



Traffic Impact Study

Abrams Associates
Transportation • Traffic • Engineering • Planning

345 Los Coches St. / 31 S. Milpitas
Blvd. Residential Project
City of Milpitas

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July, 2012

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345 Los Coches Street / 31 South Milpitas Boulevard Residential Project *City of Milpitas*

TRANSPORTATION AND CIRCULATION

1) INTRODUCTION

The proposed project would include 80 single family dwellings and would be located on the northwest corner of the intersection of South Milpitas Blvd with Los Coches Street. All access to the site will be from a main entrance onto Los Coches Street with a secondary access onto Topaz Street (which is an extension of Los Coches Street). The site will include a two car garage for each unit along with two uncovered spaces on the driveway to each unit. **Figure 1** shows the location of the project and the surrounding roadway network. **Figure 2** shows the proposed site plan for the project.

This report describes the existing traffic and circulation system, parking conditions, and pedestrian and transit conditions in the vicinity of the proposed project and provides an analysis of the potential impacts of the project. This transportation impact study has been conducted consistent with the requirements and methodologies of the City of Milpitas, the Valley Transportation Authority (VTA) and the applicable provisions of CEQA.

With 80 residential units it is estimated that the proposed apartment project could generate up to 86 trips during the critical PM peak hour. Based on the project's trip generation and the potential for traffic impacts a list of project study intersections was prepared in coordination with City staff. Beyond these intersections, the project would not be expected to result in any noticeable changes to traffic conditions.

2) SETTING

This section of the report describes the roadways, traffic conditions and other existing transportation characteristics in the vicinity of the project. The primary basis of the analysis is the peak hour level of service for the key intersections. The hours identified as the "peak" hours are generally between 8:00 a.m. and 9:00 a.m. and 5:00 p.m. and 6:00 p.m. for all of the transportation facilities described. Throughout this report, these peak hours will be identified as the AM and PM peak hours, respectively.

Project Study Intersections

Figure 1 shows the location of the proposed project and the adjacent street network in this section of Milpitas. All traffic from the project will enter onto Los Coches Street. There are six (6) study intersections that have been included in the project. Please note that all of the project study intersections are currently signalized.

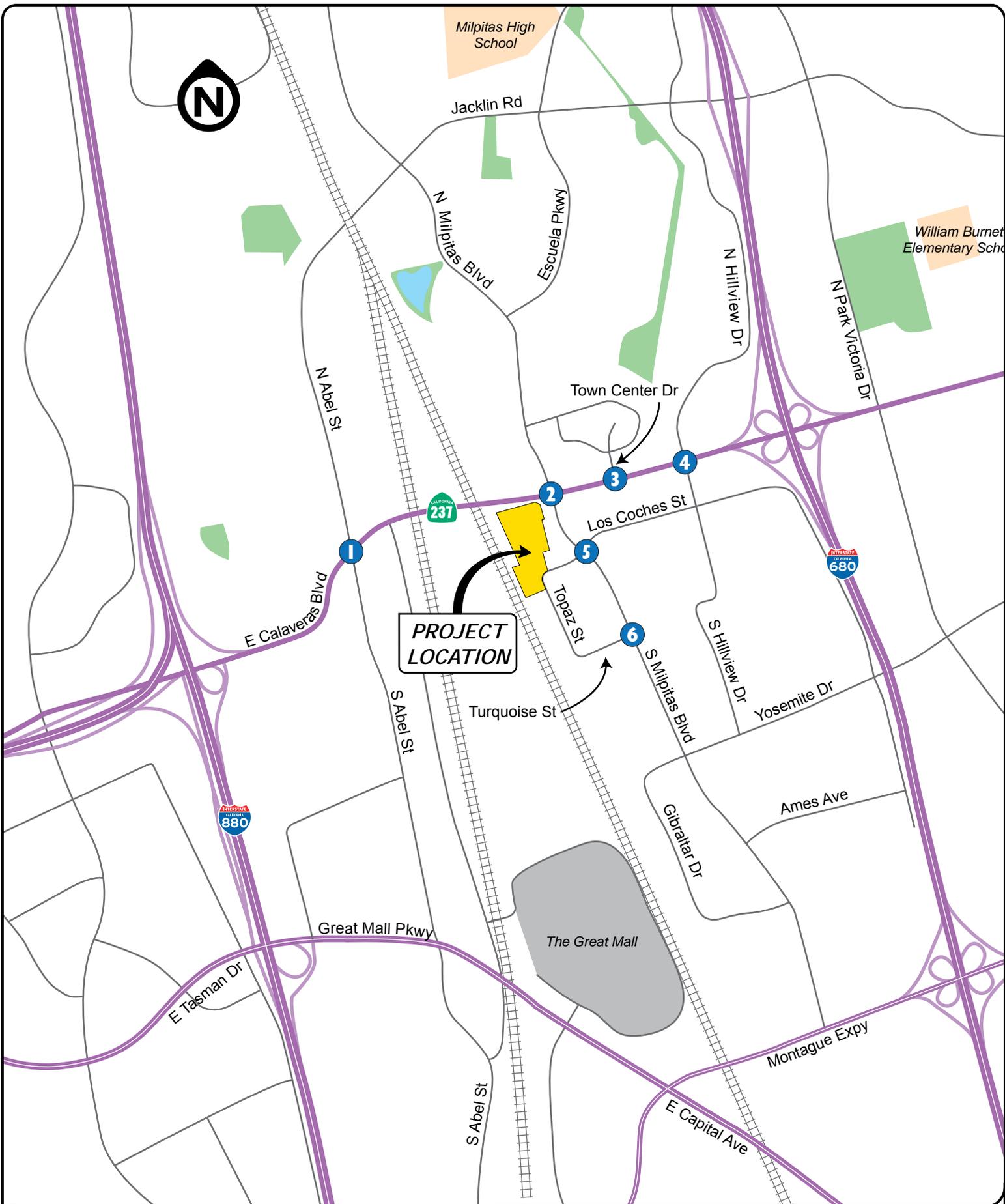


FIGURE 1 | PROJECT LOCATION
TRAFFIC IMPACT STUDY
 345 Los Coches Residential Project
 City of Milpitas

The following is a list of the project study intersections:

1. Calaveras Boulevard (State Route (SR) 237) / Abel Street
2. Calaveras Boulevard (State Route (SR) 237) / Milpitas Boulevard
3. Calaveras Boulevard (State Route (SR) 237) / Town Center Drive
4. Calaveras Boulevard (State Route (SR) 237) / Hillview Drive
5. Milpitas Boulevard / Los Coches Street
6. Milpitas Boulevard / Turquoise Street

Traffic Analysis Scenarios

The study intersections were evaluated for the following scenarios:

- Scenario 1: Existing Conditions – Level of Service (LOS) based on existing peak hour volumes and existing intersection configurations. The volumes in this scenario are based on traffic counts taken in June, 2012 when schools were still in session.
- Scenario 2: Baseline Conditions (Year 2014) – Existing traffic plus background traffic growth plus anticipated traffic from any approved developments that would substantially affect the volumes at the project study intersections.
- Scenario 3: Baseline Conditions Plus Project – Baseline conditions peak-hour volumes plus trips from the proposed project.

