



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Brokaw and Coleman Hotel Development

Traffic Impact Analysis

Prepared for:

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February 9, 2021

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Executive Summary

This report presents the results of the traffic impact analysis conducted for the proposed hotel development located at 1290 Coleman Avenue in Santa Clara, California. The site is on the southeast corner of the Brokaw Road and Coleman Avenue intersection. The project site is currently developed with restaurants and retail space with a surface parking lot. The proposed project would demolish the existing buildings and construct a 7-story, 396-room hotel with 284 parking spaces. Access to the project site would be provided via one driveway on Coleman Avenue and one driveway on Brokaw Road.

Scope of Study

This study was conducted for the purpose of identifying the potential traffic impacts related to the proposed development. Although the proposed project is located in the City of Santa Clara, the proposed project also would add traffic to facilities in San Jose. Thus, the impacts of the project were evaluated following the standards and methodologies set forth by the Cities of Santa Clara and San Jose and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP).

The traffic study includes an analysis of AM and PM peak-hour traffic conditions for eight signalized intersections. The study intersections were selected based upon the estimated number of project trips through the intersection (10 or more trips per lane per hour) and in coordination with the City of Santa Clara. The study also includes analyses of intersection vehicle queueing, site access and on-site circulation, potential impacts on bicycle, pedestrian, and transit facilities, and parking.

Project Trip Generation

Project trip estimates are based on trip generation rates obtained from the Institute of Transportation Engineers' (ITE's) *Trip Generation Manual*, 10th Edition, for "Hotel" (Land Use 310). Trips associated with the existing uses on the project site were subtracted from the road system. Based on the ITE trip generation rates and applicable reductions, it is estimated that the proposed project would generate 2,394 daily trips, with 156 trips (82 inbound and 74 outbound) occurring during the AM peak hour and 145 trips (86 inbound and 59 outbound) occurring during the PM peak hour.

Background Plus Project Intersection Levels of Service

Table ES-1 summarizes the results of the intersection level of service analysis under background plus project conditions. The results show that Coleman Avenue and Brokaw Road intersection located within

the City of Santa Clara would have an adverse effect by the project, according to applicable impact criteria. The proposed improvements to mitigate the impacts are described below.

Coleman Avenue and Brokaw Road

Improvement Measure. Change the signal control for Brokaw Road (the east and west legs of this intersection) from protected left-turn phasing to protected plus permissive phasing. Add a through lane to the east and west approaches within the existing right-of-way. The eastbound and westbound approaches will each have one left turn lane, one through lane, and one right turn lane. In addition, no U-turns would be allowed on northbound Coleman Avenue. A third southbound through lane on Coleman Avenue would also be needed by restriping the existing right turn lane into separate through and right-turn lanes. With implementation of these improvements and a cycle length of 140 seconds, the intersection would operate at an acceptable LOS E (average delay 72 seconds/vehicle) during the PM peak hour under background plus project conditions. This improvement does not require Brokaw Road to be widened. The improvement measure conditioned for approval of the Gateway Crossings development located on the west side of Coleman Avenue is one left turn lane, one shared left and through lane, and one right turn lane with split phase on the east and west legs and the addition of a third southbound through lane. The mitigation measure proposed for this project would require restriping of the shared left and through lane to an exclusive through lane on the east and west legs and change the signal control from split phase to protected plus permissive phasing.

Freeway Segment Capacity Analysis

The results of the CMP freeway segment analysis are summarized in Table ES-2. The results show that the project is not projected to add traffic volumes representing 1 percent or more of the freeway capacity. Based on CMP freeway impact criteria, none of the freeway segments would be impacted by the project.

Cumulative Plus Project Intersection Levels of Service

Table ES-1 summarizes the results of the intersection level of service analysis under Cumulative plus project conditions. The results show that the Coleman Avenue and Brokaw Road intersection located within the City of Santa Clara would have an adverse effect by the project, according to applicable impact criteria. The proposed improvements to mitigate the impacts are described below.

Coleman Avenue and Brokaw Road

Improvement Measure. The same improvement measures as described under Background + Project conditions would be needed for Cumulative conditions with the project. With implementation of these improvements, the intersection would operate at an acceptable LOS D (average delay 54.6 seconds/vehicle) during the AM peak hour and LOS F (average delay 141.4 seconds/vehicle) during the PM peak hour under cumulative plus project conditions, which is still better than cumulative no-project conditions.

Intersection Vehicle Queuing

The queuing analysis indicates that the maximum vehicle queues for the southbound left-turn pocket at the Coleman Avenue and Brokaw Road intersection would exceed the existing vehicle storage capacity under existing plus project and background plus project conditions during the AM peak hours by 25 feet, or 1 vehicle during AM peak hour and is not expected to block the through or the right turn traffic.

The queuing analysis indicates that the maximum vehicle queues for the westbound left-turn pocket at the Coleman Avenue and Brokaw Road intersection would exceed the existing vehicle storage capacity under existing, existing plus project, background, and background plus project conditions during both the AM and PM peak hours. The improvement measure at this intersection to address the level of service impact would change the lane striping on this leg by adding another through lane and change the left turn signal control to protected plus permissive phasing. This would provide additional time for left turn vehicles to clear the intersection and reduce the queue lengths.

Other Transportation Issues

The site plan shows adequate site access and circulation, and no significant traffic operational issues are expected to occur as a result of the project. The project would not have an adverse effect on the existing transit, pedestrian, or bicycle facilities in the study area.

Vehicle Miles Traveled

Pursuant to SB 743, the Governor's Office of Planning and Research (OPR) published the finalized updates to the CEQA Guidelines in November 2017. The Technical Advisory on Evaluating Transportation Impacts in CEQA published by OPR in December 2018 provided recommendations regarding VMT evaluation methodology, significance thresholds and screening thresholds for land use projects. The guidelines stated that Level of Service will no longer be considered to be an environmental impact under CEQA and considers vehicle-miles-travelled (VMT) the most appropriate measure of transportation impact. The OPR guidelines and City of Santa Clara VMT Policy state that transit supportive projects located within ½ mile of an existing major transit stop or an existing transit stop along a high quality transit corridor would have a less-than-significant impact on VMT and will not require a VMT analysis. Projects that do not meet the screening criteria for VMT analysis would have a less than significant impact if they result in a 15% VMT reduction compared to the baseline. The proposed project is located within 1,500 feet of the Santa Clara Caltrain station, which qualifies as a major transit stop, and the project would thus be presumed to have a less-than-significant impact on VMT per the City of Santa Clara guidelines.

Hexagon has the following recommendations resulting from the site access and circulation evaluation and the parking evaluation.

Recommendations

- Hexagon recommends that the island in the entry court (along Coleman Avenue) be removed. With the island removed, exiting vehicles could turn around in the court area to access the Brokaw Road driveway. Also, the valet drivers could turn vehicles around and access the garage from in front of the hotel.
- The project should provide four short term bicycle parking spaces near the building entrance based on the requirements in the VTA *Bicycle Technical Guidelines*.
- Hexagon recommends a "right turn only" sign at the Coleman Avenue driveway.

Table ES-1
Intersection Level of Service Summary

#	Intersection	Location	Peak Hour	Count Date	Existing		Existing + Project				No Project		Background with Project				No Project		Cumulative With Project			
					Avg Delay	LOS	Avg Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Avg Delay	LOS	Avg Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Avg Delay	LOS	Avg Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Coleman Avenue and Brokaw Road	Santa Clara	AM	10/02/19	31.7	C	33.5	C-	2.2	0.036	49.5	D	51.2	D-	3.0	0.036	64.6	E	66.3	E	4.1	0.036
			PM	10/02/19	68.3	E	70.4	E	5.1	0.017	126.7	F	127.0	F	8.6	0.017	201.3	F	197.3	F	7.7	0.017
2	De La Cruz Boulevard and Reed Street	Santa Clara	AM	10/02/19	13.1	B	13.0	B	-0.1	0.006	11.7	B+	11.6	B+	0.0	0.006	12.6	B	12.6	B	0.0	0.006
			PM	10/02/19	18.4	B-	18.4	B-	-0.1	0.007	17.5	B	17.4	B	0.0	0.007	17.8	B	17.8	B	0.0	0.007
3	De La Cruz Boulevard and Martin Avenue	Santa Clara	AM	11/27/18	28.3	C	28.3	C	-0.1	0.006	28.3	C	28.3	C	0.0	0.006	29.6	C	29.6	C	0.1	0.006
			PM	11/27/18	29.1	C	29.0	C	-0.1	0.007	28.7	C	28.7	C	0.1	0.007	29.0	C	29.0	C	0.1	0.007
4	De La Cruz Boulevard and Central Expressway *	Santa Clara	AM	11/27/18	40.6	D	41.1	D	0.9	0.009	34.2	C-	34.4	C-	0.4	0.006	35.7	D+	36.1	D+	0.5	0.006
			PM	11/13/18	99.4	F	99.2	F	0.1	0.002	83.7	F	83.9	F	0.6	0.001	92.0	F	92.5	F	1.3	0.001
5	Coleman Avenue and Aviation Avenue	San Jose	AM	10/02/19	7.3	A	7.5	A	0.3	0.011	16.7	B	17.5	B	1.3	0.011	22.8	C+	24.8	C	3.2	0.011
			PM	10/02/19	5.2	A	5.1	A	0.0	0.005	10.2	B+	10.1	B+	0.0	0.005	10.2	B+	10.1	B+	0.0	0.005
6	Coleman Avenue and Newhall Drive	San Jose	AM	10/02/19	14.8	B	14.8	B	0.0	0.007	14.3	B	14.2	B	0.0	0.007	14.0	B	13.9	B	0.0	0.007
			PM	10/02/19	22.8	C+	22.6	C+	-0.1	0.005	24.1	C	24.1	C	0.2	0.005	24.7	C	24.7	C	0.3	0.005
7	Coleman Avenue and Airport Boulevard	San Jose	AM	10/02/19	14.1	B	14.4	B	0.3	0.008	15.7	B	16.0	B	0.4	0.008	16.3	B	16.6	B	0.4	0.008
			PM	10/02/19	14.2	B	14.3	B	0.2	0.005	13.8	B	13.9	B	0.2	0.005	13.9	B	14.0	B	0.2	0.005
8	Coleman Avenue and I-880 (N) *	San Jose	AM	11/27/18	21.7	C+	22.4	C+	0.9	0.013	27.6	C	29.3	C	2.2	0.012	37.4	D+	40.1	D	3.5	0.012
			PM	12/11/18	9.9	A	10.5	B+	0.8	0.013	16.5	B	17.2	B	0.9	0.013	20.4	C+	21.4	C+	1.3	0.013
* Denotes the CMP designated Intersection Bold indicates a substandard level of service. Bold indicates an adverse effect.																						

Table ES-2
Freeway Segment Level of Service Summary

Freeway Segment			Dir	Peak Hour	Existing Conditions						Project Trips				
					Mixed-Flow				HOV Lane		Net Project Trips	Mixed-Flow		HOV Lane	
					# of Lanes ¹	Ave. Speed	Capacity ²	LOS ³	# of Lanes	Capacity		LOS ³	Project Trips	% of Capacity	Project Trips
I-880	from The Alameda to Coleman Avenue	N	AM	3	N	6,900	F	0	0	--	13	13	0.2%	--	--
			PM	3	N	6,900	F	0	0	--	14	14	0.2%	--	--
I-880	from Coleman Avenue to SR 87	N	AM	3	N	6,900	F	0	0	--	14	14	0.2%	--	--
			PM	3	N	6,900	F	0	0	--	12	12	0.2%	--	--
I-880	from SR 87 to Coleman Avenue	S	AM	3	S	6,900	E	0	0	--	16	16	0.2%	--	--
			PM	3	S	6,900	F	0	0	--	17	17	0.2%	--	--
I-880	from Coleman Avenue to The Alameda	S	AM	3	S	6,900	D	0	0	--	11	11	0.2%	--	--
			PM	3	S	6,900	F	0	0	--	9	9	0.1%	--	--
US-101	from SR 87 to De La Cruz Boulevard	N	AM	3	N	6,900	F	1	1,650	F	4	2	0.0%	2	0.1%
			PM	3	N	6,900	D	1	1,650	A	4	3	0.0%	1	0.1%
US-101	from De La Cruz Boulevard to San Tomas Expressway	N	AM	3	N	6,900	F	1	1,650	F	15	6	0.1%	9	0.6%
			PM	3	N	6,900	D	1	1,650	A	12	8	0.1%	4	0.3%
US-101	from San Tomas Expressway to De La Cruz Boulevard	S	AM	3	S	6,900	D	1	1,650	A	17	12	0.2%	5	0.3%
			PM	3	S	6,900	F	1	1,650	F	17	7	0.1%	10	0.6%
US-101	from De La Cruz Boulevard to SR 87	S	AM	3	S	6,900	D	1	1,650	A	5	4	0.1%	1	0.1%
			PM	3	S	6,900	F	1	1,650	E	2	1	0.0%	1	0.1%
Notes: HOV = high-occupancy vehicle; LOS = level of service. Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Report, 2018. 1. Number of lanes on each segment are taken from the Google Earth software. 2. Capacity is based on the capacities cited in VTA's <i>Transportation Impact Analysis Guidelines (2014)</i> . 3. Level of service (LOS) of each segment are taken from VTA's <i>2018 CMP Monitoring Report</i> . Bold indicates a substandard level of service.															

1.

Introduction

This report presents the results of the traffic impact analysis conducted for the proposed hotel development located at 1290 Coleman Avenue in Santa Clara, California. The site is on the southeast corner of the Brokaw Road and Coleman Avenue intersection (see Figure 1). The project site is currently developed with restaurants and retail space with a surface parking lot. Among the three commercial buildings on the site, 312 Brokaw Road is occupied by the Airport Van Rental office, 1290 Coleman Avenue is occupied by the La Costa del Sol restaurant, and the 1240 Coleman Avenue restaurant is currently vacant. The proposed project would demolish the existing buildings and construct a 7-story, 396-room hotel with 284 parking spaces (see Figure 2). Access to the project site would be provided via one driveway on Coleman Avenue and one driveway on Brokaw Road.

Scope of Study

This study was conducted for the purpose of identifying the potential transportation impacts related to the proposed development. Although the proposed project is located in the City of Santa Clara, the project also would add traffic to facilities in San Jose. Thus, the impacts of the project were evaluated following the standards and methodologies set forth by the Cities of Santa Clara and San Jose and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP).

The study analyzes the traffic impacts of the project on the key intersections and freeways in the vicinity of the site during the weekday AM and PM peak hours of traffic. The AM peak hour of traffic is generally between 7:00 AM and 9:00 AM and the PM peak hour typically occurs between 4:00 PM and 6:00 PM on an average weekday. These are the peak commute hours during which most traffic congestion occurs on the roadways. The study also includes an analysis of the project's effects to transit, bicycle, and pedestrian facilities and a review of site access, on-site circulation, and parking.

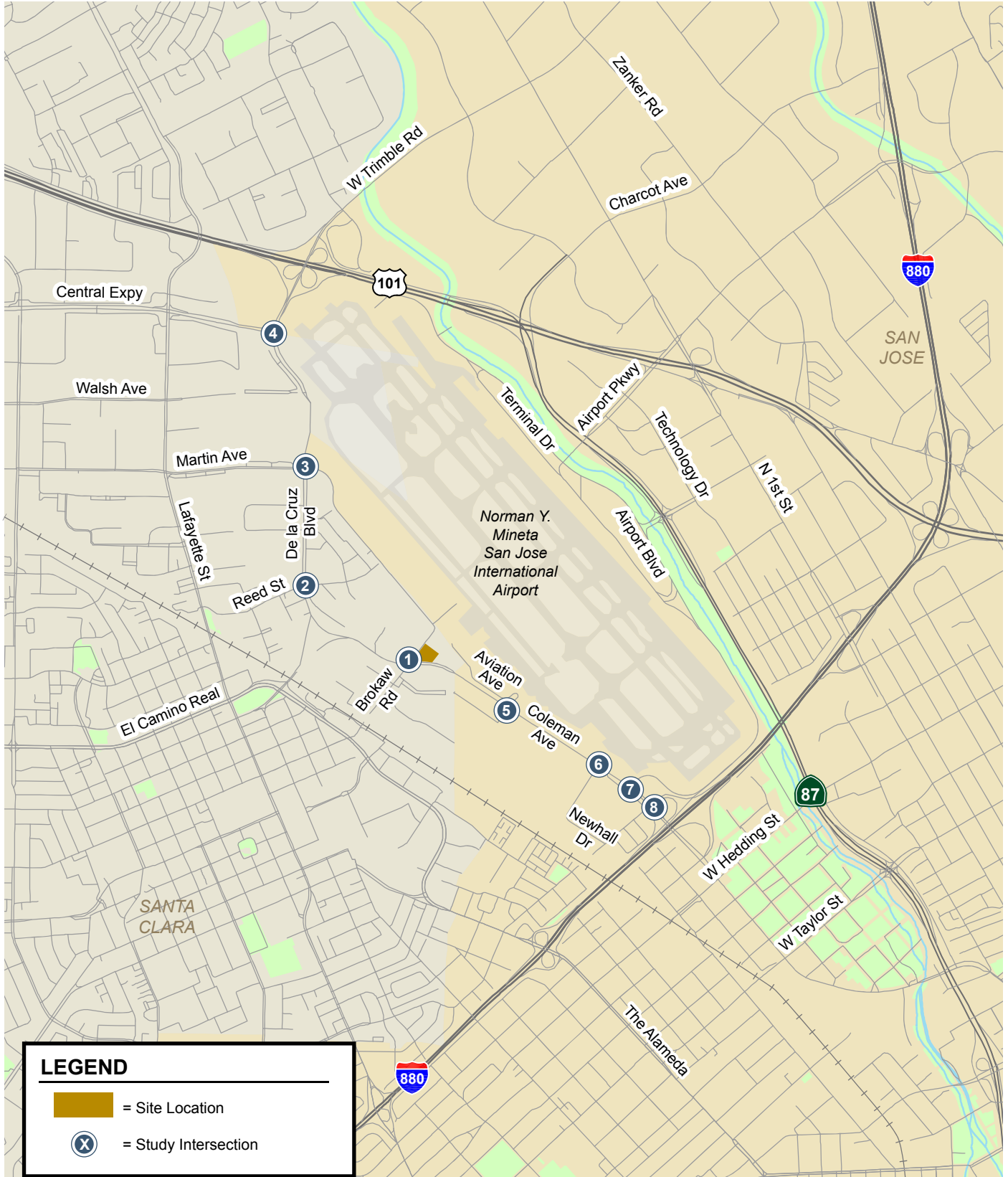


Figure 1
Site Location and Study Intersections

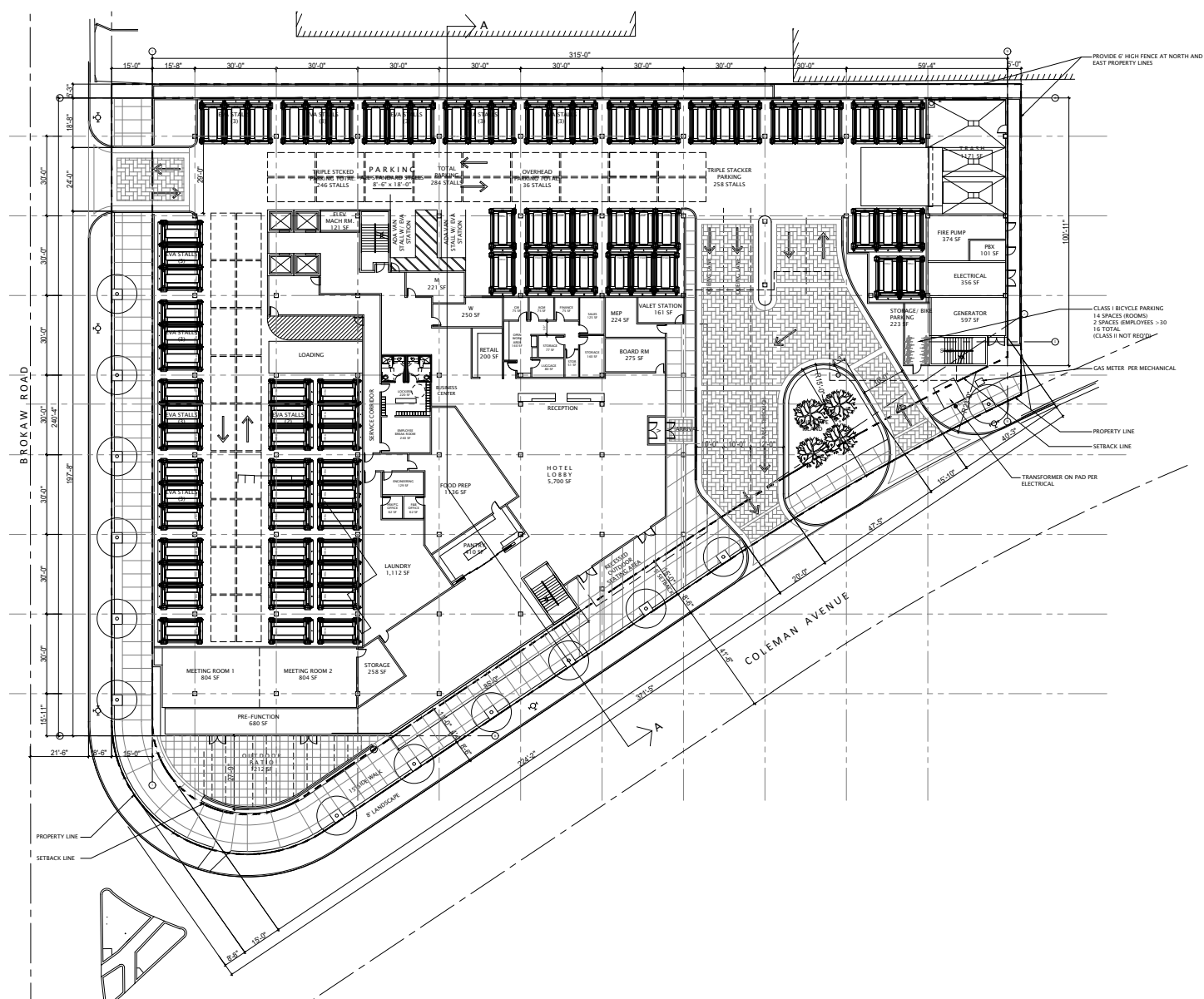


Figure 2
Site Plan

CEQA Transportation Analysis Policy

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 are required to base the determination of transportation impacts on VMT rather than level of service. This policy also establishes the requirement of a local transportation analysis to address transportation deficiencies resulting from a Project.

In adherence with SB 743, the City of San Clara has adopted a new Vehicle Miles Traveled Transportation Analysis Policy for Environmental Review. This policy requires all projects to evaluate and disclose transportation environmental impacts by measuring Vehicle Miles Traveled (VMT) per CEQA and also establishes Level of Service (LOS) as an operational measure of intersection efficiency, which is not defined as a transportation environmental impact per CEQA.

Study Intersections

The study intersections were selected in accordance with VTA's *Transportation Impact Analysis Guidelines* (October 2014) and in consultation with Santa Clara staff. The study includes those intersections that provide primary access to the project site and intersections that would experience a traffic increase of 10 or more peak-hour trips per lane. The study intersections are listed below and shown on Figure 1. All study intersections are signalized. Two of the study intersections are CMP intersections.

City of Santa Clara Intersections

1. Coleman Avenue and Brokaw Road
2. De La Cruz Boulevard and Reed Street
3. De La Cruz Boulevard and Martin Avenue
4. De La Cruz Boulevard and Central Expressway*

City of San Jose Intersections

5. Coleman Avenue and Aviation Avenue
6. Coleman Avenue and Newhall Drive
7. Coleman Avenue and Airport Boulevard
8. Coleman Avenue and I 880 (N)*

* Denotes CMP intersection

Intersection traffic conditions were evaluated for the following scenarios:

- **Existing Conditions.** Existing traffic volumes were obtained from the 2018 CMP count data, recently completed traffic studies, and new traffic counts conducted in October 2019.
- **Existing plus Project Conditions.** Existing plus project conditions represent existing peak-hour traffic volumes with the addition of traffic generated by the project. Existing plus project conditions were evaluated relative to existing conditions in order to identify potential deficiencies associated solely with the proposed project.
- **Background Conditions.** Background traffic volumes were estimated by adding to existing peak-hour volumes the projected volumes from approved but not yet constructed developments

in the study area. The added traffic from approved but not yet constructed developments was based on the list of approved projects provided by the City of Santa Clara and the approved project traffic data provided by the City of San Jose, which include Phase 1 of the North San Jose Development Policy. Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining project impacts.

- **Background plus Project Conditions.** Background plus project conditions were estimated by adding to the background traffic volumes the new traffic estimated to be generated by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts.
- **Cumulative No Project Conditions.** Cumulative conditions represent future traffic volumes on the future roadway network. Cumulative conditions include traffic growth projected to occur due to the approved development projects and other proposed but not yet approved (pending) development projects in the study area. The added traffic from pending projects was based on lists provided by Santa Clara and San Jose, which include traffic generated by Phases 1-3 of the City Place development and Phase 2 of the North San Jose Development Policy. Traffic volumes from pending projects were added to background conditions peak-hour volumes to obtain volumes for cumulative no project conditions.
- **Cumulative Plus Project Conditions.** Cumulative plus project conditions were estimated by adding to the cumulative no project traffic volumes the new traffic estimated to be generated by the project. Cumulative plus project conditions were evaluated relative to cumulative conditions in order to determine potential project impacts on cumulative conditions.

Study Freeway Segments

Per VTA's Guidelines, freeway segment level of service analysis should be conducted on all segments to which the project is projected to add one percent or more to the segment capacity. Based on the trip generation and trip distribution estimates included in Chapter 4, the project is not projected to add one percent to any freeway segments in the area. The percentage of traffic projected to be added by the project to freeway segments in the project area is summarized in Table 1. Since the number of project trips on the freeway segments would be less than the one-percent threshold, the project would not cause a significant increase in traffic on the freeway segments in the study area, and a freeway level of service analysis is not required.

Methodology

This section presents the methods used to determine the intersection traffic conditions and the traffic impacts of the project. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

Data Requirements

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

- Existing traffic volumes
- Existing lane configurations
- Signal timing and phasing
- A list of approved and pending projects

Table 1
Freeway Segment Capacity Evaluation

Freeway Segment		Dir	Peak Hour	Existing Conditions							Project Trips				
				Mixed-Flow				HOV Lane			Net Project Trips	Mixed-Flow		HOV Lane	
				# of Lanes ¹	Ave. Speed	Capacity ²	LOS ³	# of Lanes	Capacity	LOS ³		Project Trips	% of Capacity	Project Trips	% of Capacity
I-880	from The Alameda to Coleman Avenue	N	AM	3	N	6,900	F	0	0	--	13	13	0.2%	--	--
			PM	3	N	6,900	F	0	0	--	14	14	0.2%	--	--
I-880	from Coleman Avenue to SR 87	N	AM	3	N	6,900	F	0	0	--	14	14	0.2%	--	--
			PM	3	N	6,900	F	0	0	--	12	12	0.2%	--	--
I-880	from SR 87 to Coleman Avenue	S	AM	3	S	6,900	E	0	0	--	16	16	0.2%	--	--
			PM	3	S	6,900	F	0	0	--	17	17	0.2%	--	--
I-880	from Coleman Avenue to The Alameda	S	AM	3	S	6,900	D	0	0	--	11	11	0.2%	--	--
			PM	3	S	6,900	F	0	0	--	9	9	0.1%	--	--
US-101	from SR 87 to De La Cruz Boulevard	N	AM	3	N	6,900	F	1	1,650	F	4	2	0.0%	2	0.1%
			PM	3	N	6,900	D	1	1,650	A	4	3	0.0%	1	0.1%
US-101	from De La Cruz Boulevard to San Tomas Expressway	N	AM	3	N	6,900	F	1	1,650	F	15	6	0.1%	9	0.6%
			PM	3	N	6,900	D	1	1,650	A	12	8	0.1%	4	0.3%
US-101	from San Tomas Expressway to De La Cruz Boulevard	S	AM	3	S	6,900	D	1	1,650	A	17	12	0.2%	5	0.3%
			PM	3	S	6,900	F	1	1,650	F	17	7	0.1%	10	0.6%
US-101	from De La Cruz Boulevard to SR 87	S	AM	3	S	6,900	D	1	1,650	A	5	4	0.1%	1	0.1%
			PM	3	S	6,900	F	1	1,650	E	2	1	0.0%	1	0.1%
Notes: HOV = high-occupancy vehicle; LOS = level of service. Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Report, 2018. 1. Number of lanes on each segment are taken from the Google Earth software. 2. Capacity is based on the capacities cited in VTA's <i>Transportation Impact Analysis Guidelines (2014)</i> . 3. Level of service (LOS) of each segment are taken from VTA's <i>2018 CMP Monitoring Report</i> . Bold indicates a substandard level of service.															

Intersection Level of Service Methodologies and Standards

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays.

The Cities of Santa Clara and San Jose evaluate level of service at signalized intersections based on the 2000 *Highway Capacity Manual (HCM)* level of service methodology using TRAFFIX software. The HCM method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. The correlation between average delay and level of service is shown in Table 2.

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

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B+	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 12.0
B		12.1 to 18.0
B-		18.1 to 20.0
C+	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though may still pass through the intersection without stopping.	20.1 to 23.0
C		23.1 to 32.0
C-		32.1 to 35.0
D+	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 39.0
D		39.1 to 51.0
D-		51.1 to 55.0
E+	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 60.0
E		60.1 to 75.0
E-		75.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	greater than 80.0
Source: Transportation Research Board, <i>2000 Highway Capacity Manual</i> (Washington, D.C., 2000) p10-16. VTA Traffic Level of Service Analysis Guidelines (June 2003), Table 2.		

Signalized study intersections that are not part of the CMP roadway network are subject to the local municipalities' level of service standards. The City of Santa Clara has set forth LOS D as the minimum

standard, except on CMP and expressway facilities, which have a standard of LOS E. The City of San Jose's level of service standard is LOS D or better for all signalized intersections, including CMP intersections.

Adverse Intersection Operations Effects

Adverse effect on intersections are based on the definitions and thresholds of the jurisdiction in which the intersection is located. For this analysis, adverse effects on intersections are based on the Cities of Santa Clara and San Jose, and the CMP level of service standards.

Project impacts on other transportation facilities, such as bicycle facilities and transit, were determined on the basis of engineering judgment.

City of Santa Clara Definition of Significant Intersection LOS Impacts

According to the City of Santa Clara level of service guidelines, a development is said to create a adverse effect on traffic conditions at a signalized intersection if for either peak hour:

1. The level of service at the intersection degrades from an acceptable level (LOS D or better at all city-controlled intersections and LOS E or better at all CMP and expressway intersections) under no-project conditions to an unacceptable level (LOS E or F at city-controlled intersections and LOS F at CMP and expressway intersections) under project conditions, or
2. The level of service at the intersection is an unacceptable level (LOS E or F at city-controlled intersections and LOS F at expressway intersections) under no-project conditions and the addition of project trips causes the average critical delay to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (0.01) 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 0.01 or more.

An adverse effect by the City of Santa Clara standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to an acceptable level or no worse than no-project conditions.

City of San Jose Definition of Adverse Intersection Operations Effects

In alignment with State of California Senate Bill 743 (SB 743), the City of San Jose's adopted a new Transportation Analysis Policy (Council Policy 5-1) to replace the Transportation Level of Service Policy (Council Policy 5-3). The new policy establishes the thresholds for transportation impacts under CEQA based on vehicle miles traveled (VMT) instead of intersection level of service. Therefore, intersection levels of service are no longer used to determine a project's transportation impacts, but are used to identify whether a project would cause adverse effects on intersection operations.

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 LOS D or better under background conditions to an unacceptable LOS E or F under background plus project conditions, or
2. The level of service at the intersection is an unacceptable LOS E or 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.

The *Transportation Analysis Handbook* does not require analyzing intersection operations under cumulative conditions. Therefore, the adverse effects on intersection operations under cumulative conditions was evaluated according to the City of Santa Clara criteria. An adverse effect on intersection operations occurs if during either the AM or PM peak hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better under cumulative no-project conditions to an unacceptable LOS E or F under cumulative conditions, or
2. The level of service at the intersection is an unacceptable LOS E or F under cumulative no-project 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 stopped delay for critical movements (i.e., the change in average stopped delay for critical movements is negative). In this case, the adverse effect is an increase in the critical V/C value by 0.01 or more.

An adverse effect by City of San Jose standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to no-project conditions or better.

CMP Definition of Significant Intersection LOS Impacts

The adverse effect at a CMP intersection is the same as for the City of Santa Clara, except that the CMP standards for acceptable level of service at a CMP intersection is LOS E or better. An adverse effect by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection conditions to an acceptable level or no worse than no-project conditions.

Report Organization

The remainder of this report is divided into six additional chapters. Chapter 2 describes the existing roadway network, transit service, and existing bicycle and pedestrian facilities. Chapter 3 presents the intersection levels of service under background conditions with the addition of traffic from approved development projects. Chapter 4 describes the method used to estimate project traffic and the resulting traffic conditions expected under existing plus project conditions and presents traffic conditions, potential project impacts, and recommended improvement measures under background plus project conditions. Chapter 5 presents the traffic conditions in the study area under cumulative conditions with the addition of traffic from development projects that are not yet approved, and cumulative plus project conditions with the addition of project trips to the cumulative volumes. Chapter 6 presents the analysis of other transportation related issues, including impacts to transit, bicycle facilities, and vehicle miles traveled (VMT).

2. Existing Conditions

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

Existing Roadway Network

Regional access to the project site is provided via US 101, I-880, and SR 87.

US 101 is a north/south freeway with six mixed-flow lanes and two high-occupancy-vehicle (HOV) lanes through most of Santa Clara and San Jose. US 101 extends northward through San Francisco and southward through Gilroy. Access to and from the site is provided via interchanges at I-880 and De La Cruz Boulevard/Trimble Road.

I-880 is a north/south freeway providing regional access from East Bay cities to San Jose, where it ultimately becomes SR 17 and extends southward into Santa Cruz. Within the project vicinity, I-880 primarily is a six-lane freeway. Access to the project site from I-880 is provided via an interchange at Coleman Avenue.

SR 87 begins at its interchange with SR 85 and extends northward, terminating at its junction with US 101. SR 87 has two mixed-flow lanes and a HOV lane in each direction. Access to the site is provided via an interchange at Taylor Street.

Local access to the site is provided by Coleman Avenue, De La Cruz Boulevard and Brokaw Road.

Coleman Avenue is a four- to six-lane arterial that begins at its intersection with De La Cruz Boulevard in Santa Clara and terminates where it becomes North Market Street in San Jose. Adjacent to the project site, Coleman Avenue is a five- to six-lane facility. Coleman Avenue narrows from three lanes to two lanes in the northbound direction midway between Newhall Drive and Aviation Avenue, and then widens back to three lanes just north of Aviation Avenue. In the southbound direction, Coleman Avenue narrows from three lanes to two lanes at Brokaw Road and then widens back to three lanes just north of Aviation Avenue. The posted speed limit is 40 mph. Coleman Avenue has bicycle lanes from Santa Teresa Street to Taylor Street and from I-880 to Aviation Avenue. Coleman Avenue has sidewalks along both sides of the street. However, in the vicinity of the project site, there are discontinuous sidewalks on the project frontage. Coleman Avenue provides direct access to the project site.

De La Cruz Boulevard is a four-to-six lane roadway that extends from US 101 to Lewis Street, where it connects to Coleman Avenue. North of US 101, De La Cruz Boulevard transitions to Trimble Road to North San Jose. De La Cruz Boulevard has a posted speed limit of 40 mph. De La Cruz Boulevard has mostly discontinuous sidewalks throughout the segment. De la Cruz Boulevard provides direct access to the site via its connection to Coleman Avenue.

Brokaw Road is a two-lane east-west roadway that begins at the Caltrain railroad tracks and ends just east of Coleman Avenue, where it becomes Martin Avenue. Brokaw Road has a posted speed limit of 25 mph and mostly discontinuous sidewalks throughout the segment. Brokaw Road provides direct access to the project site.

Existing Pedestrian and Bicycle Facilities

Pedestrian facilities near the project site consist of sidewalks along the streets and crosswalks at the intersections in the study area. Sidewalks are found along both sides of Coleman Avenue with a short discontinuity just south of Brokaw Road. East of the project site, there is no sidewalk along Brokaw Road. Other pedestrian facilities in the project area include crosswalks and pedestrian push buttons at all signalized study intersections. The Coleman Avenue and Brokaw Road bus stop is located along the project frontage on Coleman Avenue. 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.

Bicycle facilities are divided into three classes of relative significance. Class I bikeways are bike paths that are physically separated from motor vehicles and offer two-way bicycle travel on a separate path. Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Class III bikeways are bike routes and only have signs to help guide bicyclists on recommended routes to certain locations.

There is a Class I bike path, which is part of the multi-use trail system that runs along the Guadalupe River and is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The Guadalupe River trail is an 11-mile continuous Class I bikeway from Curtner Avenue in the south to Alviso in the north. This trail system can be accessed via Airport Boulevard in the project vicinity. Within the project vicinity, Class II bikeways are present on Coleman Avenue between Earthquake Way and SR 87 with a short discontinuity between Hedding Street and Taylor Street. There is a bicycle and pedestrian tunnel connection from the west end of Brokaw Road, under the Caltrain tracks, to the Santa Clara Caltrain station. The distance is about 1,500 from the project site. Bicycles are also permitted on Coleman Avenue and De La Cruz Boulevard. However, due to high speeds and traffic volumes, it is recommended for use only by bicyclists of advanced skills. The existing bicycle facilities within the study area are shown on Figure 3.



Figure 3
Existing Bicycle Facilities

Existing Transit Services

Existing transit service to the study area is provided by the VTA. Regional transit is provided by Caltrain, the Altamont Commuter Express (ACE) train service, and the Capitol Corridor train service. The Coleman and Brokaw VTA bus stop is the closest bus stop located along the project frontage. The Santa Clara Caltrain Station is located approximately 1,500 feet from the project site. The Santa Clara Transit Center is located on Railroad Avenue just across from the Caltrain Station. A pedestrian/bicycle undercrossing provides connection between Brokaw Road in proximity to the planned future BART station on the north side of the Caltrain tracks; providing access to the Santa Clara Transit Center on the south side of the Caltrain tracks. These services are described below and shown on Figure 4.

VTA Bus Service

The study area is served directly by VTA bus route 60 and other routes through the bus stop at the Santa Clara Transit Center. The VTA existing bus services are summarized in Table 3.

Table 3
VTA Bus Services in the Project Vicinity

Route ¹	Route Description
Frequent Route 60	Milpitas BART - Winchester Station via SJC Airport
Frequent Route 22	Palo Alto Transit Center - Eastridge Transit Center
Local Route 21	Stanford Shopping Center - Santa Clara Transit Center
Local Route 53	Sunnyvale Transit Center - Santa Clara Transit Center
Local Route 59	Valley Fair - Baypointe Station via Alviso
Frequent Rapid Route 522	Palo Alto Transit Center - Eastridge Center
Notes: Source: VTA Service Schedule and Map, December 2019 1. Closest bus stop to bus route 60 is located at Brokaw Road and Coleman Avenue, along the project frontage and for all other routes are at the Santa Clara Transit Center, Railroad Avenue.	



Figure 4
Existing Transit Services

Caltrain

Caltrain operates commuter rail service seven days a week between San Jose and San Francisco. During weekday commuting hours, Caltrain also serves the South County including Gilroy, San Martin and Morgan Hill. Caltrain provides shuttle service to businesses in the Silicon Valley and on the Peninsula.

The Santa Clara Caltrain Station is located on Railroad Avenue within the Santa Clara Transit Center. The Santa Clara Caltrain Station provides service to the Santa Clara area via connections with local bus routes 21, 53 and 59, frequent route 22 and frequent rapid route 522 described above, in addition to frequent route 60 and ACE/Capitol Corridor connections. Caltrain provides service with 15- to 30-minute headways during commute hours.

