

**From:** [Franziska Church](#)  
**To:** [Lapustea, Florin](#)  
**Cc:** [Zenk, Jessica](#); [Banwait, Manjit](#)  
**Subject:** RE: Admin Draft: Delmas  
**Date:** Thursday, April 8, 2021 10:42:38 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)

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[External Email]

Received. Thank you. I will let you know if I have any questions.

Franziska Church, AICP  
Principal  
Fehr & Peers Transportation Consultants  
408.645.7014

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**From:** Lapustea, Florin <Florin.Lapustea@sanjoseca.gov>  
**Sent:** Thursday, April 8, 2021 10:27 AM  
**To:** Franziska Church <f.church@fehrandpeers.com>  
**Cc:** Zenk, Jessica <Jessica.Zenk@sanjoseca.gov>; Banwait, Manjit <Manjit.Banwait@sanjoseca.gov>  
**Subject:** Re: Admin Draft: Delmas

Hi Franziska,

Please see below for DOT/DPW comments on the draft Delmas supplemental analysis. I believe the majority of the comments were shared already during our screen share last week, so the only new comment is the last one about right-turn lane/pocket considerations, per our discussion yesterday.

**Analysis Scenario**

- Explain the reason for not including the entire 27% SOV reduction in the analysis

## Analysis Scenario

To evaluate operation of Autumn Street under future conditions, traffic volumes from the Background Plus Project Buildout scenario (LTA Scenario 2c) were modified to account for the full Transportation Demand Management (TDM) commitment required by mitigation measure AQ-2h, *Enhanced Transportation Demand Management Program*. The analysis presented in the LTA accounts for an approximately 18 percent trip reduction due a basic TDM program and does not include the additional nine percentage points required by the EIR TDM mitigation measure. **Figure 1** to the right illustrates the AM and PM peak hour volumes along Autumn Street between Santa Clara Street and San Fernando Street.

**Table 1 – Autumn St Daily Traffic Estimates**

- Remove note #5:

**Table 1: Autumn Street Daily Traffic Estimates – Background Plus Project Buildout**

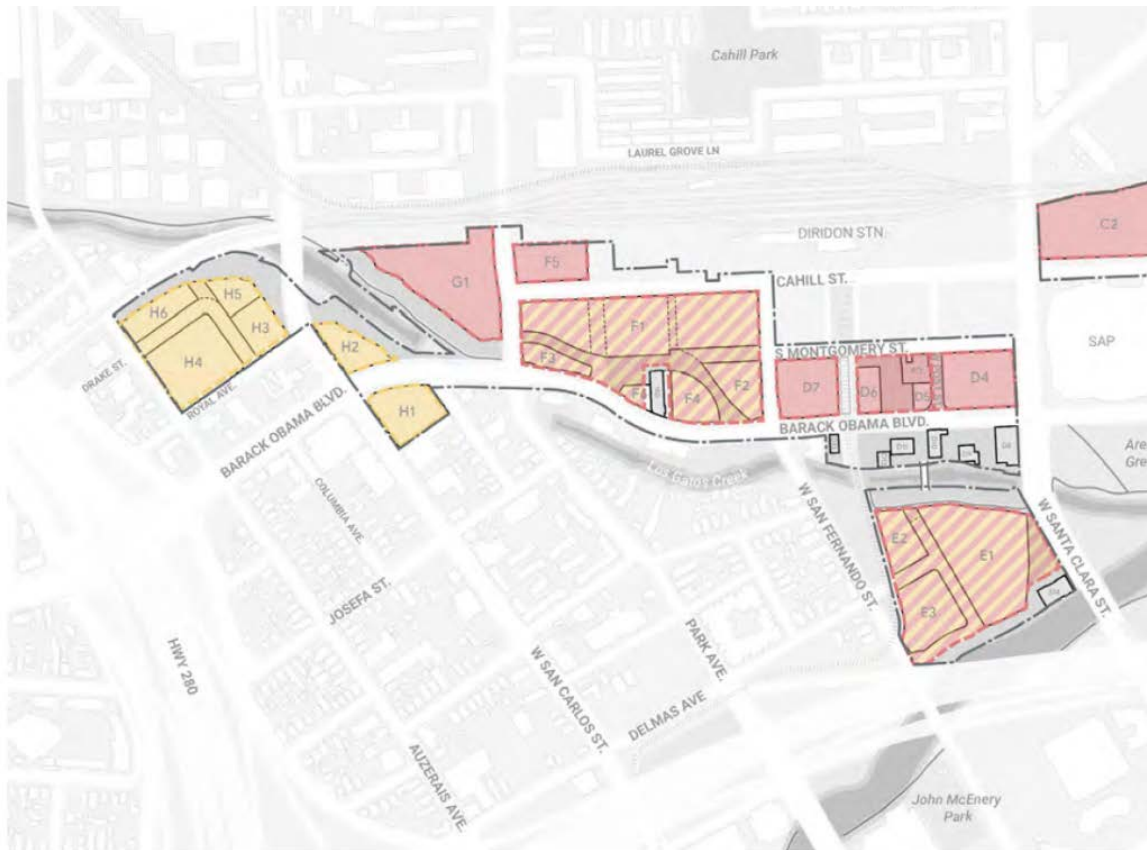
Street Segment	AM Peak Hour	PM Peak Hour	Estimated Daily Volumes <sup>1</sup>	Daily LOS
Autumn St between Santa Clara Street and Post Street	1,550	1,460	15,050	E
Autumn St between Post Street and San Fernando Street	1,420	1,150	12,850	E