Existing Roadway Network

The project location and the surrounding roadway network are illustrated in **Figure 1**. The primary roadways that would be affected by the project include:

- **State Route 237** – SR 237 is an east-west roadway that includes two different facilities in the project study area. To the west SR 237 is a six-lane freeway extending from I-880 west towards US 101. In the vicinity of the proposed project SR 237 is known as Calaveras Boulevard and is a four- to eight-lane arterial roadway extending between I-880 and I-680 (with an elevated section over the Union Pacific Railroad tracks). Calaveras Boulevard serves as a major commute route with heavy directional travel during the peak hours (westbound in the morning and eastbound in the afternoon).
- **Milpitas Boulevard** – Milpitas Boulevard is a north-south, four-lane arterial extending from the Milpitas City limit line (also the Santa Clara-Alameda County limit line) south to the Montague Expressway. Milpitas Boulevard is identified as Warm Springs Boulevard north of the City/County limit.
- **Abel Street** – Abel Street is a north-south, four-lane roadway parallel to Main Street extending from Milpitas Boulevard (north of Calaveras Boulevard) south to Main Street (south of Great Mall Parkway). The section of Abel Street between Corning and Curtis Avenues includes four travel lanes plus a two-way left-turn

lane.

- **Town Center Drive** – Town Center Drive is a two lane roadway extending north from east Calaveras Boulevard with additional turn lanes at key intersections and no parking permitted. Town Center Drive provides access to the City of Milpitas Town Center as well as the Town Center Shopping Center.
- **Hillview Drive** – Hillview Drive is a north-south collector roadway which extends from Yosemite Avenue on the south to terminate in the residential area north of Jacklin Road. For most of its length Hillview Drive one lane in each direction with parking permitted.
- **Los Coches Street, Topaz Street, and Turquoise Drive** – Los Coches Street, Topaz Street, and Turquoise Drive are all local roadways with one lane in each direction and parking permitted. These roadways provide direct access to residential and commercial properties in the area and provide connections to major arterials in the area such as Milpitas Boulevard and Calaveras Boulevard.

Intersection Analysis Methodology

Existing operational conditions at the six (6) study intersections have been evaluated using Synchro Software to implement the 2000 *Highway Capacity Manual (HCM)* Level of Service (LOS) methodology.¹ Level of service is an expression, in the form of a scale, of the relationship between the capacity of an intersection (or roadway segment) to accommodate the volume of traffic moving through it at any given time. The level of service scale describes traffic flow with six ratings ranging from A to F, with “A” indicating relatively free flow of traffic and “F” indicating stop-and-go traffic characterized by traffic jams.

As the amount of traffic moving through a given intersection or roadway segment increases, the traffic flow conditions that motorists experience rapidly deteriorate as the capacity of the intersection or roadway segment is reached. Under such conditions, there is general instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays that lead to traffic congestion. This near-capacity situation is labeled level of service (LOS) E. Beyond LOS E, the intersection or roadway segment capacity has been exceeded, and arriving traffic will exceed the ability of the intersection to accommodate it.

For signalized intersections, the *HCM* methodology determines the capacity of each lane group approaching the intersection. The LOS is then based on average control delay (in seconds per vehicle) for the various movements within the intersection. A combined weighted average control delay and LOS are presented for the intersection. **Table 1** summarizes the relationship between LOS and average control delay at signalized intersections.

Existing Intersection Capacity Conditions

The existing intersection geometry and traffic counts at the "study" intersections for weekday AM and PM peak hours are presented in the *Traffic Analysis Appendix*. AM and PM peak hour

¹ *Highway Capacity Manual*, Transportation Research Board, Washington D.C., 2000

turning movement counts were conducted at all of the project study intersections in 2009 and 2010 at times when local schools were in session.

TABLE 1
SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS

<u>Level of Service</u>	<u>Description of Operations</u>	<u>Average Delay (sec/veh)</u>
A	Insignificant Delays: No approach phase is fully used and no vehicle waits longer than one red indication.	≤ 10
B	Minimal Delays: An occasional approach phase is fully used. Drivers begin to feel restricted.	> 10 to 20
C	Acceptable Delays: Major approach phase may become fully used. Most drivers feel somewhat restricted.	> 20 to 35
D	Tolerable Delays: Drivers may wait through no more than one red indication. Queues may develop but dissipate rapidly without excessive delays.	> 35 to 55
E	Significant Delays: Volumes approaching capacity. Vehicles may wait through several signal cycles and long vehicle queues from upstream.	> 55 to 80
F	Excessive Delays: Represents conditions at capacity, with extremely long delays. Queues may block upstream intersections.	> 80

SOURCE: *Highway Capacity Manual*, Transportation Research Board, 2000.

¹As part of the *HCM methodology*, adjustments are typically made for various factors that reduce the ability of the streets to accommodate vehicles (such as the downtown nature of the area, number of pedestrians, vehicle types, lane widths, grades, on-street parking and queues). These adjustments are performed to ensure that the LOS analysis results reflect the operating conditions that are observed in the field.

Figure 3 presents the existing lane configurations at the project study intersections and **Figure 4** presents the existing traffic volumes. **Table 3** summarizes the associated LOS computation results for the existing weekday AM and PM peak hour conditions (the corresponding LOS analysis calculation sheets are presented in the *Traffic Analysis Appendix*).

As shown in **Table 3**, all of the signalized study intersections currently have acceptable conditions according to City and County Standard during the weekday AM and PM peak hours. As specified later in the report, the applicable standard require LOS D be maintained at local intersections and LOS E be maintained on Congestion Management Plan (CMP) routes such as Calaveras Boulevard.