ACE

ACE provides commuter rail service between Stockton and San Jose. ACE shares the Santa Clara Caltrain Station at the Santa Clara Transit Center. ACE operates four westbound trains heading to San Jose in the morning and four eastbound trains heading to Stockton in the evening with 60-minute headways on weekdays.

Capitol Corridor

The Capitol Corridor train provides commuter rail service between Sacramento and San Jose. The Capitol Corridor train shares the Santa Clara Caltrain Station at the Santa Clara Transit Center. Capitol Corridor operates seven westbound and seven eastbound trains on weekdays with more westbound trains in the morning and more eastbound trains in the afternoon/evening. At the Santa Clara Station, there are two westbound trains during the AM commute periods and two eastbound train during the PM commute period with 60- to 90-minute headways.

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 5.

Existing Traffic Volumes

Existing peak-hour traffic volumes (see Figure 6) were obtained from previously completed traffic studies, the 2018 CMP Annual Monitoring Report, and new traffic counts conducted in October 2019. Intersection turning-movement counts conducted for this analysis are presented in Appendix A and peak-hour intersection turning-movement volumes for all intersections and study scenarios are tabulated in Appendix B.

1290 Coleman Avenue Hotel Development TIA

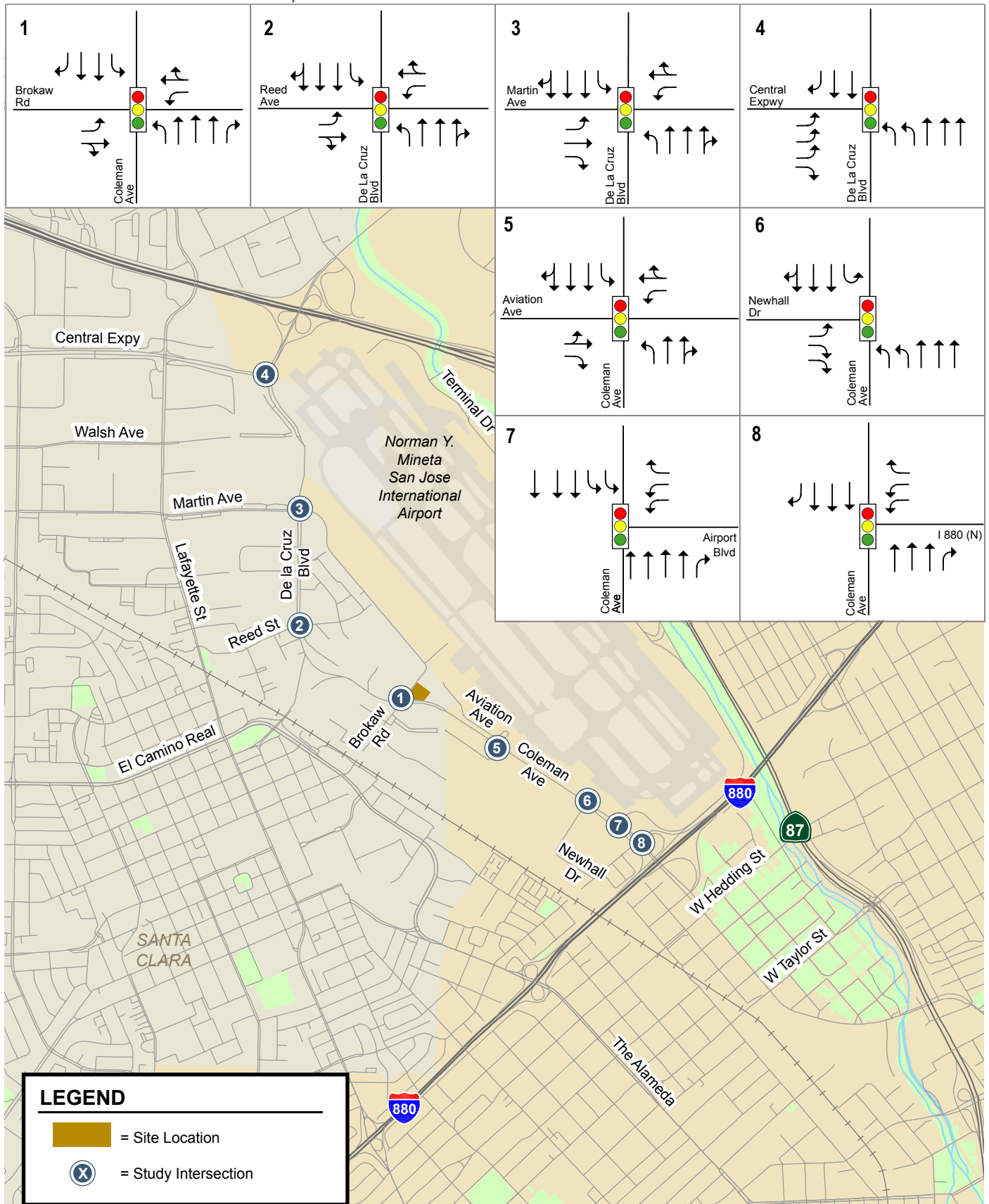


Figure 5
Existing Lane Configurations

1290 Coleman Avenue Hotel Development TIA

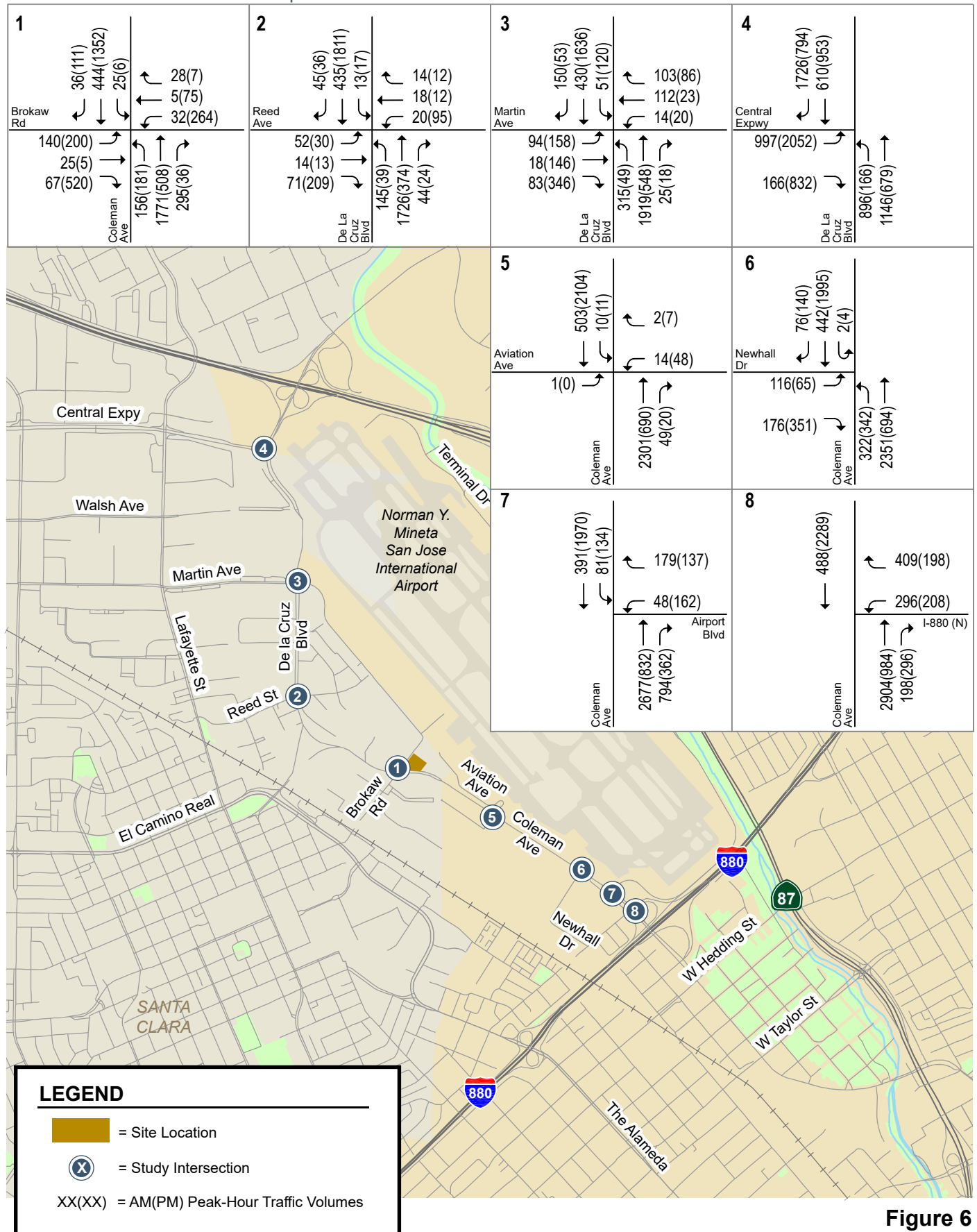


Figure 6
Existing Traffic Volumes

Existing Intersection Levels of Service

The results of the intersection level of service analysis under existing conditions are summarized Table 4. The results show that, measured against the applicable municipal and CMP level of service standards, the following two intersections currently operate at unacceptable levels of service during at least one peak hour under existing conditions.

City of Santa Clara Study Intersections

- Coleman Avenue and Brokaw Road – PM Peak Hour
- De La Cruz Boulevard and Central Expressway (CMP) – PM Peak Hour

The results of the analysis show that the remaining study intersections currently operate at acceptable levels of service during the AM and PM peak hours of traffic. The intersection level of service calculation sheets are included in Appendix C.

Table 4
Existing Intersection Levels of Service

Study Number	Intersection	Peak Hour	Count Date	Avg Delay	LOS
1	Coleman Avenue and Brokaw Road	AM	10/02/19	31.7	C
		PM	10/02/19	68.3	E
2	De La Cruz Boulevard and Reed Street	AM	10/02/19	13.1	B
		PM	10/02/19	18.4	B-
3	De La Cruz Boulevard and Martin Avenue	AM	11/27/18	28.3	C
		PM	11/27/18	29.1	C
4	De La Cruz Boulevard and Central Expressway *	AM	11/27/18	40.6	D
		PM	11/13/18	99.4	F
5	Coleman Avenue and Aviation Avenue	AM	10/02/19	7.3	A
		PM	10/02/19	5.2	A
6	Coleman Avenue and Newhall Drive	AM	10/02/19	14.8	B
		PM	10/02/19	22.8	C+
7	Coleman Avenue and Airport Boulevard	AM	10/02/19	14.1	B
		PM	10/02/19	14.2	B
8	Coleman Avenue and I-880 (N) *	AM	11/27/18	21.7	C+
		PM	12/11/18	9.9	A
Note: Bold indicates a substandard level of service. * Denotes the CMP designated Intersection					

Observed Existing Traffic Conditions

Traffic conditions were observed in the field in order to identify existing operational conditions 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.

Overall, most study intersections operated adequately during both the AM and PM peak hours of traffic, and the level of service analysis appears to accurately reflect actual existing traffic conditions. However, field observations showed that some operational problems currently occur during the peak commute hours. These issues are described below.

Central Expressway/De La Cruz Boulevard

During the AM peak hour, there was a long vehicle queue in the northbound left-turn lanes on De La Cruz Boulevard due to high traffic volume. Typically, the last one or two vehicles in the left turn queue were observed to take more than one cycle to get through the intersection. In addition, the northbound left-turn lanes exceed the maximum storage length.

During the PM peak hour, there were long vehicle queues in the eastbound left-turn lanes on Central Expressway due to high traffic volume. The eastbound left-turn traffic spilled back due to vehicles heading to the US 101 southbound on-ramp. However, there was enough green time given to allow the queued vehicles to cross through the intersection.

Coleman Avenue/Brokaw Road

During the PM peak hour, there was a long queue in the westbound left-turn lane on Brokaw Road. The long vehicle queue extended beyond the Brokaw Road/Martin Avenue bend. Typically, there were four to five vehicles that required more than one cycle to clear the intersection.

3.

Background Conditions

This chapter describes background traffic conditions. Background conditions are defined as conditions just prior to completion of the proposed development. Traffic volumes for background conditions comprise volumes from existing traffic counts plus traffic generated by other approved developments in the vicinity of the project site. This chapter describes the procedure used to determine background traffic volumes and the resulting traffic conditions.

Roadway Network Under Background Conditions

It is assumed that the transportation network under background conditions would include the following improvements identified by the Santa Clara Valley Transportation Authority (VTA) to be completed in the study area.

De La Cruz Boulevard and Central Expressway – The change will comprise the conversion of two exclusive left turn lanes and three through lanes on northbound De La Cruz Boulevard into three left turn lanes and two through lanes. Also, the addition of one more right turn lane on eastbound Central Expressway would change the lane configuration to three left turn lanes and two right turn lanes. Finally, the addition of one more right turn lane and one through lane on southbound De La Cruz Boulevard would change the lane configuration to two right turn lanes and three through lanes (see Appendix E).

Background Traffic Volumes

Background peak-hour traffic volumes (see Figure 7) 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 in Santa Clara was estimated based on the list of approved projects provided by the City of Santa Clara. Hexagon considered both the location and size of the approved projects in order to eliminate those that were too far away or too small to affect traffic conditions at the selected study intersections. The approved project traffic provided by the City of San Jose in the form of the Approved Trips Inventory (ATI) was also included. The approved developments considered for the study are listed in Appendix D.

Vehicle trips from the approved developments were obtained from the City of Santa Clara's TRAFFIX network, which was updated with the latest list of approved projects based on the projects' TIA/environmental document (initial study or EIR), if available. For projects without a traffic study, trip estimates were developed using rates published in the *Trip Generation Manual*. The estimated trips were assigned to the study intersections according to distributions identified in the development traffic

studies, if available, or knowledge of the study area. Background conditions include trips associated with development of Phase 1 of the approved North San Jose Development Policy. A tabular summary of approved trips and background traffic volumes at each study intersection is contained in Appendix B.

Background Intersection Levels of Service

The results of the intersection level of service analysis under background conditions are summarized Table 5. The results show that the following two intersections that currently operate at unacceptable levels of service under existing conditions would have changed delay under background conditions. The delay at De La Cruz Boulevard and Central Expressway during both the AM and PM peak hours would be decreased under background conditions due to the change in lane configuration.

City of Santa Clara Study Intersections

- Coleman Avenue and Brokaw Road – PM Peak Hour
- De La Cruz Boulevard and Central Expressway (CMP) – PM Peak Hour

The results of the analysis show that the remaining study intersections currently operate at acceptable levels of service during the AM and PM peak hours of traffic. The intersection level of service calculation sheets are included in Appendix C.

Table 5
Background Intersection Levels of Service

Study Number	Intersection	Peak Hour	Existing		Background	
			Avg Delay	LOS	Avg Delay	LOS
1	Coleman Avenue and Brokaw Road	AM	31.7	C	49.5	D
		PM	68.3	E	126.7	F
2	De La Cruz Boulevard and Reed Street	AM	13.1	B	11.7	B+
		PM	18.4	B-	17.5	B
3	De La Cruz Boulevard and Martin Avenue	AM	28.3	C	28.3	C
		PM	29.1	C	28.7	C
4	De La Cruz Boulevard and Central Expressway*	AM	40.6	D	34.2	C-
		PM	99.4	F	83.7	F
5	Coleman Avenue and Aviation Avenue	AM	7.3	A	16.7	B
		PM	5.2	A	10.2	B+
6	Coleman Avenue and Newhall Drive	AM	14.8	B	14.3	B
		PM	22.8	C+	24.1	C
7	Coleman Avenue and Airport Boulevard	AM	14.1	B	15.7	B
		PM	14.2	B	13.8	B
8	Coleman Avenue and I-880 (N) *	AM	21.7	C+	27.6	C
		PM	9.9	A	16.5	B

Note:
* Denotes the CMP designated Intersection
Bold indicates a substandard level of service.

1290 Coleman Avenue Hotel Development TIA

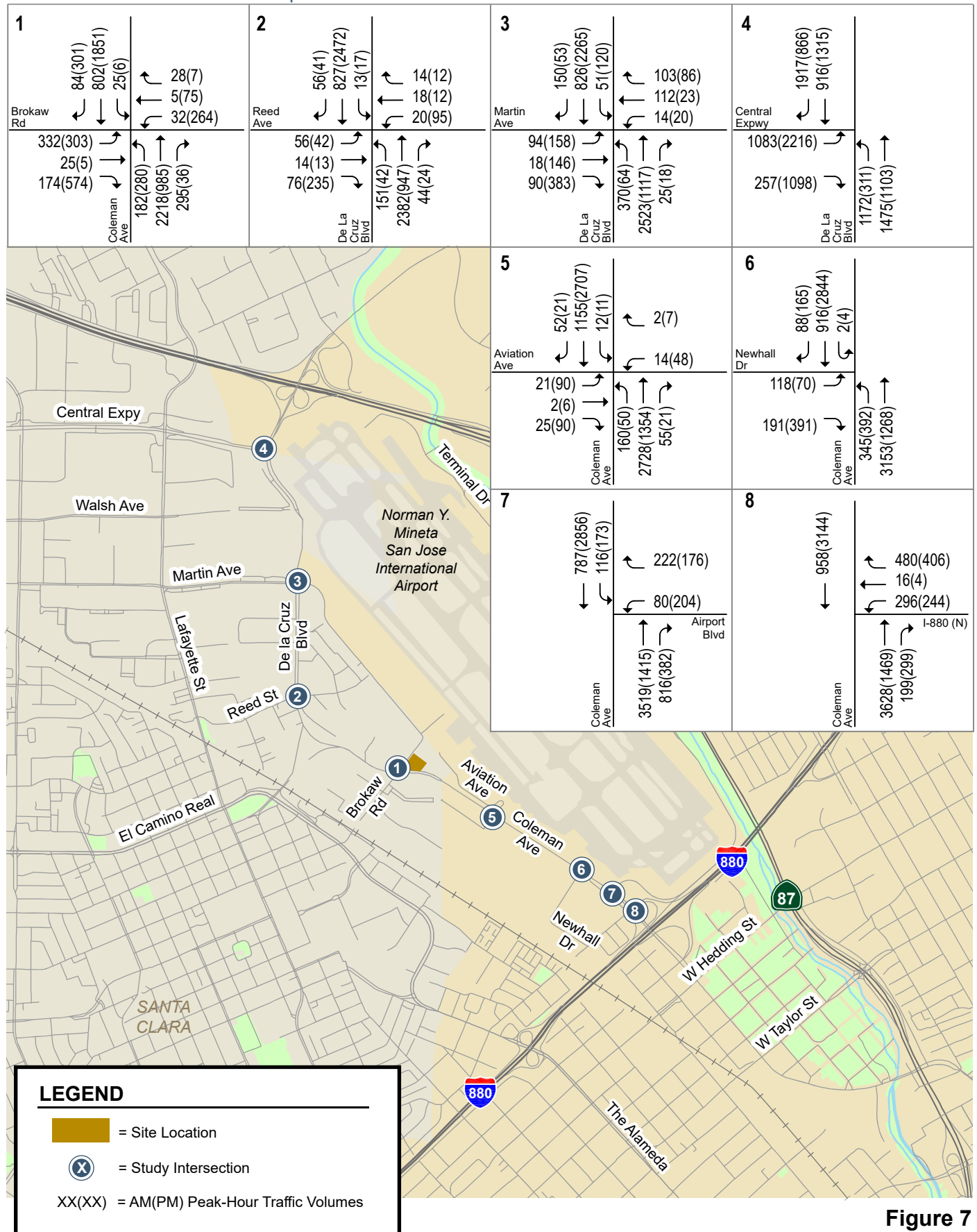


Figure 7
Background Traffic Volumes

4. Project Traffic Conditions

This chapter describes the method by which project traffic is estimated, the roadway traffic operations under existing plus project conditions and background plus project conditions, and any impacts caused by the project. Existing plus project traffic conditions could potentially occur if the project were to be occupied prior to the other approved projects in the area. However, it is unlikely that this traffic condition would occur, since some of the other approved projects expected to add traffic to the study area would likely be built and occupied during the time the project is going through the development review process.

Roadway Network Under Project Conditions

The roadway network under existing plus project conditions would be the same as described under existing conditions and background plus project conditions would be the same as background conditions because the project would not alter the existing intersection lane configurations.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear were 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, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described below.

Trip Generation

Through empirical research, data have been collected that show trip generation rates for many types of land uses. The research is compiled in the publication *Trip Generation, 10th Edition* by the Institute of Transportation Engineers' (ITE). Project trip generation was estimated by applying the average trip generation rates for Hotel (Land Use 310) from the ITE manual upto 400 rooms. Based on the ITE trip generation rates, it is estimated that the proposed project would generate 3,344 daily trips, with 188 trips (111 inbound and 77 outbound) occurring during the AM peak hour and 240 trips (122 inbound and 118 outbound) occurring during the PM peak hour (see Table 6).

Existing Land Use

The project site is currently developed with a van rental office and two restaurants, although one restaurant is vacant. Trips associated with the existing uses on the project site were subtracted from the roadway system. The trips generated by the existing buildings on the site were estimated based on driveway counts conducted in October 2019. Based on the driveway counts, existing uses at the project site generated 32 trips during the AM peak hour and 95 trips during PM peak hour.

Net Project Trip Generation

Based on the ITE trip generation rates, and credit for former use on the project site, it is estimated that the proposed project would generate an additional 2,394 daily trips, with 156 trips (82 inbound and 74 outbound) occurring during the AM peak hour and 145 trips (86 inbound and 59 outbound) occurring during the PM peak hour.

Table 6
Project Trip Generation Estimates

Land Use	Size	Unit	Daily		AM Peak Hour				PM Peak Hour			
			Rate ¹	Trips	Rate	In	Out	Total	Rate	In	Out	Total
Proposed Uses												
Hotel ²	400	rooms	8.36	3,344	0.47	111	77	188	0.60	122	118	240
Existing Uses												
Airport Van Rental ³	10.865	ksf	6.44	70	-	0	0	0	-	2	5	7
1290 Coleman Avenue Restaurant ⁴	2.547	ksf	345.50	880	-	29	3	32	-	34	54	88
1240 Coleman Avenue Restaurant ⁵	3.929	ksf	-	-	-	-	-	-	-	-	-	-
Total Project Trips				950		29	3	32		36	59	95
Total Project Trips				2,394		82	74	156		86	59	145
Notes:												
¹ Rates expressed in trips per room or 1,000 square feet (ksf).												
² Hotel (Land Use 310) daily and peak-hour average rates published in ITE's <i>Trip Generation Manual, 10th Edition, 2017</i> .												
³ Daily trips were estimated assuming PM peak hour trips comprise 10% of daily trips; Peak-hour trips based on driveway counts and adjacent on-street parking usage on Brokaw Road counted on Tuesday, October 1 st , 2019.												
⁴ Daily trips were estimated assuming PM peak hour trips comprise 10% of daily trips; Peak-hour trips based on driveway counts counted on Tuesday, October 1 st , 2019.												
⁵ No trip credits for the vacant restaurant.												

Trip Distribution and Assignment

The trip distribution pattern for the project was estimated based on existing travel patterns on the surrounding roadway network and the locations of complementary land uses. The peak-hour trips generated by the project were assigned to the roadway network in accordance with the project trip distribution pattern. The trip distribution pattern for the project is shown on Figure 8. Figure 9 shows the assignment of net project trips at each study intersection. In addition to the net project trips, trips generated by the valet parking service provided by the hotel would pass through the Coleman Avenue and Brokaw Road intersection. These are also shown on Figure 9. A detailed description of the planned valet parking operation is included in Chapter 6.

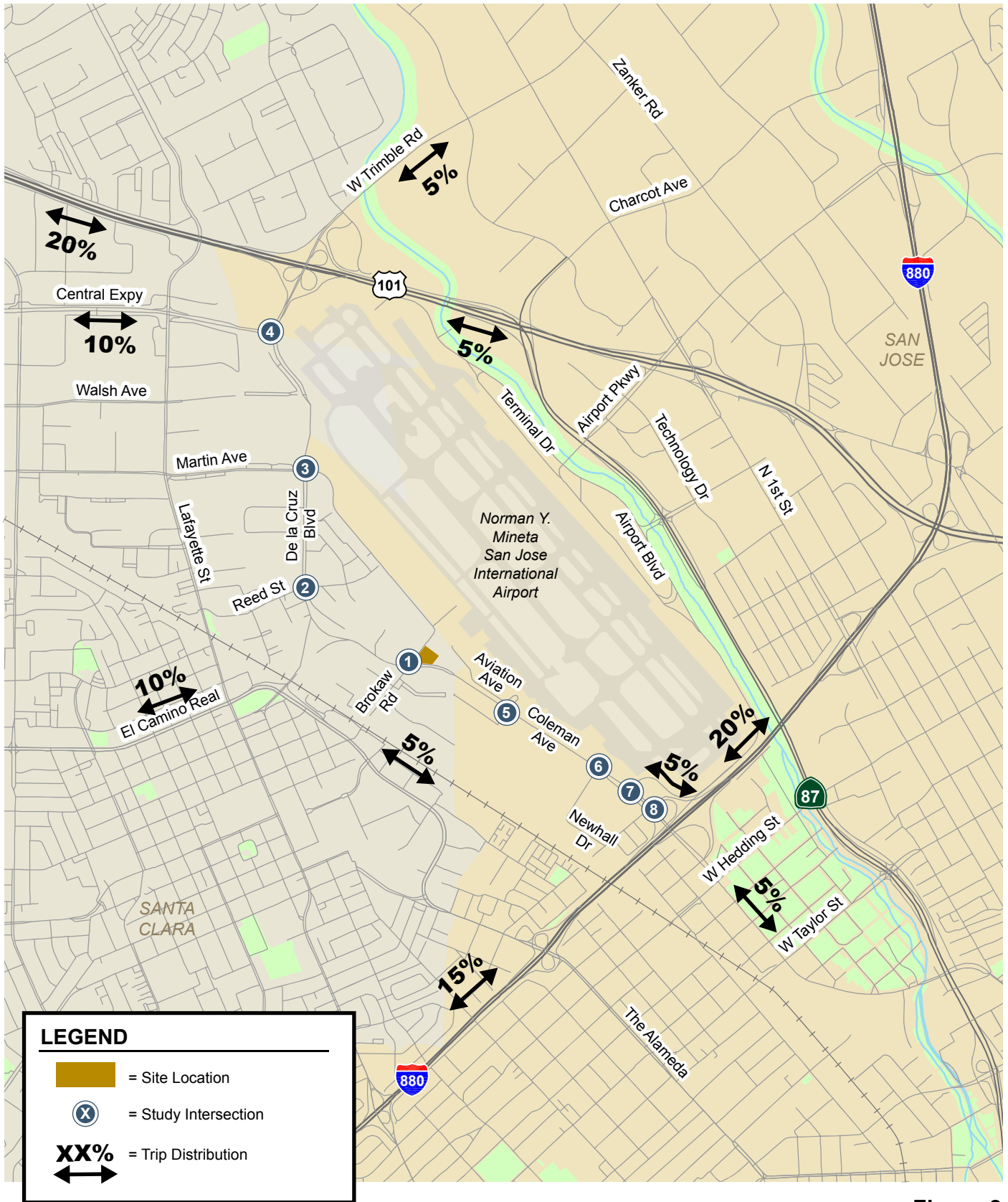


Figure 8
Project Trip Distribution

1290 Coleman Avenue Hotel Development TIA

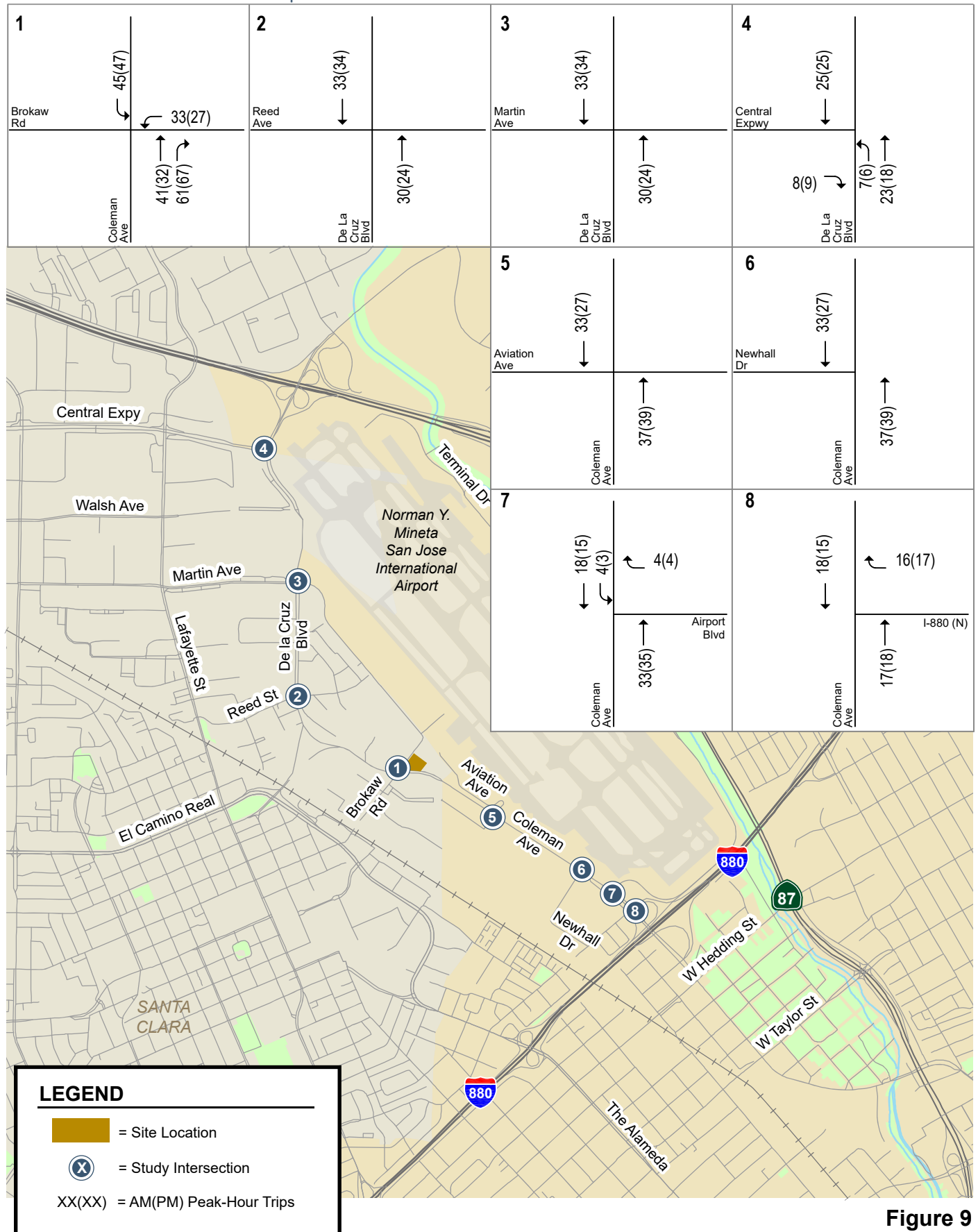


Figure 9
Project Trip Assignment

Existing and Background Plus Project Traffic Volumes

Project trips associated with the proposed project, as represented in the above project trip assignment, were added to the existing traffic volumes to obtain existing plus project traffic volumes (see Figure 10). And to the background traffic volumes to obtain background plus project traffic volumes (see Figure 11). Traffic volumes for all components of traffic are tabulated in Appendix B.

Existing Plus Project Intersection Levels of Service

The results of the intersection level of service analysis under existing plus conditions are summarized Table 7. The results show that the project would create an adverse effect at the intersection of Coleman Avenue and Brokaw Road. Improvement measures are described under background plus project conditions.

Level of service calculation sheets are included in Appendix C.

Table 7
Existing Plus Project Intersection Levels of Service

Study Number	Intersection	Peak Hour	Existing		Existing + Project			
			Avg Delay	LOS	Avg Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Coleman Avenue and Brokaw Road	AM	31.7	C	33.5	C-	2.2	0.036
		PM	68.3	E	70.4	E	5.1	0.017
2	De La Cruz Boulevard and Reed Street	AM	13.1	B	13.0	B	-0.1	0.006
		PM	18.4	B-	18.4	B-	-0.1	0.007
3	De La Cruz Boulevard and Martin Avenue	AM	28.3	C	28.3	C	-0.1	0.006
		PM	29.1	C	29.0	C	-0.1	0.007
4	De La Cruz Boulevard and Central Expressway*	AM	40.6	D	41.1	D	0.9	0.009
		PM	99.4	F	99.2	F	0.1	0.002
5	Coleman Avenue and Aviation Avenue	AM	7.3	A	7.5	A	0.3	0.011
		PM	5.2	A	5.1	A	0.0	0.005
6	Coleman Avenue and Newhall Drive	AM	14.8	B	14.8	B	0.0	0.007
		PM	22.8	C+	22.6	C+	-0.1	0.005
7	Coleman Avenue and Airport Boulevard	AM	14.1	B	14.4	B	0.3	0.008
		PM	14.2	B	14.3	B	0.2	0.005
8	Coleman Avenue and I-880 (N) *	AM	21.7	C+	22.4	C+	0.9	0.013
		PM	9.9	A	10.5	B+	0.8	0.013

Note:
 * Denotes the CMP designated Intersection
Bold indicates a substandard level of service.
Bold and boxed indicates an adverse effect.

1290 Coleman Avenue Hotel Development TIA

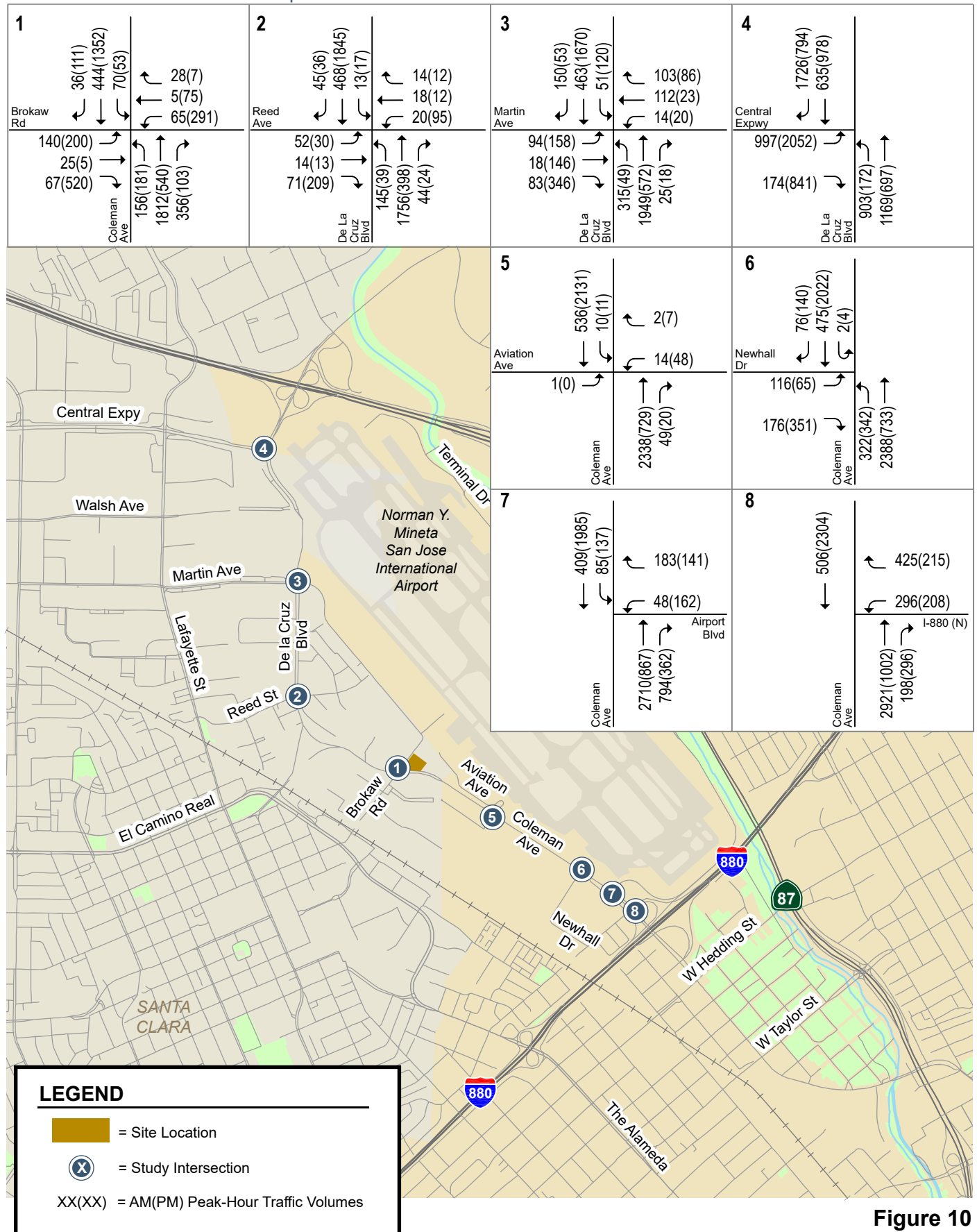


Figure 10
Existing Plus Project Traffic Volumes

1290 Coleman Avenue Hotel Development TIA

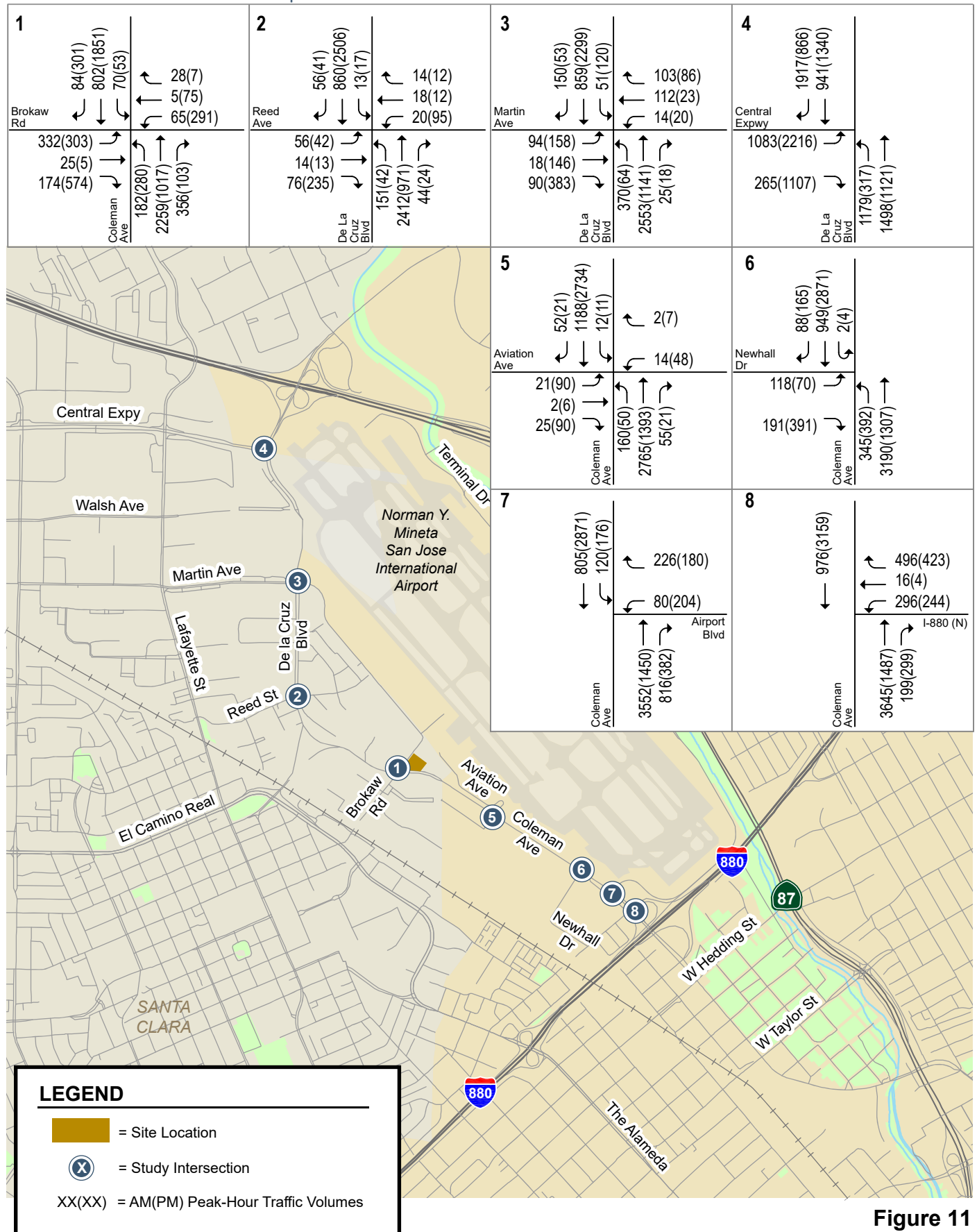


Figure 11
Background Plus Project Traffic Volumes

Background Plus Project Intersection Levels of Service

The results of the intersection level of service analysis under background plus project conditions are summarized Table 8. The results show that the project would have an adverse effect at the same intersection as under existing conditions: Coleman Avenue and Brokaw Road. Level of service calculation sheets are included in Appendix C.

