ft^3 O FLOW & VOLUM e Area = 3,017 st s Area = 2,348 st is Area = 669 st is Area = 67 st 0.2 in/hr isted UBS (Step 6) / Rain 5312677 hrs	AE BIC q. ft q. ft q. ft q. ft nfall Inter	DRETENTION CALCULATION Total Equivalent Impervious = nsity	
Design Volume = Adjuste Design Volume = COMB Total Drainage Impervious Perviou Equivalent Imperviou Rainfall Intensity = Duration = Adju Duration = 2.9 Estimate the Surface	d UBS (Step 6) x Drainag 127.28 ft^3 O FLOW & VOLUM e Area = 3,017 st s Area = 2,348 st is Area = 669 st is Area = 67 st 0.2 in/hr isted UBS (Step 6) / Rain 5312677 hrs e Area = 82 st	AE BIC q. ft q. ft q. ft nfall Inter q. ft	Total Equivalent Impervious =	
Design Volume = Adjuste Design Volume = COMB Total Drainage Impervious Perviou Equivalent Imperviou Rainfall Intensity = Duration = Adju Duration = 2.9 Estimate the Surface Volume of Treated	d UBS (Step 6) x Drainag 127.28 ft^3 O FLOW & VOLUM e Area = 3,017 st s Area = 2,348 st is Area = 669 st is Area = 67 st 0.2 in/hr isted UBS (Step 6) / Rain 5312677 hrs e Area = 82 st Runoff = 86.484978 ct	/IE BIC q. ft q. ft q. ft q. ft mfall Inter q. ft u. ft	DRETENTION CALCULATION Total Equivalent Impervious = nsity	
Design Volume = Adjuste Design Volume = COMB Total Drainage Impervious Perviou Equivalent Imperviou Rainfall Intensity = Duration = Adju Duration = 2.9 Estimate the Surface Volume of Treated Volume in Pondim	d UBS (Step 6) x Drainag 127.28 ft^3 O FLOW & VOLUM e Area = 3,017 st s Area = 2,348 st is Area = 669 st is Area = 67 st 0.2 in/hr isted UBS (Step 6) / Rain 5312677 hrs e Area = 82 st Runoff = 86.484978 ct g Area = 40.795597 ct	/IE BIC q. ft q. ft q. ft q. ft mfall Inter q. ft u. ft	DRETENTION CALCULATION Total Equivalent Impervious = nsity (Typically start with Total Impervious x 0.0)	
Design Volume = Adjuste Design Volume = COMB Total Drainage Impervious Perviou Equivalent Imperviou Rainfall Intensity = Duration = Adju Duration = 2.9 Estimate the Surface Volume of Treated	d UBS (Step 6) x Drainag 127.28 ft^3 O FLOW & VOLUM e Area = 3,017 st s Area = 2,348 st is Area = 669 st is Area = 67 st 0.2 in/hr isted UBS (Step 6) / Rain 5312677 hrs e Area = 82 st Runoff = 86.484978 ct g Area = 40.795597 ct	/IE BIC q. ft q. ft q. ft q. ft nfall Inter q. ft u. ft u. ft	DRETENTION CALCULATION Total Equivalent Impervious = nsity	

If Depth of Ponding is greater than 12" a larger surface area will be required. (repeat) If Depth of Ponding is between 6" to 12" this is the range allowable for Bioretention or Flow-Through Planters.