Planned Roadway Improvements

The VTA and the City of Milpitas are participating in ongoing planning for long term improvements to Calaveras Boulevard which would likely involve the construction of additional through lanes in each direction. Beyond this project there are no significant planned roadway

improvements at any of the project study intersections and no planned roadway network changes that would significantly change travel patterns in the area.

**TABLE 2
 EXISTING INTERSECTION LEVEL OF SERVICE CONDITIONS-HCM METHODOLOGY**

	INTERSECTION	CONTROL	PEAK HOUR	EXISTING	
				DELAY (sec/veh)	LOS
1	W CALAVERAS BLVD & ABEL ST	Traffic Signal	AM	35.4	D
			PM	59.7	E
2	E CALAVERAS BLVD & MILPITAS BLVD	Traffic Signal	AM	53.7	D
			PM	49.0	D
3	E CALAVERAS BLVD & TOWN CENTER DR	Traffic Signal	AM	5.1	A
			PM	6.4	A
4	E CALAVERAS BLVD & HILLVIEW DR	Traffic Signal	AM	27.1	C
			PM	34.6	C
5	S MILPITAS BLVD & LOS COCHES ST	Traffic Signal	AM	11.9	B
			PM	15.5	B
6	S MILPITAS BLVD & TURQUOISE ST	Traffic Signal	AM	3.2	A
			PM	4.8	A

SOURCE: Abrams Associates, 2012

NOTES: Intersection Delay is presented in terms of seconds per vehicle.

Pedestrian and Bicycle Facilities

Pedestrian and bicycle activity is relatively light in the immediate vicinity of the project site. Sidewalks are provided in most areas and it should be noted that the sidewalks would be completed along the frontage of the site as part of the proposed project. Bicycle lanes are provided on Milpitas Boulevard in the vicinity of the project site.

Transit Service

The Santa Clara Valley Transportation Authority - The Santa Clara Valley Transportation Authority (VTA) operates bus and light rail service in Santa Clara County. The Montague light rail station is located on the southeast side of the study area and is elevated above Capitol Avenue. VTA bus routes 46, 47, 66, 70, 71, 77, 104, 180, and 321, as well as AC Transit route 217, provide bus service within the project study area. The Altamont Commuter Express (ACE) Violet Shuttle (Route 831) also provides service within the project study area.

Bay Area Rapid Transit (BART) – BART is a rapid transit system which provides regional transportation connections to much of the Bay Area. It runs from the North Bay Area in Richmond to the South Bay Area in Fremont. In the east-west direction it runs from Pittsburg to the San Francisco Airport and Milbrae with several connections in Oakland. VTA bus service provides a connection to the Fremont BART station which provides regional access to San Francisco with several stops in Oakland where connections may be made to other lines.

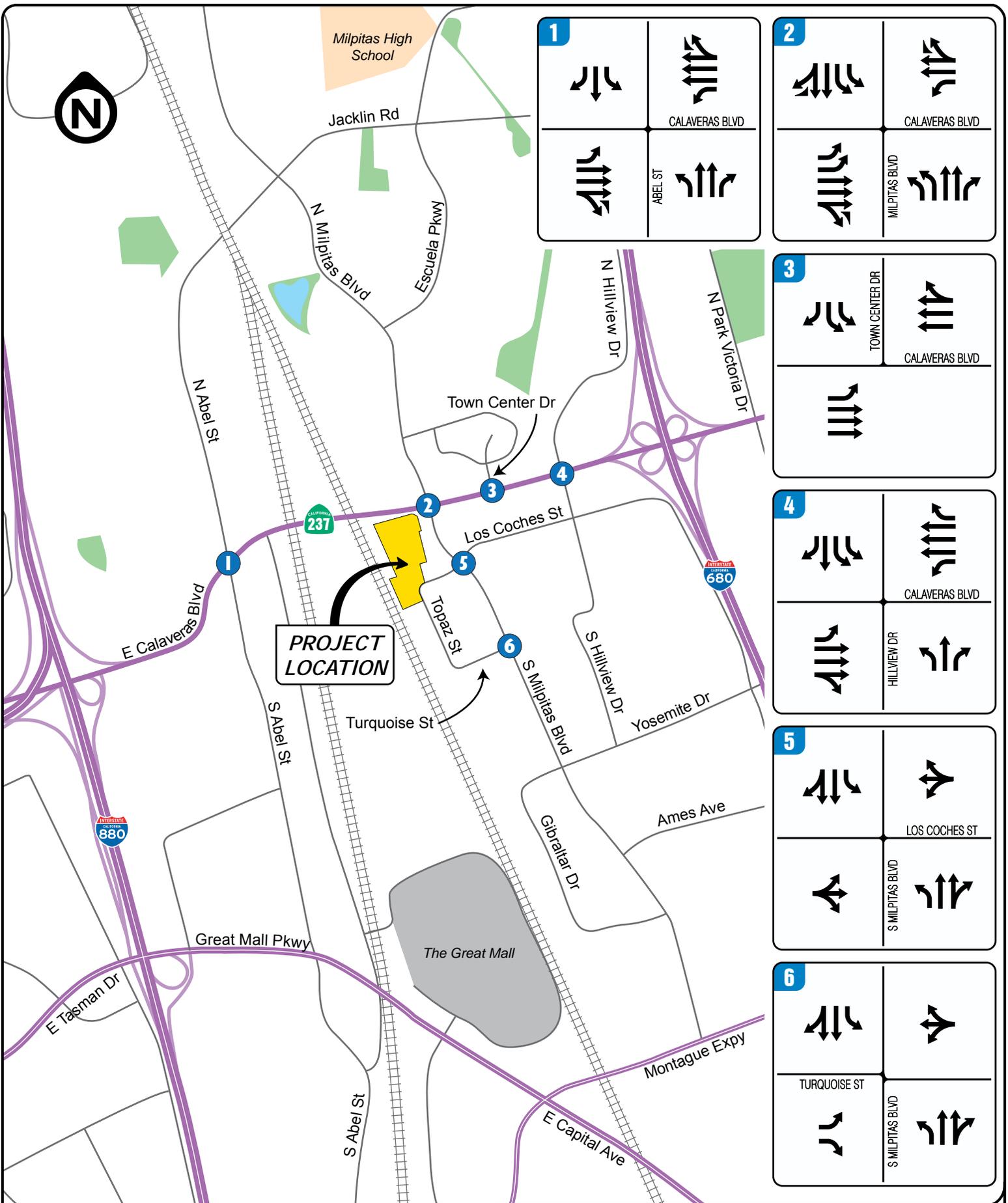


FIGURE 3 | EXISTING LANE CONFIGURATION
TRAFFIC IMPACT STUDY
 345 Los Coches Residential Project
 City of Milpitas