Table 8
Background Plus Project Intersection Levels of Service

Study Number	Intersection	Peak Hour	Background		Background + Project			
			Avg Delay	LOS	Avg Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Coleman Avenue and Brokaw Road	AM	49.5	D	51.2	D-	3.0	0.036
		PM	126.7	F	127.0	F	8.6	0.017
2	De La Cruz Boulevard and Reed Street	AM	11.7	B+	11.6	B+	0.0	0.006
		PM	17.5	B	17.4	B	0.0	0.007
3	De La Cruz Boulevard and Martin Avenue	AM	28.3	C	28.3	C	0.0	0.006
		PM	28.7	C	28.7	C	0.1	0.007
4	De La Cruz Boulevard and Central Expressway*	AM	34.2	C-	34.4	C-	0.4	0.006
		PM	83.7	F	83.9	F	0.6	0.001
5	Coleman Avenue and Aviation Avenue	AM	16.7	B	17.5	B	1.3	0.011
		PM	10.2	B+	10.1	B+	0.0	0.005
6	Coleman Avenue and Newhall Drive	AM	14.3	B	14.2	B	0.0	0.007
		PM	24.1	C	24.1	C	0.2	0.005
7	Coleman Avenue and Airport Boulevard	AM	15.7	B	16.0	B	0.4	0.008
		PM	13.8	B	13.9	B	0.2	0.005
8	Coleman Avenue and I-880 (N) *	AM	27.6	C	29.3	C	2.2	0.012
		PM	16.5	B	17.2	B	0.9	0.013

Note:
 * Denotes the CMP designated Intersection
Bold indicates a substandard level of service.
Bold indicates an adverse effect.

Improvement Measure

Coleman Avenue and Brokaw Road

Adverse Effect: This intersection would operate at LOS F during the PM peak hour under background conditions, and the added trips as a result of the proposed project would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the PM peak hour. This constitutes an adverse effect based on the City of Santa Clara's level of service criteria.

Improvement Measure. Change the signal control for Brokaw Road (the east and west legs of this intersection) from protected left-turn phasing to protected plus permissive phasing. Add a through lane to the east and west approaches within the existing right-of-way. The eastbound and westbound approaches will each have one left turn lane, one through lane, and one right turn lane. In addition, no U-turns would be allowed on northbound Coleman Avenue. A third southbound through lane on Coleman Avenue would also be needed by restriping the existing right turn lane into separate through and right-turn lanes. With implementation of these improvements and a cycle length of 140 seconds, the intersection would operate at an acceptable LOS E (average delay 72 seconds/vehicle) during the PM peak hour under background plus project conditions. This improvement does not require Brokaw Road to be widened (see Figure 12). The improvement measure conditioned for approval of the Gateway Crossings development located on the west side of Coleman Avenue is one left turn lane, one shared left and through lane, and one right turn lane with split phase on the east and west legs and the addition of a third southbound through lane. The mitigation measure proposed for this project would require restriping of the shared left and through lane to an exclusive through lane along the east and west legs and change the signal control from split phase to protected plus permissive phasing.



LEGEND

← = Improvement

Figure 12
Coleman Avenue and Brokaw Road Improvements

5. Cumulative Conditions

This chapter describes the roadway traffic operations under cumulative no project conditions and cumulative plus project conditions. Cumulative conditions represent future traffic conditions with expected growth in the area. The expected future traffic growth conditions include approved and pending projects in Santa Clara and San Jose. Included in this chapter are the procedures used to determine cumulative traffic volumes and a description of the resulting traffic conditions and any impacts caused by the project. The analysis of cumulative conditions is required by the CMP and is in conformance with the California Environmental Quality Act (CEQA).

Roadway Network Under Cumulative Conditions

It is assumed in this analysis that the roadway network under cumulative conditions would be the same as described under background conditions.

Cumulative Traffic Volumes

Traffic volumes under cumulative conditions were estimated by adding the trips from proposed but not yet approved (pending) developments within the Cities of Santa Clara and San Jose to the background traffic volumes described in Chapter 3 and background plus project volumes described in Chapter 4. The pending projects considered for the study are listed in Appendix D. Cumulative conditions include trips associated with development of Phases 1– 3 of the approved City Place project and Phases 2 of the approved North San Jose Development Policy. Vehicle trips from the pending projects were estimated using the methods described in Chapter 3. Figures 13 and 14 show the cumulative no project and cumulative with project traffic volumes, respectively.

1290 Coleman Avenue Hotel Development TIA

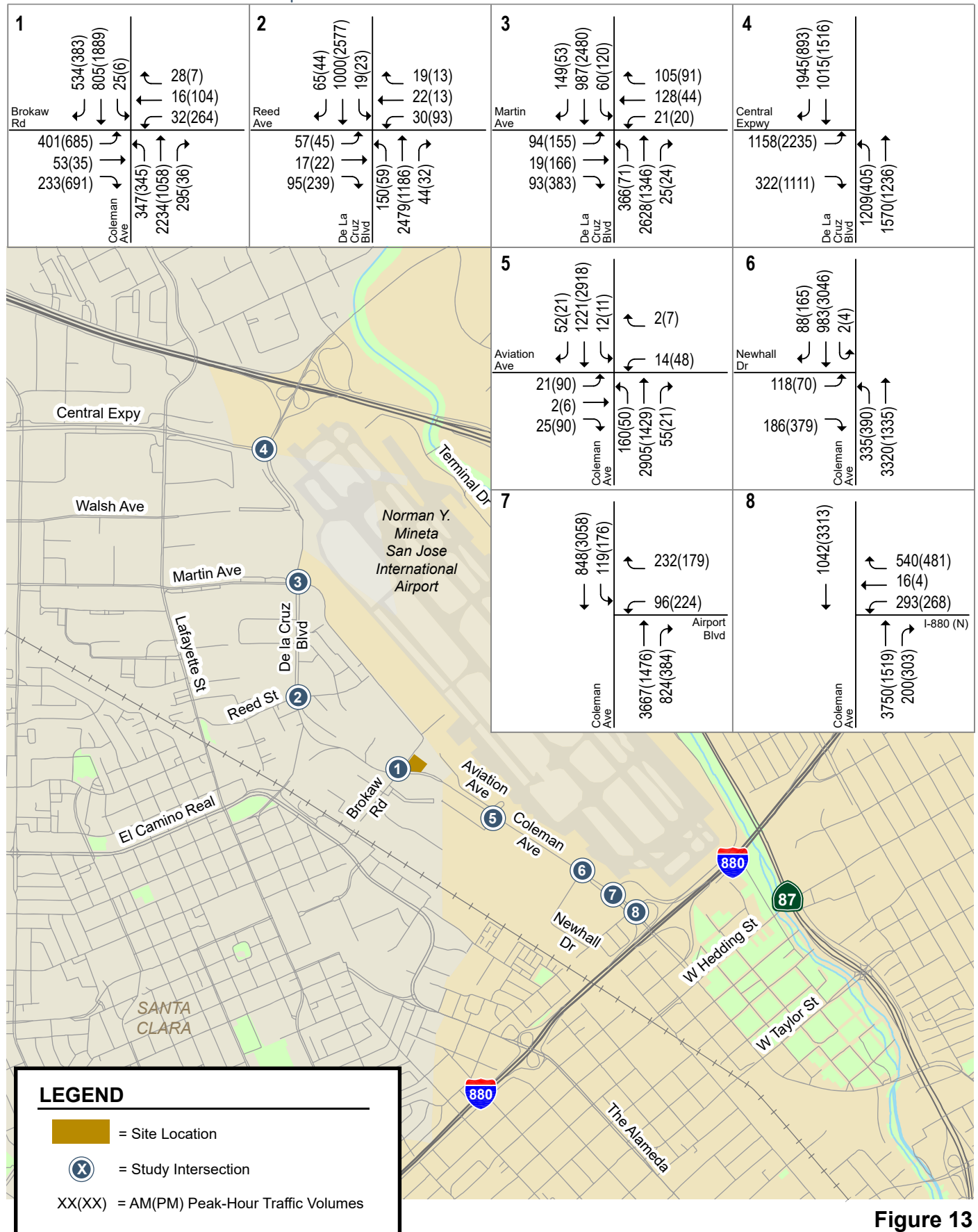


Figure 13
Cumulative Traffic Volumes

1290 Coleman Avenue Hotel Development TIA

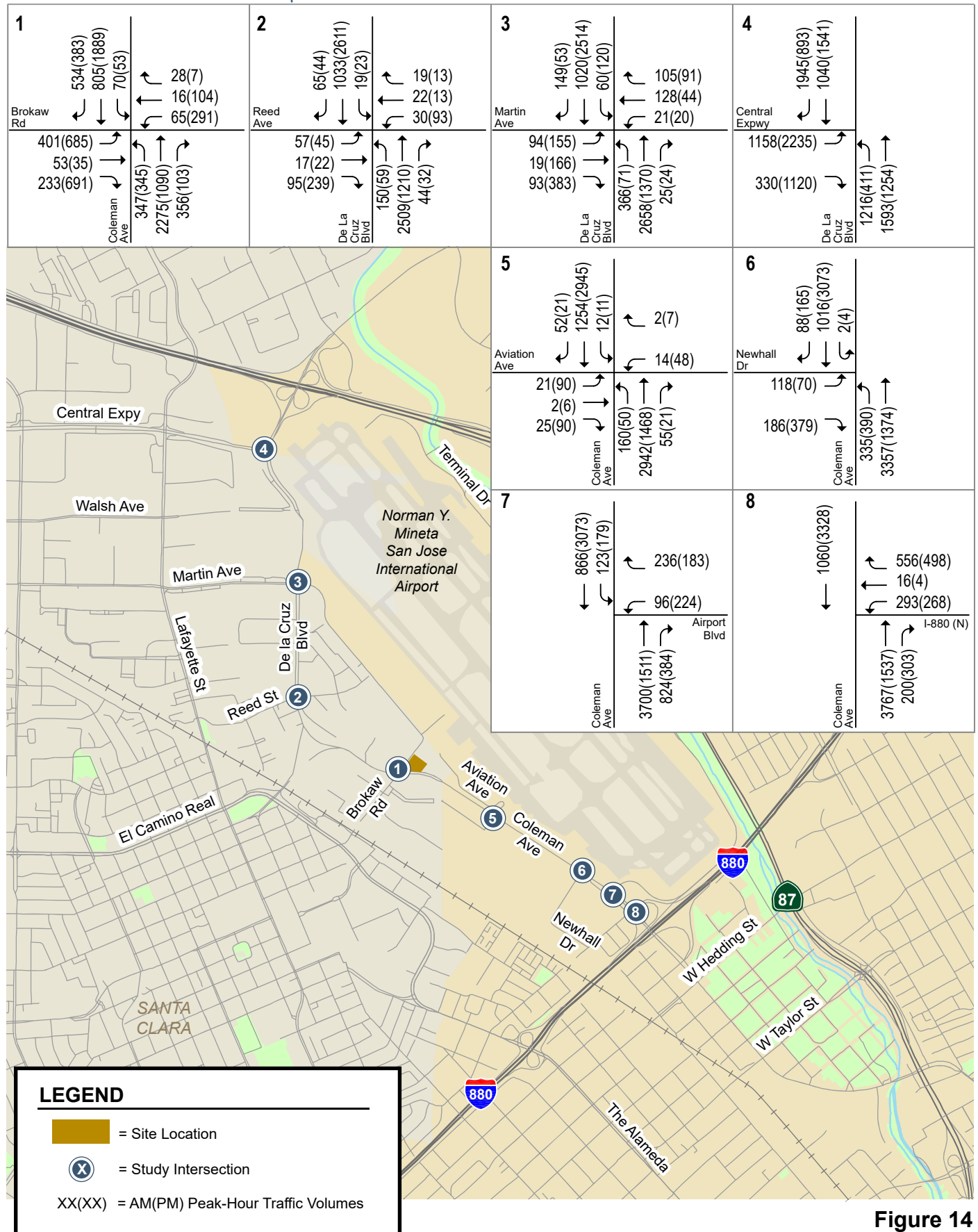


Figure 14
Cumulative Plus Project Traffic Volumes

Cumulative Intersection Levels of Service

Cumulative plus project conditions were evaluated relative to cumulative conditions in order to determine potential project impacts. Level of service results for cumulative conditions are summarized in Table 9. The results show that the project would have an adverse effect at the Coleman Avenue and Brokaw Road intersection during the AM and PM peak hours under cumulative conditions.

Table 9
Cumulative Conditions Intersection Levels of Service

Study Number	Intersection	Location	Peak Hour	Background		No Project		Cumulative			
				Avg Delay	LOS	Avg Delay	LOS	Avg Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Coleman Avenue and Brokaw Road	Santa Clara	AM	49.5	D	64.6	E	66.3	E	4.1	0.036
			PM	126.7	F	201.3	F	197.3	F	7.7	0.017
2	De La Cruz Boulevard and Reed Street	Santa Clara	AM	11.7	B+	12.6	B	12.6	B	0.0	0.006
			PM	17.5	B	17.8	B	17.8	B	0.0	0.007
3	De La Cruz Boulevard and Martin Avenue	Santa Clara	AM	28.3	C	29.6	C	29.6	C	0.1	0.006
			PM	28.7	C	29.0	C	29.0	C	0.1	0.007
4	De La Cruz Boulevard and Central Expressway* Santa Clara	Santa Clara	AM	34.2	C-	35.7	D+	36.1	D+	0.5	0.006
			PM	83.7	F	92.0	F	92.5	F	1.3	0.001
5	Coleman Avenue and Aviation Avenue	San Jose	AM	16.7	B	22.8	C+	24.8	C	3.2	0.011
			PM	10.2	B+	10.2	B+	10.1	B+	0.0	0.005
6	Coleman Avenue and Newhall Drive	San Jose	AM	14.3	B	14.0	B	13.9	B	0.0	0.007
			PM	24.1	C	24.7	C	24.7	C	0.3	0.005
7	Coleman Avenue and Airport Boulevard	San Jose	AM	15.7	B	16.3	B	16.6	B	0.4	0.008
			PM	13.8	B	13.9	B	14.0	B	0.2	0.005
8	Coleman Avenue and I-880 (N) *	San Jose	AM	27.6	C	37.4	D+	40.1	D	3.5	0.012
			PM	16.5	B	20.4	C+	21.4	C+	1.3	0.013

Note:
 * Denotes the CMP designated Intersection
Bold indicates a substandard level of service.
Bold indicates an adverse effect.

Cumulative Plus Project Effects and Improvement Measures

Described below is the possible intersection improvements for the cumulative adverse effects.

Coleman Avenue and Brokaw Road

Adverse Effect: This intersection would operate at LOS E during the AM peak hour and LOS F during the PM peak hour under cumulative conditions, and the added trips as a result of the proposed project would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the AM and PM peak hours. This constitutes an adverse effect based on the City of Santa Clara's level of service criteria.

Improvement Measure. The same improvement measures as described under Background + Project conditions would be needed for Cumulative conditions with the project. With implementation of these improvements, the intersection would operate at an acceptable LOS D (average delay 54.6 seconds/vehicle) during the AM peak hour and LOS F (average delay 141.4 seconds/vehicle) during the PM peak hour under cumulative plus project conditions, which is still better than cumulative no-project conditions.

6. Other Transportation Issues

This chapter presents other transportation issues associated with the project site, including:

- Intersection queuing analysis
- Site access and circulation
- Potential impacts on pedestrian, bicycle, and transit facilities
- Parking
- Vehicle Miles Traveled

Unlike the level of service impact methodology, which is adopted by the City Council, the analyses in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community.

Intersection Queuing Analysis

The analysis of intersection levels of service was supplemented with a vehicle queuing analysis (see Table 10) at intersections where the project would add a substantial number of trips to the left-turn movements. The analysis provides a basis for estimating future left-turn pocket storage requirements at the intersections under existing, background, and project conditions. The queuing analysis is presented for informational purposes only, since neither the City of Santa Clara nor the CMP have defined any policies related to queuing. Vehicle queues were calculated 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 number 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 per signal cycle for a particular 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 movement. This analysis thus provides a basis for estimating future left-turn storage requirements at 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. Likewise, a queue length longer 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). Therefore, left-turn storage pocket designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time. The 95th percentile queue length is also known as the “design queue length”.

Based on the project trip generation and trip distribution pattern, the following movements were evaluated as part of the queuing analysis for this project:

- Coleman Avenue and Brokaw Road: southbound left turn and westbound left turn movements

Southbound Left Turn at Coleman Avenue and Brokaw Road

The queuing analysis indicates that the maximum vehicle queues for the southbound left-turn pocket at the Coleman Avenue and Brokaw Road intersection would exceed the existing vehicle storage capacity under existing plus project and background plus project conditions during the AM peak hours by 25 feet, or 1 vehicle during AM peak hour and is not expected to block the through or the right turn traffic.

Westbound Left Turn at Coleman Avenue and Brokaw Road

The queuing analysis indicates that the maximum vehicle queues for the westbound left-turn pocket at the Coleman Avenue and Brokaw Road intersection would exceed the existing vehicle storage capacity under existing, existing plus project, background, and background plus project conditions during both the AM and PM peak hours.

The westbound left-turn pocket currently provides only 50 feet of vehicle storage, which can accommodate only 2 vehicles. The estimated 95th percentile vehicle queue for the westbound left-turn movement is approximately 3 vehicles (or 75 feet) during the AM peak hour and 16 vehicles (or 400 feet) during the PM peak hour under existing and background conditions. Field observations confirm that westbound left turn vehicles queue out of the turn pocket during the PM peak hour. The improvement measures at this intersection to address the level of service impact would change the lane striping on this leg by adding another through lane and change the left turn signal control to protected plus permissive phasing. This would provide additional time for left turn vehicles to clear the intersection and reduce the queue lengths.

Site Access and Circulation

Site access and on-site circulation were evaluated using commonly accepted transportation planning principles. This review is based on the project site plan prepared by Jensen Design Architects dated February 28, 2020 (see Figure 2).

Site Access Evaluation

Vehicular access to the project site would be provided via one driveway along Coleman Avenue and one driveway along Brokaw Road (see Figure 15). Although nothing on Coleman Avenue would physically prevent left turns in and out of the project driveway, the traffic and queuing on Coleman Avenue would make these turns very difficult. Hexagon recommends a “right turn only” sign at the Coleman Avenue driveway on the project site. The driveway on Brokaw Road could accommodate all turning movements.

Table 10
Queuing Analysis Summary

Measurement	Coleman Avenue and Brokaw Road			
	SBL		WBL	
	AM	PM	AM	PM
Existing				
Cycle length(sec)	140	140	140	140
Volume (vphpl)	25	6	32	264
95th %. Queue (veh/ln.)	3	1	3	16
95th %. Queue (ft./ln.) ¹	75	25	75	400
Storage (ft./ ln.)	125	125	50	50
Adequate (Y/N)	Y	Y	N	N
Existing Plus Project				
Cycle length(sec)	140	140	140	140
Volume (vphpl)	70	53	65	291
95th %. Queue (veh/ln.)	6	5	5	17
95th %. Queue (ft./ln.) ¹	150	125	125	425
Storage (ft./ ln.)	125	125	50	50
Adequate (Y/N)	N	Y	N	N
Background				
Cycle length(sec)	140	140	140	140
Volume (vphpl)	25	6	32	264
95th %. Queue (veh/ln.)	3	1	3	16
95th %. Queue (ft./ln.) ¹	75	25	75	400
Storage (ft./ ln.)	125	125	50	50
Adequate (Y/N)	Y	Y	N	N
Background Plus Project				
Cycle length(sec)	140	140	140	140
Volume (vphpl)	70	53	65	291
95th %. Queue (veh/ln.)	6	5	5	17
95th %. Queue (ft./ln.) ¹	150	125	125	425
Storage (ft./ ln.)	125	125	50	50
Adequate (Y/N)	N	Y	N	N
Background Plus Project with Mitigation				
Cycle length(sec)			140	140
Volume (vphpl) ²			14	240
Avg. Queue (veh/ln.)			0.54	9.3
Avg. Queue ² (ft./ln)			14	233
95th %. Queue (veh/ln.)			2	15
95th %. Queue (ft./ln)			50	375
Storage (ft./ ln.)			50	50
Adequate (Y/N)			Y	N
Notes:				
¹ Assumes 25 Feet Per Vehicle Queued.				
² Volume adjusted for prot+perm left turn control.				

According to the City of Santa Clara City Code, Chapter 18.74 (Parking Regulations), two-way driveways providing access to all properties other than residential should be at least a minimum width of 22 feet (20-feet pavement with one-foot clearance on each side) and one-way should be minimum width of at least 14 feet (12 feet of pavement with one foot clearance on each side). Based on the site plan, the one-way driveways on Coleman Avenue are measured to be approximately 15 feet and 10 inches wide and 20 feet wide, which satisfies the City requirements. The project driveway on Brokaw Road is measured to be approximately 24 feet wide, which also satisfies the City requirements.

The project driveways would be designed to be free and clear of any obstructions to optimize sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on adjacent roadways. Any landscaping and signage would be located in such a way as to ensure an unobstructed view for drivers entering and exiting the site. Adequate corner sight distance (sight distance triangles) would be provided at all site access points in accordance with the City's standards. Sight distance triangles would be measured approximately in accordance with City standards. The Caltrans recommended stopping sight distance for Coleman Avenue is 360 feet and for Brokaw Road is 200 feet. On-street parking is not allowed along Coleman Avenue. Therefore, the proposed driveway on Coleman Avenue would have adequate sight distance to the south. On-street parking would be disallowed along the project frontage on Brokaw Road to provide queuing space at the Coleman Avenue signal and adequate sight distance at the Brokaw Road driveway.

Traffic Operations at Project Driveways

The estimated project-generated trips at the project driveways are shown on Figure 15. The new project-generated trips that are estimated to occur at the Coleman Avenue inbound driveway are 50 trips during the AM peak hour and 55 trips during the PM peak hour, which is one inbound vehicle every one minute during the AM and PM peak hour. There is approximately 95 feet of storage (room for 4 vehicles) available at the inbound driveway, which would be adequate for inbound queuing within the project site. Based on the trip distribution and assignment on the surrounding roadway network, the project would generate 42 outbound trips during the AM peak hour, and 65 outbound trips during the PM peak hour using the Coleman Avenue driveway (see Figure 15). In addition to that, there would be 61 outbound valet vehicles during the AM peak hour and 67 outbound valet vehicles during the PM peak hour. Including the valet vehicles, the project trips that would occur at the Coleman driveway would be 103 outbound trips during the AM peak hour and 132 outbound trips during the PM peak hour, which is about two outbound vehicles every minute during the AM and PM peak hours. There would be approximately 200 feet of storage (room for 8 vehicles) available at the outbound driveway, which would be adequate for outbound queuing within the project site.

The project-generated trips that are estimated to occur at the Brokaw Road driveway are 122 inbound trips and 134 inbound trips during the AM and PM peak hours, respectively, and 35 outbound trips 53 outbound trips during the AM and PM peak hours, respectively. Delay or queuing issues are not expected at the Brokaw Road driveway.

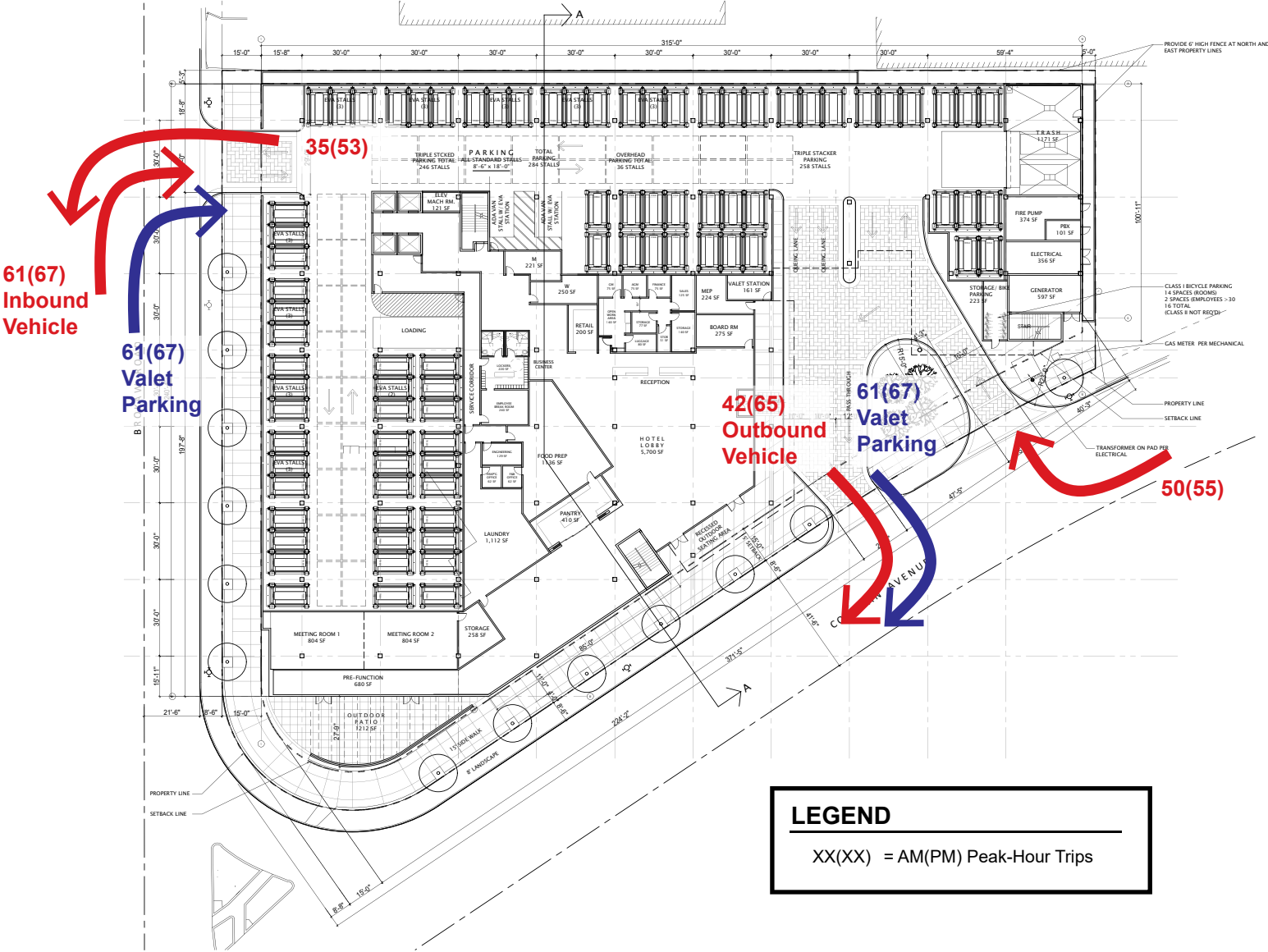


Figure 15
Trip Assignment to Driveways

On-Site Circulation

All parking for the hotel would be valet only; self-parking would not be provided, except the three surface parking spaces on-site. Except three surface parking spaces, all other parking spaces would be in mechanical lifts. Guests could enter the site from either Coleman Avenue or Brokaw Road and drop off their vehicles at the front entrance to the hotel building. Guests entering from Brokaw Road would need to drive through the garage to get to the valet station. Valets would move the vehicles from the valet station into the garage. When the owner returns to retrieve their vehicle, the valet team would drive it back to the valet station in front of the hotel.

The site plan shows an island in the entry court off Coleman Avenue. The island would prevent exiting vehicles from circling back to use the Brokaw Road driveway. Having all vehicles exit to Coleman Avenue would be problematic because of the difficulty southbound vehicles would have accessing the left turn pocket at Brokaw Road to make a U-turn. The project site plan was reviewed for U-turn access for passenger cars at the Coleman Avenue garage entrance from the passing lane and the queuing lane (see Figures 16 and 17). Based on the site plan configuration and turn around template, Hexagon recommends that the island in the entry court (along Coleman Avenue) be removed. With the island removed, exiting vehicles could turn around in the court area to access the Brokaw Road driveway. Also, the valet drivers could turn vehicles around and access the garage from in front of the hotel. The traffic study assumes that about half the valet trips by the valet drivers would turn around in the court area and half would exit to Coleman Avenue and drive “around the block” to enter the parking garage from Brokaw Road to avoid queuing issues in front of the Coleman Avenue garage entrance.

Pedestrian On-Site Circulation

The site plan shows sidewalks along the project site's frontage on Coleman Avenue and Brokaw connecting to all on-site facilities and facilitating pedestrian circulation within the site.

Passenger Loading

There are also many free and commercial applications offering carpooling or discounted taxi services. Some of the carpooling applications include Waze Carpool and Scoop and discounted taxi services include Uber and Lyft Valet. The valet parking area along Coleman Avenue provides a loading area for shuttles, rideshare and discounted taxi services.

Loading and Garbage Truck Access

Truck activities (e.g., deliveries and garbage collection) for the project are expected to occur within the garage. The project plans show the trash room located at the northeast corner of the parking garage. The garbage loading zone is designed such that Mission Trail trucks from both directions could enter and exit the loading zone from either the Brokaw Road driveway or the Coleman Avenue driveway. The site plan shows 16 feet of vertical clearance for the garbage trucks.

Truck loading and unloading is expected to occur within the proposed freight loading zone at the west side of the garage, with access to the elevators and the service corridor. The designated loading zone is shown to be 35 feet long, which would be adequate to serve all delivery trucks. The site plan shows 16 feet of vertical clearance for the loading trucks. The loading trucks would enter and exit through the Brokaw Road driveway. The project site plan was reviewed for truck access using truck turning-movement templates for a SU-30 (single-unit) truck type, which represents small- to medium-sized emergency vehicles, garbage trucks, delivery trucks and moving trucks (see Figures 18 and 19). Based on the site plan configuration, SU-30 trucks would have adequate space to maneuver in and out of the loading area.

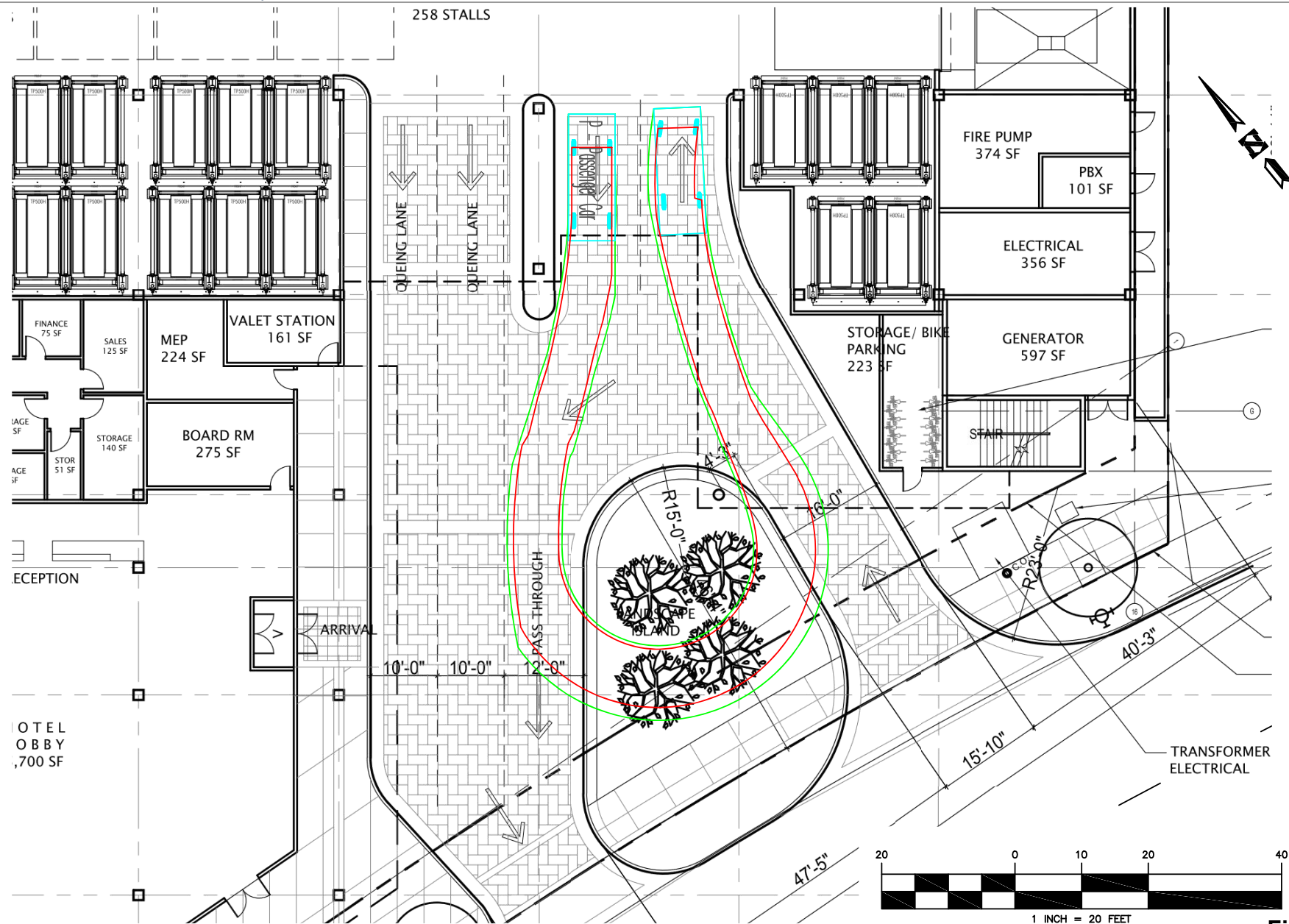


Figure 16
Coleman Avenue Entrance U Turn Turning Template (from Passing Lane)

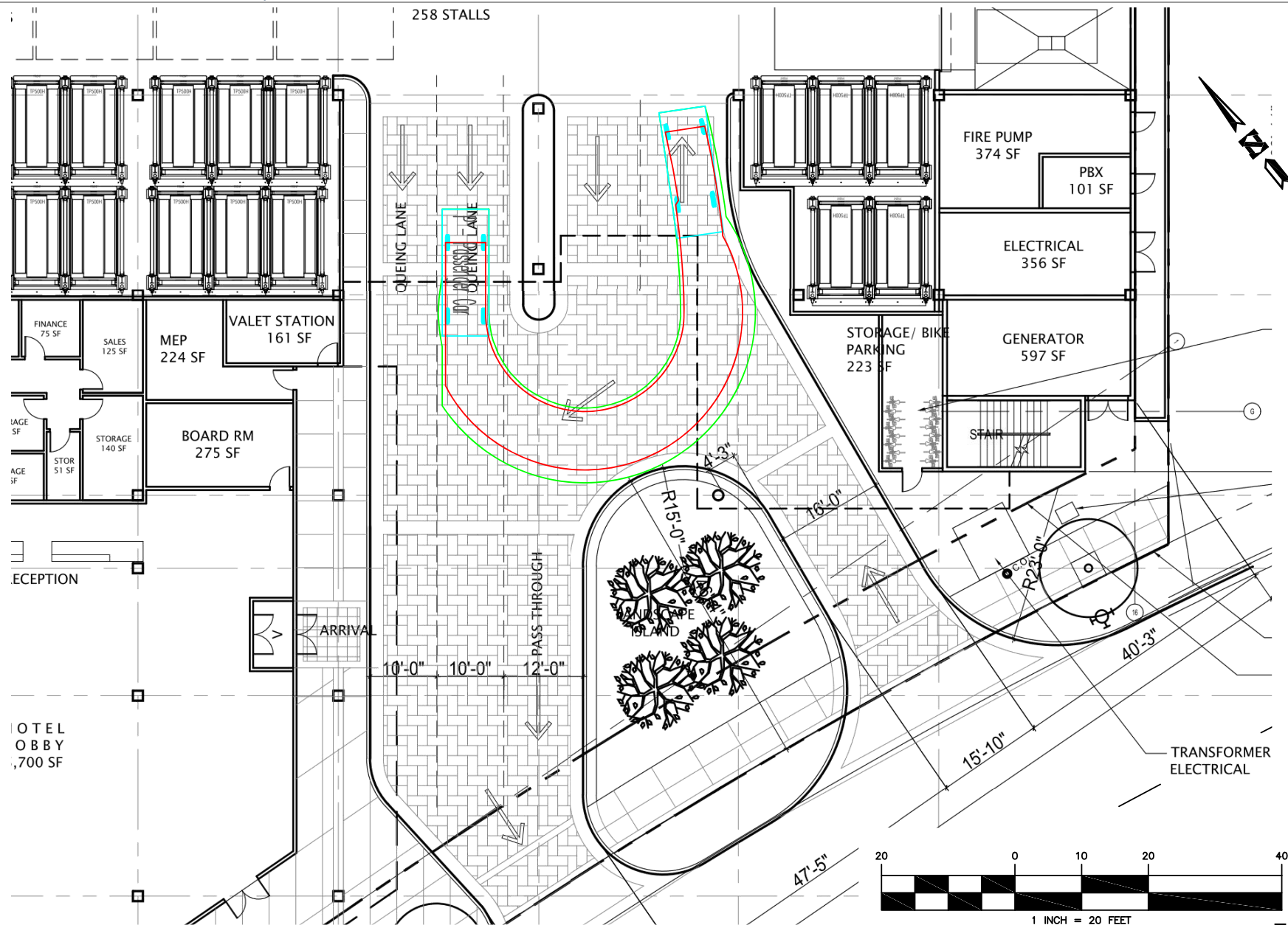


Figure 17
Coleman Avenue Entrance U Turn Turning Template (from Queuing Lane)



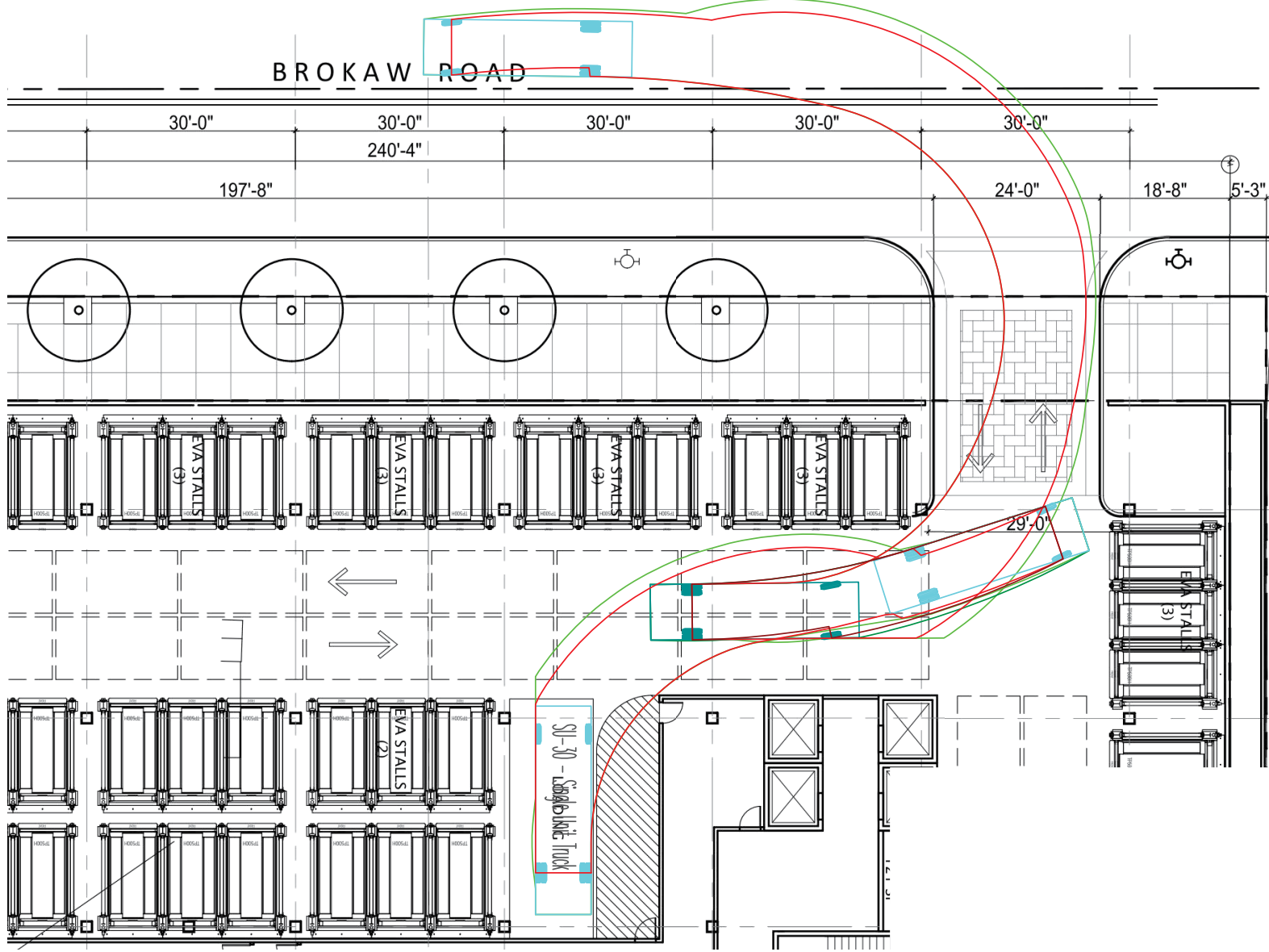


Figure 19
Truck Turning Template (Outbound at Loading Zone)

Potential Impacts to Pedestrians, Bicycles, and Transit

In the project vicinity, sidewalks are provided on the following roadways.