	SIZIN	G FOR VOLUME BASED TREATME	INT
DMA #	2		
A=	6694		
Impervious Area =	5897	s.f. % Imperviousness=	88.09%
MAPsite =	15	Correction Factor= 1.0791	
MAPgage =	13.9		
Clay (D):	Sa	ndy Clay (D): Clay Loam (D):	X
Silt Loam/Loam (B):		Not Applicable (100% Impervious):	
e the soils outside the build	ding footprint g	graded/compacted?	Yes
es, and the soil will be con	npacted during	g site preparation and grading, the soil infiltratio	n
		to a soil with a lower infiltration rate (eg. Silt Lo	
Modified Soil Type:	,,,		
S= 1.00%	0.)/-!	494 Olan - (UDO494) - Lo 500 40000 limitari	la a Filmana F
		1% Slope (UBS1%) = 0.52046908 inches (U 5% Slope (UBS15%) = 0.54046908 inches (U	
UBS	volume for 15	5% Slope (OBS 15%) = 0.54046908 inches (O	ise rigule c
UBS	Volume for X	% Slope (UBSX%) = 0.52046908 inches (C	corrected S
		(Step 2) x UBSx% (Step 5)	
Adjusted UBS =			
Design Volume = Adj	usted UBS (S	tep 6) x Drainage Area (Step 1) x 1ft/12 inch	
Design Volume =	313.31		
CO	MBO FLO	W & VOLUME BIORETENTION CAL	CULATI
	nage Area =	6,694 sq. ft	
	vious Area =	5,897 sq. ft	
	rvious Area =	797 sq. ft	1
Equivalent Imper		80 sq. ft Total Equivalent Im	pervious =
Rainfall Intensity =		in/hr	
		6 (Step 6) / Rainfall Intensity	
		Inrs	
Duration =	2.8082864	113	
Duration =			l Imperviou
	rface Area =	188 sq. ft (Typically start with Tota	l Imperviou
Duration =	rface Area = ated Runoff =	188 sq. ft (Typically start with Tota 219.98243 cu. ft	l Imperviou
Duration =	rface Area = ated Runoff =	188 sq. ft (Typically start with Tota 219.98243 cu. ft 93.328718 cu. ft	l Imperviou Ponding =







CatchBasin StormFilter™

Important: These guidelines should be used as a part of your site stormwater plan.

Overview

The CatchBasin StormFilter™ (CBSF) consists of a multi-chamber Once in the cartridge chamber, polluted water ponds and steel, concrete, or plastic catch basin unit that can contain up to percolates horizontally through the media in the filter cartridges. four StormFilter cartridges. The steel CBSF is offered both as a standard and as a deep unit.

The CBSF is installed flush with the finished grade and is applicable for both constrained lot and retrofit applications. It can also be fitted with an inlet pipe for roof leaders or similar applications.

The CBSF unit treats peak water quality design flows up to 0.13 Applications cfs, coupled with an internal weir overflow capacity of 1.0 cfs for The CBSF is particularly useful where small flows are being the standard unit, and 1.8 cfs for the deep steel and concrete units. Plastic units have an internal weir overflow capacity of 0.5 head to spare. The unit is ideal for applications in which cfs.

Design Operation

The CBSF is installed as the primary receiver of runoff, similar to a standard, grated catch basin. The steel and concrete CBSF units have an H-20 rated, traffic bearing lid that allows the filter to be installed in parking lots, and for all practical purposes, takes up no land area. Plastic units can be used in landscaped of re piping the storm system. areas and for other non-traffic-bearing applications.

The CBSF consists of a sumped inlet chamber and a cartridge chamber(s). Runoff enters the sumped inlet chamber either by sheet flow from a paved surface or from an inlet pipe discharging directly to the unit vault. The inlet chamber is equipped with an internal baffle, which traps debris and floating oil and grease, and an overflow weir. While in the inlet chamber, heavier solids are allowed to settle into the deep sump, while lighter solids and soluble pollutants are directed under the baffle and into the cartridge chamber through a port between the baffle and the overflow weir.

OPERATION AND CINTECH MAINTENANCE ENGINEERED SOLUTIONS

Treated water collects in the cartridge's center tube from where it

is directed by an under-drain manifold to the outlet pipe on the

downstream side of the overflow weir and discharged.

When flows into the CBSF exceed the water quality design

cartridge bay, and discharges to the outlet pipe.