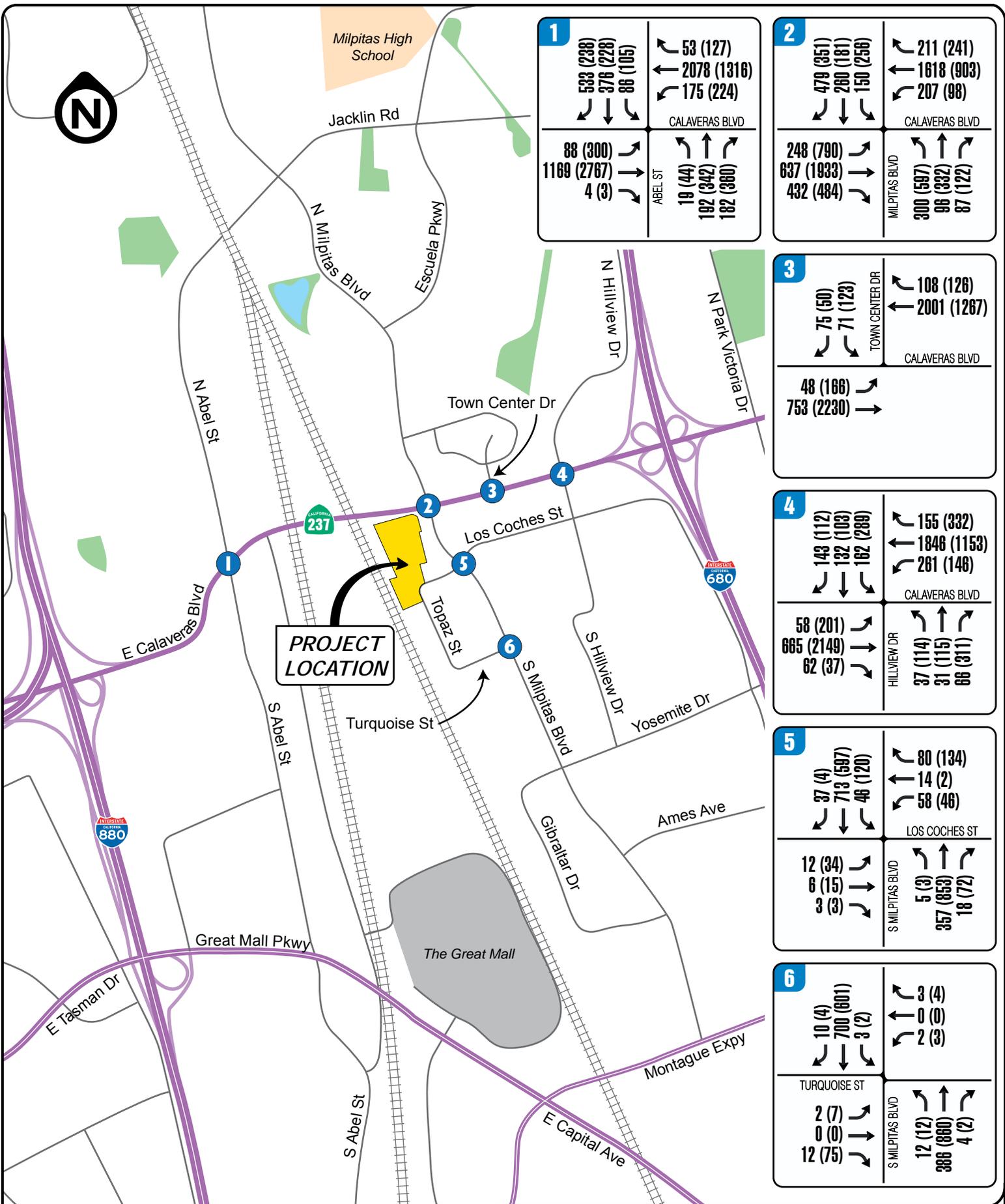


FIGURE 4 | EXISTING AM(PM) PEAK HOUR VOLUMES
TRAFFIC IMPACT STUDY
 345 Los Coches Residential Project
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3) REGULATORY FRAMEWORK

Significance Criteria

Signalized Intersections - Project-related operational impacts on signalized intersections are considered significant if project-related traffic causes the Level of Service (LOS) rating to deteriorate from LOS D or better to LOS E or F on any City of Milpitas Roadways. The only exception are Congestion Management Plan (CMP) roadways such as Calaveras Boulevard where LOS E is permissible.

According to CEQA guidelines, a project would have a significant impact if it would:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit.
- Conflict with an applicable congestion management program, including, but not limited to, level-of-service standards, and travel demand measures, or other standards established by a county congestion management agency for designated roads or highways.
- Result in inadequate emergency vehicle access.
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.
- Result in a projected future over-capacity freeway condition where current long-range planning studies show an under-capacity condition.
- Result in an internal circulation system design that does not meet City standards.

4) IMPACTS AND MITIGATION MEASURES

Project Trip Generation

The proposed project will consist of 80 single family detached homes. The project would be constructed on two parcels of land that are 7.4 acres and 3.9 acres in size. The 7.4 acre property currently contains a vacant research and development building that is 95,650 square feet in size. The 3.9 acre parcel contains a vacant research and development building that is 51,074 square feet in size. The trip generation calculations are shown in **Table 3**. They are based on the trip generation rates for Single Family Detached Housing (Land Use Code 210) from ITE's Trip Generation (8th Edition). Please note that the fitted curve equations provided by ITE were used to develop the project trip rates. The resulting rates were slightly higher than the weighted average rates. The resulting trip rates used in the analysis were as follows: the AM Peak hour rate was 0.82 trips per unit, the PM peak hour rate was 1.07 trips per unit, and daily rate was 10.6 trips per unit.

Table 3
Trip Generation Calculations

Land Use	ITE Code	Size	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Single Family Detached Housing	210	80 units	848	17	49 66	54 32 86			

The trips from the project reflect all vehicle trips that would be counted at the project driveway on Los Coches Drive, both inbound and outbound. Since this project would be all residential there were no adjustments applied to account for pass-by or internal trips. The project is forecast to generate a total of 66 new vehicle trips during the AM peak hour and about 86 new trips during the PM peak hour. The site traffic is all assumed to use the main project entrance driveway on Los Coches Drive. For purposes of determining the reasonable worst-case impacts of traffic on the surrounding street network from a proposed project, the trips generated by this proposed development are estimated for the peak commute hours of 8:00 to 9:00 a.m. and 5:00 to 6:00 p.m. This represents the peak hours of "adjacent street traffic" during the time periods when the uses generally contribute to the greatest amount of congestion.