- West side of Coleman Avenue, between Aviation Avenue and De La Cruz Boulevard
- East side of Coleman Avenue, with the exception of a short segment south of Brokaw Road
- Both sides of Brokaw Road, west of Coleman Avenue
- South side of Brokaw Road, east of Coleman Avenue for approximately 250 feet

A pedestrian connection is present between Brokaw Road and the Santa Clara Transit Center (located on El Camino Real, west of the project site). It consists of an underground pedestrian pathway that begins at the western end of Brokaw Road and ends at the Transit Center, on the west side of the railroad tracks. This pedestrian connection provides a direct connection between the project site and the Transit Center and other existing services along El Camino Real.

Additionally, the intersection of Coleman Avenue and Brokaw Road provides marked crosswalks and pedestrian signal heads that would facilitate pedestrian access from the project site to the adjacent shopping center located north of the project site.

The project is not located near any existing bike lanes. However, the Cities of Santa Clara and San Jose bicycle plans identify bike lanes on Coleman Avenue and De La Cruz Boulevard that will connect to other existing bike lanes. With the planned bicycle improvements, the proposed project would be served directly by bicycle facilities. Santa Clara may also wish to stripe bike lanes on Brokaw Road to serve the future BART station. It should be noted that bikes can also use the Brokaw Road pedestrian underpass to access the Santa Clara Transit Center.

Transit Service

The project site is currently served directly by VTA bus route 60, with the nearest bus stops located at the intersection of Coleman Avenue/Brokaw Road. Additionally, with the pedestrian pathway that connects Brokaw Road to the Santa Clara Transit Center, the project site is served by all the bus lines and commuter rail services available at the Transit Center.

Project's Effect on Transit Services

Due to the proximity of airport, bus stops and the Caltrain Station to the project site, it is likely that hotel guests and employees would utilize the existing transit services. Assuming up to a 6 percent transit mode share (see Table 6), the project would generate up to 11 and 14 new transit riders during the AM and PM peak hours, respectively. Given that the project site is served by 3 local bus routes, one frequent rapid route, two frequent routes, Caltrain, ACE and Capitol Corridor, it is anticipated that the projected transit riders associated with the project could be accommodated by the existing transit services.

To assess the project's effect on transit vehicle delay, the delay experienced by each route running through the study intersections was estimated based on the average vehicle delay that is calculated as part of the intersection level of service analysis. Table 11 summarizes the bus travel times through the study area and the increase in transit vehicle delay with the addition of the project traffic. VTA does not have significance thresholds to determine impacts on transit vehicle delay. Therefore, this analysis is presented for information purposes only.

The results show that the project would result in minor increases in delay for some transit movements. The decreases in delay are attributed to the fact that the addition of the project traffic sometimes causes a reallocation of green time, which results in less delay for certain movements and more delay

for others. The maximum increase in travel time would be by less than 11 seconds, which would not be noticeable.

Table 11
Transit Vehicle Delay in the Study Area

Route #	Study Area Street(s)	Direction	Projected Increase in Transit Vehicle Delay (sec/veh)	
			AM	PM
60	Coleman Avenue and Brokaw Road	NB	-0.7	11.4
		SB	3.5	0.6
Notes:				
Projected increase in transit delay based on a comparison of background vs. background plus project conditions intersection movement delays calculated by TRAFFIX.				

Potential Future BART Station

The BART Phase II Extension Project will include a 5-mile-long subway tunnel through downtown San Jose and will extend the BART system from the future Phase I terminus for approximately six miles to the City of Santa Clara. The Santa Clara BART station is being proposed to be located adjacent to the Santa Clara Transit Center with access to a planned new parking garage on Brokaw Road. With implementation of the proposed BART extension project, the project site would be directly served by BART. Overall, the new BART station would offer another mode of travel and decrease the amount of traffic on the surrounding roadways due to the transportation demand mode shift from driving to taking BART.

Parking

The parking analysis for the proposed hotel development is based on the City of Santa Clara's zoning code requirements and the *VTA Bicycle Technical Guidelines*.

For hotels in the City of Santa Clara, the Zoning Ordinance requires parking to be provided at the rate of a minimum of 1 parking space for each room. The project proposes 396 hotel rooms. Thus, the project is required to provide a minimum of 396 parking spaces. The project site plan shows 282 parking spaces in mechanical stackers and 2 ADA van stalls for a total of 284 parking spaces, which does not meet the City code requirement. The project is planning to provide shuttle service to the airport and other local destinations. As per the 2010 Santa Clara Station Area Plan section 3-P-26, the project can request a parking reduction in conjunction with the shuttle program. The project is planning to request a reduction in the parking requirement to 0.71 stalls per room. The project is planning to provide valet parking. As shown on the site plan, the project is planning to provide two van accessible parking spaces. Since self-parking is not permitted, the ADA parking proposed at the site would be adequate.

Based on the VTA Bicycle Technical Guidelines bicycle parking requirements, the project should provide one class I bicycle parking space per 30 rooms and one class I bicycle parking space per 30 employees (long term parking). As per the VTA guidelines, the minimum number of required Class II bicycle parking spaces is 4 (short-term parking). Assuming that the project would have 30 to 60 employees, the project should provide 14 long term bicycle spaces for hotel guests, two long term

bicycle spaces for employees, and four short term bicycle spaces. The site plan shows a bicycle storage room with 16 long term spaces near the Coleman driveway entrance. The site plan does not show any short-term bicycle spaces. Four spaces should be provided near the building entrance.

Vehicle Miles Traveled

Pursuant to SB 743, the Governor's Office of Planning and Research (OPR) published the finalized updates to the CEQA Guidelines in November 2017. The Technical Advisory on Evaluating Transportation Impacts in CEQA published by OPR in December 2018 provided recommendations regarding VMT evaluation methodology, significance thresholds and screening thresholds for land use projects. The guidelines stated that Level of Service will no longer be considered to be an environmental impact under CEQA and considers vehicle-miles-travelled (VMT) the most appropriate measure of transportation impact. The OPR guidelines and City of Santa Clara VMT Policy state that transit supportive projects located within ½ mile of an existing major transit stop or an existing transit stop along a high quality transit corridor would have a less-than-significant impact on VMT and will not require a VMT analysis. Projects that do not meet the screening criteria for VMT analysis will have a less than significant impact if they result in a 15% VMT reduction compared to the baseline. The proposed project is located within 1,500 feet of the Santa Clara Caltrain station, which qualifies as a major transit stop, and the project would thus be presumed to have a less-than-significant impact on VMT per City of Santa Clara guidelines.

1290 Coleman Avenue Hotel Development TIA

Technical Appendices

Appendix A

Traffic Counts



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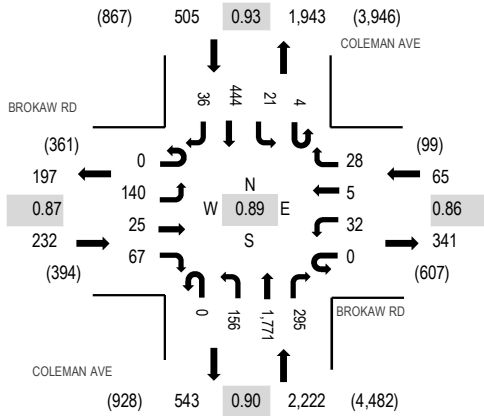
Location: 1 COLEMAN AVE & BROKAW RD AM

Date: Wednesday, October 2, 2019

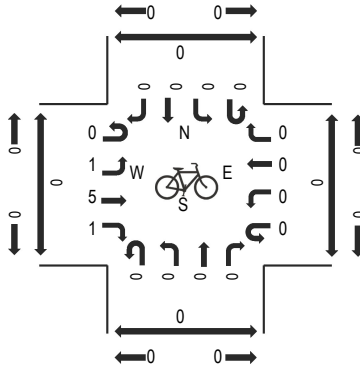
Peak Hour: 08:00 AM - 09:00 AM

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

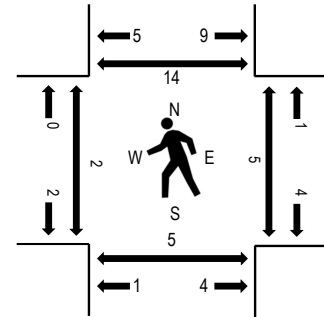
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BROKAW RD Eastbound				BROKAW RD Westbound				COLEMAN AVE Northbound				COLEMAN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	30	3	12	0	0	0	1	0	35	464	48	0	0	53	10	656	2,818	0	1	2	6
7:15 AM	0	26	2	8	0	6	1	1	0	27	470	54	0	3	71	6	675	2,831	0	0	0	0
7:30 AM	0	30	5	8	0	13	1	5	0	44	517	69	0	1	90	5	788	3,007	0	0	1	1
7:45 AM	0	26	2	10	0	5	0	1	0	27	431	74	1	5	109	8	699	2,959	0	0	0	1
8:00 AM	0	46	4	14	0	5	2	7	0	29	374	81	3	6	89	9	669	3,024	0	0	1	1
8:15 AM	0	37	7	23	0	6	0	10	0	46	513	73	0	6	118	12	851		2	0	2	4
8:30 AM	0	34	9	15	0	8	1	7	0	42	427	69	1	5	118	4	740		0	3	0	5
8:45 AM	0	23	5	15	0	13	2	4	0	39	457	72	0	4	119	11	764		0	2	2	4

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	5	0	0	0	1	0	0	0	1	31	5	0	0	13	0	56
Lights	0	131	25	63	0	30	5	27	0	155	1,703	286	4	20	409	32	2,890
Mediums	0	4	0	4	0	1	0	1	0	0	37	4	0	1	22	4	78
Total	0	140	25	67	0	32	5	28	0	156	1,771	295	4	21	444	36	3,024



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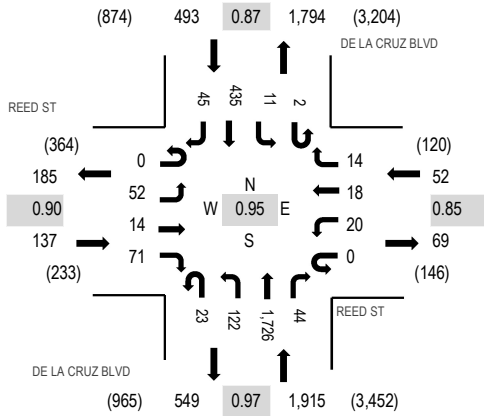
Location: 2 DE LA CRUZ BLVD & REED ST AM

Date: Wednesday, October 2, 2019

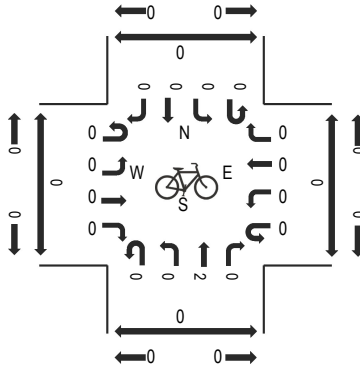
Peak Hour: 08:00 AM - 09:00 AM

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

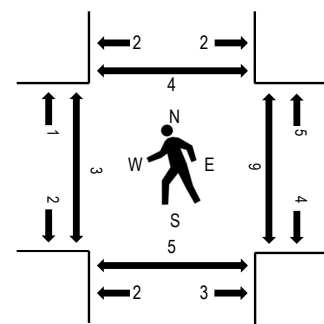
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	REED ST Eastbound				REED ST Westbound				DE LA CRUZ BLVD Northbound				DE LA CRUZ BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	11	2	14	0	1	2	2	2	40	360	14	1	3	57	17	526	2,082	1	0	0	0
7:15 AM	0	11	5	11	0	10	3	1	2	25	326	9	1	2	70	8	484	2,196	0	0	2	0
7:30 AM	0	5	2	7	0	18	1	5	5	28	313	13	1	4	87	13	502	2,392	1	1	1	0
7:45 AM	0	15	3	10	0	14	6	5	14	16	353	17	0	3	94	20	570	2,523	0	0	0	1
8:00 AM	0	13	0	18	0	8	8	6	3	33	414	11	0	1	114	11	640	2,597	0	2	0	0
8:15 AM	0	11	4	16	0	4	6	1	5	27	455	7	0	4	123	17	680		1	2	1	0
8:30 AM	0	11	6	21	0	2	3	3	5	34	421	13	2	4	97	11	633		1	3	3	1
8:45 AM	0	17	4	16	0	6	1	4	10	28	436	13	0	2	101	6	644		1	2	1	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	16	0	8	0	0	0	1	0	19	12	0	0	1	9	2	68
Lights	0	33	14	49	0	19	15	9	23	95	1,682	43	1	10	408	37	2,438
Mediums	0	3	0	14	0	1	3	4	0	8	32	1	1	0	18	6	91
Total	0	52	14	71	0	20	18	14	23	122	1,726	44	2	11	435	45	2,597



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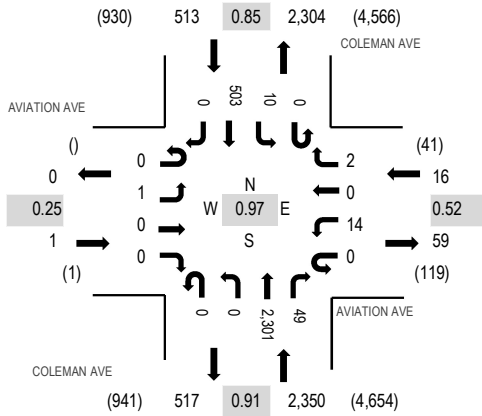
Location: 3 COLEMAN AVE & AVIATION AVE AM

Date: Wednesday, October 2, 2019

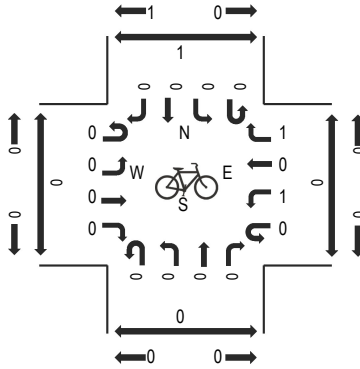
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

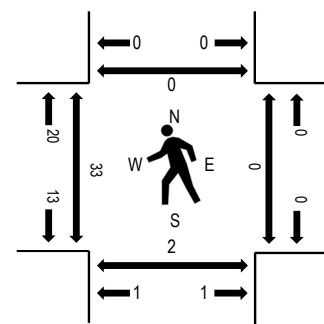
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	AVIATION AVE Eastbound				AVIATION AVE Westbound				COLEMAN AVE Northbound				COLEMAN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	4	0	4	0	0	548	16	0	3	64	0	639	2,746	1	0	0	0
7:15 AM	0	0	0	0	0	8	0	4	0	0	548	14	1	4	89	0	668	2,802	6	0	0	0
7:30 AM	0	0	0	0	0	3	0	1	0	0	643	7	0	0	125	0	779	2,857	14	0	0	0
7:45 AM	0	0	0	0	0	1	0	0	0	0	513	15	0	1	130	0	660	2,799	12	3	0	0
8:00 AM	0	0	0	0	0	1	0	0	0	0	573	19	0	3	99	0	695	2,880	6	0	2	0
8:15 AM	0	0	0	0	0	3	0	1	0	0	585	7	0	2	125	0	723		3	0	0	0
8:30 AM	0	0	0	0	0	5	0	1	0	0	553	11	0	3	148	0	721		8	0	0	0
8:45 AM	0	1	0	0	0	5	0	0	0	0	590	12	0	2	131	0	741		16	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	38	0	0	0	16	0	54
Lights	0	1	0	0	0	14	0	1	0	0	2,217	47	0	9	461	0	2,750
Mediums	0	0	0	0	0	0	0	1	0	0	46	2	0	1	26	0	76
Total	0	1	0	0	0	14	0	2	0	0	2,301	49	0	10	503	0	2,880



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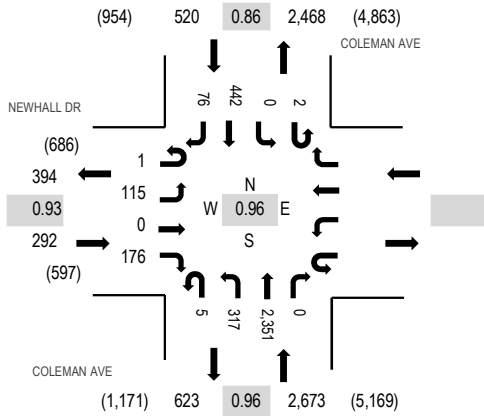
Location: 4 COLEMAN AVE & NEWHALL DR AM

Date: Wednesday, October 2, 2019

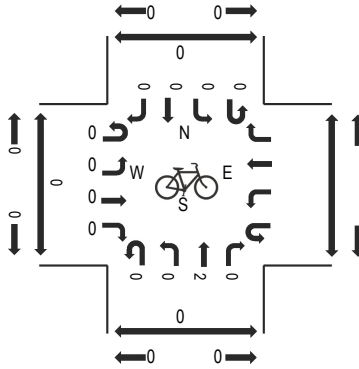
Peak Hour: 08:00 AM - 09:00 AM

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

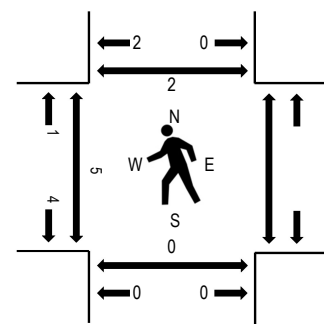
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NEWHALL DR Eastbound				Westbound				COLEMAN AVE Northbound				Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	37	0	49					0	48	532	0	0	0	51	17	734	3,235	0		0	0
7:15 AM	0	20	0	43					0	67	591	0	0	0	85	10	816	3,352	0		0	0
7:30 AM	0	27	0	49					0	43	618	0	2	0	127	18	884	3,420	0		0	0
7:45 AM	0	40	0	40					0	69	528	0	0	0	104	20	801	3,447	1		0	0
8:00 AM	1	25	0	58					2	72	573	0	0	0	100	20	851	3,485	2		0	0
8:15 AM	0	33	0	40					0	102	583	0	0	0	109	17	884		1		0	0
8:30 AM	0	27	0	38					3	62	629	0	1	0	128	23	911		0		0	0
8:45 AM	0	30	0	40					0	81	566	0	1	0	105	16	839		2		0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1					0	2	49	0	0	0	21	0	73
Lights	1	112	0	171					5	308	2,249	0	2	0	392	72	3,312
Mediums	0	3	0	4					0	7	53	0	0	0	29	4	100
Total	1	115	0	176					5	317	2,351	0	2	0	442	76	3,485



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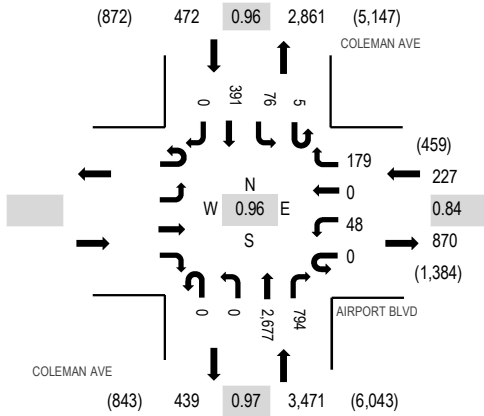
Location: 5 COLEMAN AVE & AIRPORT BLVD AM

Date: Wednesday, October 2, 2019

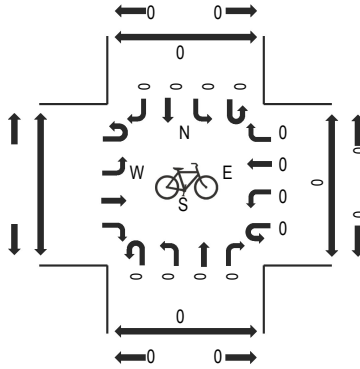
Peak Hour: 08:00 AM - 09:00 AM

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

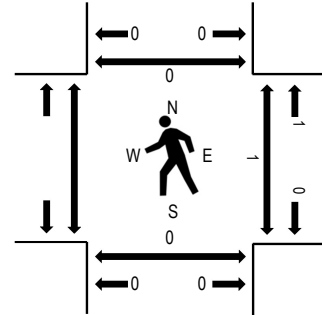
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	AIRPORT BLVD Eastbound				AIRPORT BLVD Westbound				COLEMAN AVE Northbound				COLEMAN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM					0	13	0	45	0	0	614	93	0	7	62	0	834	3,204	0	0	0	0
7:15 AM					0	20	0	49	0	0	561	109	0	20	74	0	833	3,373	0	0	1	1
7:30 AM					0	11	0	34	0	0	559	112	0	18	100	0	834	3,588	0	0	0	0
7:45 AM					0	16	0	44	0	0	380	144	0	11	108	0	703	3,842	0	0	0	0
8:00 AM					0	8	0	35	0	0	690	153	1	14	102	0	1,003	4,170	0	0	0	0
8:15 AM					0	12	0	43	0	0	655	224	4	20	90	0	1,048		0	0	0	0
8:30 AM					0	19	0	51	0	0	674	221	0	19	104	0	1,088		0	0	0	0
8:45 AM					0	9	0	50	0	0	658	196	0	23	95	0	1,031		1	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	1	0	0	0	0	42	0	0	0	19	0	62
Lights					0	45	0	176	0	0	2,599	789	5	72	350	0	4,036
Mediums					0	2	0	3	0	0	36	5	0	4	22	0	72
Total					0	48	0	179	0	0	2,677	794	5	76	391	0	4,170



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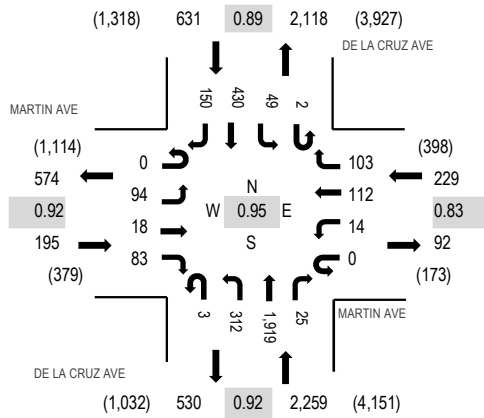
Location: 1 DE LA CRUZ AVE & MARTIN AVE AM

Date: Tuesday, November 27, 2018

Peak Hour: 08:00 AM - 09:00 AM

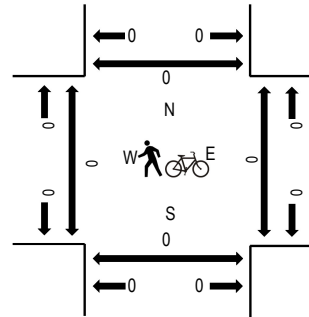
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MARTIN AVE Eastbound				MARTIN AVE Westbound				DE LA CRUZ AVE Northbound				DE LA CRUZ AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	25	0	10	0	3	15	25	3	55	398	1	1	15	79	44	674	2,932	1	2	3	0
7:15 AM	0	21	4	21	0	2	26	15	2	60	372	4	1	9	91	56	684	3,105	0	0	0	0
7:30 AM	0	33	3	17	0	2	10	28	2	71	430	3	1	9	110	65	784	3,264	2	0	0	0
7:45 AM	0	25	5	20	0	2	19	22	3	69	412	7	0	21	135	50	790	3,229	0	1	0	0
8:00 AM	0	16	8	17	0	3	25	21	1	81	499	5	0	23	119	29	847	3,314	0	0	0	0
8:15 AM	0	30	2	22	0	3	32	34	0	79	465	6	1	11	118	40	843		0	0	0	0
8:30 AM	0	22	4	19	0	5	25	26	1	79	416	10	0	8	95	39	749		0	0	0	0
8:45 AM	0	26	4	25	0	3	30	22	1	73	539	4	1	7	98	42	875		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	5	0	2	0	0	1	0	0	2	8	0	0	0	10	2	30
Lights	0	77	15	74	0	14	108	97	3	295	1,857	25	2	48	405	140	3,160
Mediums	0	12	3	7	0	0	3	6	0	15	54	0	0	1	15	8	124
Total	0	94	18	83	0	14	112	103	3	312	1,919	25	2	49	430	150	3,314



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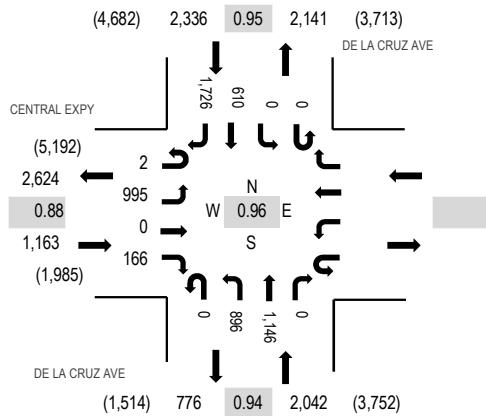
Location: 8 DE LA CRUZ AVE & CENTRAL EXPY AM

Date: Tuesday, November 27, 2018

Peak Hour: 08:00 AM - 09:00 AM

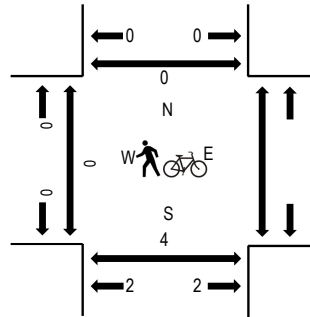
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	CENTRAL EXPY Eastbound				Westbound				DE LA CRUZ AVE Northbound				DE LA CRUZ AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	138	0	23					0	225	184	0	0	0	118	429	1,117	4,878	0		0	0
7:15 AM	0	149	0	29					0	204	207	0	0	0	146	434	1,169	5,133	0		0	0
7:30 AM	0	200	0	27					0	187	229	0	0	0	164	426	1,233	5,404	0		0	0
7:45 AM	0	207	0	49					1	215	258	0	0	0	181	448	1,359	5,450	0		0	0
8:00 AM	0	229	0	35					0	249	212	0	0	0	181	466	1,372	5,541	0		0	0
8:15 AM	0	256	0	54					0	226	312	0	0	0	157	435	1,440		0		0	0
8:30 AM	0	216	0	42					0	218	283	0	0	0	128	392	1,279		0		0	0
8:45 AM	2	294	0	35					0	203	339	0	0	0	144	433	1,450		0		0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	14	0	1					0	2	13	0	0	0	12	9	51
Lights	2	950	0	157					0	871	1,091	0	0	0	574	1,671	5,316
Mediums	0	31	0	8					0	23	42	0	0	0	24	46	174
Total	2	995	0	166					0	896	1,146	0	0	0	610	1,726	5,541



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Location: 11 COLEMAN AVE & I-880 SB OFF RAMP AM

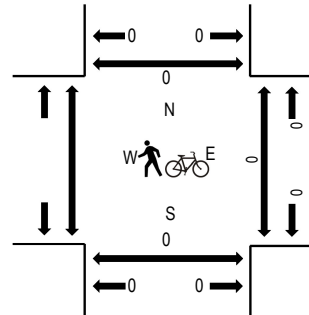
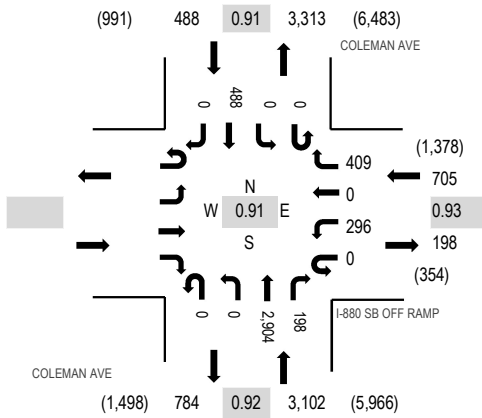
Date: Tuesday, November 27, 2018

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

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

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	I-880 SB OFF RAMP								COLEMAN AVE				COLEMAN AVE				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
7:00 AM					0	41	0	84	0	0	654	47	0	0	114	0	940	4,149		0	0	0
7:15 AM					0	62	0	119	0	0	679	53	0	0	106	0	1,019	4,290		0	0	0
7:30 AM					0	64	0	100	0	0	668	62	0	0	113	0	1,007	4,295		0	0	0
7:45 AM					0	96	0	104	0	0	780	67	0	0	136	0	1,183	4,281		0	0	0
8:00 AM					0	87	0	111	0	0	731	39	0	0	113	0	1,081	4,186		0	0	0
8:15 AM					0	49	0	94	0	0	725	30	0	0	126	0	1,024			0	0	0
8:30 AM					0	55	0	136	0	0	634	29	0	0	139	0	993			0	0	0
8:45 AM					0	53	0	123	0	0	741	27	0	0	144	0	1,088			0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	10	0	10	0	0	7	3	0	0	9	0	39
Lights					0	275	0	386	0	0	2,862	187	0	0	462	0	4,172
Mediums					0	11	0	13	0	0	35	8	0	0	17	0	84
Total					0	296	0	409	0	0	2,904	198	0	0	488	0	4,295



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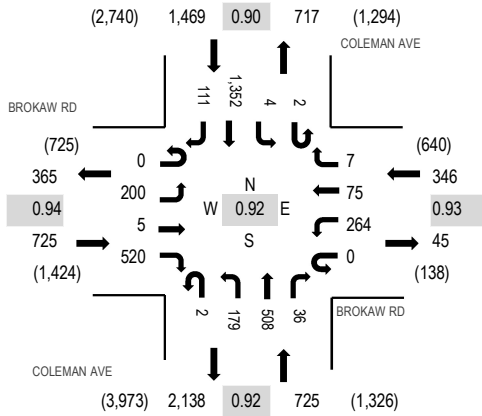
Location: 1 COLEMAN AVE & BROKAW RD PM

Date: Wednesday, October 2, 2019

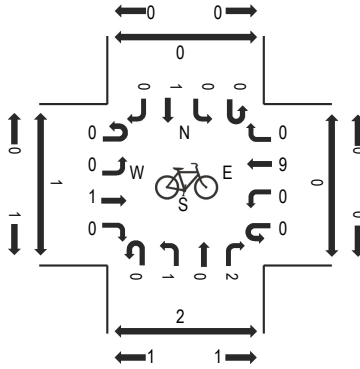
Peak Hour: 05:00 PM - 06:00 PM

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

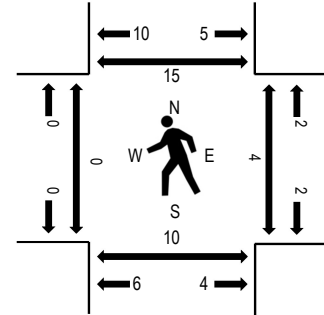
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BROKAW RD Eastbound				BROKAW RD Westbound				COLEMAN AVE Northbound				COLEMAN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	38	8	108	0	47	13	4	0	52	91	18	0	1	224	26	630	2,865	1	0	1	3
4:15 PM	0	50	6	122	0	44	28	5	1	46	98	21	1	5	228	27	682	2,998	3	1	3	4
4:30 PM	0	51	0	126	0	58	12	3	0	43	92	17	2	2	342	34	782	3,202	0	0	3	0
4:45 PM	0	57	4	129	0	62	16	2	0	31	82	9	1	2	344	32	771	3,263	0	0	1	2
5:00 PM	0	51	1	117	0	62	14	2	2	49	121	6	0	2	316	20	763	3,265	0	1	2	2
5:15 PM	0	43	1	153	0	73	18	2	0	35	129	8	1	0	398	25	886		0	0	2	3
5:30 PM	0	52	1	129	0	68	23	2	0	43	141	13	1	1	337	32	843		0	2	4	4
5:45 PM	0	54	2	121	0	61	20	1	0	52	117	9	0	1	301	34	773		0	1	2	6

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5
Lights	0	199	5	516	0	261	75	7	2	178	495	35	2	4	1,335	111	3,225
Mediums	0	1	0	4	0	3	0	0	0	1	11	1	0	0	14	0	35
Total	0	200	5	520	0	264	75	7	2	179	508	36	2	4	1,352	111	3,265



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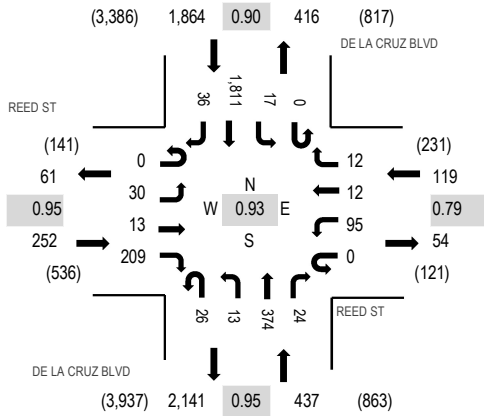
Location: 2 DE LA CRUZ BLVD & REED ST PM

Date: Wednesday, October 2, 2019

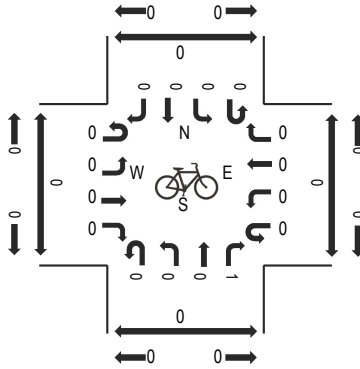
Peak Hour: 05:00 PM - 06:00 PM

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

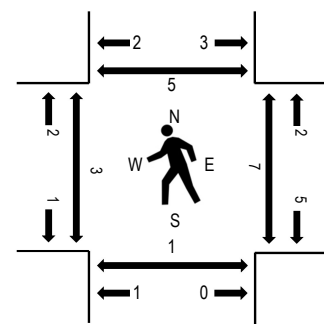
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	REED ST Eastbound				REED ST Westbound				DE LA CRUZ BLVD Northbound				DE LA CRUZ BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	9	6	60	0	18	5	3	7	9	85	8	1	13	330	11	565	2,344	0	0	0	0
4:15 PM	0	7	7	52	0	24	3	7	13	8	78	5	2	6	326	11	549	2,420	0	0	0	0
4:30 PM	0	14	1	54	0	17	3	5	5	3	90	7	0	2	403	8	612	2,586	0	0	0	0
4:45 PM	0	8	2	64	0	19	4	4	7	6	88	7	0	3	397	9	618	2,621	0	0	0	0
5:00 PM	0	7	1	67	0	33	5	4	5	3	103	5	0	5	392	11	641	2,672	0	1	1	0
5:15 PM	0	6	4	49	0	24	4	5	5	2	89	11	0	5	502	9	715		2	6	0	3
5:30 PM	0	9	3	53	0	27	2	1	6	7	100	6	0	4	420	9	647		1	0	0	0
5:45 PM	0	8	5	40	0	11	1	2	10	1	82	2	0	3	497	7	669		0	0	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Lights	0	30	13	206	0	95	12	11	26	11	366	24	0	17	1,799	34	2,644
Mediums	0	0	0	3	0	0	0	1	0	2	8	0	0	0	10	2	26
Total	0	30	13	209	0	95	12	12	26	13	374	24	0	17	1,811	36	2,672



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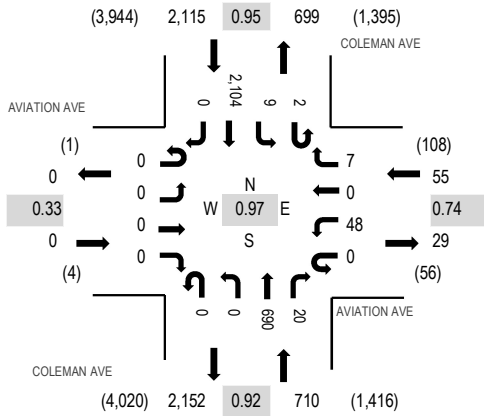
Location: 3 COLEMAN AVE & AVIATION AVE PM

Date: Wednesday, October 2, 2019

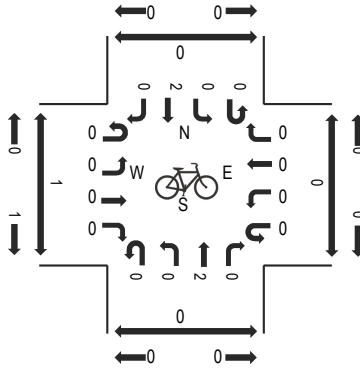
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

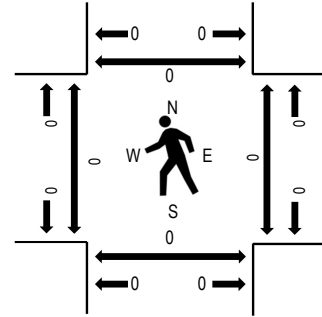
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	AVIATION AVE Eastbound				AVIATION AVE Westbound				COLEMAN AVE Northbound				COLEMAN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	1	0	2	0	19	0	2	0	0	185	6	0	1	379	1	596	2,598	0	0	0	0
4:15 PM	0	0	0	1	0	7	0	3	0	0	171	5	0	0	422	0	609	2,712	0	0	0	0
4:30 PM	0	0	0	0	0	14	0	3	0	0	146	5	1	4	529	0	702	2,837	0	0	0	0
4:45 PM	0	0	0	0	0	12	0	2	0	0	146	5	0	1	525	0	691	2,880	0	0	0	0
5:00 PM	0	0	0	0	0	15	0	1	0	0	180	8	0	2	504	0	710	2,874	0	0	0	0
5:15 PM	0	0	0	0	0	7	0	2	0	0	162	5	0	5	553	0	734		0	0	0	0
5:30 PM	0	0	0	0	0	14	0	2	0	0	202	2	2	1	522	0	745		0	0	0	0
5:45 PM	0	0	0	0	0	5	0	0	0	0	184	4	0	2	490	0	685		1	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
Lights	0	0	0	0	0	47	0	7	0	0	678	19	2	9	2,086	0	2,848
Mediums	0	0	0	0	0	1	0	0	0	0	12	1	0	0	15	0	29
Total	0	0	0	0	0	48	0	7	0	0	690	20	2	9	2,104	0	2,880