Retro-Fit

value, excess water spills over the overflow weir, bypassing the

treated or for sites that are flat and have little available hydraulic

standard catch basins are to be used. Both water quality and

The retrofit market has many possible applications for the CBSF.

without having to "chase the grade," thus reducing the high cost

The CBSF can be installed by replacing an existing catch basin

catchment issues can be resolved with the use of the CBSF.



CatchBasin StormFilter™

Maintenance Guidelines

Maintenance procedures for typical catch basins can be applied to the CatchBasin StormFilter (CBSF). The filter cartridges contained in the CBSF are easily removed and replaced during maintenance activities according to the following guidelines.

- I. Establish a safe working area as per typical catch basin service activity.
- 2. Remove steel grate and diamond plate cover (weight 100 lbs. each).
- 3. Turn cartridge(s) counter-clockwise to disconnect from pipe manifold.
- . Remove 4" center cap from cartridge and replace with lifting cap.
- 5. Remove cartridge(s) from catch basin by hand or with vactor truck boom
- 6. Remove accumulated sediment via vactor truck (min. clearance 13" x 24").
- 7. Remove accumulated sediment from cartridge bay. (min. clearance 9.25" x 11").
- 8. Rinse interior of both bays and vactor remaining water and sediment.
- 9. Install fresh cartridge(s) threading clockwise to pipe manifold.
- 10. Replace cover and grate.

11. Return original cartridges to Contech for cleaning. Media may be removed from the filter cartridges using the vactor truck before the cartridges are removed from the catch basin structure. Empty cartridges can be easily removed from the catch basin structure by hand. Empty cartridges should be reassembled and returned to Contech as appropriate.

Materials required include a lifting cap, vactor truck and fresh filter cartridges. Contact Contech for specifications and availability of the lifting cap. The vactor truck must be equipped with a hose capable of reaching areas of restricted clearance. the owner may refresh spent cartridges. Refreshed cartridges are also available from Contech on an exchange basis. Contact the maintenance department of Contech at 503-258-3157 for more information.

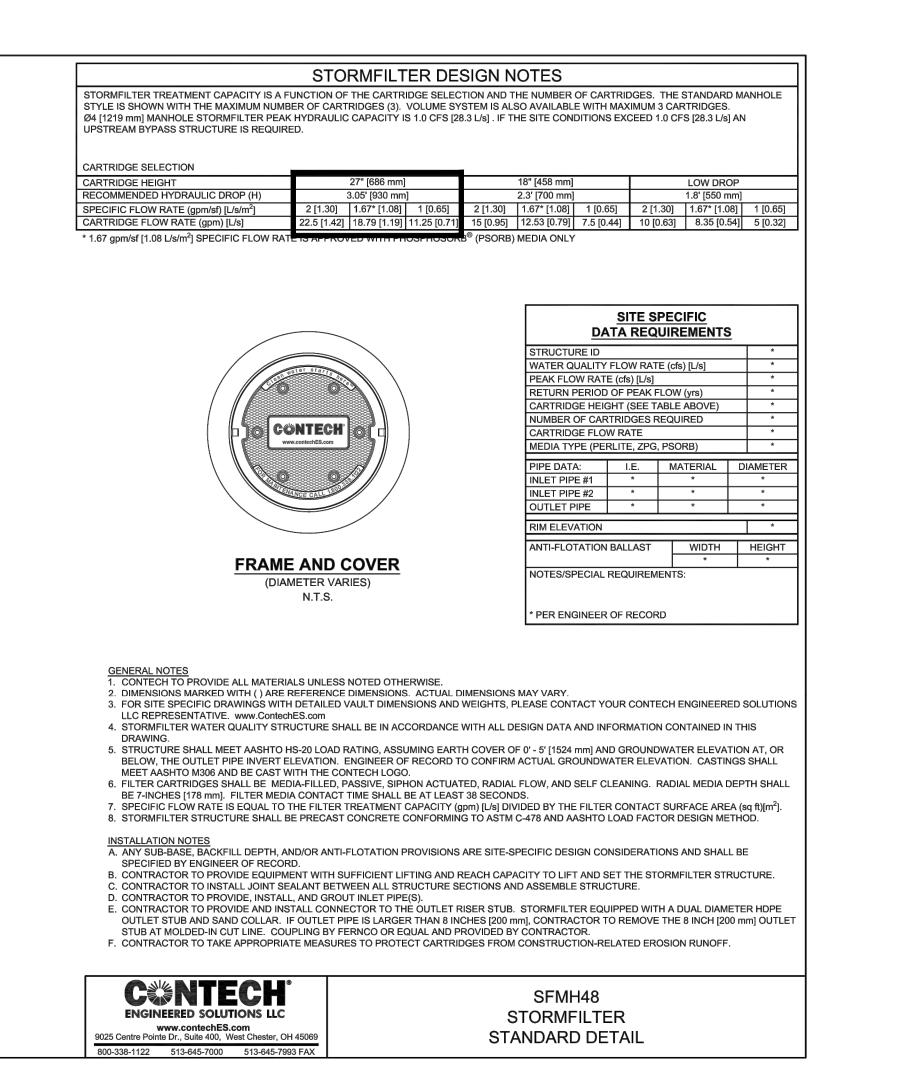
Maintenance is estimated at 26 minutes of site time. For units with more than one cartridge, add approximately 5 minutes for each additional cartridge. Add travel time as required.