Project Trip Distribution

The trip distribution assumptions have been based on the project's proximity to freeway interchanges, the existing directional split at other local driveways and intersections, and the overall land use patterns in the area. **Figure 5** presents the trip distribution percentages used in the analysis and the AM and PM peak hour trips generated by the proposed project at each study area intersection.

Existing Plus Project Intersection Capacity Conditions

The existing plus proposed project traffic forecasts were developed by adding project-related traffic to the existing traffic volumes. **Figure 6** presents the Existing Plus Project traffic volumes that were used in the analysis. **Table 5** also summarizes the LOS results for the Baseline Plus Project weekday AM and PM peak hour conditions (the corresponding LOS analysis calculation sheets are presented in the *Traffic Analysis Appendix*).

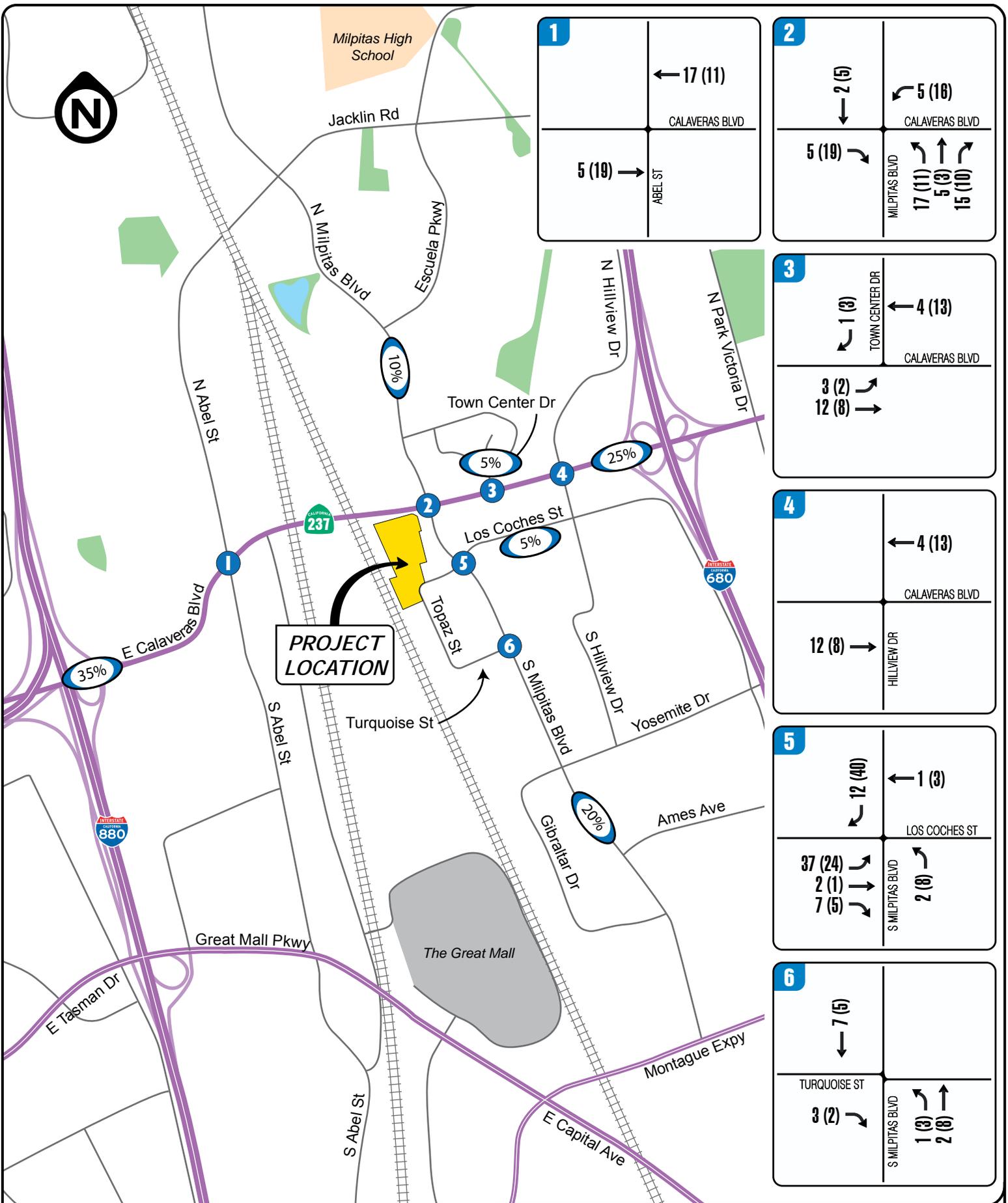


FIGURE 5 | PROJECT AM(PM) PEAK HOUR TRIPS & DISTRIBUTION
 TRAFFIC IMPACT STUDY
 345 Los Coches Residential Project
 City of Milpitas