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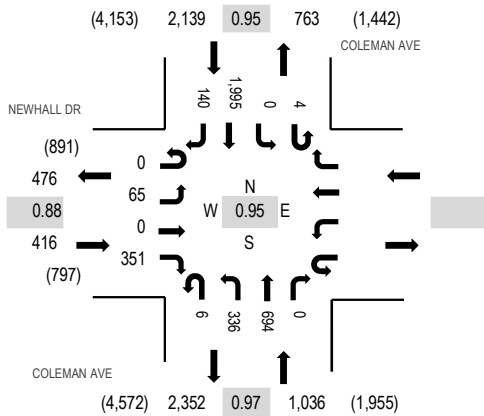
Location: 4 COLEMAN AVE & NEWHALL DR PM

Date: Wednesday, October 2, 2019

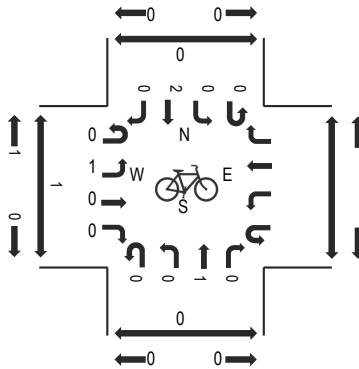
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

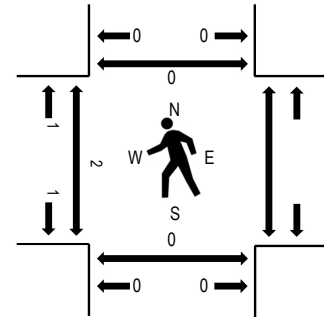
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NEWHALL DR Eastbound				Westbound				COLEMAN AVE Northbound				Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	9	0	98					0	69	180	0	0	0	380	41	777	3,314	2	0	0	1
4:15 PM	0	10	0	88					0	55	168	0	0	0	413	28	762	3,404	0	0	0	0
4:30 PM	0	13	0	81					0	71	141	0	0	0	542	36	884	3,527	0	0	0	0
4:45 PM	0	13	0	69					2	88	145	0	0	0	547	27	891	3,589	1	0	0	1
5:00 PM	0	14	0	90					2	75	178	0	2	0	482	24	867	3,591	2	0	0	0
5:15 PM	0	12	0	80					1	77	169	0	1	0	510	35	885		0	0	0	0
5:30 PM	0	16	0	102					1	89	176	0	0	0	519	43	946		0	0	0	0
5:45 PM	0	23	0	79					2	95	171	0	1	0	484	38	893		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	1	0	0	0	5	0	6
Lights	0	64	0	350					6	336	680	0	4	0	1,967	140	3,547
Mediums	0	1	0	1					0	0	13	0	0	0	23	0	38
Total	0	65	0	351					6	336	694	0	4	0	1,995	140	3,591



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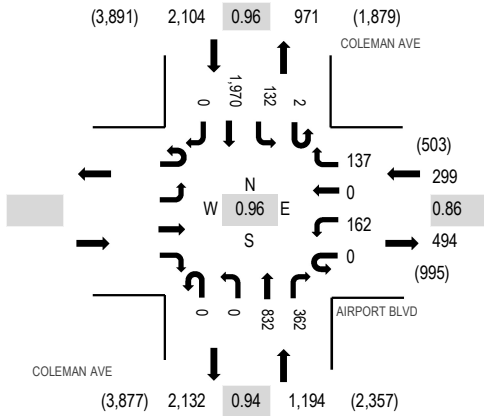
Location: 5 COLEMAN AVE & AIRPORT BLVD PM

Date: Wednesday, October 2, 2019

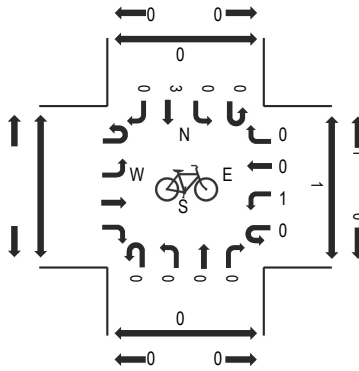
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

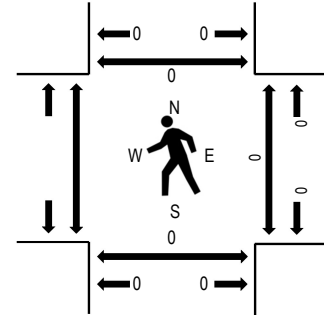
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	AIRPORT BLVD								COLEMAN AVE				COLEMAN AVE				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
4:00 PM					0	22	0	29	0	0	226	92	1	29	351	0	750	3,154		0	0	1
4:15 PM					0	21	0	22	0	0	198	85	1	35	374	0	736	3,307		0	0	0
4:30 PM					0	21	0	25	0	0	187	96	0	37	470	0	836	3,455		0	0	0
4:45 PM					0	32	0	32	0	0	187	92	0	35	454	0	832	3,554		0	0	0
5:00 PM					0	33	0	22	0	0	226	93	1	34	494	0	903	3,597		0	0	0
5:15 PM					0	47	0	35	0	0	190	76	0	38	498	0	884			0	0	0
5:30 PM					0	47	0	40	0	0	202	97	0	29	520	0	935			0	0	0
5:45 PM					0	35	0	40	0	0	214	96	1	31	458	0	875			0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	3	0	0	0	0	0	1	0	0	4	0	8
Lights					0	157	0	133	0	0	824	352	2	124	1,955	0	3,547
Mediums					0	2	0	4	0	0	8	9	0	8	11	0	42
Total					0	162	0	137	0	0	832	362	2	132	1,970	0	3,597



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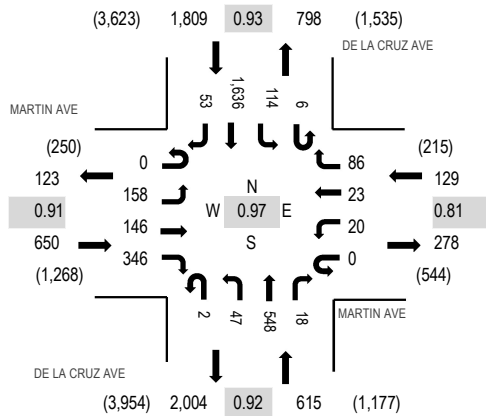
Location: 1 DE LA CRUZ AVE & MARTIN AVE PM

Date: Tuesday, November 27, 2018

Peak Hour: 04:45 PM - 05:45 PM

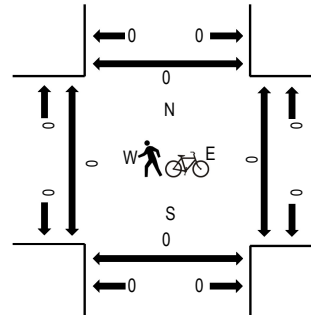
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MARTIN AVE Eastbound				MARTIN AVE Westbound				DE LA CRUZ AVE Northbound				DE LA CRUZ AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	49	31	104	0	1	4	19	3	13	143	5	0	26	364	21	783	3,147	0	0	0	0
4:15 PM	0	50	28	83	0	5	4	16	0	13	115	1	2	29	412	18	776	3,171	0	0	0	0
4:30 PM	1	50	35	71	0	4	6	12	0	10	124	4	0	32	396	19	764	3,172	0	0	0	0
4:45 PM	0	46	29	93	0	7	8	24	1	15	130	8	0	29	420	14	824	3,203	0	0	0	0
5:00 PM	0	43	40	99	0	3	7	30	1	13	150	4	2	25	377	13	807	3,136	0	0	0	0
5:15 PM	0	30	42	83	0	3	6	14	0	8	131	4	3	24	413	16	777		0	0	0	0
5:30 PM	0	39	35	71	0	7	2	18	0	11	137	2	1	36	426	10	795		0	0	0	0
5:45 PM	0	26	29	61	0	2	4	9	0	5	122	4	0	42	444	9	757		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	1	0	0	1	0	0	2	1	0	0	0	0	0	6
Lights	0	154	143	343	0	20	22	85	2	43	535	18	6	112	1,632	51	3,166
Mediums	0	4	2	2	0	0	0	1	0	2	12	0	0	2	4	2	31
Total	0	158	146	346	0	20	23	86	2	47	548	18	6	114	1,636	53	3,203

Appendix B

Volume Summary Tables

Intersection Number: **1**
 Trafix Node Number: 302
 Intersection Name: Coleman Avenue and Brokaw Road
 Peak Hour: AM
 Count Date: 10/2/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	36	444	25	28	5	32	295	1771	156	67	25	140	3024
Approved Project Trips													
Santa Clara Approved Project Trips	0	42	0	0	0	0	0	187	0	0	0	0	229
Great America Parkway (Santa Clara)	0	2	0	0	0	0	0	16	0	0	0	0	18
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	2	0	0	0	0	0	18	0	0	0	0	20
3226 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
1205 Coleman Avenue	48	56	0	0	0	0	0	101	13	53	0	192	463
3375 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
Bixby (Santa Clara)	0	1	0	0	0	0	0	4	0	0	0	0	5
San Jose Approved Project Trips	0	246	0	0	0	0	0	72	13	54	0	0	385
NSJ Phase I Project Trips	0	7	0	0	0	0	0	35	0	0	0	0	42
Total Approved Trips	48	358	0	0	0	0	0	447	26	107	0	192	1178
Background Conditions	84	802	25	28	5	32	295	2218	182	174	25	332	4202
Proposed Project Trips	0	0	45	0	0	33	61	41	0	0	0	0	180
Existing Plus Project Conditions	36	444	70	28	5	65	356	1812	156	67	25	140	3204
Background Plus Project Conditions	84	802	70	28	5	65	356	2259	182	174	25	332	4382
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	11	0	0	0	0	0	3	0	0	0	0	14
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Master Plan (Santa Clara)	0	1	0	0	0	0	0	1	0	0	0	0	2
3069 Lawrence Expressway (Santa Clara)	0	5	0	0	0	0	0	-2	0	0	0	0	3
500 Benton Street	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	458	-24	0	0	11	0	0	-43	179	66	28	74	749
BART CREDIT	-8	0	0	0	0	0	0	0	-14	-7	0	-5	-34
NSJ Phase II Project Trips	0	7	0	0	0	0	0	35	0	0	0	0	42
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	3	0	0	0	0	0	22	0	0	0	0	25
Total Pending Trips	450	3	0	0	11	0	0	16	165	59	28	69	801
Cumulative Conditions	534	805	25	28	16	32	295	2234	347	233	53	401	5003
Cumulative Plus Project Conditions	534	805	70	28	16	65	356	2275	347	233	53	401	5183

Intersection Number: **2**
 Traffic Node Number: 301
 Intersection Name: De La Cruz Boulevard and Reed Street
 Peak Hour: AM
 Count Date: 10/2/19

Scenario:	Movements													Total
	North Approach			East Approach			South Approach			West Approach				
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT		
Existing Conditions	45	435	13	14	18	20	44	1726	145	71	14	52	2597	
Approved Project Trips														
Santa Clara Approved Project Trips	11	58	0	0	0	0	0	250	4	4	0	4	331	
Great America Parkway (Santa Clara)	0	2	0	0	0	0	0	16	0	0	0	0	18	
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0	
3333 Scott Blvd (Santa Clara)	0	2	0	0	0	0	0	18	0	0	0	0	20	
3226 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8	
Santa Clara University MP (Santa Clara)	0	11	0	0	0	0	0	3	0	0	0	0	14	
1205 Coleman Avenue	0	85	0	0	0	0	0	239	2	1	0	0	327	
3375 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8	
Bixby (Santa Clara)	0	1	0	0	0	0	0	4	0	0	0	0	5	
San Jose Approved Project Trips	0	221	0	0	0	0	0	65	0	0	0	0	286	
NSJ Phase I Project Trips	0	10	0	0	0	0	0	47	0	0	0	0	57	
Total Approved Trips	11	392	0	0	0	0	0	656	6	5	0	4	1074	
Background Conditions	56	827	13	14	18	20	44	2382	151	76	14	56	3671	
Proposed Project Trips	0	33	0	0	0	0	0	30	0	0	0	0	63	
Existing Plus Project Conditions	45	468	13	14	18	20	44	1756	145	71	14	52	2660	
Background Plus Project Conditions	56	860	13	14	18	20	44	2412	151	76	14	56	3734	
Pending Project Trips														
Santa Clara Pending Project Trips	0	3	0	0	0	0	0	11	0	0	0	0	14	
Santa Clara Pending Project Trips	9	5	7	5	4	8	4	0	0	1	3	3	49	
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0	
Great America Master Plan (Santa Clara)	0	1	0	0	0	0	0	1	0	0	0	0	2	
3069 Lawrence Expressway (Santa Clara)	0	5	0	0	0	0	0	-2	0	0	0	0	3	
500 Benton Street	0	6	0	0	0	0	0	9	0	0	0	0	15	
BART	0	144	-1	0	0	2	-4	5	-1	18	0	-2	161	
BART CREDIT	0	-6	0	0	0	0	0	-3	0	0	0	0	-9	
NSJ Phase II Project Trips	0	10	0	0	0	0	0	47	0	0	0	0	57	
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0	
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cilker (San Jose)	0	4	0	0	0	0	0	29	0	0	0	0	33	
Total Pending Trips	9	172	6	5	4	10	0	97	-1	19	3	1	325	
Cumulative Conditions	65	1000	19	19	22	30	44	2479	150	95	17	57	3996	
Cumulative Plus Project Conditions	65	1033	19	19	22	30	44	2509	150	95	17	57	4059	

Intersection Number: **3**
 Traffic Node Number: 300
 Intersection Name: De La Cruz Boulevard and Martin Avenue
 Peak Hour: AM
 Count Date: 11/27/18

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	150	430	51	103	112	14	25	1919	315	83	18	94	3314
Approved Project Trips													
Santa Clara Approved Project Trips	0	65	0	0	0	0	0	206	47	4	0	0	322
Great America Parkway (Santa Clara)	0	2	0	0	0	0	0	16	0	0	0	0	18
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	2	0	0	0	0	0	18	0	0	0	0	20
3226 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
Santa Clara University MP (Santa Clara)	0	11	0	0	0	0	0	3	0	0	0	0	14
1205 Coleman Avenue	0	82	0	0	0	0	0	231	8	3	0	0	324
3375 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
Bixby (Santa Clara)	0	1	0	0	0	0	0	4	0	0	0	0	5
San Jose Approved Project Trips	0	221	0	0	0	0	0	65	0	0	0	0	286
NSJ Phase I Project Trips	0	10	0	0	0	0	0	47	0	0	0	0	57
Total Approved Trips	0	396	0	0	0	0	0	604	55	7	0	0	1062
Background Conditions	150	826	51	103	112	14	25	2523	370	90	18	94	4376
Proposed Project Trips	0	33	0	0	0	0	0	30	0	0	0	0	63
Existing Plus Project Conditions	150	463	51	103	112	14	25	1949	315	83	18	94	3377
Background Plus Project Conditions	150	859	51	103	112	14	25	2553	370	90	18	94	4439
Pending Project Trips													
Santa Clara Pending Project Trips	0	3	0	0	0	0	0	11	0	0	0	0	14
Santa Clara Pending Project Trips	0	6	0	0	0	0	0	8	0	0	0	0	14
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Master Plan (Santa Clara)	0	1	0	0	0	0	0	1	0	0	0	0	2
3069 Lawrence Expressway (Santa Clara)	0	5	0	0	0	0	0	-2	0	0	0	0	3
500 Benton Street	0	6	0	0	0	0	0	9	0	0	0	0	15
BART	-1	131	9	2	16	7	0	5	-4	3	1	0	169
BART CREDIT	0	-6	0	0	0	0	0	-3	0	0	0	0	-9
NSJ Phase II Project Trips	0	10	0	0	0	0	0	47	0	0	0	0	57
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	4	0	0	0	0	0	29	0	0	0	0	33
Total Pending Trips	-1	160	9	2	16	7	0	105	-4	3	1	0	298
Cumulative Conditions	149	987	60	105	128	21	25	2628	366	93	19	94	4674
Cumulative Plus Project Conditions	149	1020	60	105	128	21	25	2658	366	93	19	94	4737

Intersection Number: **4**
 Traffic Node Number: 5335
 Intersection Name: De La Cruz Boulevard and Central Expressway*
 Peak Hour: AM
 Count Date: 11/27/18

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	1726	610	0	0	0	0	0	1146	896	166	0	997	5541
Approved Project Trips													
Santa Clara Approved Project Trips	160	28	0	0	0	0	0	56	151	38	0	25	458
Great America Parkway (Santa Clara)	0	0	0	0	0	0	0	0	16	2	0	0	18
3000 Bowers (Santa Clara)	17	0	0	0	0	0	0	0	0	0	0	2	19
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	18	2	0	0	20
3226 Scott (Santa Clara)	2	0	0	0	0	0	0	0	7	1	0	0	10
Santa Clara University MP (Santa Clara)	0	11	0	0	0	0	0	3	0	0	0	0	14
1205 Coleman Avenue	0	62	0	0	0	0	0	176	55	20	0	0	313
3375 Scott (Santa Clara)	0	0	0	0	0	0	0	0	7	1	0	0	8
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	4	1	0	0	5
San Jose Approved Project Trips	0	199	0	0	0	0	0	58	7	22	0	0	286
NSJ Phase I Project Trips	12	6	0	0	0	0	0	36	11	4	0	59	127
Total Approved Trips	191	306	0	0	0	0	0	329	276	91	0	86	1278
Background Conditions	1917	916	0	0	0	0	0	1475	1172	257	0	1083	6819
Proposed Project Trips	0	25	0	0	0	0	0	23	7	8	0	0	63
Existing Plus Project Conditions	1726	635	0	0	0	0	0	1169	903	174	0	997	5604
Background Plus Project Conditions	1917	941	0	0	0	0	0	1498	1179	265	0	1083	6882
Pending Project Trips													
Santa Clara Pending Project Trips	0	3	0	0	0	0	0	11	0	0	0	0	14
Santa Clara Pending Project Trips	23	6	0	0	0	0	0	9	23	0	0	4	65
3033 Scott (Santa Clara)	14	0	0	0	0	0	0	0	0	0	0	14	28
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	1	1	0	0	2
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	-2	5	0	0	3
500 Benton Street	0	6	0	0	0	0	0	9	0	0	0	0	15
BART	-20	80	0	0	0	0	0	4	5	55	0	-1	123
BART CREDIT	0	-6	0	0	0	0	0	-3	0	-1	0	0	-10
NSJ Phase II Project Trips	12	6	0	0	0	0	0	36	11	4	0	59	127
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	4	0	0	0	0	0	29	0	0	0	0	33
Total Pending Trips	29	99	0	0	0	0	0	95	38	64	0	76	400
Cumulative Conditions	1945	1015	0	0	0	0	0	1570	1209	322	0	1158	7220
Cumulative Plus Project Conditions	1945	1040	0	0	0	0	0	1593	1216	330	0	1158	7283

Intersection Number: **5**
 Traffic Node Number: 3411
 Intersection Name: Coleman Avenue and Aviation Avenue
 Peak Hour: AM
 Count Date: 10/2/19

Scenario:	Movements													Total
	North Approach			East Approach			South Approach			West Approach				
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT		
Existing Conditions	0	503	10	2	0	14	49	2301	0	0	0	1	2880	
Approved Project Trips														
Santa Clara Approved Project Trips	0	42	0	0	0	0	0	187	0	0	0	0	229	
Great America Parkway (Santa Clara)	0	2	0	0	0	0	0	16	0	0	0	0	18	
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0	
3333 Scott Blvd (Santa Clara)	0	2	0	0	0	0	0	18	0	0	0	0	20	
3226 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8	
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0	
1205 Coleman Avenue	0	358	0	0	0	0	0	127	0	0	0	0	485	
3375 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8	
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0	
San Jose Approved Project Trips	52	246	2	0	0	0	6	65	160	25	2	20	578	
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Approved Trips	52	652	2	0	0	0	6	427	160	25	2	20	1346	
Background Conditions	52	1155	12	2	0	14	55	2728	160	25	2	21	4226	
Proposed Project Trips	0	33	0	0	0	0	0	37	0	0	0	0	70	
Existing Plus Project Conditions	0	536	10	2	0	14	49	2338	0	0	0	1	2950	
Background Plus Project Conditions	52	1188	12	2	0	14	55	2765	160	25	2	21	4296	
Pending Project Trips														
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	
Santa Clara Pending Project Trips	0	11	0	0	0	0	0	3	0	0	0	0	14	
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0	
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0	
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0	
500 Benton Street	0	0	0	0	0	0	0	0	0	0	0	0	0	
BART	0	41	0	0	0	0	0	133	0	0	0	0	174	
BART CREDIT	0	-7	0	0	0	0	0	-14	0	0	0	0	-21	
NSJ Phase II Project Trips	0	18	0	0	0	0	0	33	0	0	0	0	51	
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0	
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cilker (San Jose)	0	3	0	0	0	0	0	22	0	0	0	0	25	
Total Pending Trips	0	66	0	0	0	0	0	177	0	0	0	0	243	
Cumulative Conditions	52	1221	12	2	0	14	55	2905	160	25	2	21	4469	
Cumulative Plus Project Conditions	52	1254	12	2	0	14	55	2942	160	25	2	21	4539	

Intersection Number: **6**
 Traffic Node Number: 4047
 Intersection Name: Coleman Avenue and Newhall Drive
 Peak Hour: AM
 Count Date: 10/2/19

Scenario:	Movements													Total
	North Approach			East Approach			South Approach			West Approach				
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT		
Existing Conditions	76	442	2	0	0	0	0	2351	322	176	0	116	3485	
Approved Project Trips														
Santa Clara Approved Project Trips	0	42	0	0	0	0	0	187	0	0	0	0	229	
Great America Parkway (Santa Clara)	0	2	0	0	0	0	0	16	0	0	0	0	18	
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0	
3333 Scott Blvd (Santa Clara)	0	2	0	0	0	0	0	18	0	0	0	0	20	
3226 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8	
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0	
1205 Coleman Avenue	0	358	0	0	0	0	0	127	0	0	0	0	485	
3375 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8	
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0	
San Jose Approved Project Trips	12	68	0	0	0	0	0	440	23	15	0	2	560	
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Approved Trips	12	474	0	0	0	0	0	802	23	15	0	2	1328	
Background Conditions	88	916	2	0	0	0	0	3153	345	191	0	118	4813	
Proposed Project Trips	0	33	0	0	0	0	0	37	0	0	0	0	70	
Existing Plus Project Conditions	76	475	2	0	0	0	0	2388	322	176	0	116	3555	
Background Plus Project Conditions	88	949	2	0	0	0	0	3190	345	191	0	118	4883	
Pending Project Trips														
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	
Santa Clara Pending Project Trips	0	11	0	0	0	0	0	3	0	0	0	0	14	
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0	
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0	
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0	
500 Benton Street	0	0	0	0	0	0	0	0	0	0	0	0	0	
BART	0	42	0	0	0	0	0	123	-10	-5	0	0	150	
BART CREDIT	0	-7	0	0	0	0	0	-14	0	0	0	0	-21	
NSJ Phase II Project Trips	0	18	0	0	0	0	0	33	0	0	0	0	51	
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0	
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cilker (San Jose)	0	3	0	0	0	0	0	22	0	0	0	0	25	
Total Pending Trips	0	67	0	0	0	0	0	167	-10	-5	0	0	219	
Cumulative Conditions	88	983	2	0	0	0	0	3320	335	186	0	118	5032	
Cumulative Plus Project Conditions	88	1016	2	0	0	0	0	3357	335	186	0	118	5102	

Intersection Number: **7**
 Traffic Node Number: 3223
 Intersection Name: Coleman Avenue and Airport Boulevard
 Peak Hour: AM
 Count Date: 10/2/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	391	81	179	0	48	794	2677	0	0	0	0	4170
Approved Project Trips													
Santa Clara Approved Project Trips	0	40	2	9	0	0	0	178	0	0	0	0	229
Great America Parkway (Santa Clara)	0	2	0	0	0	0	0	16	0	0	0	0	18
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	2	0	0	0	0	0	18	0	0	0	0	20
3226 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
1205 Coleman Avenue	0	247	13	5	0	0	0	122	0	0	0	0	387
3375 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
San Jose Approved Project Trips	0	103	20	29	0	32	22	494	0	0	0	0	700
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	396	35	43	0	32	22	842	0	0	0	0	1370
Background Conditions	0	787	116	222	0	80	816	3519	0	0	0	0	5540
Proposed Project Trips	0	18	4	4	0	0	0	33	0	0	0	0	59
Existing Plus Project Conditions	0	409	85	183	0	48	794	2710	0	0	0	0	4229
Background Plus Project Conditions	0	805	120	226	0	80	816	3552	0	0	0	0	5599
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	11	0	0	0	0	0	3	0	0	0	0	14
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
500 Benton Street	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	37	0	0	0	0	0	113	0	0	0	0	150
BART CREDIT	0	-5	0	0	0	0	0	-14	0	0	0	0	-19
NSJ Phase II Project Trips	0	15	3	10	0	16	8	24	0	0	0	0	76
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	3	0	0	0	0	0	22	0	0	0	0	25
Total Pending Trips	0	61	3	10	0	16	8	148	0	0	0	0	246
Cumulative Conditions	0	848	119	232	0	96	824	3667	0	0	0	0	5786
Cumulative Plus Project Conditions	0	866	123	236	0	96	824	3700	0	0	0	0	5845

Intersection Number: **8**
 Traffic Node Number: 3052
 Intersection Name: Coleman Avenue and I 880 SB off Ramp*
 Peak Hour: AM
 Count Date: 11/27/18

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	488	0	409	0	296	198	2904	0	0	0	0	4295
Approved Project Trips													
Santa Clara Approved Project Trips	0	34	0	36	0	0	0	142	0	0	0	0	212
Great America Parkway (Santa Clara)	0	2	0	0	0	0	0	16	0	0	0	0	18
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	2	0	0	0	0	0	18	0	0	0	0	20
3226 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
1205 Coleman Avenue	0	247	0	35	0	0	0	88	0	0	0	0	370
3375 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
San Jose Approved Project Trips	0	183	0	0	16	0	1	446	0	0	0	0	646
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	470	0	71	16	0	1	724	0	0	0	0	1282
Background Conditions	0	958	0	480	16	296	199	3628	0	0	0	0	5577
Proposed Project Trips	0	18	0	16	0	0	0	17	0	0	0	0	51
Existing Plus Project Conditions	0	506	0	425	0	296	198	2921	0	0	0	0	4346
Background Plus Project Conditions	0	976	0	496	16	296	199	3645	0	0	0	0	5628
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	11	0	0	0	0	0	3	0	0	0	0	14
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
500 Benton Street	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	20	0	37	0	-17	0	55	0	0	0	0	95
BART CREDIT	0	-5	0	-4	0	0	0	-10	0	0	0	0	-19
NSJ Phase II Project Trips	2	55	0	27	0	14	1	52	0	0	0	0	152
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	3	0	0	0	0	0	22	0	0	0	0	25
Total Pending Trips	2	84	0	60	0	-3	1	122	0	0	0	0	267
Cumulative Conditions	2	1042	0	540	16	293	200	3750	0	0	0	0	5844
Cumulative Plus Project Conditions	2	1060	0	556	16	293	200	3767	0	0	0	0	5895

Intersection Number: **1**
 Trafix Node Number: 302
 Intersection Name: Coleman Avenue and Brokaw Road
 Peak Hour: PM
 Count Date: 10/2/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	111	1352	6	7	75	264	36	508	181	520	5	200	3265
Approved Project Trips													
Santa Clara Approved Project Trips	0	185	0	0	0	0	0	63	0	0	0	0	248
Great America Parkway (Santa Clara)	0	15	0	0	0	0	0	3	0	0	0	0	18
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	17	0	0	0	0	0	3	0	0	0	0	20
3226 Scott (Santa Clara)	0	7	0	0	0	0	0	1	0	0	0	0	8
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
1205 Coleman Avenue	190	111	0	0	0	0	0	75	52	28	0	103	559
3375 Scott (Santa Clara)	0	6	0	0	0	0	0	1	0	0	0	0	7
Bixby (Santa Clara)	0	3	0	0	0	0	0	1	0	0	0	0	4
San Jose Approved Project Trips	0	149	0	0	0	0	0	266	47	26	0	0	488
NSJ Phase I Project Trips	0	6	0	0	0	0	0	64	0	0	0	0	70
Total Approved Trips	190	499	0	0	0	0	0	477	99	54	0	103	1422
Background Conditions	301	1851	6	7	75	264	36	985	280	574	5	303	4687
Proposed Project Trips	0	0	47	0	0	27	67	32	0	0	0	0	173
Existing Plus Project Conditions	111	1352	53	7	75	291	103	540	181	520	5	200	3438
Background Plus Project Conditions	301	1851	53	7	75	291	103	1017	280	574	5	303	4860
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases I, II, & III (Santa Clara)	0	36	0	0	0	0	0	13	0	0	0	0	49
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Master Plan (Santa Clara)	0	2	0	0	0	0	0	3	0	0	0	0	5
3069 Lawrence Expressway (Santa Clara)	0	-1	0	0	0	0	0	5	0	0	0	0	4
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
500 Benton Street	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	96	-28	0	0	29	0	0	-15	87	159	30	408	766
BART CREDIT	-14	0	0	0	0	0	0	0	-22	-42	0	-26	-104
NSJ Phase II Project Trips	0	6	0	0	0	0	0	64	0	0	0	0	70
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	23	0	0	0	0	0	3	0	0	0	0	26
Total Pending Trips	82	38	0	0	29	0	0	73	65	117	30	382	816
Cumulative Conditions	383	1889	6	7	104	264	36	1058	345	691	35	685	5503
Cumulative Plus Project Conditions	383	1889	53	7	104	291	103	1090	345	691	35	685	5676

Intersection Number: **2**
 Traffic Node Number: 301
 Intersection Name: De La Cruz Boulevard and Reed Street
 Peak Hour: PM
 Count Date: 10/2/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	36	1811	17	12	12	95	24	374	39	209	13	30	2672
Approved Project Trips													
Santa Clara Approved Project Trips	5	226	0	0	0	0	0	96	2	24	0	12	365
Great America Parkway (Santa Clara)	0	15	0	0	0	0	0	3	0	0	0	0	18
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	17	0	0	0	0	0	3	0	0	0	0	20
3226 Scott (Santa Clara)	0	7	0	0	0	0	0	1	0	0	0	0	8
Santa Clara University MP (Santa Clara)	0	5	0	0	0	0	0	10	0	0	0	0	15
1205 Coleman Avenue	0	247	0	0	0	0	0	146	1	2	0	0	396
3375 Scott (Santa Clara)	0	6	0	0	0	0	0	1	0	0	0	0	7
Bixby (Santa Clara)	0	3	0	0	0	0	0	1	0	0	0	0	4
San Jose Approved Project Trips	0	127	0	0	0	0	0	226	0	0	0	0	353
NSJ Phase I Project Trips	0	8	0	0	0	0	0	86	0	0	0	0	94
Total Approved Trips	5	661	0	0	0	0	0	573	3	26	0	12	1280
Background Conditions	41	2472	17	12	12	95	24	947	42	235	13	42	3952
Proposed Project Trips	0	34	0	0	0	0	0	24	0	0	0	0	58
Existing Plus Project Conditions	36	1845	17	12	12	95	24	398	39	209	13	30	2730
Background Plus Project Conditions	41	2506	17	12	12	95	24	971	42	235	13	42	4010
Pending Project Trips													
Santa Clara Pending Project Trips	0	10	0	0	0	0	0	5	0	0	0	0	15
City Place Phases I, II, & III (Santa Clara)	3	42	6	2	1	2	6	5	6	4	9	3	89
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Master Plan (Santa Clara)	0	2	0	0	0	0	0	3	0	0	0	0	5
3069 Lawrence Expressway (Santa Clara)	0	-1	0	0	0	0	0	5	0	0	0	0	4
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
500 Benton Street	0	6	0	0	0	0	0	15	0	0	0	0	21
BART	0	17	0	-1	0	-4	2	135	11	0	0	0	160
BART CREDIT	0	-10	0	0	0	0	0	-20	0	0	0	0	-30
NSJ Phase II Project Trips	0	8	0	0	0	0	0	86	0	0	0	0	94
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	31	0	0	0	0	0	4	0	0	0	0	35
Total Pending Trips	3	105	6	1	1	-2	8	238	17	4	9	3	393
Cumulative Conditions	44	2577	23	13	13	93	32	1186	59	239	22	45	4346
Cumulative Plus Project Conditions	44	2611	23	13	13	93	32	1210	59	239	22	45	4404

Intersection Number: **3**
 Traffic Node Number: 300
 Intersection Name: De La Cruz Boulevard and Martin Avenue
 Peak Hour: PM
 Count Date: 11/27/18

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	53	1636	120	86	23	20	18	548	49	346	146	158	3203
Approved Project Trips													
Santa Clara Approved Project Trips	0	202	0	0	0	0	0	97	10	29	0	0	338
Great America Parkway (Santa Clara)	0	15	0	0	0	0	0	3	0	0	0	0	18
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	17	0	0	0	0	0	3	0	0	0	0	20
3226 Scott (Santa Clara)	0	7	0	0	0	0	0	1	0	0	0	0	8
Santa Clara University MP (Santa Clara)	0	5	0	0	0	0	0	10	0	0	0	0	15
1205 Coleman Avenue	0	239	0	0	0	0	0	141	5	8	0	0	393
3375 Scott (Santa Clara)	0	6	0	0	0	0	0	1	0	0	0	0	7
Bixby (Santa Clara)	0	3	0	0	0	0	0	1	0	0	0	0	4
San Jose Approved Project Trips	0	127	0	0	0	0	0	226	0	0	0	0	353
NSJ Phase I Project Trips	0	8	0	0	0	0	0	86	0	0	0	0	94
Total Approved Trips	0	629	0	0	0	0	0	569	15	37	0	0	1250
Background Conditions	53	2265	120	86	23	20	18	1117	64	383	146	158	4453
Proposed Project Trips	0	34	0	0	0	0	0	24	0	0	0	0	58
Existing Plus Project Conditions	53	1670	120	86	23	20	18	572	49	346	146	158	3261
Background Plus Project Conditions	53	2299	120	86	23	20	18	1141	64	383	146	158	4511
Pending Project Trips													
Santa Clara Pending Project Trips	0	10	0	0	0	0	0	5	0	0	0	0	15
City Place Phases I, II, & III (Santa Clara)	0	154	0	0	0	0	0	10	0	0	0	0	164
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Master Plan (Santa Clara)	0	2	0	0	0	0	0	3	0	0	0	0	5
3069 Lawrence Expressway (Santa Clara)	0	-1	0	0	0	0	0	5	0	0	0	0	4
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
500 Benton Street	0	6	0	0	0	0	0	15	0	0	0	0	21
BART	0	15	0	5	21	0	6	120	7	0	20	-3	191
BART CREDIT	0	-10	0	0	0	0	0	-20	0	0	0	0	-30
NSJ Phase II Project Trips	0	8	0	0	0	0	0	86	0	0	0	0	94
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	31	0	0	0	0	0	4	0	0	0	0	35
Total Pending Trips	0	215	0	5	21	0	6	228	7	0	20	-3	499
Cumulative Conditions	53	2480	120	91	44	20	24	1346	71	383	166	155	4953
Cumulative Plus Project Conditions	53	2514	120	91	44	20	24	1370	71	383	166	155	5011

Intersection Number: **4**
 Traffic Node Number: 5335
 Intersection Name: De La Cruz Boulevard and Central Expressway*
 Peak Hour: PM
 Count Date: 11/13/18

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	794	953	0	0	0	0	0	679	166	832	0	2052	5476
Approved Project Trips													
Santa Clara Approved Project Trips	45	53	0	0	0	0	0	38	59	149	0	149	493
Great America Parkway (Santa Clara)	0	0	0	0	0	0	0	0	3	15	0	0	18
3000 Bowers (Santa Clara)	3	0	0	0	0	0	0	0	0	0	0	14	17
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	3	17	0	0	20
3226 Scott (Santa Clara)	0	0	0	0	0	0	0	0	1	7	0	1	9
Santa Clara University MP (Santa Clara)	0	5	0	0	0	0	0	10	0	0	0	0	15
1205 Coleman Avenue	0	181	0	0	0	0	0	107	34	57	0	0	379
3375 Scott (Santa Clara)	0	0	0	0	0	0	0	0	1	6	0	0	7
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	1	3	0	0	4
San Jose Approved Project Trips	0	114	0	0	0	0	0	203	23	13	0	0	353
NSJ Phase I Project Trips	24	9	0	0	0	0	0	66	20	-1	0	0	119
Total Approved Trips	72	362	0	0	0	0	0	424	145	266	0	164	1434
Background Conditions	866	1315	0	0	0	0	0	1103	311	1098	0	2216	6910
Proposed Project Trips	0	25	0	0	0	0	0	18	6	9	0	0	58
Existing Plus Project Conditions	794	978	0	0	0	0	0	697	172	841	0	2052	5534
Background Plus Project Conditions	866	1340	0	0	0	0	0	1121	317	1107	0	2216	6968
Pending Project Trips													
Santa Clara Pending Project Trips	0	10	0	0	0	0	0	5	0	0	0	0	15
City Place Phases I, II, & III (Santa Clara)	3	151	0	0	0	0	0	1	7	3	0	34	199
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	3	2	0	0	5
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	5	-1	0	0	4
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
500 Benton Street	0	6	0	0	0	0	0	15	0	0	0	0	21
BART	-1	2	0	0	0	0	0	59	61	12	0	-15	118
BART CREDIT	0	-9	0	0	0	0	0	-17	-3	-1	0	0	-30
NSJ Phase II Project Trips	24	9	0	0	0	0	0	66	20	-1	0	0	119
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	31	0	0	0	0	0	4	0	0	0	0	35
Total Pending Trips	26	200	0	0	0	0	0	133	93	14	0	19	486
Cumulative Conditions	893	1516	0	0	0	0	0	1236	405	1111	0	2235	7395
Cumulative Plus Project Conditions	893	1541	0	0	0	0	0	1254	411	1120	0	2235	7453

Intersection Number: **5**
 Traffic Node Number: 3411
 Intersection Name: Coleman Avenue and Aviation Avenue
 Peak Hour: PM
 Count Date: 10/2/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	2104	11	7	0	48	20	690	0	0	0	0	2880
Approved Project Trips													
Santa Clara Approved Project Trips	0	185	0	0	0	0	0	63	0	0	0	0	248
Great America Parkway (Santa Clara)	0	15	0	0	0	0	0	3	0	0	0	0	18
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	17	0	0	0	0	0	3	0	0	0	0	20
3226 Scott (Santa Clara)	0	7	0	0	0	0	0	1	0	0	0	0	8
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
1205 Coleman Avenue	0	219	0	0	0	0	0	370	0	0	0	0	589
3375 Scott (Santa Clara)	0	6	0	0	0	0	0	1	0	0	0	0	7
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
San Jose Approved Project Trips	21	154	0	0	0	0	1	223	50	90	6	90	635
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	21	603	0	0	0	0	1	664	50	90	6	90	1525
Background Conditions	21	2707	11	7	0	48	21	1354	50	90	6	90	4405
Proposed Project Trips	0	27	0	0	0	0	0	39	0	0	0	0	66
Existing Plus Project Conditions	0	2131	11	7	0	48	20	729	0	0	0	0	2946
Background Plus Project Conditions	21	2734	11	7	0	48	21	1393	50	90	6	90	4471
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases I, II, & III (Santa Clara)	0	36	0	0	0	0	0	13	0	0	0	0	49
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
500 Benton Street	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	130	0	0	0	0	0	72	0	0	0	0	202
BART CREDIT	0	-42	0	0	0	0	0	-22	0	0	0	0	-64
NSJ Phase II Project Trips	0	64	0	0	0	0	0	9	0	0	0	0	73
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	23	0	0	0	0	0	3	0	0	0	0	26
Total Pending Trips	0	211	0	0	0	0	0	75	0	0	0	0	286
Cumulative Conditions	21	2918	11	7	0	48	21	1429	50	90	6	90	4691
Cumulative Plus Project Conditions	21	2945	11	7	0	48	21	1468	50	90	6	90	4757