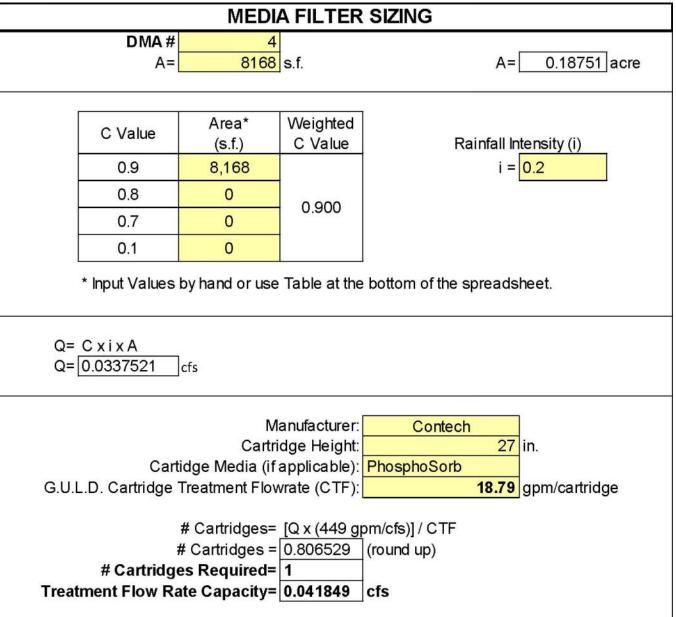
UrbanGreen[®]

www.ContechES.com/stormwater 800-338-1122 © 2013 Contech Engineered Solutions

Page 1

UrbanGreen[®]





OPERATION AND MAINTENANCE

Mosquito Abatement

n certain areas of the United States, mosquito abatement is desirable to reduce the incidence of vectors.

In BMPs with standing water, which could provide mosquito breeding habitat, certain abatement measures can be taken. 1. Periodic observation of the standing water to determine if

the facility is harboring mosquito larvae.

2. Regular catch basin maintenance. 3. Use of larvicides containing Bacillus thuringiensis israelensis

(BTI). BTI is a bacterium toxic to mosquito and black fly

In some cases, the presence of petroleum hydrocarbons may interrupt the mosquito growth cycle.

Using Larvicides in the CatchBasin StormFilter Larvicides should be used according to manufacturer's

recommendations. Two widely available products are Mosquito Dunks and Summit B.t.i. Briquets. For more information, visit http://www. summitchemical.com/mos ctrl/d efault.htm.