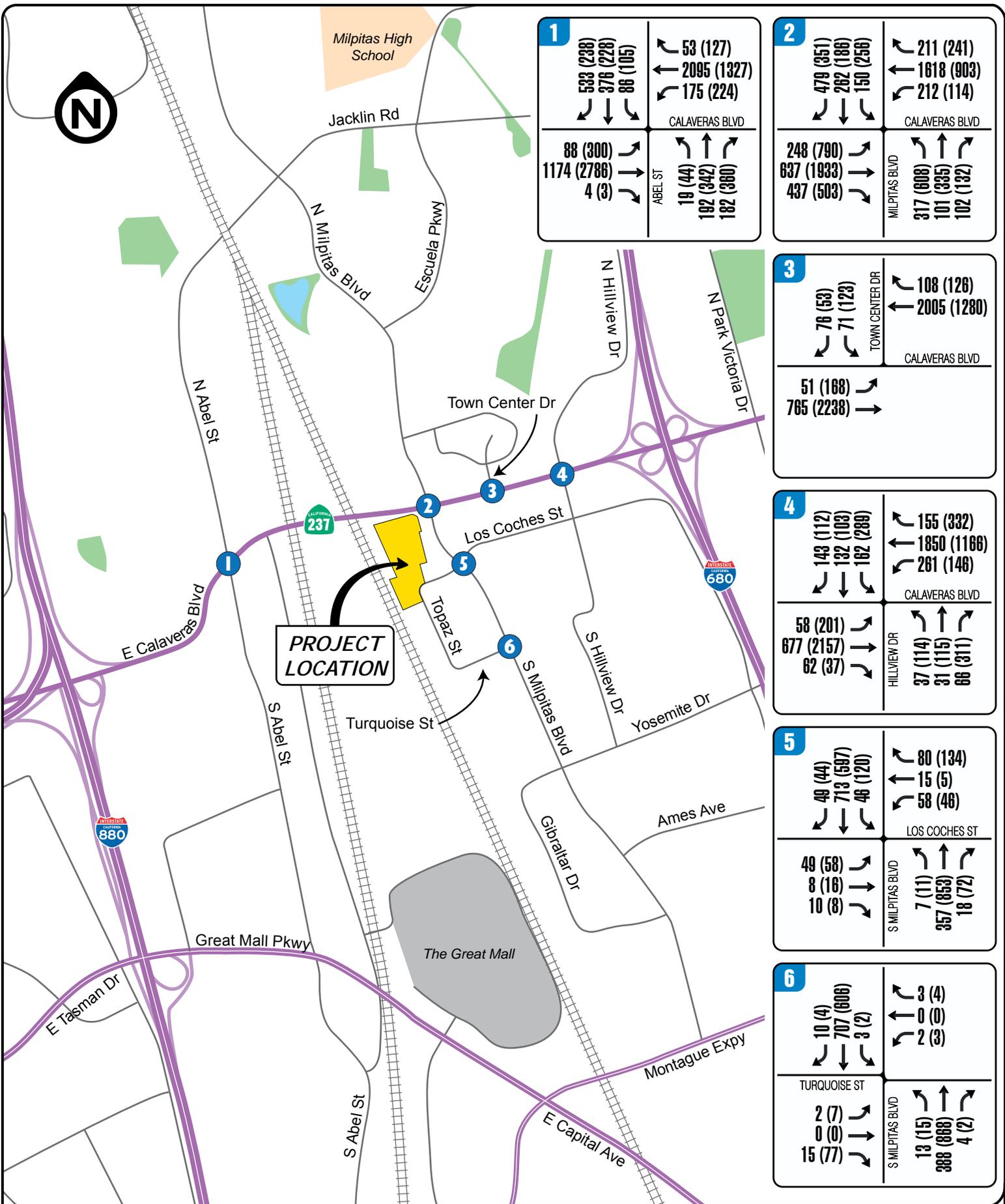


FIGURE 6 | EXISTING PLUS PROJECT AM(PM) PEAK HOUR VOLUMES
 TRAFFIC IMPACT STUDY
 345 Los Coches Residential Project
 City of Milpitas

As shown in Table 5, under Existing Plus Project conditions all of the project study intersections would continue to have similar LOS results as Existing Conditions. All of the study intersections would have acceptable conditions (based on applicable standards) during the AM and PM peak hours.

**TABLE 5
EXISTING INTERSECTION LEVEL OF SERVICE CONDITIONS-HCM METHODOLOGY**

INTERSECTION	CONTROL	PEAK HOUR	EXISTING		EXISTING PLUS PROJECT	
			DELAY (sec/veh)	LOS	DELAY (sec/veh)	LOS
1 W CALAVERAS BLVD & ABEL ST	Traffic Signal	AM	35.4	D	35.6	D
		PM	59.7	E	60.7	E
2 E CALAVERAS BLVD & MILPITAS BLVD	Traffic Signal	AM	53.7	D	55.1	D
		PM	49.0	D	50.0	D
3 E CALAVERAS BLVD & TOWN CENTER DR	Traffic Signal	AM	5.1	A	5.2	A
		PM	6.4	A	6.5	A
4 E CALAVERAS BLVD & HILLVIEW DR	Traffic Signal	AM	27.1	C	27.1	C
		PM	34.6	C	34.8	C
5 S MILPITAS BLVD & LOS COCHES ST	Traffic Signal	AM	11.9	B	12.7	B
		PM	15.5	B	15.9	B
6 S MILPITAS BLVD & TURQUOISE ST	Traffic Signal	AM	3.2	A	3.3	A
		PM	4.8	A	5.0	A

SOURCE: Abrams Associates, 2012

NOTES: Intersection Delay is presented in terms of seconds per vehicle

Baseline Intersection Capacity Conditions

The Baseline scenario evaluates the existing conditions with the addition of traffic from reasonably foreseeable projects in the area. In addition, a general short-term growth in traffic was assumed based on the assumption that the project completion date would be 2014. This scenario includes all reasonably foreseeable projects that would significantly affect volumes in the project study area.

Approved projects in the area include 732 approved apartment units at 1200 Piper Drive (Citation), 303 approved apartment units at Milpitas Boulevard and the Montague Expressway (Milpitas Station), 80 approved single family dwellings on Sinclair Road (Sinclair Renaissance), 83 approved single family dwellings at 905-980 Los Coches Street (Robson Single Family), 375 approved apartment units and 148,805 square feet of approved commercial space at 600 Barber Lane (Landmark Tower), 366 approved apartment units at 1102 Abel Street (Centria West), and 204 approved apartment units at 1201 South Main Street (SD11-0011). To account for the baseline growth for this analysis (and a general background traffic increase to 2014) a 6 percent increase was applied to the existing traffic volumes. It should also be noted that the estimated traffic from a proposed 30 unit residential project at 375 Los Coches Street was also included. **Figure 7** presents the baseline volumes at the project study intersections.

Table 6 summarizes the associated LOS computation results for the Baseline and Baseline Plus Project weekday AM and PM peak hour conditions (the corresponding LOS analysis calculation sheets are presented in the *Traffic Analysis Appendix*). As shown in **Table 6**, during both peak hours under Baseline conditions all intersections would continue to have acceptable conditions (based on applicable standards) during the AM and PM peak hours.