Intersection Number: **6**
 Traffic Node Number: 4047
 Intersection Name: Coleman Avenue and Newhall Drive
 Peak Hour: PM
 Count Date: 10/2/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	140	1995	4	0	0	0	0	694	342	351	0	65	3591
Approved Project Trips													
Santa Clara Approved Project Trips	0	185	0	0	0	0	0	63	0	0	0	0	248
Great America Parkway (Santa Clara)	0	15	0	0	0	0	0	3	0	0	0	0	18
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	17	0	0	0	0	0	3	0	0	0	0	20
3226 Scott (Santa Clara)	0	7	0	0	0	0	0	1	0	0	0	0	8
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
1205 Coleman Avenue	0	219	0	0	0	0	0	370	0	0	0	0	589
3375 Scott (Santa Clara)	0	6	0	0	0	0	0	1	0	0	0	0	7
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
San Jose Approved Project Trips	25	400	0	0	0	0	0	133	50	40	0	5	653
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	25	849	0	0	0	0	0	574	50	40	0	5	1543
Background Conditions	165	2844	4	0	0	0	0	1268	392	391	0	70	5134
Proposed Project Trips	0	27	0	0	0	0	0	39	0	0	0	0	66
Existing Plus Project Conditions	140	2022	4	0	0	0	0	733	342	351	0	65	3657
Background Plus Project Conditions	165	2871	4	0	0	0	0	1307	392	391	0	70	5200
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases I, II, & III (Santa Clara)	0	36	0	0	0	0	0	13	0	0	0	0	49
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
500 Benton Street	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	121	0	0	0	0	0	64	-2	-12	0	0	171
BART CREDIT	0	-42	0	0	0	0	0	-22	0	0	0	0	-64
NSJ Phase II Project Trips	0	64	0	0	0	0	0	9	0	0	0	0	73
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	23	0	0	0	0	0	3	0	0	0	0	26
Total Pending Trips	0	202	0	0	0	0	0	67	-2	-12	0	0	255
Cumulative Conditions	165	3046	4	0	0	0	0	1335	390	379	0	70	5389
Cumulative Plus Project Conditions	165	3073	4	0	0	0	0	1374	390	379	0	70	5455

Intersection Number: **7**
 Traffic Node Number: 3223
 Intersection Name: Coleman Avenue and Airport Boulevard
 Peak Hour: PM
 Count Date: 10/2/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	1970	134	137	0	162	362	832	0	0	0	0	3597
Approved Project Trips													
Santa Clara Approved Project Trips	0	176	9	3	0	0	0	60	0	0	0	0	248
Great America Parkway (Santa Clara)	0	15	0	0	0	0	0	3	0	0	0	0	18
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	17	0	0	0	0	0	3	0	0	0	0	20
3226 Scott (Santa Clara)	0	7	0	0	0	0	0	1	0	0	0	0	8
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
1205 Coleman Avenue	0	151	8	13	0	0	0	356	0	0	0	0	528
3375 Scott (Santa Clara)	0	6	0	0	0	0	0	1	0	0	0	0	7
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
San Jose Approved Project Trips	0	514	22	23	0	42	20	159	0	0	0	0	780
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	886	39	39	0	42	20	583	0	0	0	0	1609
Background Conditions	0	2856	173	176	0	204	382	1415	0	0	0	0	5206
Proposed Project Trips	0	15	3	4	0	0	0	35	0	0	0	0	57
Existing Plus Project Conditions	0	1985	137	141	0	162	362	867	0	0	0	0	3654
Background Plus Project Conditions	0	2871	176	180	0	204	382	1450	0	0	0	0	5263
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases I, II, & III (Santa Clara)	0	36	0	0	0	0	0	13	0	0	0	0	49
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
500 Benton Street	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	109	0	0	0	0	0	62	0	0	0	0	171
BART CREDIT	0	-27	0	0	0	0	0	-22	0	0	0	0	-49
NSJ Phase II Project Trips	0	61	3	3	0	20	2	5	0	0	0	0	94
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	23	0	0	0	0	0	3	0	0	0	0	26
Total Pending Trips	0	202	3	3	0	20	2	61	0	0	0	0	291
Cumulative Conditions	0	3058	176	179	0	224	384	1476	0	0	0	0	5497
Cumulative Plus Project Conditions	0	3073	179	183	0	224	384	1511	0	0	0	0	5554

Intersection Number: **8**
 Traffic Node Number: 3052
 Intersection Name: Coleman Avenue and I 880 SB off Ramp*
 Peak Hour: PM
 Count Date: 12/11/18

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	2289	0	198	0	208	296	984	0	0	0	0	3975
Approved Project Trips													
Santa Clara Approved Project Trips	0	149	0	12	0	0	0	48	0	0	0	0	209
Great America Parkway (Santa Clara)	0	15	0	0	0	0	0	3	0	0	0	0	18
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	17	0	0	0	0	0	3	0	0	0	0	20
3226 Scott (Santa Clara)	0	7	0	0	0	0	0	1	0	0	0	0	8
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
1205 Coleman Avenue	0	151	0	101	0	0	0	255	0	0	0	0	507
3375 Scott (Santa Clara)	0	6	0	0	0	0	0	1	0	0	0	0	7
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
San Jose Approved Project Trips	0	510	0	95	4	36	3	174	0	0	0	0	822
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	855	0	208	4	36	3	485	0	0	0	0	1591
Background Conditions	0	3144	0	406	4	244	299	1469	0	0	0	0	5566
Proposed Project Trips	0	15	0	17	0	0	0	18	0	0	0	0	50
Existing Plus Project Conditions	0	2304	0	215	0	208	296	1002	0	0	0	0	4025
Background Plus Project Conditions	0	3159	0	423	4	244	299	1487	0	0	0	0	5616
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases I, II, & III (Santa Clara)	0	36	0	0	0	0	0	13	0	0	0	0	49
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
500 Benton Street	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	89	0	19	0	-11	0	37	0	0	0	0	134
BART CREDIT	0	-27	0	-6	0	0	0	-17	0	0	0	0	-50
NSJ Phase II Project Trips	0	48	0	62	0	35	4	14	0	0	0	0	163
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	23	0	0	0	0	0	3	0	0	0	0	26
Total Pending Trips	0	169	0	75	0	24	4	50	0	0	0	0	322
Cumulative Conditions	0	3313	0	481	4	268	303	1519	0	0	0	0	5888
Cumulative Plus Project Conditions	0	3328	0	498	4	268	303	1537	0	0	0	0	5938

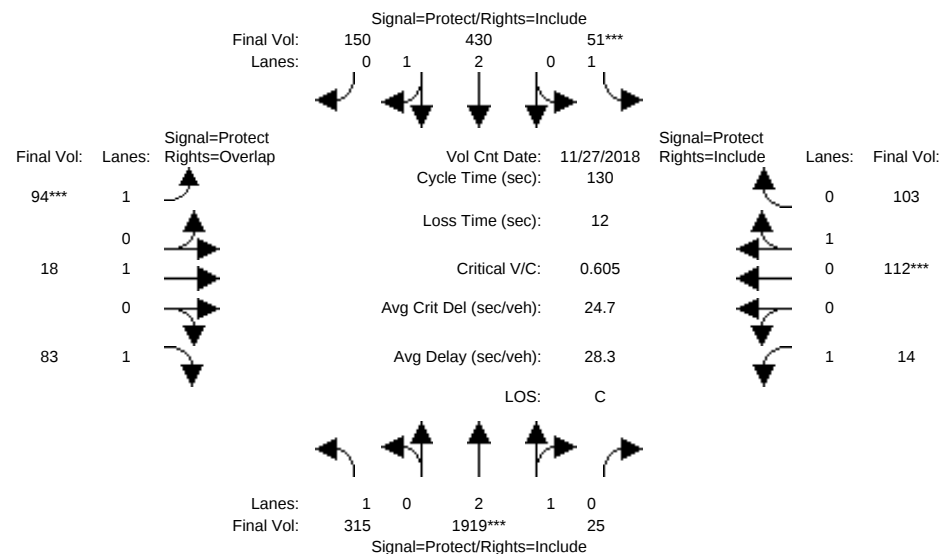
Appendix C

Level of Service Calculations

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #300: DE LA CRUZ/MARTIN



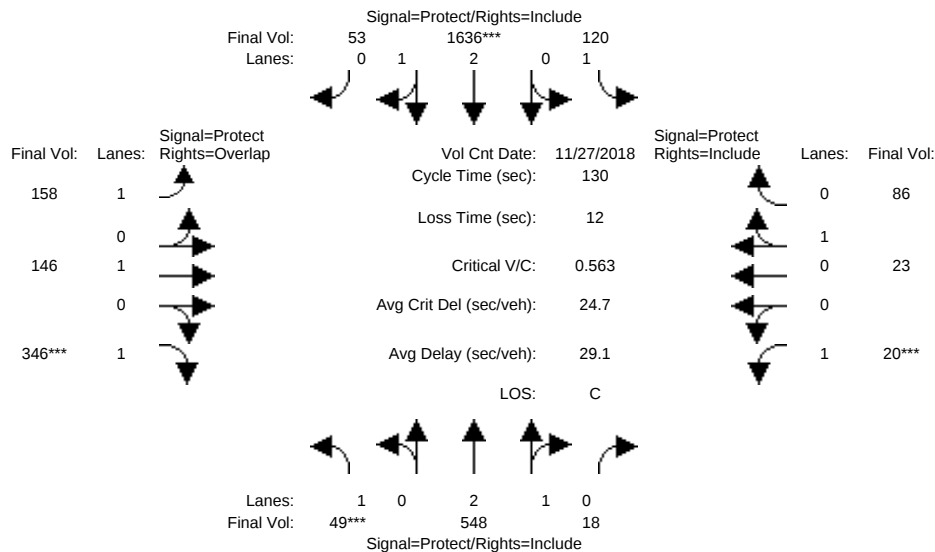
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Nov 2018 << 8:00 AM to 9:00 AM												
Base Vol:	315	1919	25	51	430	150	94	18	83	14	112	103
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:	315	1919	25	51	430	150	94	18	83	14	112	103
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:	315	1919	25	51	430	150	94	18	83	14	112	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	1919	25	51	430	150	94	18	83	14	112	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	315	1919	25	51	430	150	94	18	83	14	112	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.96	0.04	1.00	2.20	0.80	1.00	1.00	1.00	1.00	0.52	0.48
Final Sat.:	1750	5528	72	1750	4150	1448	1750	1900	1750	1750	938	862
Capacity Analysis Module:												
Vol/Sat:	0.18	0.35	0.35	0.03	0.10	0.10	0.05	0.01	0.05	0.01	0.12	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	51.4	74.1	74.1	7.0	29.6	29.6	11.5	21.7	73.2	15.2	25.5	25.5
Volume/Cap:	0.45	0.61	0.61	0.54	0.45	0.45	0.61	0.06	0.08	0.07	0.61	0.61
Delay/Veh:	29.4	18.8	18.8	66.2	43.5	43.5	64.0	45.6	13.1	51.2	50.8	50.8
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:	29.4	18.8	18.8	66.2	43.5	43.5	64.0	45.6	13.1	51.2	50.8	50.8
LOS by Move:	C	B-	B-	E	D	D	E	D	B	D-	D	D
HCM2k95thQ:	18	29	29	4	12	12	10	1	3	1	17	17

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #300: DE LA CRUZ/MARTIN



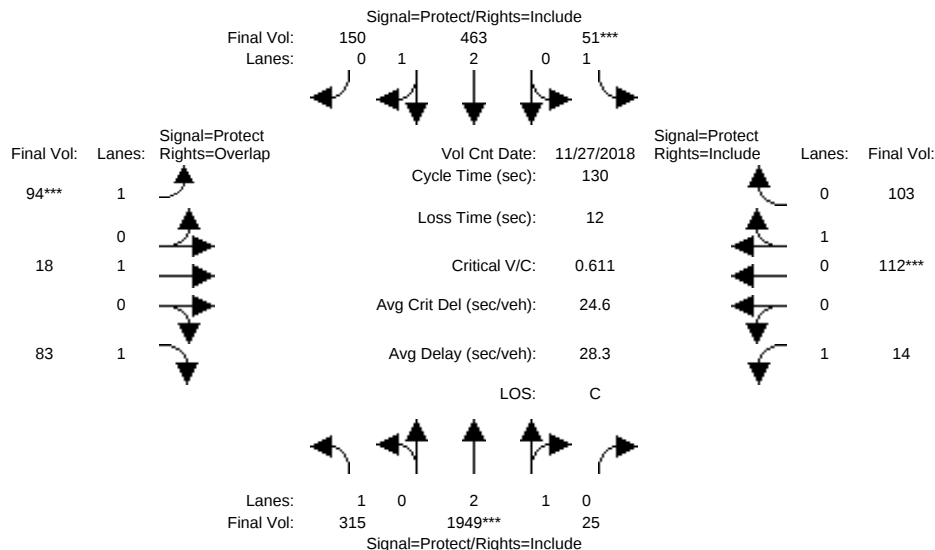
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Nov 2018 << 4:45 PM to 5:45 PM												
Base Vol:	49	548	18	120	1636	53	158	146	346	20	23	86
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:	49	548	18	120	1636	53	158	146	346	20	23	86
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:	49	548	18	120	1636	53	158	146	346	20	23	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	548	18	120	1636	53	158	146	346	20	23	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	49	548	18	120	1636	53	158	146	346	20	23	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.90	0.10	1.00	2.90	0.10	1.00	1.00	1.00	1.00	0.21	0.79
Final Sat.:	1750	5422	178	1750	5424	176	1750	1900	1750	1750	380	1420
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.07	0.30	0.30	0.09	0.08	0.20	0.01	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	7.0	46.1	46.1	31.3	70.4	70.4	21.9	33.6	40.6	7.0	18.7	18.7
Volume/Cap:	0.52	0.28	0.28	0.28	0.56	0.56	0.54	0.30	0.63	0.21	0.42	0.42
Delay/Veh:	65.0	30.2	30.2	40.6	19.8	19.8	51.3	39.1	40.8	60.0	51.9	51.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.0	30.2	30.2	40.6	19.8	19.8	51.3	39.1	40.8	60.0	51.9	51.9
LOS by Move:	E	C	C	D	B-	B-	D-	D	D	E+	D-	D-
HCM2k95thQ:	4	10	10	8	25	25	13	9	24	2	9	9

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing Plus Project AM

Intersection #300: DE LA CRUZ/MARTIN

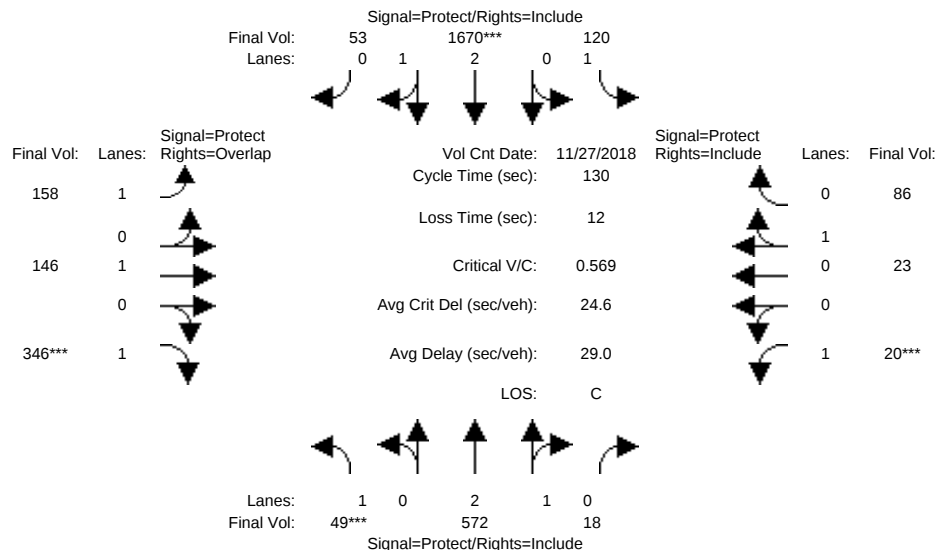


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Nov 2018 <<												
Base Vol:	315	1949	25	51	463	150	94	18	83	14	112	103
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:	315	1949	25	51	463	150	94	18	83	14	112	103
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:	315	1949	25	51	463	150	94	18	83	14	112	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	1949	25	51	463	150	94	18	83	14	112	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	315	1949	25	51	463	150	94	18	83	14	112	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.96	0.04	1.00	2.24	0.76	1.00	1.00	1.00	1.00	0.52	0.48
Final Sat.:	1750	5529	71	1750	4228	1370	1750	1900	1750	1750	938	862
Capacity Analysis Module:												
Vol/Sat:	0.18	0.35	0.35	0.03	0.11	0.11	0.05	0.01	0.05	0.01	0.12	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	50.6	74.4	74.4	7.0	30.8	30.8	11.3	21.5	72.1	15.1	25.2	25.2
Volume/Cap:	0.46	0.62	0.62	0.54	0.46	0.46	0.62	0.06	0.09	0.07	0.62	0.62
Delay/Veh:	30.0	18.7	18.7	66.2	42.8	42.8	64.6	45.8	13.6	51.4	51.2	51.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	18.7	18.7	66.2	42.8	42.8	64.6	45.8	13.6	51.4	51.2	51.2
LOS by Move:	C	B-	B-	E	D	D	E	D	B	D-	D-	D-
HCM2k95thQ:	18	30	30	4	13	13	10	1	3	1	17	17
Note: Queue reported is the number of cars per lane.												

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing Plus Project PM

Intersection #300: DE LA CRUZ/MARTIN



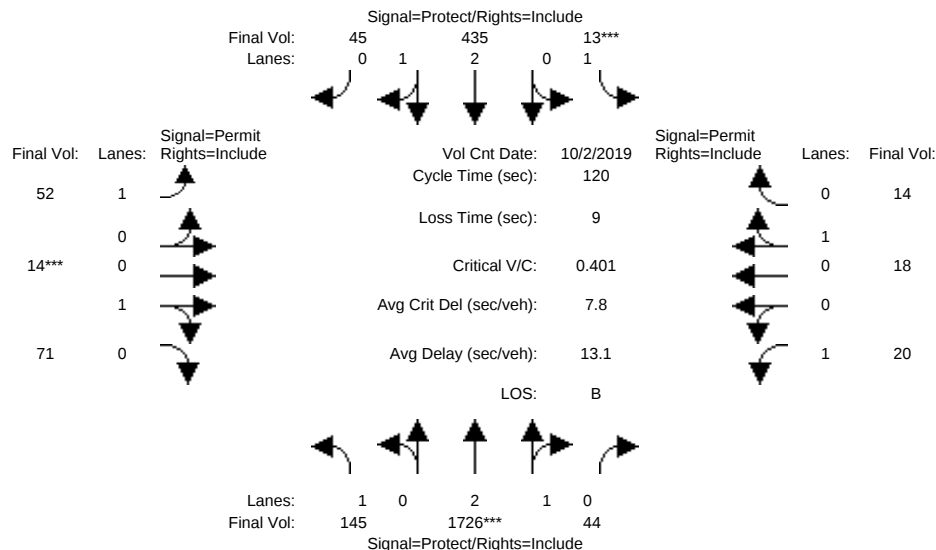
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Nov 2018 <<												
Base Vol:	49	572	18	120	1670	53	158	146	346	20	23	86
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:	49	572	18	120	1670	53	158	146	346	20	23	86
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:	49	572	18	120	1670	53	158	146	346	20	23	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	572	18	120	1670	53	158	146	346	20	23	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	49	572	18	120	1670	53	158	146	346	20	23	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.91	0.09	1.00	2.90	0.10	1.00	1.00	1.00	1.00	0.21	0.79
Final Sat.:	1750	5429	171	1750	5428	172	1750	1900	1750	1750	380	1420
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.07	0.31	0.31	0.09	0.08	0.20	0.01	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	7.0	47.2	47.2	30.7	70.9	70.9	21.7	33.1	40.1	7.0	18.5	18.5
Volume/Cap:	0.52	0.29	0.29	0.29	0.56	0.56	0.54	0.30	0.64	0.21	0.43	0.43
Delay/Veh:	65.0	29.6	29.6	41.1	19.7	19.7	51.7	39.4	41.3	60.0	52.1	52.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.0	29.6	29.6	41.1	19.7	19.7	51.7	39.4	41.3	60.0	52.1	52.1
LOS by Move:	E	C	C	D	B-	B-	D-	D	D	E+	D-	D-
HCM2k95thQ:	4	11	11	8	26	26	13	9	24	2	9	9

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #301: Reed/De La Cruz



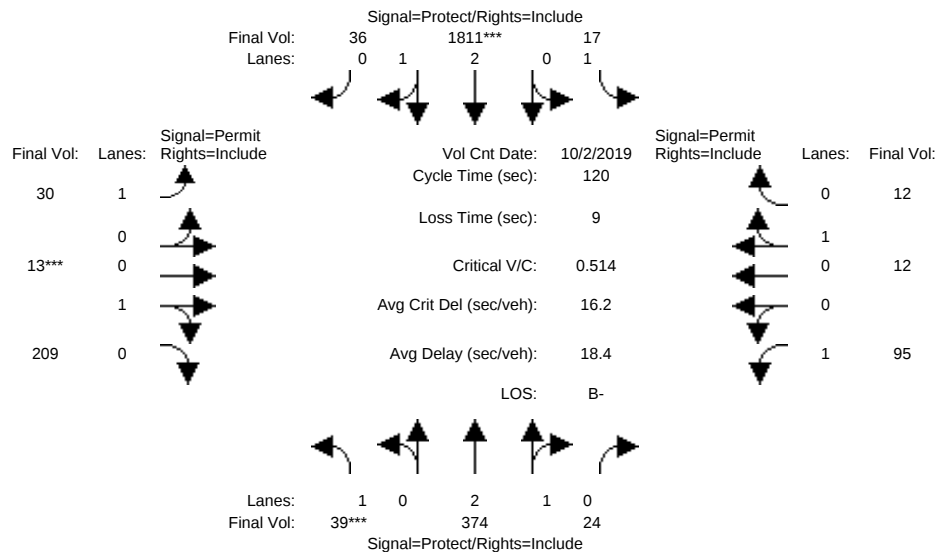
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 << 8:00 AM to 9:00 AM												
Base Vol:	145	1726	44	13	435	45	52	14	71	20	18	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	1726	44	13	435	45	52	14	71	20	18	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	1726	44	13	435	45	52	14	71	20	18	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	1726	44	13	435	45	52	14	71	20	18	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	145	1726	44	13	435	45	52	14	71	20	18	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.92	0.08	1.00	2.71	0.29	1.00	0.16	0.84	1.00	0.56	0.44
Final Sat.:	1750	5461	139	1750	5074	525	1750	296	1504	1750	1012	787
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.32	0.01	0.09	0.09	0.03	0.05	0.05	0.01	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	47.9	90.5	90.5	7.0	49.6	49.6	13.5	13.5	13.5	13.5	13.5	13.5
Volume/Cap:	0.21	0.42	0.42	0.13	0.21	0.21	0.26	0.42	0.42	0.10	0.16	0.16
Delay/Veh:	23.8	5.4	5.4	54.2	22.7	22.7	49.4	51.0	51.0	48.0	48.5	48.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.8	5.4	5.4	54.2	22.7	22.7	49.4	51.0	51.0	48.0	48.5	48.5
LOS by Move:	C	A	A	D-	C+	C+	D	D	D	D	D	D
HCM2k95thQ:	7	15	15	1	7	7	4	7	7	2	2	2

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #301: Reed/De La Cruz

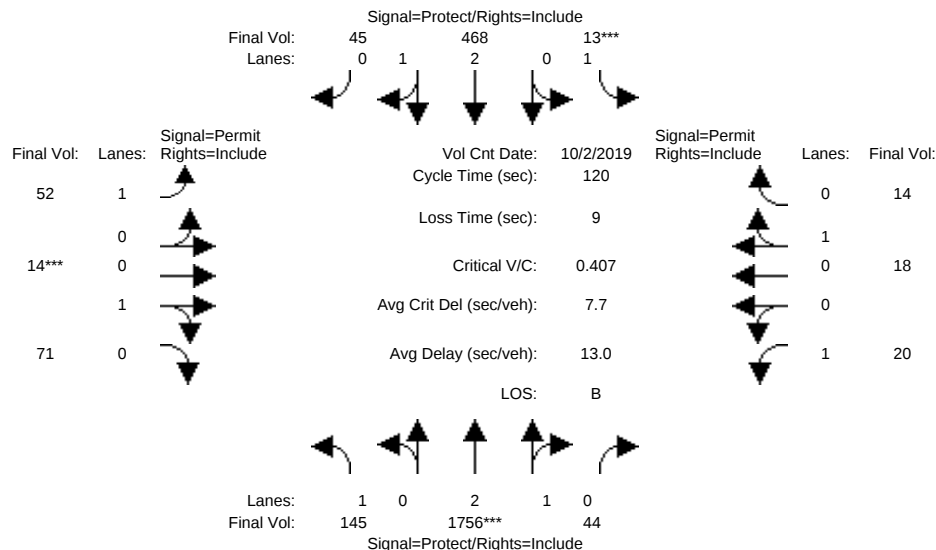


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 << 5:00 PM to 6:00 PM												
Base Vol:	39	374	24	17	1811	36	30	13	209	95	12	12
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:	39	374	24	17	1811	36	30	13	209	95	12	12
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:	39	374	24	17	1811	36	30	13	209	95	12	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	374	24	17	1811	36	30	13	209	95	12	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	39	374	24	17	1811	36	30	13	209	95	12	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.81	0.19	1.00	2.94	0.06	1.00	0.06	0.94	1.00	0.50	0.50
Final Sat.:	1750	5262	338	1750	5491	109	1750	105	1695	1750	900	900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.07	0.01	0.33	0.33	0.02	0.12	0.12	0.05	0.01	0.01
Crit Moves:	****			****			****					
Green Time:	7.0	48.6	48.6	34.1	75.7	75.7	28.3	28.3	28.3	28.3	28.3	28.3
Volume/Cap:	0.38	0.18	0.18	0.03	0.52	0.52	0.07	0.52	0.52	0.23	0.06	0.06
Delay/Veh:	56.8	22.9	22.9	31.1	12.3	12.3	35.7	41.1	41.1	37.3	35.6	35.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.8	22.9	22.9	31.1	12.3	12.3	35.7	41.1	41.1	37.3	35.6	35.6
LOS by Move:	E+	C+	C+	C	B	B	D+	D	D	D+	D+	D+
HCM2k95thQ:	4	6	6	1	22	22	2	15	15	6	1	1
Note: Queue reported is the number of cars per lane.												

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing Plus Project AM

Intersection #301: Reed/De La Cruz



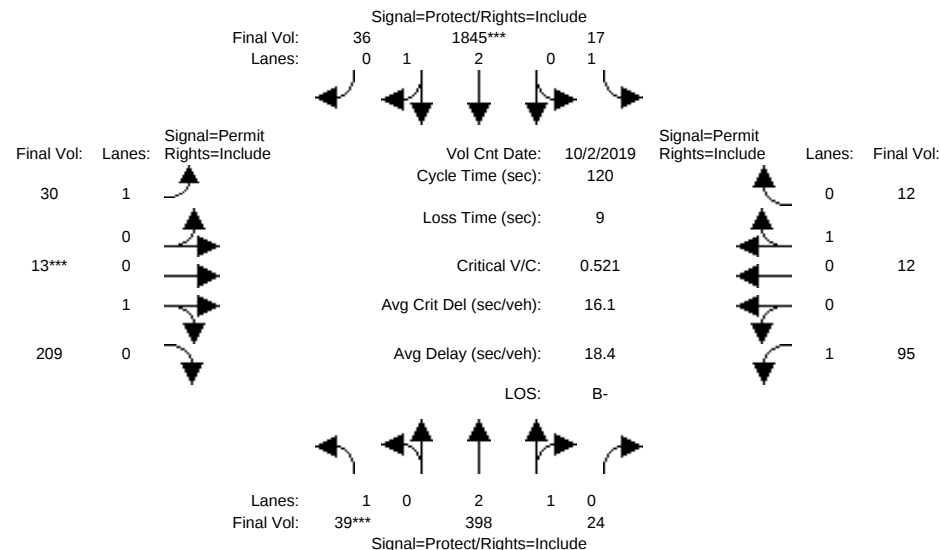
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	145	1756	44	13	468	45	52	14	71	20	18	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	1756	44	13	468	45	52	14	71	20	18	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	1756	44	13	468	45	52	14	71	20	18	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	1756	44	13	468	45	52	14	71	20	18	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	145	1756	44	13	468	45	52	14	71	20	18	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.92	0.08	1.00	2.73	0.27	1.00	0.16	0.84	1.00	0.56	0.44
Final Sat.:	1750	5463	137	1750	5108	491	1750	296	1504	1750	1012	787
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.32	0.01	0.09	0.09	0.03	0.05	0.05	0.01	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	46.4	90.7	90.7	7.0	51.3	51.3	13.3	13.3	13.3	13.3	13.3	13.3
Volume/Cap:	0.21	0.43	0.43	0.13	0.21	0.21	0.27	0.43	0.43	0.10	0.16	0.16
Delay/Veh:	24.8	5.3	5.3	54.2	21.7	21.7	49.6	51.2	51.2	48.2	48.7	48.7
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:	24.8	5.3	5.3	54.2	21.7	21.7	49.6	51.2	51.2	48.2	48.7	48.7
LOS by Move:	C	A	A	D-	C+	C+	D	D-	D-	D	D	D
HCM2k95thQ:	8	15	15	1	8	8	4	7	7	2	2	2

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing Plus Project PM

Intersection #301: Reed/De La Cruz



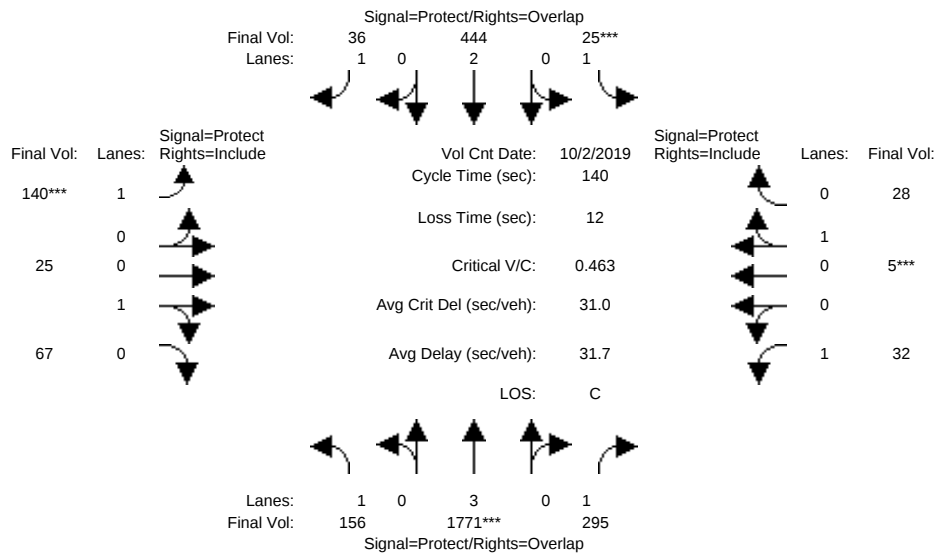
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	39	398	24	17	1845	36	30	13	209	95	12	12
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:	39	398	24	17	1845	36	30	13	209	95	12	12
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:	39	398	24	17	1845	36	30	13	209	95	12	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	398	24	17	1845	36	30	13	209	95	12	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	39	398	24	17	1845	36	30	13	209	95	12	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.82	0.18	1.00	2.94	0.06	1.00	0.06	0.94	1.00	0.50	0.50
Final Sat.:	1750	5281	318	1750	5493	107	1750	105	1695	1750	900	900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.01	0.34	0.34	0.02	0.12	0.12	0.05	0.01	0.01
Crit Moves:	****			****			****					
Green Time:	7.0	48.9	48.9	34.2	76.1	76.1	27.9	27.9	27.9	27.9	27.9	27.9
Volume/Cap:	0.38	0.19	0.19	0.03	0.53	0.53	0.07	0.53	0.53	0.23	0.06	0.06
Delay/Veh:	56.8	22.8	22.8	31.0	12.3	12.3	36.0	41.6	41.6	37.6	35.9	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.8	22.8	22.8	31.0	12.3	12.3	36.0	41.6	41.6	37.6	35.9	35.9
LOS by Move:	E+	C+	C+	C	B	B	D+	D	D	D+	D+	D+
HCM2k95thQ:	4	7	7	1	23	23	2	15	15	6	1	1

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #302: Coleman/Brokaw



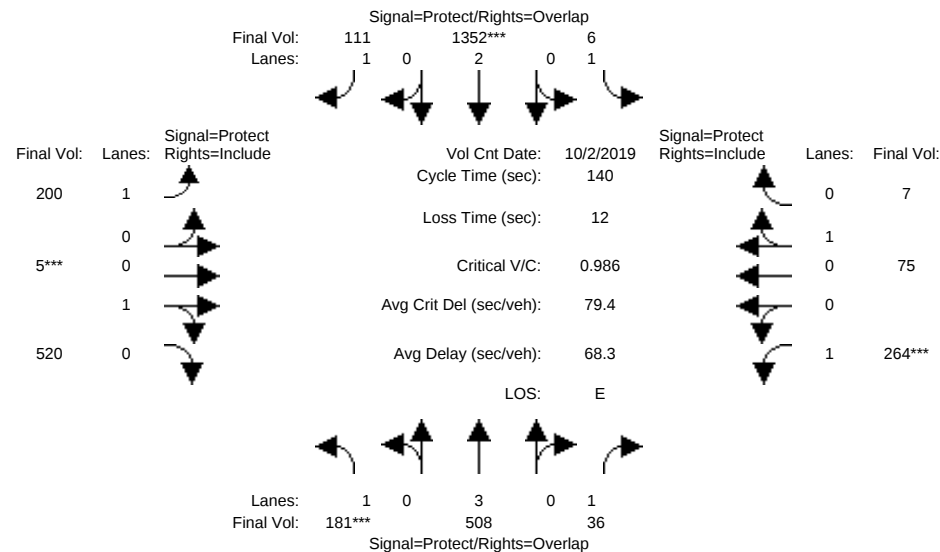
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	20	10	7	21	10	7	37	10	7	36	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 << 8:00 AM to 9:00 AM												
Base Vol:	156	1771	295	25	444	36	140	25	67	32	5	28
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:	156	1771	295	25	444	36	140	25	67	32	5	28
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:	156	1771	295	25	444	36	140	25	67	32	5	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	1771	295	25	444	36	140	25	67	32	5	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	156	1771	295	25	444	36	140	25	67	32	5	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.27	0.73	1.00	0.15	0.85
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	489	1311	1750	273	1527
Capacity Analysis Module:												
Vol/Sat:	0.09	0.31	0.17	0.01	0.12	0.02	0.08	0.05	0.05	0.02	0.02	0.02
Crit Moves:	****			****			****				****	
Green Time:	27.8	67.6	76.1	7.0	46.8	64.2	17.4	44.9	44.9	8.5	36.0	36.0
Volume/Cap:	0.45	0.64	0.31	0.29	0.35	0.04	0.64	0.16	0.16	0.30	0.07	0.07
Delay/Veh:	50.3	27.7	17.7	65.9	35.3	21.0	64.8	34.2	34.2	64.5	39.4	39.4
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:	50.3	27.7	17.7	65.9	35.3	21.0	64.8	34.2	34.2	64.5	39.4	39.4
LOS by Move:	D	C	B	E	D+	C+	E	C-	C-	E	D	D
HCM2k95thQ:	13	32	14	3	13	2	14	6	6	3	2	2

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #302: Coleman/Brokaw



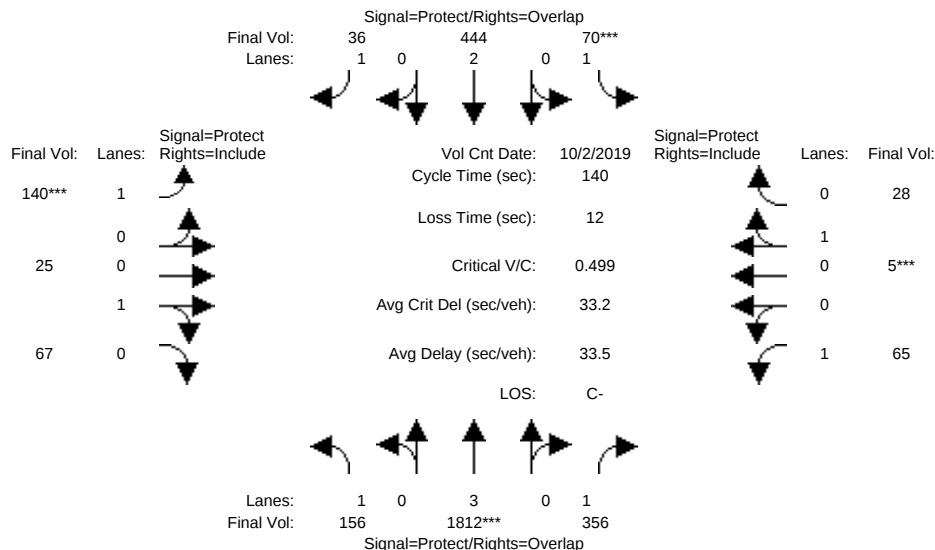
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	20	10	7	21	10	7	37	10	7	36	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 << 5:00 PM to 6:00 PM												
Base Vol:	181	508	36	6	1352	111	200	5	520	264	75	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	181	508	36	6	1352	111	200	5	520	264	75	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	508	36	6	1352	111	200	5	520	264	75	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	508	36	6	1352	111	200	5	520	264	75	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	181	508	36	6	1352	111	200	5	520	264	75	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.01	0.99	1.00	0.91	0.09
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	17	1783	1750	1646	154
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.02	0.00	0.36	0.06	0.11	0.29	0.29	0.15	0.05	0.05
Crit Moves:	****				****			****			****	
Green Time:	14.7	48.3	69.7	16.9	50.5	69.8	19.3	41.4	41.4	21.4	43.5	43.5
Volume/Cap:	0.99	0.26	0.04	0.03	0.99	0.13	0.83	0.99	0.99	0.99	0.15	0.15
Delay/Veh:	124.8	33.1	18.0	54.4	65.4	18.8	79.2	84.4	84.4	110.2	35.0	35.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	124.8	33.1	18.0	54.4	65.4	18.8	79.2	84.4	84.4	110.2	35.0	35.0
LOS by Move:	F	C-	B-	D-	E	B-	E-	F	F	F	C-	C-
HCM2k95thQ:	22	10	2	1	55	5	21	47	47	29	5	5