The larvicide must be in contact with the permanent pool. The larvicide should also be fastened to the CatchBasin StormFilter by string or wire to prevent displacement by high flows. A magnet can be used with a steel catch basin.

For more information on mosquito abatement in stormwater BMPs, refer to the following: http://www.ucmrp.ucdavis.edu/ publications/managingmosquitoesstormwater8125.pdf



The Stormwater Management StormFilter[®]

Vault, Cast-In-Place, and Linear Units

Important: These guidelines should be used as a part of your site stormwater management plan.

Description

The Stormwater Management StormFilter® (StormFilter) is a passive, flow-through, stormwater filtration system. The system is comprised of one or more vaults that house rechargeable, media-filled, filter cartridges. The StormFilter works by passing stormwater through the media-filled cartridges, which trap particulates and adsorb materials such as dissolved metals and hydrocarbons. Once filtered through the media, the treated stormwater is directed to a collection pipe or discharged into an open channel drainage way.

The StormFilter is offered in multiple configurations, including vault, linear, catch basin, manhole, and cast-in-place. The vault, linear, manhole, and catch basin models utilize pre-manufactured units to ease the design and installation processes. The cast-in-place units are customized for larger flows and may be either covered or uncovered underground units.

Purpose

The StormFilter is a passive, flow-through, stormwater filtration system designed to improve the quality of stormwater runoff from the urban environment before it enters receiving waterways. It is intended to function as a Best Management Practice (BMP) to meet federal, state, and local

Operation and Maintenance

requirements for treating runoff in compliance with the Clean Water Act.

Through independent third party studies, it has been demonstrated that the StormFilter is highly effective for treatment of first flush flows and for treatment of flow-paced flows during the latter part of a storm. In general, the StormFilter's efficiency is highest when pollutant concentrations are highest. The primary non-point source pollutants targeted for removal by the StormFilter are: suspended solids (TSS), oil and grease, soluble metals, nutrients, organics, and trash and debris.

Sizing

The StormFilter is sized to treat the peak flow of a water quality design storm. The peak flow is determined from calculations based on the contributing watershed hydrology and from a design storm magnitude set by the local stormwater management agency. The particular size of a StormFilter unit is determined by the number of filter cartridges (see Figure 1) required to treat this peak flow.

The flow rate through each filter cartridge is adjustable, allowing control over the amount of contact time between the influent and the filter media. The maximum flow rate through each cartridge can be adjusted to between 5 and 15 gpm using a calibrated restrictor disc at the base of each filter cartridge. Adjustments to the cartridge flow rate will affect the number of cartridges required to treat the peak flow.

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Basic Function

The StormFilter is designed to siphon stormwater runoff through a filter cartridge containing media. A variety of filter media is available and can be customized for each site to target and remove the desired levels of sediments, dissolved phosphorus, dissolved metals, organics, and oil and grease. In many cases, a combination of media is recommended to maximize the effectiveness of the stormwater pollutant removal.

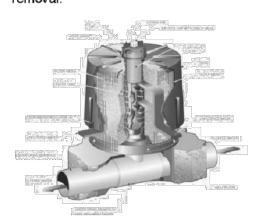


Figure 1. The StormFilter Cartridge

Priming System Function

When stormwater in the StormFilter unit enters a StormFilter cartridge, it percolates horizontally through the cartridge's filter media and collects in the center tube of the cartridge, where the float in the cartridge is in a closed (downward) position.

Water continues to pass through the filter media and into the cartridge's center tube. The air in the cartridge is displaced by the water and purged from beneath the filter hood through the one-way check valve located in the cap. Once the center tube is filled with water (approximately 18 inches deep), there is enough buoyant force on the float to open the float valve and allow the treated water in the center tube to flow into the under-drain manifold. This causes the check valve to close, initiating a siphon that draws polluted water throughout the full surface area and volume of the filter. Thus,

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the entire filter cartridge is used to filter water throughout the duration of the storm, regardless of the water surface elevation in the unit. This siphon continues until the water surface elevation drops to the elevation of the hood's scrubbing regulators.