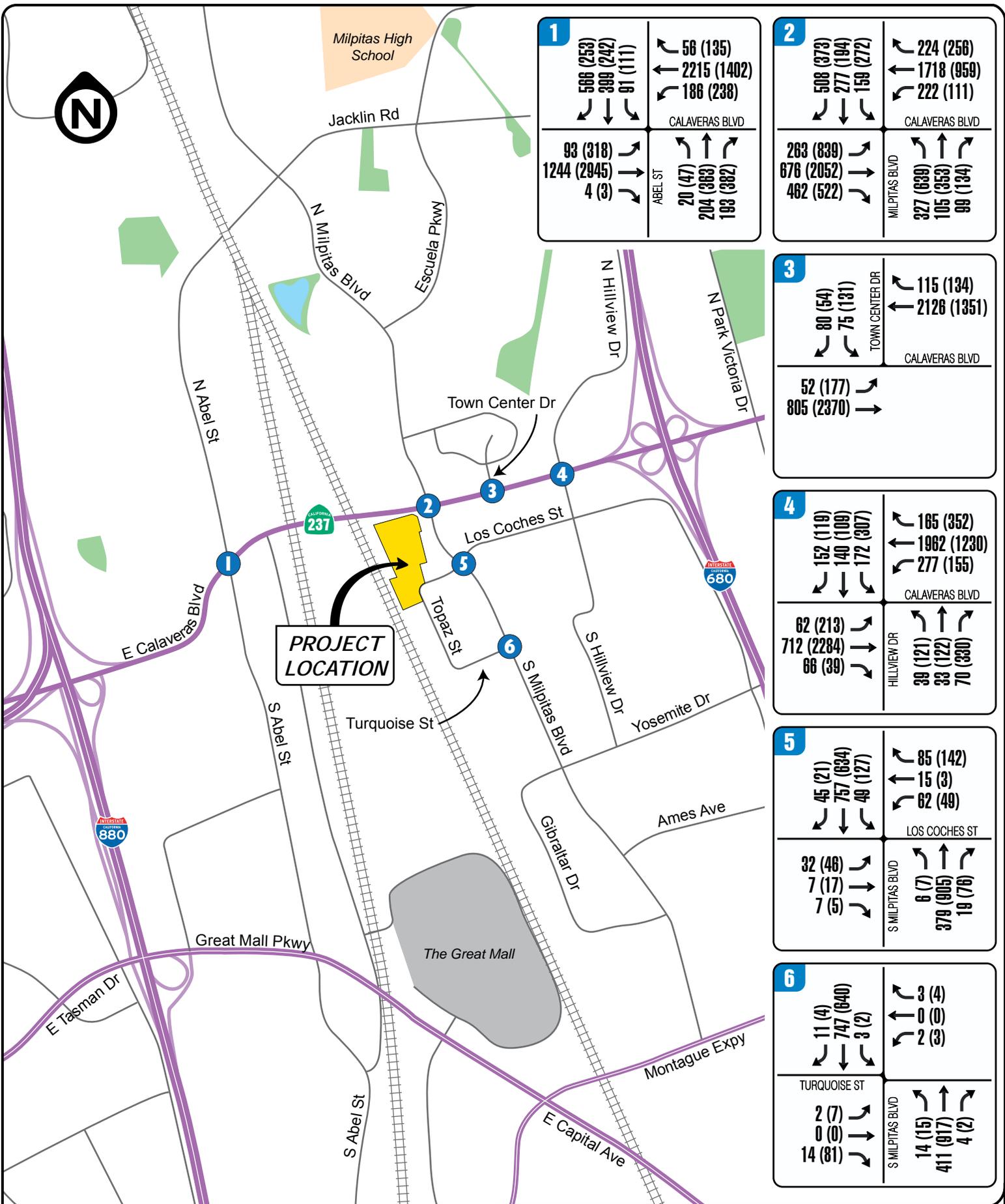


FIGURE 7 | BACKGROUND AM(PM) PEAK HOUR VOLUMES
TRAFFIC IMPACT STUDY
 345 Los Coches Residential Project
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Baseline Plus Project Intersection Capacity Conditions

The Baseline plus proposed project traffic forecasts were developed by adding project-related traffic to the Baseline traffic volumes. **Figure 8** presents the Baseline Plus Project traffic volumes that were used in the analysis. **Table 6** also summarizes the LOS results for the Baseline Plus Project weekday AM and PM peak hour conditions (the corresponding LOS analysis calculation sheets are presented in the *Traffic Analysis Appendix*). As shown in Table 6, under Baseline Plus Project conditions all of the project study intersections would continue to have similar LOS results as the Baseline Conditions. All of the study intersections would have acceptable conditions (according to applicable standards) during the AM and PM peak.

**TABLE 6
BASELINE INTERSECTION LEVEL OF SERVICE CONDITIONS-HCM METHODOLOGY**

INTERSECTION	CONTROL	PEAK HOUR	BACKGROUND		BACKGROUND PLUS PROJECT	
			DELAY (sec/veh)	LOS	DELAY (sec/veh)	LOS
1 W CALAVERAS BLVD & ABEL ST	Traffic Signal	AM	53.1	D	53.9	D
		PM	70.7	E	71.9	E
2 E CALAVERAS BLVD & MILPITAS BLVD	Traffic Signal	AM	75.3	E	77.0	E
		PM	57.0	E	58.6	E
3 E CALAVERAS BLVD & TOWN CENTER DR	Traffic Signal	AM	6.0	A	6.1	A
		PM	6.9	A	7.0	A
4 E CALAVERAS BLVD & HILLVIEW DR	Traffic Signal	AM	26.7	C	26.8	C
		PM	38.1	D	38.4	D
5 S MILPITAS BLVD & LOS COCHES ST	Traffic Signal	AM	12.1	B	12.9	B
		PM	15.7	B	16.4	B
6 S MILPITAS BLVD & TURQUOISE ST	Traffic Signal	AM	2.8	A	2.9	A
		PM	4.9	A	5.0	A

SOURCE: Abrams Associates, 2012

NOTES: Intersection Delay is presented in terms of seconds per vehicle

Internal Circulation and Access

No internal site circulation or access issues have been identified that would cause a traffic safety problem or any unusual traffic congestion or delay. It should be noted that the volumes on the internal roadways would be light enough so that no significant conflicts would be expected with through traffic and vehicles backing out of the garages and/or parking spaces within the project. At the main project entrance on Los Coches Street the project's side street approach should be controlled with a stop sign.