Notes:

- Daily volumes estimate assume that the AM and PM peak hour each represent ten percent of daily traffic ((AM peak hour + PM peak hour)/20%).
- Daily LOS based on Exhibit 16-16 of the Highway Capacity Manual, 6<sup>th</sup> Edition.
- These are preliminary estimates of daily Project volume added to these specific roadway segments. Numbers are subject to change based on final internal circulation plan and access points to garages.
- Plus Project Condition AADT estimates assumes the removal of surface lot related trips.
- Estimated AADT is 0 because Autumn Street is currently a southbound one-way roadway.

Source: Fehr & Peers, 2020

- Refine note #4 to state/confirm if the proposed parking for the new land uses is in the **Plus Project Condition AADT** per the DSG map below for E1, E2, and E3:



**FIGURE 6.53: Conceptual off-street parking garages**

- Commercial / public garage
- Commercial / public and residential garage
- Residential garage

**Intersection Queuing Analysis**

- Include language revision to indicate that the design and placement of the future signalized pedestrian crossing for the trail connection could reduce the potential length available for extending the Santa Clara WB LT pocket

At the Santa Clara Street/Autumn Street intersection, the 95<sup>th</sup> percentile queues are estimated to meet the available left-turn storage lengths, with the exception of the westbound left-turn pocket. For the 200 left-turn queue storage, the queues are estimated to be 675 feet and 300 feet during the AM and PM peak hours, respectively. **Based on review of aerial photography, the left-turn pocket could be extended to 300 feet to fully accommodate the PM peak hour queues.**

- Confirm if the geometry for the San Fernando/Autumn intersection included dedicated left-turn pockets

- Include recommendations for need/consideration of new right-turn pockets at intersection approaches as indicated by industry standards (example: right-turn volumes over 100 vehicles)

Thanks!

*Florin Lapustea, P.E.*

Senior Engineer - DOT Development Review  
City of San Jose ~ City Hall  
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Cell: 408-705-5209

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**From:** Franziska Church <[f.church@fehrandpeers.com](mailto:f.church@fehrandpeers.com)>

**Sent:** Wednesday, March 24, 2021 1:47 PM

**To:** Lapustea, Florin <[Florin.Lapustea@sanjoseca.gov](mailto:Florin.Lapustea@sanjoseca.gov)>; Banwait, Manjit <[Manjit.Banwait@sanjoseca.gov](mailto:Manjit.Banwait@sanjoseca.gov)>

**Cc:** Zenk, Jessica <[Jessica.Zenk@sanjoseca.gov](mailto:Jessica.Zenk@sanjoseca.gov)>

**Subject:** Admin Draft: Delmas

[External Email]

Hi Manjit and Florin,

Attached is the admin draft report for Delmas for your review and comment.

Let me know if you think it would be helpful to set up a time sometime next week to discuss any comments you have.

Thank you,

Franziska Church, AICP  
Principal  
Fehr & Peers Transportation Consultants  
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