The cartridges are connected to the underdrain manifold with a plastic connector. Since some media used is potentially buoyant, a threaded connector affixed to the under-drain manifold (with glue or other adhesive) is necessary to ensure that the cartridge isn't lifted out of place. For the heavier compost media, a slip connector is used.

The StormFilter is also equipped with flow spreaders that trap floating debris and surface films, even during overflow conditions. Depending on individual site characteristics, some systems are equipped with high and/or base flow bypasses. High flow bypasses are installed when the calculated peak storm event generates a flow that overcomes the overflow capacity of the system. This is especially important for precast systems. Base flow bypasses are sometimes installed to bypass continuous inflows caused by ground water seepage, which usually do not require treatment. All StormFilter units are designed with an overflow. The overflow operates when the inflow rate is greater than the treatment capacity of the filter cartridges.

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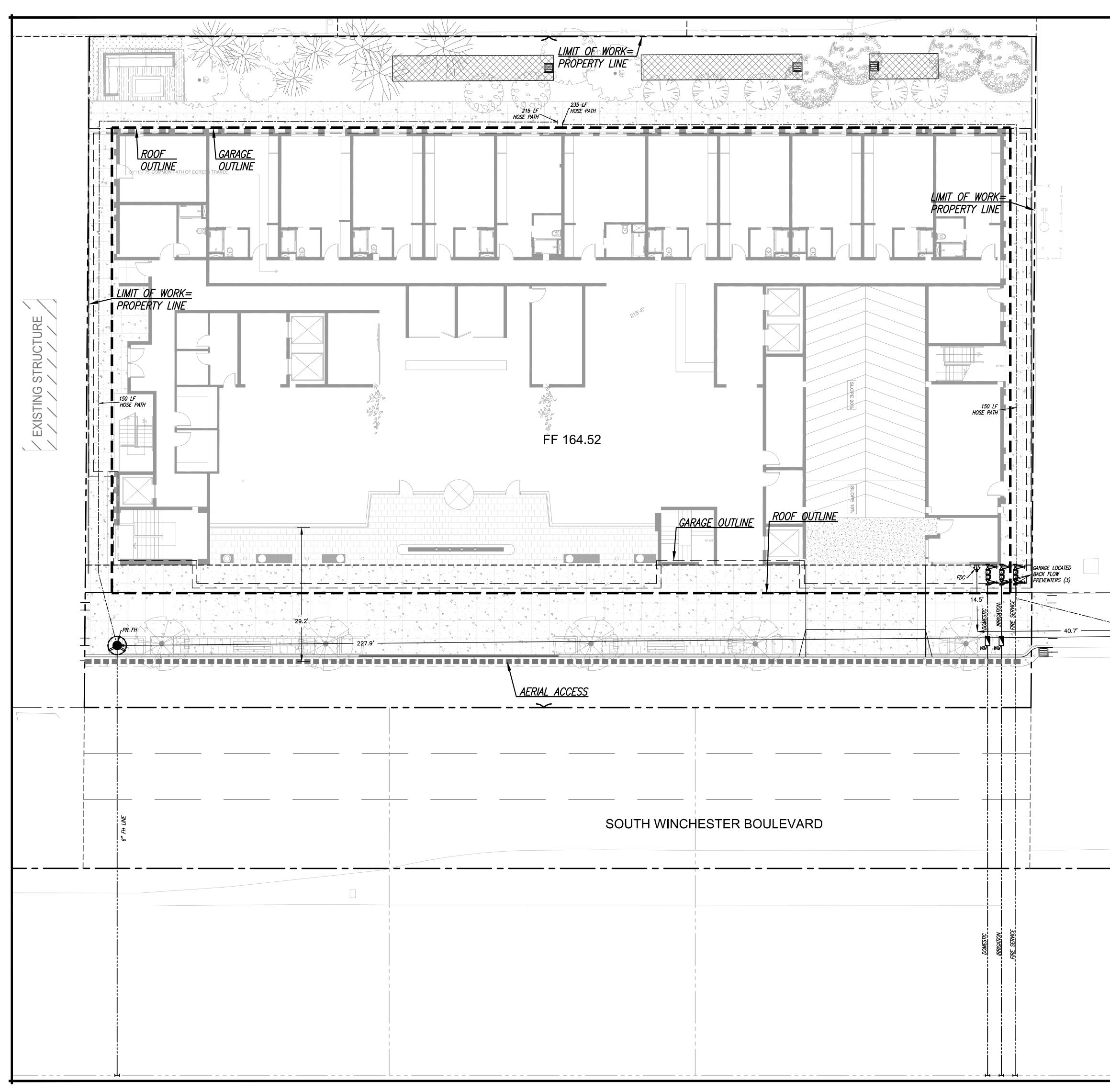
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REVISIONS