Parking

Pursuant to Section XI 10-53-.09, The City's Parking Ordinance requires 2.0 spaces per unit for residential unit with 3 or less bedrooms or 3.0 parking spaces per unit with 4 bedrooms plus another 20% of the total required for guest parking. The project is currently proposing to meet the City's parking requirement by providing two garage parking spaces per unit plus two additional uncovered spaces in the driveways to accommodate guest parking requirements. In addition to the 4 parking spaces per unit provided, on-street parking will be provided within the project as well. Based on our review of the proposed parking plan and a qualitative review of on-street parking occupancy levels in the area, there should be no significant impacts to the surrounding properties.

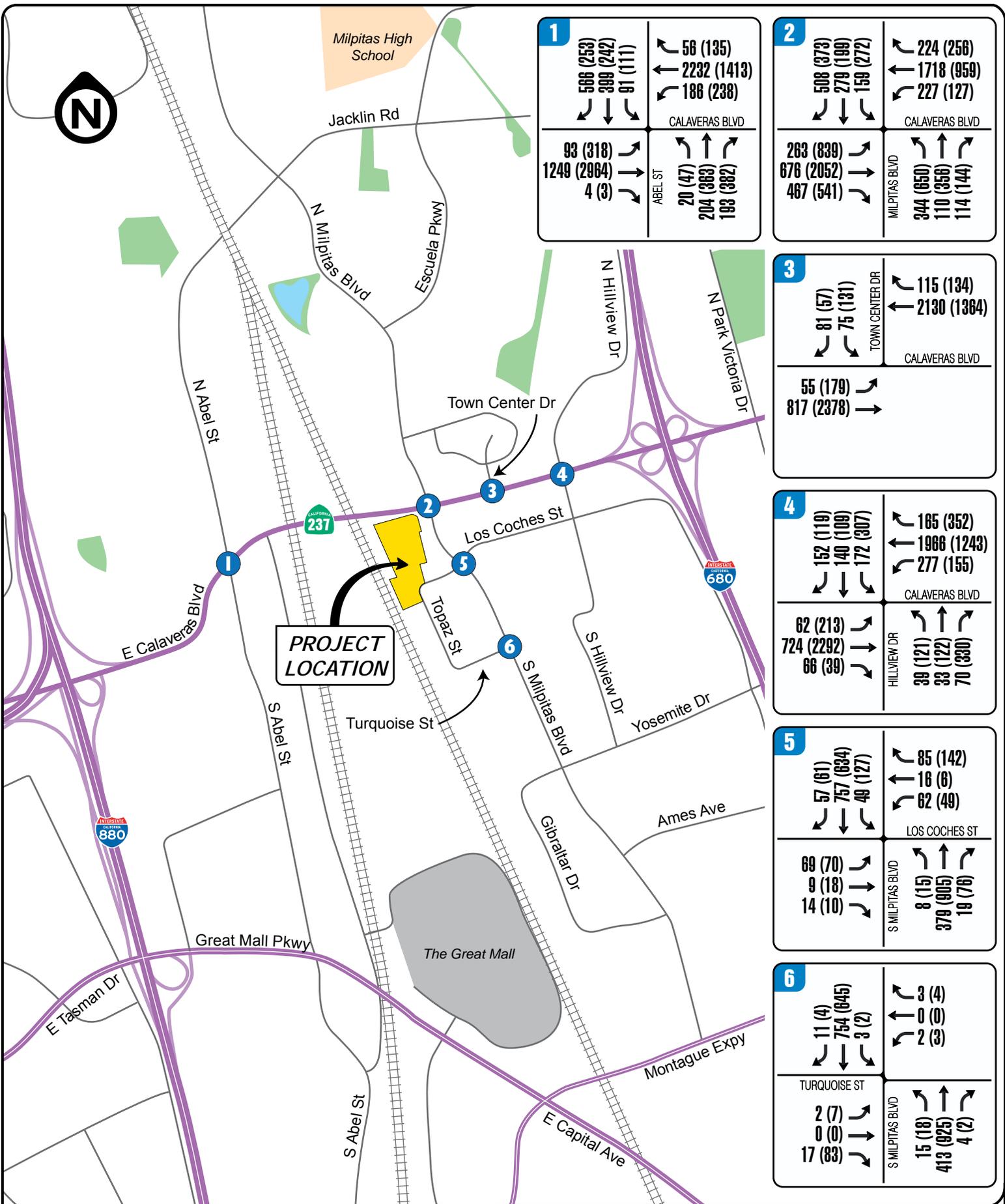


FIGURE 8 | BACKGROUND PLUS PROJECT AM(PM) PEAK HOUR VOLUMES
 TRAFFIC IMPACT STUDY
 345 Los Coches Residential Project
 City of Milpitas

5) Conclusions

Based on this analysis the proposed project would not cause any intersections or roadways in the area to exceed established standards and would not create any safety problems. The highest peak hour trip generation at the project driveways would be about 86 vehicles during the PM peak hour. The addition of the recommended stop sign at the project exit would ensure there would continue to be safe and efficient traffic operations in the area. The project would not result in any significant traffic capacity or safety impacts and no off-site traffic mitigations would be required.

Existing Plus Project Conditions

Based on the analysis of existing plus project traffic operations with the addition of project traffic all signalized intersections would continue to operate at acceptable levels-of-service based on City and County standards. All of the project study intersections would continue to have similar LOS results as the Existing Conditions and no off-site mitigations would be required. All of the study intersections would continue to have acceptable conditions (according to applicable standards) during the AM and PM peak hours.

Baseline Plus Project Conditions

Based on the analysis of baseline plus project traffic operations with the addition of project traffic all project study intersections would continue to operate at acceptable levels-of-service based on City and County standards. All of the project study intersections would continue to have similar LOS results as the Baseline Conditions and no off-site mitigations would be required. All of the study intersections would continue to have acceptable conditions (according to applicable standards) during the AM and PM peak hours.

Bicycle and Pedestrian Impacts

Based on this analysis, the proposed project would not significantly impact any bicycle or pedestrian facilities, including bike lanes, routes, or paths.

Internal Circulation and Access

No internal site circulation or access issues have been identified that would cause a traffic safety problem or any unusual traffic congestion or delay. At the project entrances on Los Coches Street and Topasz Street the project's side street approach should be controlled with a stop sign.

Parking

The City's Parking Ordinance requires 2.0 spaces per unit for residential unit with 3 or less bedrooms plus another 20% of the total required for guest parking. The project is currently proposing to meet the City's parking requirement by providing two garage parking spaces per unit plus two additional uncovered spaces in the driveways to accommodate guest parking requirements. Based on our review of the proposed parking plan and a qualitative review of on-street parking occupancy levels in the area there should be no significant impacts to the surrounding properties.