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing Plus Project AM

Intersection #302: Coleman/Brokaw



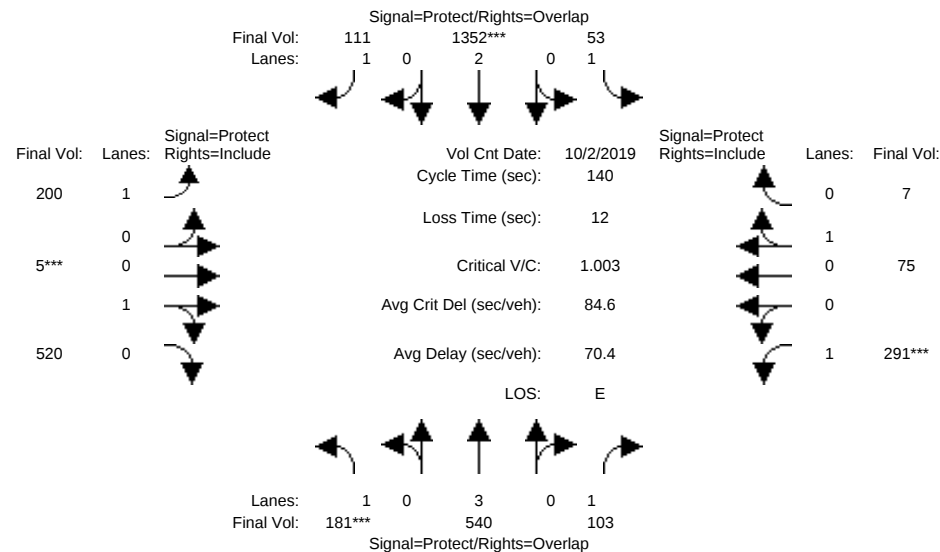
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	20	10	7	21	10	7	37	10	7	36	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	156	1812	356	70	444	36	140	25	67	65	5	28
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:	156	1812	356	70	444	36	140	25	67	65	5	28
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:	156	1812	356	70	444	36	140	25	67	65	5	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	1812	356	70	444	36	140	25	67	65	5	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	156	1812	356	70	444	36	140	25	67	65	5	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.27	0.73	1.00	0.15	0.85
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	489	1311	1750	273	1527
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.20	0.04	0.12	0.02	0.08	0.05	0.05	0.04	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	28.0	66.8	75.2	8.4	47.2	64.0	16.8	44.4	44.4	8.4	36.0	36.0
Volume/Cap:	0.45	0.67	0.38	0.67	0.35	0.05	0.67	0.16	0.16	0.62	0.07	0.07
Delay/Veh:	50.1	28.7	19.1	79.5	35.0	21.1	66.8	34.5	34.5	75.0	39.4	39.4
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:	50.1	28.7	19.1	79.5	35.0	21.1	66.8	34.5	34.5	75.0	39.4	39.4
LOS by Move:	D	C	B-	E-	D+	C+	E	C-	C-	E	D	D
HCM2k95thQ:	13	34	17	9	13	2	14	6	6	8	2	2

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing Plus Project PM

Intersection #302: Coleman/Brokaw



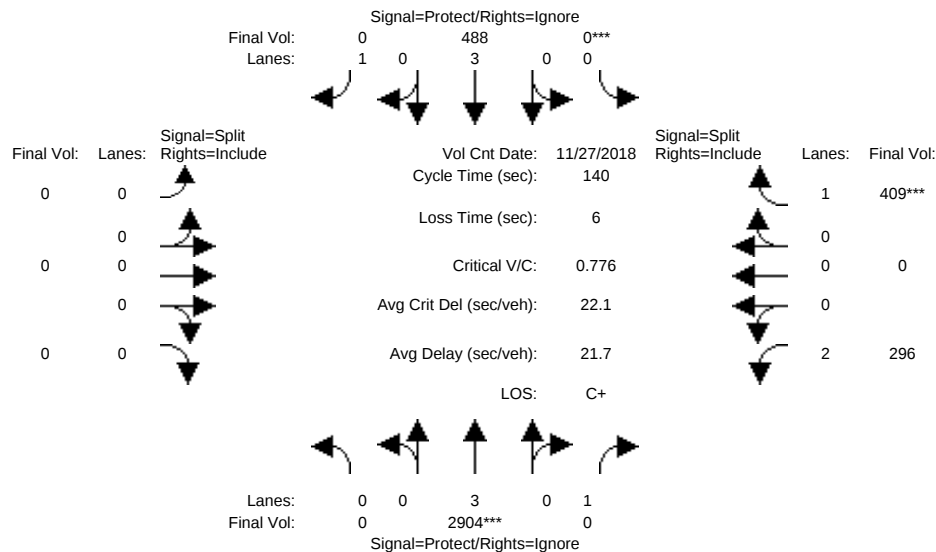
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	20	10	7	21	10	7	37	10	7	36	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	181	540	103	53	1352	111	200	5	520	291	75	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	181	540	103	53	1352	111	200	5	520	291	75	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	540	103	53	1352	111	200	5	520	291	75	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	540	103	53	1352	111	200	5	520	291	75	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	181	540	103	53	1352	111	200	5	520	291	75	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.01	0.99	1.00	0.91	0.09
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	17	1783	1750	1646	154
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.06	0.03	0.36	0.06	0.11	0.29	0.29	0.17	0.05	0.05
Crit Moves:	****				****			****			****	
Green Time:	14.4	47.5	70.7	16.6	49.7	69.3	19.7	40.7	40.7	23.2	44.2	44.2
Volume/Cap:	1.00	0.28	0.12	0.26	1.00	0.13	0.81	1.00	1.00	1.00	0.14	0.14
Delay/Veh:	130.6	33.9	18.3	56.7	70.4	19.1	76.8	89.8	89.8	112.0	34.4	34.4
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:	130.6	33.9	18.3	56.7	70.4	19.1	76.8	89.8	89.8	112.0	34.4	34.4
LOS by Move:	F	C-	B-	E+	E	B-	E-	F	F	F	C-	C-
HCM2k95thQ:	23	11	5	5	56	5	20	48	48	32	5	5

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3052: 880/COLEMAN (N)



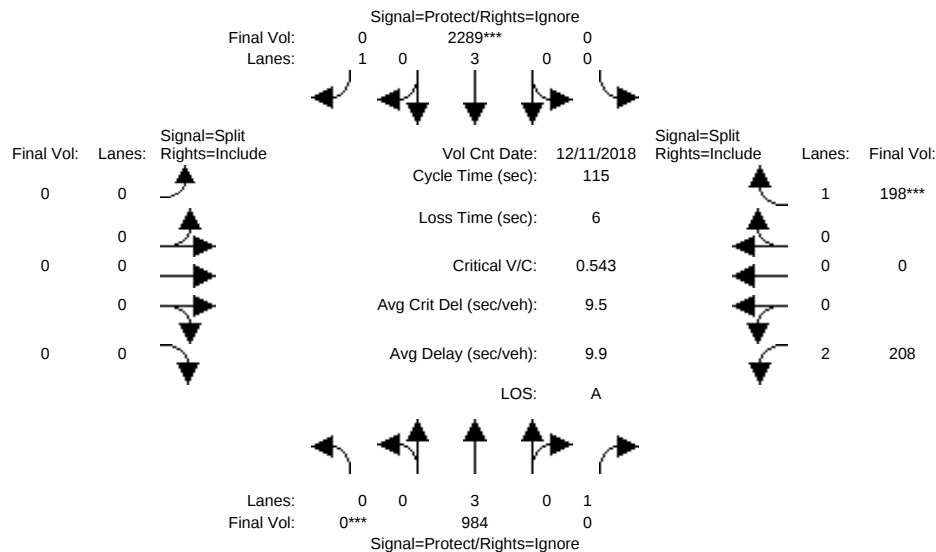
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Nov 2018 << 7:30 AM to 8:30 AM												
Base Vol:	0	2904	198	0	488	0	0	0	0	296	0	409
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2904	198	0	488	0	0	0	0	296	0	409
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2904	0	0	488	0	0	0	0	296	0	409
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2904	0	0	488	0	0	0	0	296	0	409
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2904	0	0	488	0	0	0	0	296	0	409
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.00	0.00	0.09	0.00	0.00	0.00	0.00	0.09	0.00	0.23
Crit Moves:	****			****						****		
Green Time:	0.0	91.9	0.0	0.0	91.9	0.0	0.0	0.0	0.0	42.1	0.0	42.1
Volume/Cap:	0.00	0.78	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.31	0.00	0.78
Delay/Veh:	0.0	17.9	0.0	0.0	9.1	0.0	0.0	0.0	0.0	37.9	0.0	51.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.9	0.0	0.0	9.1	0.0	0.0	0.0	0.0	37.9	0.0	51.8
LOS by Move:	A	B	A	A	A	A	A	A	A	D+	A	D-
HCM2k95thQ:	0	48	0	0	5	0	0	0	0	11	0	32

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3052: 880/COLEMAN (N)



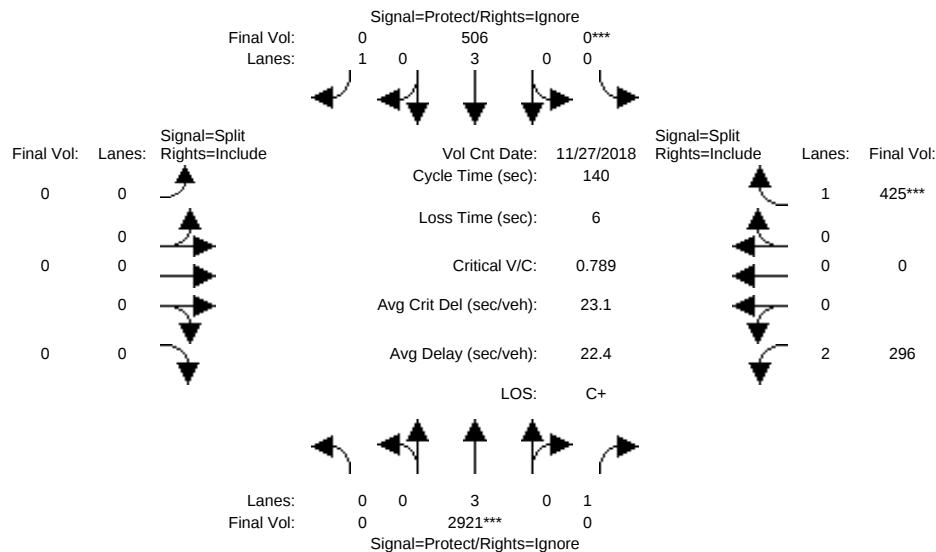
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	11 Dec 2018 << 4:30 PM to 5:30 PM											
Base Vol:	0	984	296	0	2289	0	0	0	0	208	0	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	984	296	0	2289	0	0	0	0	208	0	198
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	984	0	0	2289	0	0	0	0	208	0	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	984	0	0	2289	0	0	0	0	208	0	198
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	984	0	0	2289	0	0	0	0	208	0	198
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.07	0.00	0.11
Crit Moves:	****			****								****
Green Time:	0.0	85.0	0.0	0.0	85.0	0.0	0.0	0.0	0.0	24.0	0.0	24.0
Volume/Cap:	0.00	0.23	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.32	0.00	0.54
Delay/Veh:	0.0	4.7	0.0	0.0	6.7	0.0	0.0	0.0	0.0	38.9	0.0	42.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.7	0.0	0.0	6.7	0.0	0.0	0.0	0.0	38.9	0.0	42.3
LOS by Move:	A	A	A	A	A	A	A	A	A	D+	A	D
HCM2k95thQ:	0	7	0	0	21	0	0	0	0	8	0	14

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing Plus Project AM

Intersection #3052: 880/COLEMAN (N)



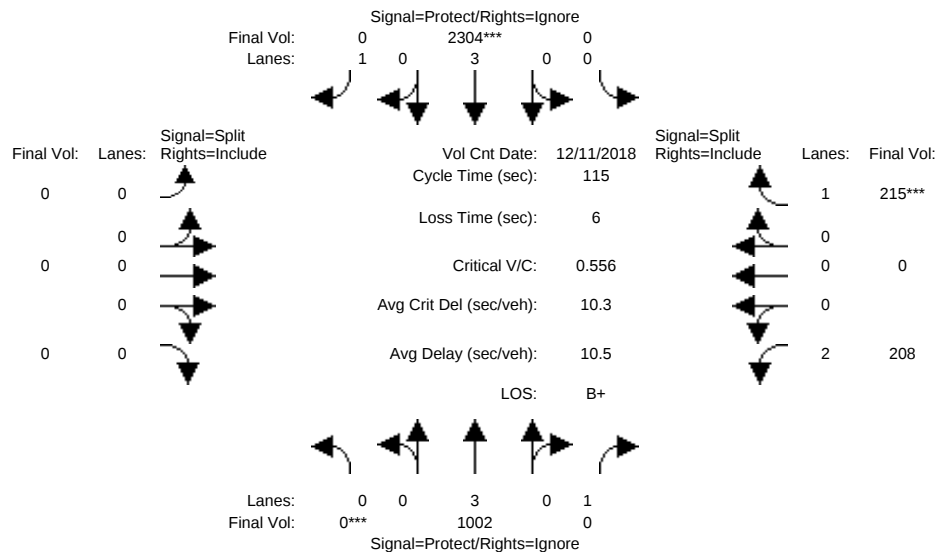
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Nov 2018 <<												
Base Vol:	0	2921	198	0	506	0	0	0	0	296	0	425
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2921	198	0	506	0	0	0	0	296	0	425
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2921	0	0	506	0	0	0	0	296	0	425
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2921	0	0	506	0	0	0	0	296	0	425
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2921	0	0	506	0	0	0	0	296	0	425
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.00	0.00	0.09	0.00	0.00	0.00	0.00	0.09	0.00	0.24
Crit Moves:	****			****						****		
Green Time:	0.0	90.9	0.0	0.0	90.9	0.0	0.0	0.0	0.0	43.1	0.0	43.1
Volume/Cap:	0.00	0.79	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.31	0.00	0.79
Delay/Veh:	0.0	18.8	0.0	0.0	9.5	0.0	0.0	0.0	0.0	37.2	0.0	52.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.8	0.0	0.0	9.5	0.0	0.0	0.0	0.0	37.2	0.0	52.0
LOS by Move:	A	B-	A	A	A	A	A	A	A	D+	A	D-
HCM2k95thQ:	0	49	0	0	5	0	0	0	0	11	0	33

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing Plus Project PM

Intersection #3052: 880/COLEMAN (N)



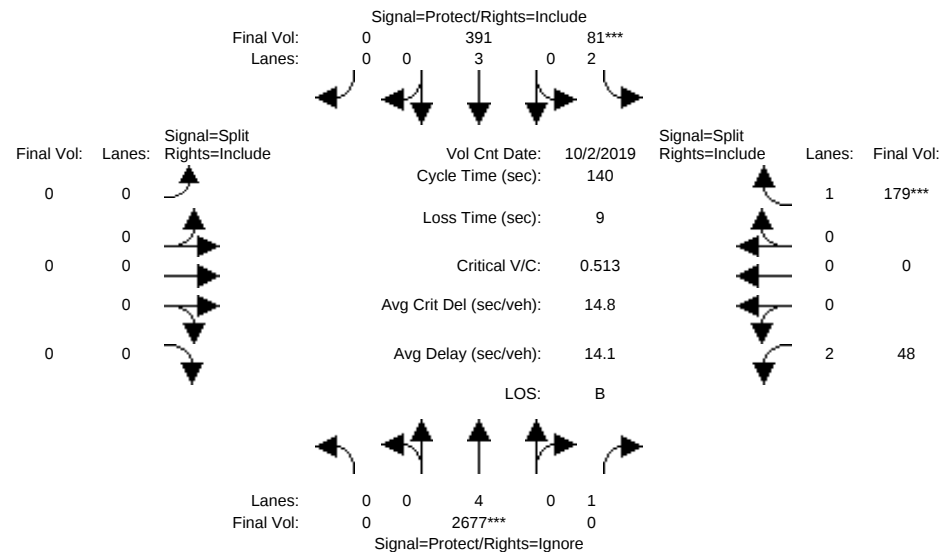
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 <<												
Base Vol:	0	1002	296	0	2304	0	0	0	0	208	0	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1002	296	0	2304	0	0	0	0	208	0	215
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1002	0	0	2304	0	0	0	0	208	0	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1002	0	0	2304	0	0	0	0	208	0	215
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1002	0	0	2304	0	0	0	0	208	0	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.07	0.00	0.12
Crit Moves:	****			****								****
Green Time:	0.0	83.6	0.0	0.0	83.6	0.0	0.0	0.0	0.0	25.4	0.0	25.4
Volume/Cap:	0.00	0.24	0.00	0.00	0.56	0.00	0.00	0.00	0.00	0.30	0.00	0.56
Delay/Veh:	0.0	5.2	0.0	0.0	7.4	0.0	0.0	0.0	0.0	37.6	0.0	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.2	0.0	0.0	7.4	0.0	0.0	0.0	0.0	37.6	0.0	41.6
LOS by Move:	A	A	A	A	A	A	A	A	A	D+	A	D
HCM2k95thQ:	0	8	0	0	22	0	0	0	0	7	0	15

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3223: AIRPORT/COLEMAN



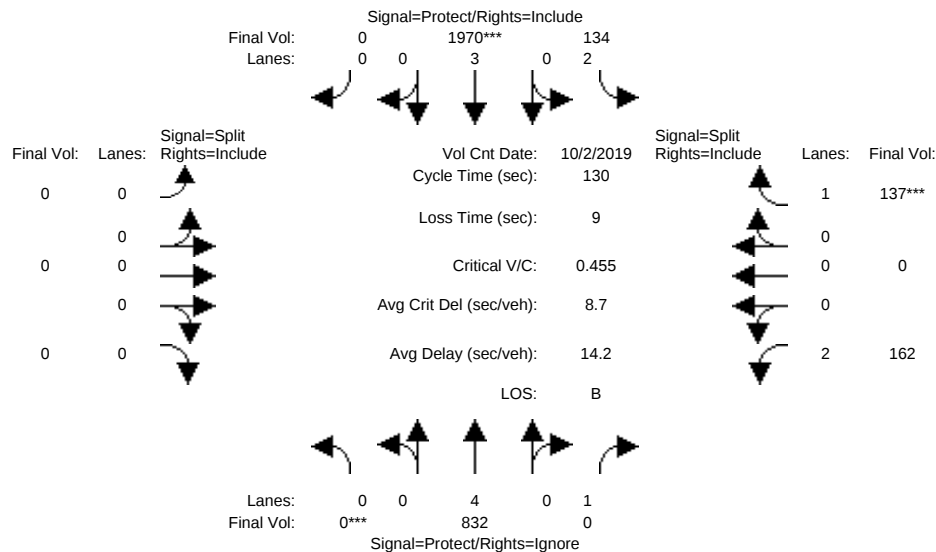
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 << 8:00 AM to 9:00 AM												
Base Vol:	0	2677	794	81	391	0	0	0	0	48	0	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2677	794	81	391	0	0	0	0	48	0	179
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2677	0	81	391	0	0	0	0	48	0	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2677	0	81	391	0	0	0	0	48	0	179
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2677	0	81	391	0	0	0	0	48	0	179
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	7600	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.03	0.07	0.00	0.00	0.00	0.00	0.02	0.00	0.10
Crit Moves:	****			****						****		
Green Time:	0.0	96.1	0.0	7.0	103	0.0	0.0	0.0	0.0	27.9	0.0	27.9
Volume/Cap:	0.00	0.51	0.00	0.51	0.09	0.00	0.00	0.00	0.00	0.08	0.00	0.51
Delay/Veh:	0.0	10.7	0.0	67.7	5.2	0.0	0.0	0.0	0.0	45.6	0.0	51.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.7	0.0	67.7	5.2	0.0	0.0	0.0	0.0	45.6	0.0	51.3
LOS by Move:	A	B+	A	E	A	A	A	A	A	D	A	D-
HCM2k95thQ:	0	24	0	6	3	0	0	0	0	2	0	15

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3223: AIRPORT/COLEMAN



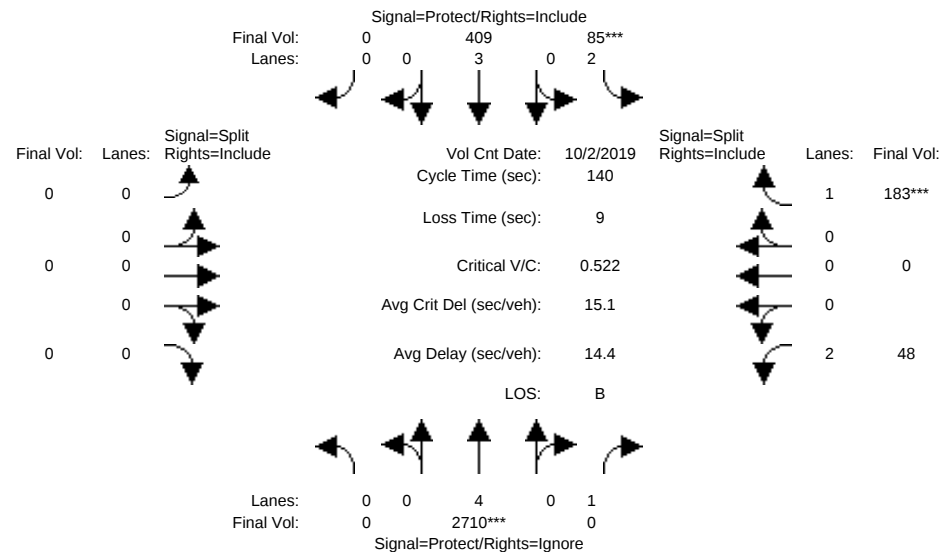
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 << 5:00 PM to 6:00 PM												
Base Vol:	0	832	362	134	1970	0	0	0	0	162	0	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	832	362	134	1970	0	0	0	0	162	0	137
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	832	0	134	1970	0	0	0	0	162	0	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	832	0	134	1970	0	0	0	0	162	0	137
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	832	0	134	1970	0	0	0	0	162	0	137
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	7600	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.00	0.04	0.35	0.00	0.00	0.00	0.00	0.05	0.00	0.08
Crit Moves:	****				****							****
Green Time:	0.0	66.1	0.0	32.5	98.7	0.0	0.0	0.0	0.0	22.3	0.0	22.3
Volume/Cap:	0.00	0.22	0.00	0.17	0.46	0.00	0.00	0.00	0.00	0.30	0.00	0.46
Delay/Veh:	0.0	17.6	0.0	38.3	5.9	0.0	0.0	0.0	0.0	47.3	0.0	49.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.6	0.0	38.3	5.9	0.0	0.0	0.0	0.0	47.3	0.0	49.5
LOS by Move:	A	B	A	D+	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	9	0	5	18	0	0	0	0	7	0	11

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing Plus Project AM

Intersection #3223: AIRPORT/COLEMAN



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

Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	0	2710	794	85	409	0	0	0	0	48	0	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2710	794	85	409	0	0	0	0	48	0	183
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2710	0	85	409	0	0	0	0	48	0	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2710	0	85	409	0	0	0	0	48	0	183
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2710	0	85	409	0	0	0	0	48	0	183

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	7600	1750	3150	5700	0	0	0	0	3150	0	1750

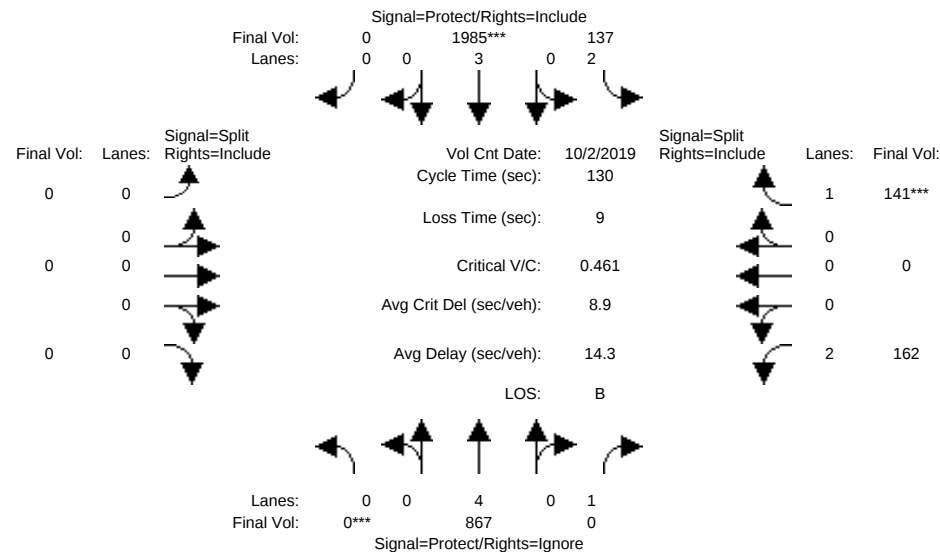
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.03	0.07	0.00	0.00	0.00	0.00	0.02	0.00	0.10
Crit Moves:	****			****						****		
Green Time:	0.0	95.7	0.0	7.2	103	0.0	0.0	0.0	0.0	28.1	0.0	28.1
Volume/Cap:	0.00	0.52	0.00	0.52	0.10	0.00	0.00	0.00	0.00	0.08	0.00	0.52
Delay/Veh:	0.0	11.0	0.0	67.7	5.3	0.0	0.0	0.0	0.0	45.5	0.0	51.4
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:	0.0	11.0	0.0	67.7	5.3	0.0	0.0	0.0	0.0	45.5	0.0	51.4
LOS by Move:	A	B+	A	E	A	A	A	A	A	D	A	D-
HCM2k95thQ:	0	24	0	6	3	0	0	0	0	2	0	15

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing Plus Project PM

Intersection #3223: AIRPORT/COLEMAN



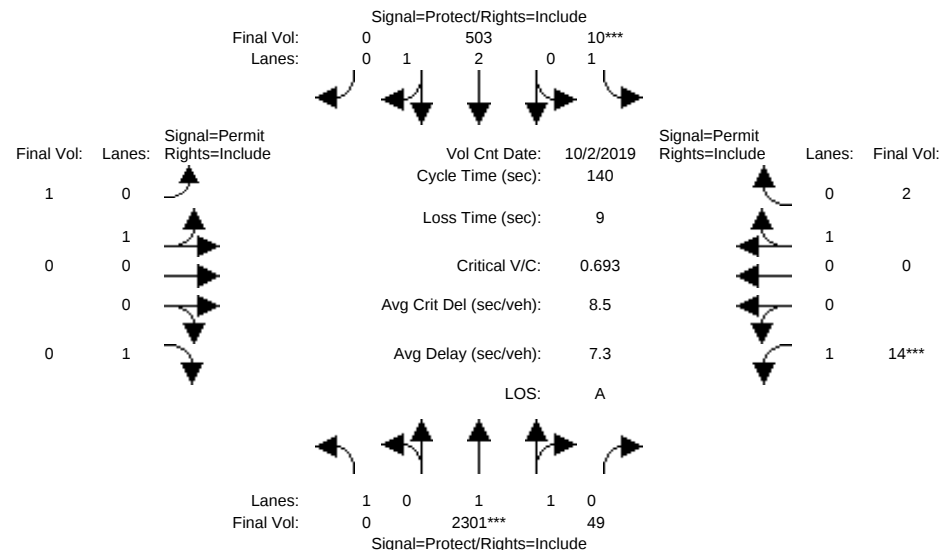
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	0	867	362	137	1985	0	0	0	0	162	0	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	867	362	137	1985	0	0	0	0	162	0	141
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	867	0	137	1985	0	0	0	0	162	0	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	867	0	137	1985	0	0	0	0	162	0	141
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	867	0	137	1985	0	0	0	0	162	0	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	7600	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.00	0.04	0.35	0.00	0.00	0.00	0.00	0.05	0.00	0.08
Crit Moves:	****				****							****
Green Time:	0.0	66.8	0.0	31.5	98.3	0.0	0.0	0.0	0.0	22.7	0.0	22.7
Volume/Cap:	0.00	0.22	0.00	0.18	0.46	0.00	0.00	0.00	0.00	0.29	0.00	0.46
Delay/Veh:	0.0	17.4	0.0	39.1	6.0	0.0	0.0	0.0	0.0	47.0	0.0	49.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.4	0.0	39.1	6.0	0.0	0.0	0.0	0.0	47.0	0.0	49.2
LOS by Move:	A	B	A	D	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	9	0	5	18	0	0	0	0	7	0	11

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3411: AVIATION/COLEMAN

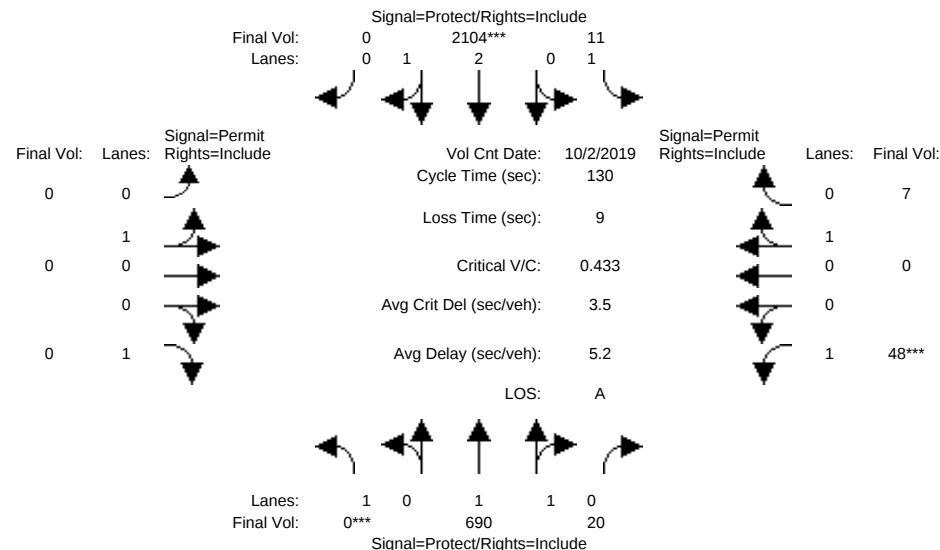


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 << 8:00 AM to 9:00 AM												
Base Vol:	0	2301	49	10	503	0	1	0	0	14	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2301	49	10	503	0	1	0	0	14	0	2
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:	0	2301	49	10	503	0	1	0	0	14	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2301	49	10	503	0	1	0	0	14	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2301	49	10	503	0	1	0	0	14	0	2
Saturation Flow Module:												
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	0.92	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.96	0.04	1.00	3.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3623	77	1750	5600	0	1800	0	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.64	0.64	0.01	0.09	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****			****						****		
Green Time:	0.0	114	114.0	7.0	121	0.0	10.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.78	0.78	0.11	0.10	0.00	0.01	0.00	0.00	0.11	0.00	0.02
Delay/Veh:	0.0	8.0	8.0	64.1	1.4	0.0	60.4	0.0	0.0	61.2	0.0	60.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.0	8.0	64.1	1.4	0.0	60.4	0.0	0.0	61.2	0.0	60.5
LOS by Move:	A	A	A	E	A	A	E	A	A	E	A	E
HCM2k95thQ:	0	44	44	1	2	0	0	0	0	1	0	0
Note: Queue reported is the number of cars per lane.												

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3411: AVIATION/COLEMAN



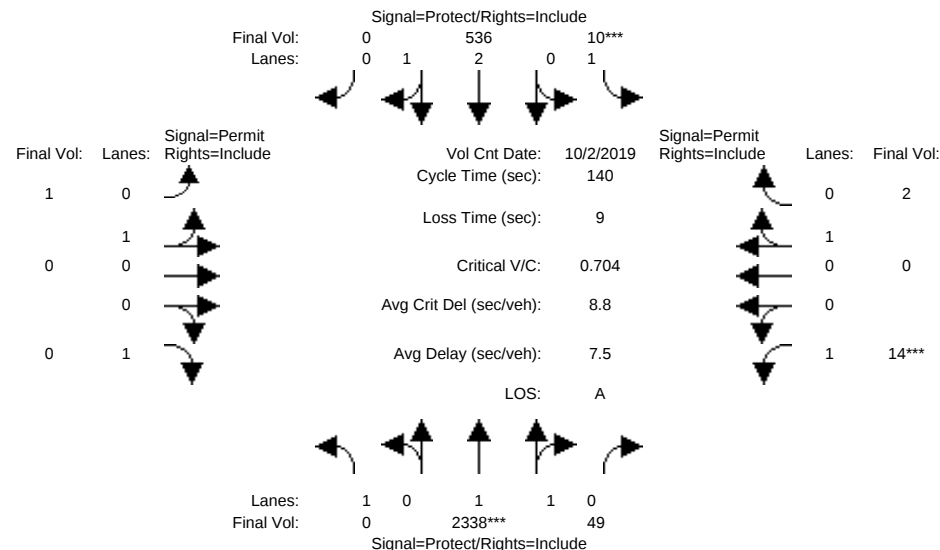
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 << 4:45 PM to 5:45 PM												
Base Vol:	0	690	20	11	2104	0	0	0	0	48	0	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	690	20	11	2104	0	0	0	0	48	0	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	690	20	11	2104	0	0	0	0	48	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	690	20	11	2104	0	0	0	0	48	0	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	690	20	11	2104	0	0	0	0	48	0	7
Saturation Flow Module:												
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	0.92	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.94	0.06	1.00	3.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3596	104	1750	5600	0	0	1800	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.01	0.38	0.00	0.00	0.00	0.00	0.03	0.00	0.00
Crit Moves:	****			****						****		
Green Time:	0.0	86.7	86.7	24.3	111	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.29	0.29	0.03	0.44	0.00	0.00	0.00	0.00	0.36	0.00	0.05
Delay/Veh:	0.0	9.0	9.0	43.3	2.3	0.0	0.0	0.0	0.0	58.6	0.0	55.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.0	9.0	43.3	2.3	0.0	0.0	0.0	0.0	58.6	0.0	55.8
LOS by Move:	A	A	A	D	A	A	A	A	A	E+	A	E+
HCM2k95thQ:	0	11	11	1	13	0	0	0	0	5	0	1

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing Plus Project AM

Intersection #3411: AVIATION/COLEMAN

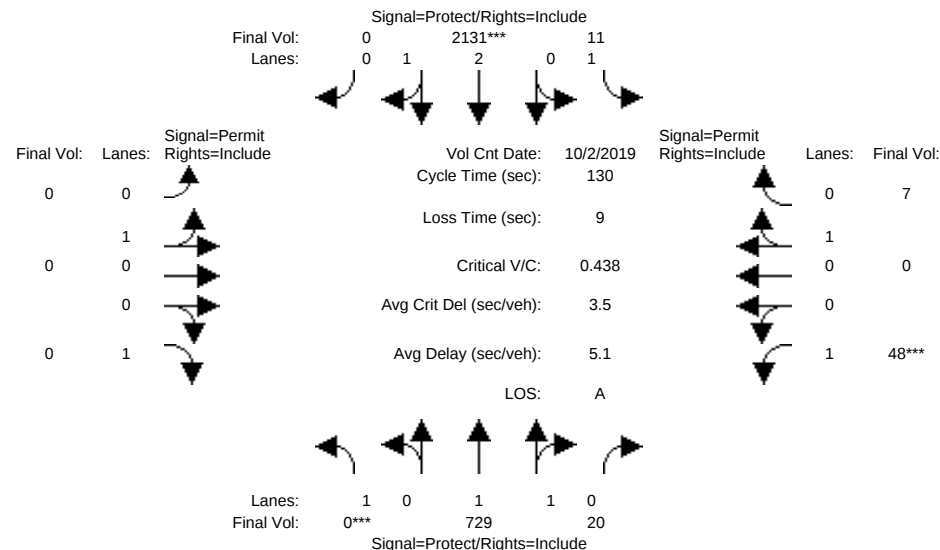


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	0	2338	49	10	536	0	1	0	0	14	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2338	49	10	536	0	1	0	0	14	0	2
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:	0	2338	49	10	536	0	1	0	0	14	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2338	49	10	536	0	1	0	0	14	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2338	49	10	536	0	1	0	0	14	0	2
Saturation Flow Module:												
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	0.92	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.96	0.04	1.00	3.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3624	76	1750	5600	0	1800	0	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.65	0.65	0.01	0.10	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****			****						****		
Green Time:	0.0	114	114.0	7.0	121	0.0	10.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.79	0.79	0.11	0.11	0.00	0.01	0.00	0.00	0.11	0.00	0.02
Delay/Veh:	0.0	8.3	8.3	64.1	1.4	0.0	60.4	0.0	0.0	61.2	0.0	60.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.3	8.3	64.1	1.4	0.0	60.4	0.0	0.0	61.2	0.0	60.5
LOS by Move:	A	A	A	E	A	A	E	A	A	E	A	E
HCM2k95thQ:	0	46	46	1	2	0	0	0	0	1	0	0
Note: Queue reported is the number of cars per lane.												

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing Plus Project PM

Intersection #3411: AVIATION/COLEMAN



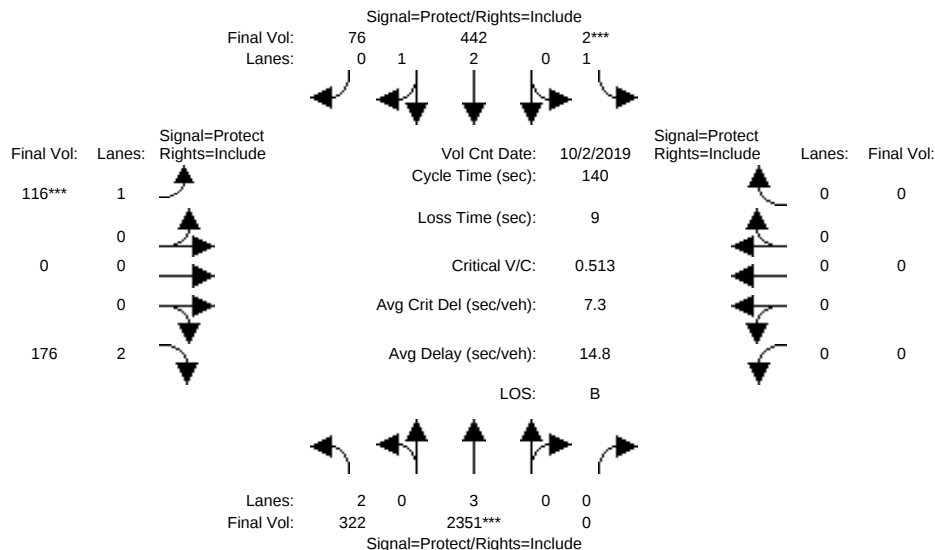
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	0	729	20	11	2131	0	0	0	0	48	0	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	729	20	11	2131	0	0	0	0	48	0	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	729	20	11	2131	0	0	0	0	48	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	729	20	11	2131	0	0	0	0	48	0	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	729	20	11	2131	0	0	0	0	48	0	7
Saturation Flow Module:												
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	0.92	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.95	0.05	1.00	3.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3601	99	1750	5600	0	0	1800	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.01	0.38	0.00	0.00	0.00	0.00	0.03	0.00	0.00
Crit Moves:	****			****						****		
Green Time:	0.0	87.7	87.7	23.3	111	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.30	0.30	0.04	0.45	0.00	0.00	0.00	0.00	0.36	0.00	0.05
Delay/Veh:	0.0	8.7	8.7	44.1	2.3	0.0	0.0	0.0	0.0	58.6	0.0	55.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.7	8.7	44.1	2.3	0.0	0.0	0.0	0.0	58.6	0.0	55.8
LOS by Move:	A	A	A	D	A	A	A	A	A	E+	A	E+
HCM2k95thQ:	0	12	12	1	13	0	0	0	0	5	0	1

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4047: COLEMAN/NEWHALL

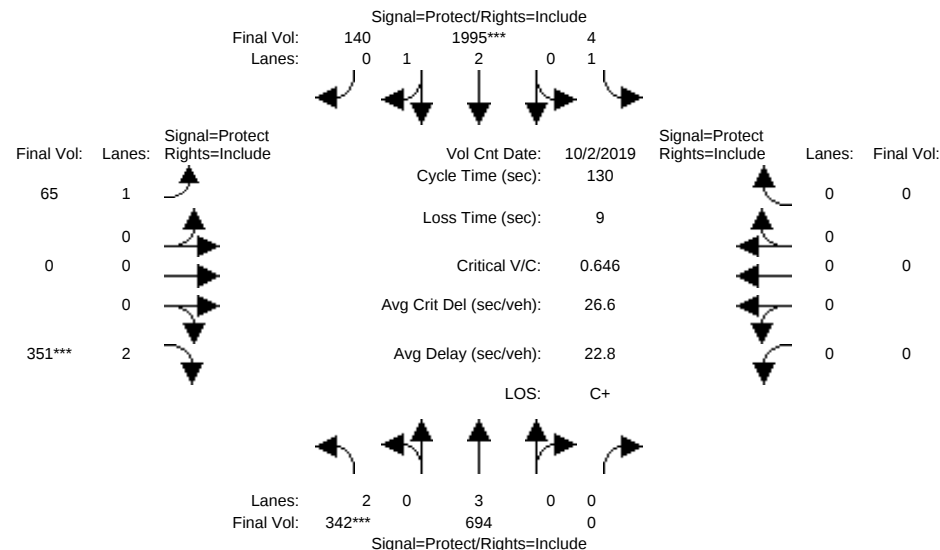


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 << 8:00 AM to 9:00 AM												
Base Vol:	322	2351	0	2	442	76	116	0	176	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	322	2351	0	2	442	76	116	0	176	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	322	2351	0	2	442	76	116	0	176	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	2351	0	2	442	76	116	0	176	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	322	2351	0	2	442	76	116	0	176	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	1.00	2.54	0.46	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	1750	4777	821	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.41	0.00	0.00	0.09	0.09	0.07	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	59.3	113	0.0	0.3	53.6	53.6	18.1	0.0	18.1	0.0	0.0	0.0
Volume/Cap:	0.24	0.51	0.00	0.51	0.24	0.24	0.51	0.00	0.43	0.00	0.00	0.00
Delay/Veh:	26.0	4.7	0.0	154.2	29.4	29.4	58.8	0.0	57.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	4.7	0.0	154.2	29.4	29.4	58.8	0.0	57.0	0.0	0.0	0.0
LOS by Move:	C	A	A	F	C	C	E+	A	E+	A	A	A
HCM2k95thQ:	10	20	0	0	10	10	11	0	9	0	0	0
Note: Queue reported is the number of cars per lane.												