MEDIA FILTRATION DETAILS

DATE: 06/05/2020



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FIRE GENERAL NOTES

- THE UNDERGROUND FIRE PROTECTION SYSTEM SHOWN ON THIS PLAN IS SCHEMATIC ONLY AND IS NOT INTENDED TO BE AN INSTALLATION DRAWING. REFER TO CONTRACTOR'S SHOP DRAWINGS FOR PIPE SIZING, LOCATION AND APPURTENANCES.
- 2. THE UNDERGROUND FIRE PROTECTION SYSTEM INSTALLER SHALL PREPARE SHOP DRAWINGS SHOWING ALL INFORMATION REQUIRED BY THE LOCAL FIRE JURISDICTION.
- 3. SHOP DRAWINGS SHALL BE SUBMITTED TO THE LOCAL FIRE JURISDICTION, THE RATING AGENCY AND THE ARCHITECT ALLOWING TIME FOR REVIEW AND ACCEPTANCE, PRIOR TO THE START OF WORK.
- 4. THE UNDERGROUND FIRE PROTECTION SYSTEM INSTALLER SHALL COORDINATE WITH THE OVERHEAD SPRINKLER CONTRACTOR FOR LOCATION OF RISER ASSEMBLIES.
- 5. ALL FIRE DEPARTMENT ACCESS ROADS, WATER MAINS, AND FIRE HYDRANTS SHALL BE INSTALLED AND OPERATIONAL DURING CONSTRUCTION IN ACCORDANCE WITH THE FIRE CODE AND ALL OTHER APPLICABLE STANDARDS.

FIRE PROTECTION NOTES:

1. NEW BUILDING – 107,079.9 SQ. FT. (2016 CALIFORNIA FIRE CODE B104.3) BLDG CONSTRUCTION TYPE – IA & III–A REQUIRED FIRE FLOW – 4,250 GPM MINIMUM – 4 FIRE HYDRANTS

SCALE: 1" = 10

AVERAGE SPACING – 300 FT. (INCREASE BY 50% TO 450 FT. BASED ON APPENDIX C TABLE C102.1 F.)

2. ALL FIRE TRUCK ACCESSIBLE ROADWAYS FOR THIS PROJECT ARE, OR, WILL BE, DESIGNED TO SUPPORT FIRE APPARATUS OF AT LEAST 75,000 LBS.

3. FIRE DEPARTMENT CONNECTIONS (FDC) WILL BE PROVIDED WITH FIRE HYDRANTS LOCATED LESS THAN 100' FROM EACH FDC.



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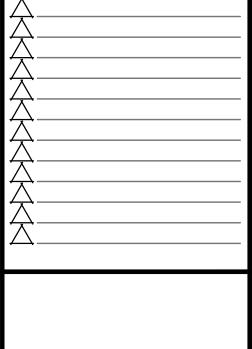
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FIRE LAYOUT



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