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4047: COLEMAN/NEWHALL

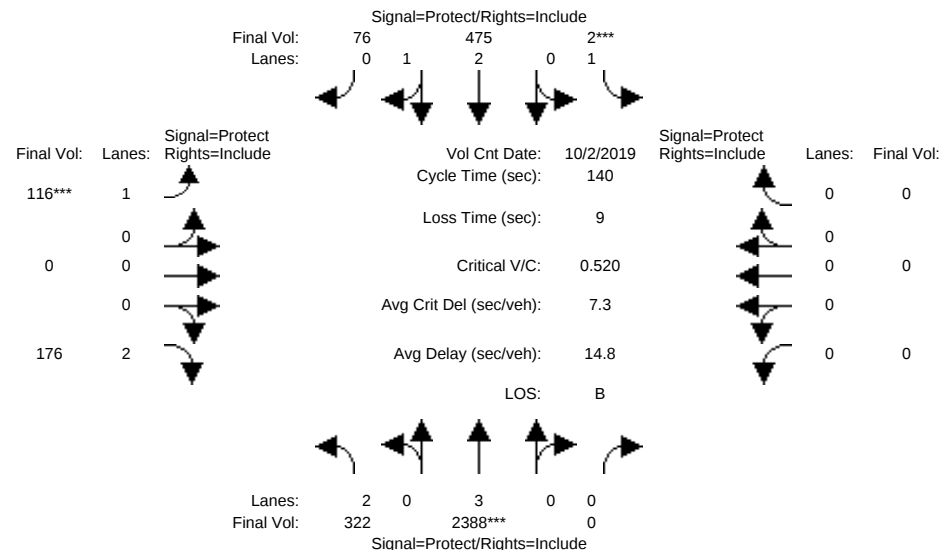


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 << 5:00 PM to 6:00 PM												
Base Vol:	342	694	0	4	1995	140	65	0	351	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	342	694	0	4	1995	140	65	0	351	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	342	694	0	4	1995	140	65	0	351	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	694	0	4	1995	140	65	0	351	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	342	694	0	4	1995	140	65	0	351	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	1.00	2.80	0.20	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	1750	5232	367	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.00	0.00	0.38	0.38	0.04	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	21.8	96.8	0.0	1.8	76.7	76.7	22.4	0.0	22.4	0.0	0.0	0.0
Volume/Cap:	0.65	0.16	0.00	0.16	0.65	0.65	0.22	0.00	0.65	0.00	0.00	0.00
Delay/Veh:	53.2	4.9	0.0	66.5	18.1	18.1	46.6	0.0	52.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.2	4.9	0.0	66.5	18.1	18.1	46.6	0.0	52.8	0.0	0.0	0.0
LOS by Move:	D-	A	A	E	B-	B-	D	A	D-	A	A	A
HCM2k95thQ:	16	5	0	0	32	32	5	0	16	0	0	0
Note: Queue reported is the number of cars per lane.												

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing Plus Project AM

Intersection #4047: COLEMAN/NEWHALL

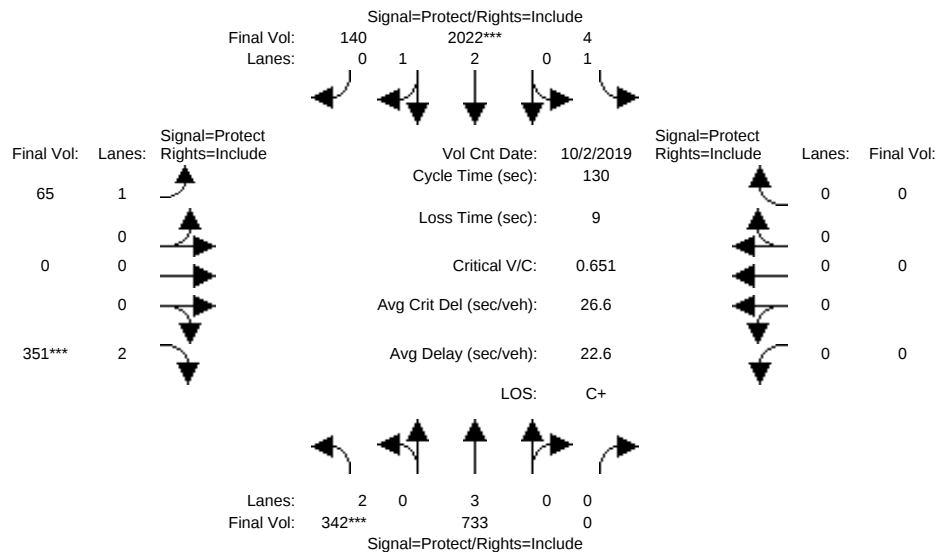


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	322	2388	0	2	475	76	116	0	176	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	322	2388	0	2	475	76	116	0	176	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	322	2388	0	2	475	76	116	0	176	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	2388	0	2	475	76	116	0	176	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	322	2388	0	2	475	76	116	0	176	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	1.00	2.57	0.43	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	1750	4827	772	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.42	0.00	0.00	0.10	0.10	0.07	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	57.6	113	0.0	0.3	55.5	55.5	17.9	0.0	17.9	0.0	0.0	0.0
Volume/Cap:	0.25	0.52	0.00	0.52	0.25	0.25	0.52	0.00	0.44	0.00	0.00	0.00
Delay/Veh:	27.1	4.6	0.0	159.7	28.3	28.3	59.2	0.0	57.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.1	4.6	0.0	159.7	28.3	28.3	59.2	0.0	57.2	0.0	0.0	0.0
LOS by Move:	C	A	A	F	C	C	E+	A	E+	A	A	A
HCM2k95thQ:	10	21	0	0	10	10	11	0	9	0	0	0
Note: Queue reported is the number of cars per lane.												

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing Plus Project PM

Intersection #4047: COLEMAN/NEWHALL



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

Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	342	733	0	4	2022	140	65	0	351	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	342	733	0	4	2022	140	65	0	351	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	342	733	0	4	2022	140	65	0	351	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	733	0	4	2022	140	65	0	351	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	342	733	0	4	2022	140	65	0	351	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	1.00	2.80	0.20	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	1750	5237	363	1750	0	3150	0	0	0

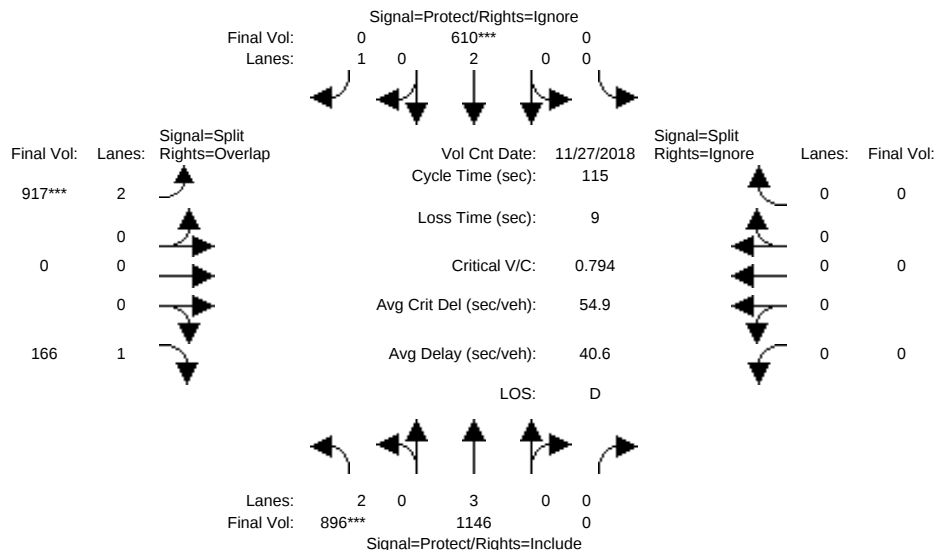
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.00	0.00	0.39	0.39	0.04	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	21.7	97.0	0.0	1.7	77.1	77.1	22.2	0.0	22.2	0.0	0.0	0.0
Volume/Cap:	0.65	0.17	0.00	0.17	0.65	0.65	0.22	0.00	0.65	0.00	0.00	0.00
Delay/Veh:	53.5	4.8	0.0	66.9	18.0	18.0	46.7	0.0	53.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.5	4.8	0.0	66.9	18.0	18.0	46.7	0.0	53.1	0.0	0.0	0.0
LOS by Move:	D-	A	A	E	B-	B-	D	A	D-	A	A	A
HCM2k95thQ:	16	6	0	0	33	33	5	0	16	0	0	0

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



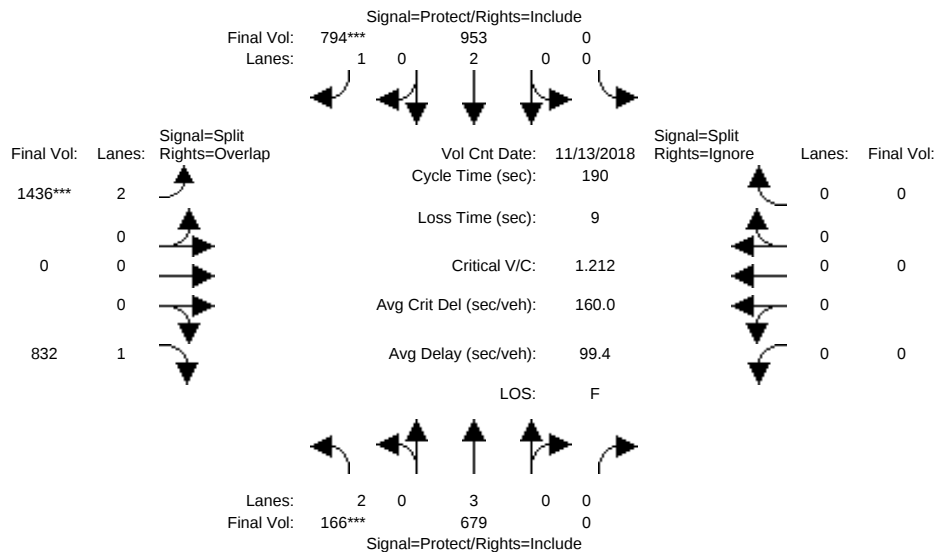
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	69	0	0	35	35	45	0	45	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Nov 2018 << 8:00 AM to 9:00 AM												
Base Vol:	896	1146	0	0	610	1726	997	0	166	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	896	1146	0	0	610	1726	997	0	166	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.92	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	896	1146	0	0	610	0	917	0	166	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	896	1146	0	0	610	0	917	0	166	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	896	1146	0	0	610	0	917	0	166	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.20	0.00	0.00	0.16	0.00	0.29	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	31.8	64.5	0.0	0.0	32.7	0.0	42.1	0.0	73.9	0.0	0.0	0.0
Volume/Cap:	1.03	0.36	0.00	0.00	0.56	0.00	0.80	0.00	0.15	0.00	0.00	0.00
Delay/Veh:	82.7	14.9	0.0	0.0	38.2	0.0	38.8	0.0	8.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.7	14.9	0.0	0.0	38.2	0.0	38.8	0.0	8.8	0.0	0.0	0.0
LOS by Move:	F	B	A	A	D+	A	D+	A	A	A	A	A
HCM2k95thQ:	41	14	0	0	19	0	33	0	2	0	0	0

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	51	0	0	71	71	108	0	108	0	0	0
Y+R:	5.4	5.4	5.4	0.0	5.4	5.4	6.2	0.0	6.2	0.0	0.0	0.0

Volume Module: >> Count Date:	13 Nov 2018 << 4:45 PM to 5:45 PM											
Base Vol:	166	679	0	0	953	794	2052	0	832	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	679	0	0	953	794	2052	0	832	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.70	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	166	679	0	0	953	794	1436	0	832	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	679	0	0	953	794	1436	0	832	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	166	679	0	0	953	794	1436	0	832	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.58	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	2205	0	1750	0	0	0

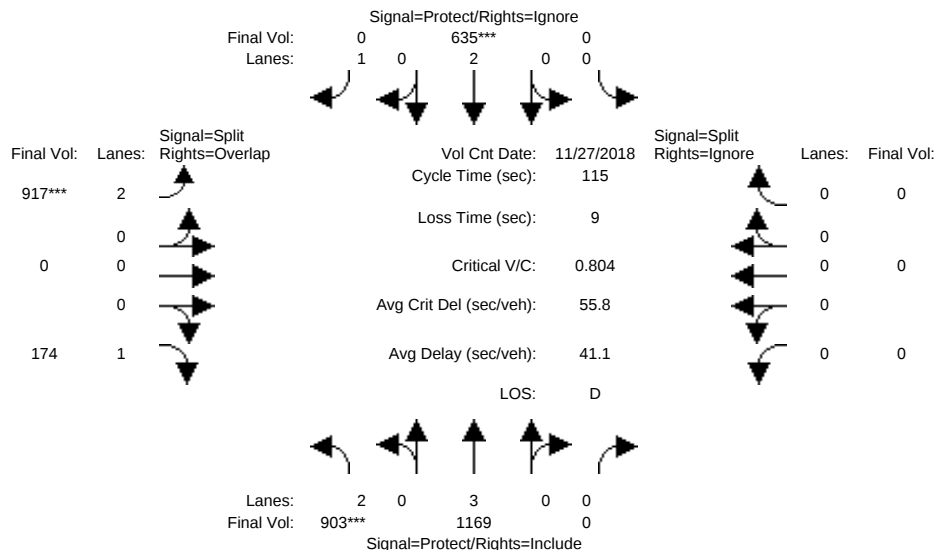
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.00	0.00	0.25	0.45	0.65	0.00	0.48	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green Time:	13.2	80.0	0.0	0.0	66.8	66.8	101.6	0.0	114.8	0.0	0.0	0.0
Volume/Cap:	0.76	0.28	0.00	0.00	0.71	1.29	1.22	0.00	0.79	0.00	0.00	0.00
Delay/Veh:	106.8	38.5	0.0	0.0	58.5	208.3	139.5	0.0	21.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	106.8	38.5	0.0	0.0	58.5	208.3	139.5	0.0	21.1	0.0	0.0	0.0
LOS by Move:	F	D+	A	A	E+	F	F	A	C+	A	A	A
HCM2k95thQ:	12	16	0	0	42	115	110	0	49	0	0	0

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing Plus Project AM

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	69	0	0	35	35	45	0	45	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 27 Nov 2018 <<												
Base Vol:	903	1169	0	0	635	1726	997	0	174	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	903	1169	0	0	635	1726	997	0	174	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.92	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	903	1169	0	0	635	0	917	0	174	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	903	1169	0	0	635	0	917	0	174	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	903	1169	0	0	635	0	917	0	174	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	3150	0	1750	0	0	0

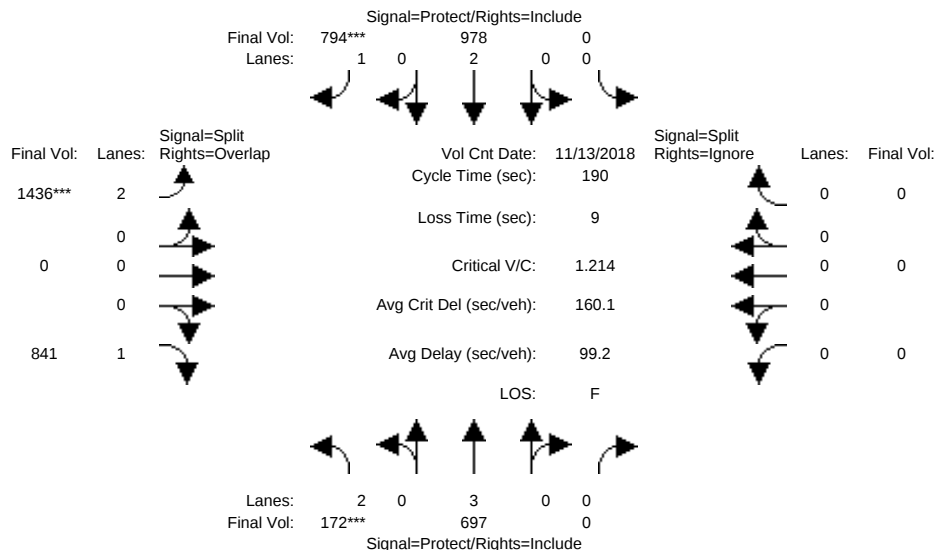
Capacity Analysis Module:												
Vol/Sat:	0.29	0.21	0.00	0.00	0.17	0.00	0.29	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	31.8	64.5	0.0	0.0	32.7	0.0	42.1	0.0	73.9	0.0	0.0	0.0
Volume/Cap:	1.04	0.37	0.00	0.00	0.59	0.00	0.80	0.00	0.15	0.00	0.00	0.00
Delay/Veh:	85.0	15.0	0.0	0.0	38.6	0.0	38.8	0.0	8.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.0	15.0	0.0	0.0	38.6	0.0	38.8	0.0	8.8	0.0	0.0	0.0
LOS by Move:	F	B	A	A	D+	A	D+	A	A	A	A	A
HCM2k95thQ:	42	15	0	0	20	0	33	0	3	0	0	0

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing Plus Project PM

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD

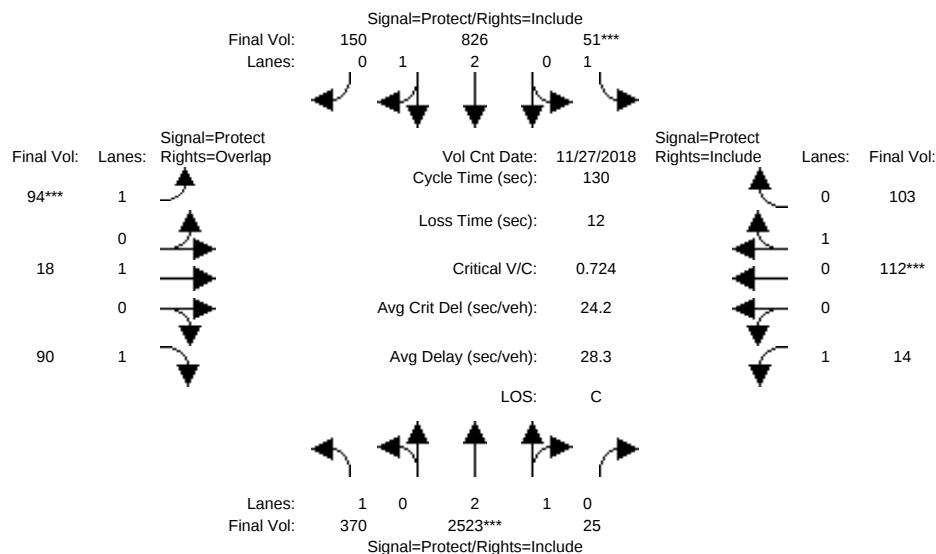


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	51	0	0	71	71	108	0	108	0	0	0
Y+R:	5.4	5.4	5.4	0.0	5.4	5.4	6.2	0.0	6.2	0.0	0.0	0.0
Volume Module: >> Count Date: 13 Nov 2018 <<												
Base Vol:	172	697	0	0	978	794	2052	0	841	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	697	0	0	978	794	2052	0	841	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.70	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	172	697	0	0	978	794	1436	0	841	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	697	0	0	978	794	1436	0	841	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	172	697	0	0	978	794	1436	0	841	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.58	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	2205	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.00	0.00	0.26	0.45	0.65	0.00	0.48	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green Time:	13.2	80.0	0.0	0.0	66.8	66.8	101.6	0.0	114.8	0.0	0.0	0.0
Volume/Cap:	0.79	0.29	0.00	0.00	0.73	1.29	1.22	0.00	0.80	0.00	0.00	0.00
Delay/Veh:	109.7	38.7	0.0	0.0	59.3	208.3	139.5	0.0	21.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	109.7	38.7	0.0	0.0	59.3	208.3	139.5	0.0	21.5	0.0	0.0	0.0
LOS by Move:	F	D+	A	A	E+	F	F	A	C+	A	A	A
HCM2k95thQ:	13	17	0	0	43	115	110	0	50	0	0	0
Note: Queue reported is the number of cars per lane.												

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #300: DE LA CRUZ/MARTIN



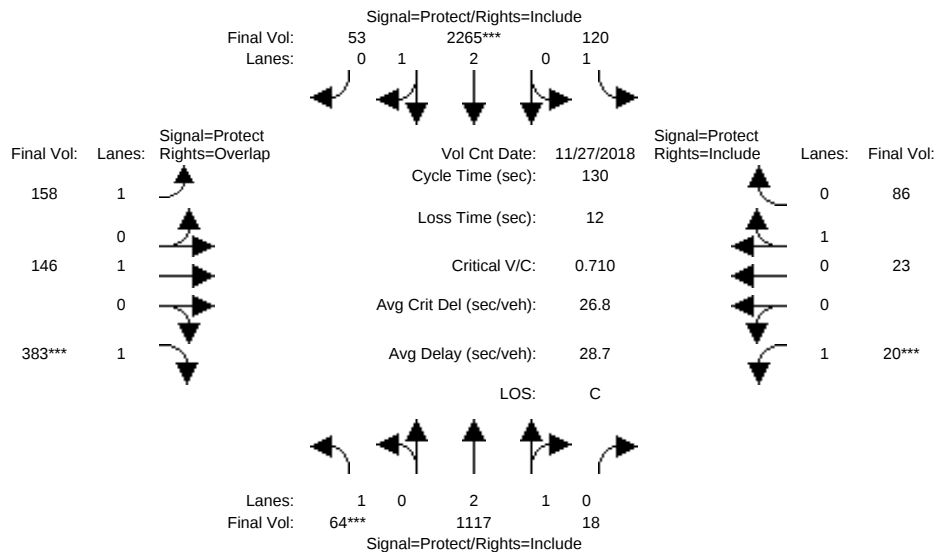
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Nov 2018 <<												
Base Vol:	370	2523	25	51	826	150	94	18	90	14	112	103
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:	370	2523	25	51	826	150	94	18	90	14	112	103
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:	370	2523	25	51	826	150	94	18	90	14	112	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	2523	25	51	826	150	94	18	90	14	112	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	370	2523	25	51	826	150	94	18	90	14	112	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.97	0.03	1.00	2.52	0.48	1.00	1.00	1.00	1.00	0.52	0.48
Final Sat.:	1750	5545	55	1750	4738	860	1750	1900	1750	1750	938	862
Capacity Analysis Module:												
Vol/Sat:	0.21	0.46	0.46	0.03	0.17	0.17	0.05	0.01	0.05	0.01	0.12	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	47.9	80.4	80.4	7.0	39.5	39.5	9.5	18.0	65.9	12.6	21.1	21.1
Volume/Cap:	0.57	0.74	0.74	0.54	0.57	0.57	0.74	0.07	0.10	0.08	0.74	0.74
Delay/Veh:	34.1	18.2	18.2	66.2	38.6	38.6	78.9	48.8	16.7	53.6	61.2	61.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.1	18.2	18.2	66.2	38.6	38.6	78.9	48.8	16.7	53.6	61.2	61.2
LOS by Move:	C-	B-	B-	E	D+	D+	E-	D	B	D-	E	E
HCM2k95thQ:	22	40	40	4	20	20	11	1	4	1	19	19

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #300: DE LA CRUZ/MARTIN



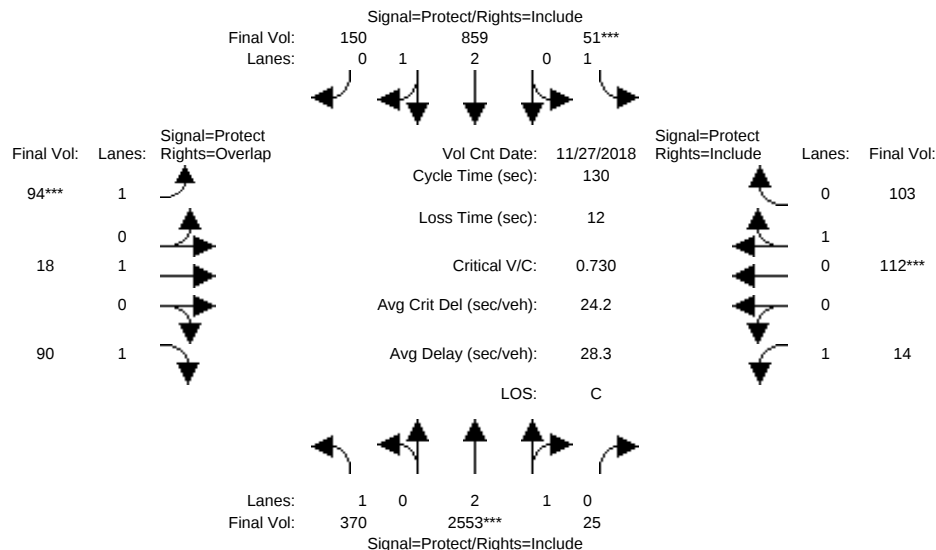
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Nov 2018 <<												
Base Vol:	64	1117	18	120	2265	53	158	146	383	20	23	86
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:	64	1117	18	120	2265	53	158	146	383	20	23	86
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:	64	1117	18	120	2265	53	158	146	383	20	23	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1117	18	120	2265	53	158	146	383	20	23	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	64	1117	18	120	2265	53	158	146	383	20	23	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.95	0.05	1.00	2.93	0.07	1.00	1.00	1.00	1.00	0.21	0.79
Final Sat.:	1750	5511	89	1750	5472	128	1750	1900	1750	1750	380	1420
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.20	0.07	0.41	0.41	0.09	0.08	0.22	0.01	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	7.0	60.8	60.8	20.6	74.4	74.4	19.8	29.6	36.6	7.0	16.9	16.9
Volume/Cap:	0.68	0.43	0.43	0.43	0.72	0.72	0.59	0.34	0.78	0.21	0.47	0.47
Delay/Veh:	78.6	23.2	23.2	50.5	21.2	21.2	54.9	42.4	50.5	60.0	53.9	53.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.6	23.2	23.2	50.5	21.2	21.2	54.9	42.4	50.5	60.0	53.9	53.9
LOS by Move:	E-	C	C	D	C+	C+	D-	D	D	E+	D-	D-
HCM2k95thQ:	6	18	18	9	37	37	14	10	29	2	9	9

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Background Plus Project AM

Intersection #300: DE LA CRUZ/MARTIN

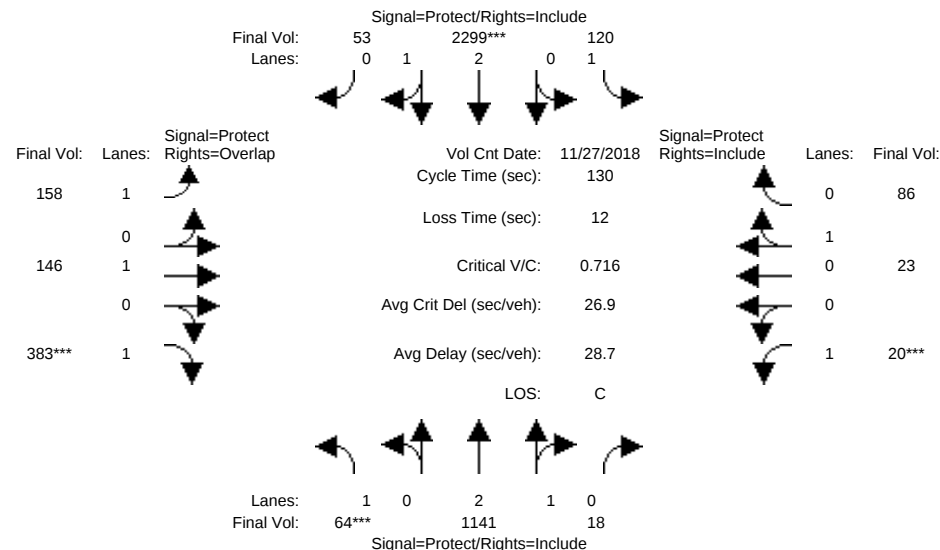


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Nov 2018 <<												
Base Vol:	370	2553	25	51	859	150	94	18	90	14	112	103
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:	370	2553	25	51	859	150	94	18	90	14	112	103
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:	370	2553	25	51	859	150	94	18	90	14	112	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	2553	25	51	859	150	94	18	90	14	112	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	370	2553	25	51	859	150	94	18	90	14	112	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.97	0.03	1.00	2.54	0.46	1.00	1.00	1.00	1.00	0.52	0.48
Final Sat.:	1750	5546	54	1750	4766	832	1750	1900	1750	1750	938	862
Capacity Analysis Module:												
Vol/Sat:	0.21	0.46	0.46	0.03	0.18	0.18	0.05	0.01	0.05	0.01	0.12	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	47.3	80.7	80.7	7.0	40.3	40.3	9.4	17.8	65.2	12.5	20.9	20.9
Volume/Cap:	0.58	0.74	0.74	0.54	0.58	0.58	0.74	0.07	0.10	0.08	0.74	0.74
Delay/Veh:	34.7	18.2	18.2	66.2	38.2	38.2	79.9	49.0	17.1	53.7	61.8	61.8
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:	34.7	18.2	18.2	66.2	38.2	38.2	79.9	49.0	17.1	53.7	61.8	61.8
LOS by Move:	C-	B-	B-	E	D+	D+	E-	D	B	D-	E	E
HCM2k95thQ:	22	40	40	4	20	20	11	1	4	1	19	19
Note: Queue reported is the number of cars per lane.												

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Background Plus Project PM

Intersection #300: DE LA CRUZ/MARTIN



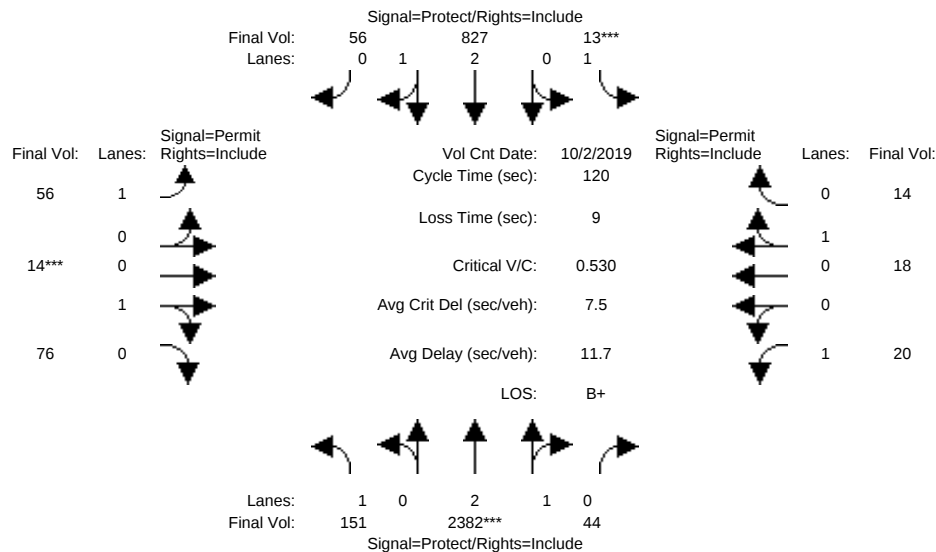
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Nov 2018 <<												
Base Vol:	64	1141	18	120	2299	53	158	146	383	20	23	86
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:	64	1141	18	120	2299	53	158	146	383	20	23	86
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:	64	1141	18	120	2299	53	158	146	383	20	23	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1141	18	120	2299	53	158	146	383	20	23	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	64	1141	18	120	2299	53	158	146	383	20	23	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.95	0.05	1.00	2.93	0.07	1.00	1.00	1.00	1.00	0.21	0.79
Final Sat.:	1750	5513	87	1750	5474	126	1750	1900	1750	1750	380	1420
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.07	0.42	0.42	0.09	0.08	0.22	0.01	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	7.0	61.3	61.3	20.3	74.7	74.7	19.6	29.3	36.3	7.0	16.7	16.7
Volume/Cap:	0.68	0.44	0.44	0.44	0.73	0.73	0.60	0.34	0.78	0.21	0.47	0.47
Delay/Veh:	78.6	23.0	23.0	50.8	21.2	21.2	55.3	42.7	51.3	60.0	54.1	54.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.6	23.0	23.0	50.8	21.2	21.2	55.3	42.7	51.3	60.0	54.1	54.1
LOS by Move:	E-	C+	C+	D	C+	C+	E+	D	D-	E+	D-	D-
HCM2k95thQ:	6	19	19	9	38	38	14	10	29	2	9	9

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #301: Reed/De La Cruz

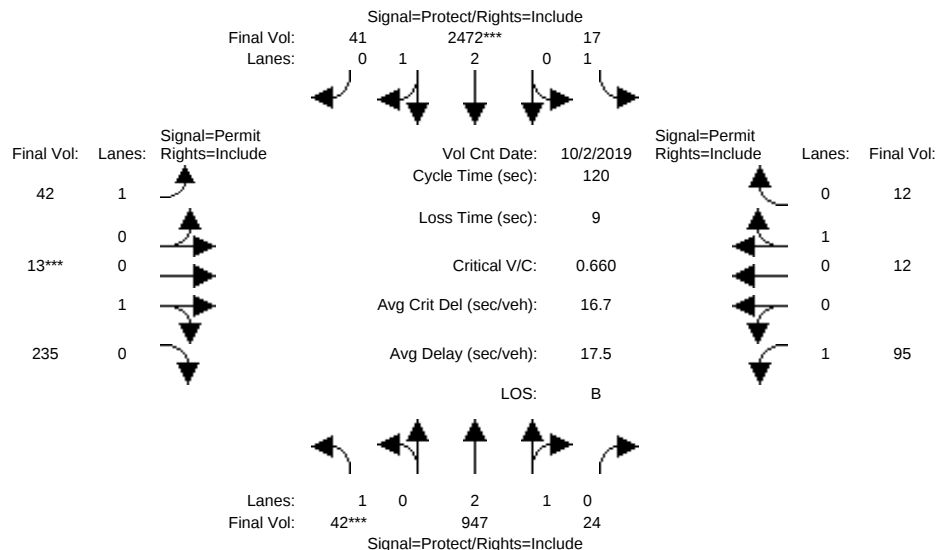


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	151	2382	44	13	827	56	56	14	76	20	18	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	2382	44	13	827	56	56	14	76	20	18	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	2382	44	13	827	56	56	14	76	20	18	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	2382	44	13	827	56	56	14	76	20	18	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	151	2382	44	13	827	56	56	14	76	20	18	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.94	0.06	1.00	2.80	0.20	1.00	0.16	0.84	1.00	0.56	0.44
Final Sat.:	1750	5498	102	1750	5244	355	1750	280	1520	1750	1012	787
Capacity Analysis Module:												
Vol/Sat:	0.09	0.43	0.43	0.01	0.16	0.16	0.03	0.05	0.05	0.01	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	35.5	93.2	93.2	7.0	64.8	64.8	10.8	10.8	10.8	10.8	10.8	10.8
Volume/Cap:	0.29	0.56	0.56	0.13	0.29	0.29	0.36	0.56	0.56	0.13	0.20	0.20
Delay/Veh:	32.9	5.4	5.4	54.2	15.1	15.1	52.8	56.6	56.6	50.7	51.2	51.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.9	5.4	5.4	54.2	15.1	15.1	52.8	56.6	56.6	50.7	51.2	51.2
LOS by Move:	C-	A	A	D-	B	B	D-	E+	E+	D	D-	D-
HCM2k95thQ:	9	22	22	1	11	11	5	8	8	2	3	3
Note: Queue reported is the number of cars per lane.												

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #301: Reed/De La Cruz



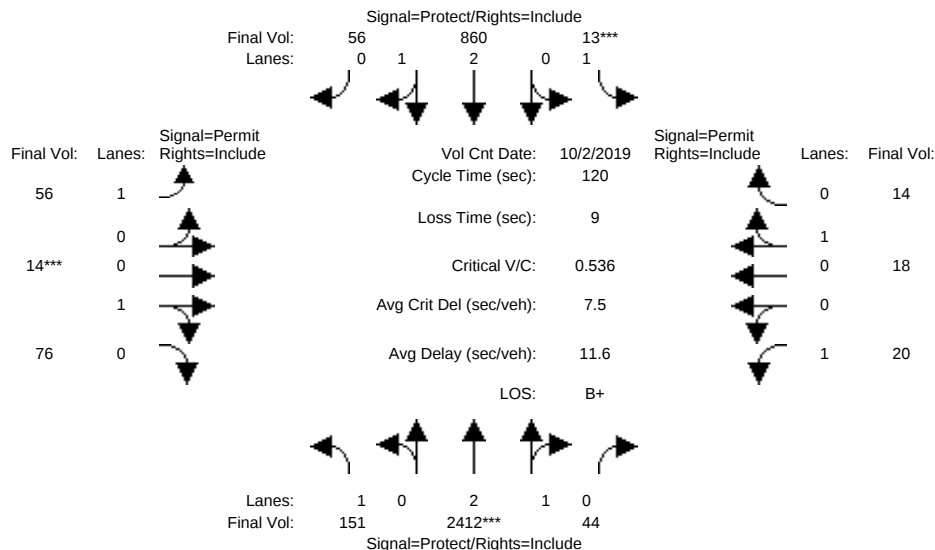
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	42	947	24	17	2472	41	42	13	235	95	12	12
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:	42	947	24	17	2472	41	42	13	235	95	12	12
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:	42	947	24	17	2472	41	42	13	235	95	12	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	947	24	17	2472	41	42	13	235	95	12	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	947	24	17	2472	41	42	13	235	95	12	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.92	0.08	1.00	2.95	0.05	1.00	0.05	0.95	1.00	0.50	0.50
Final Sat.:	1750	5461	138	1750	5509	91	1750	94	1706	1750	900	900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.01	0.45	0.45	0.02	0.14	0.14	0.05	0.01	0.01
Crit Moves:	****			****			****					
Green Time:	7.0	64.8	64.8	21.8	79.6	79.6	24.4	24.4	24.4	24.4	24.4	24.4
Volume/Cap:	0.41	0.32	0.32	0.05	0.68	0.68	0.12	0.68	0.68	0.27	0.07	0.07
Delay/Veh:	57.2	15.4	15.4	40.7	12.9	12.9	39.1	49.1	49.1	40.6	38.6	38.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.2	15.4	15.4	40.7	12.9	12.9	39.1	49.1	49.1	40.6	38.6	38.6
LOS by Move:	E+	B	B	D	B	B	D	D	D	D	D+	D+
HCM2k95thQ:	4	13	13	1	32	32	3	18	18	7	2	2

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Background Plus Project AM

Intersection #301: Reed/De La Cruz



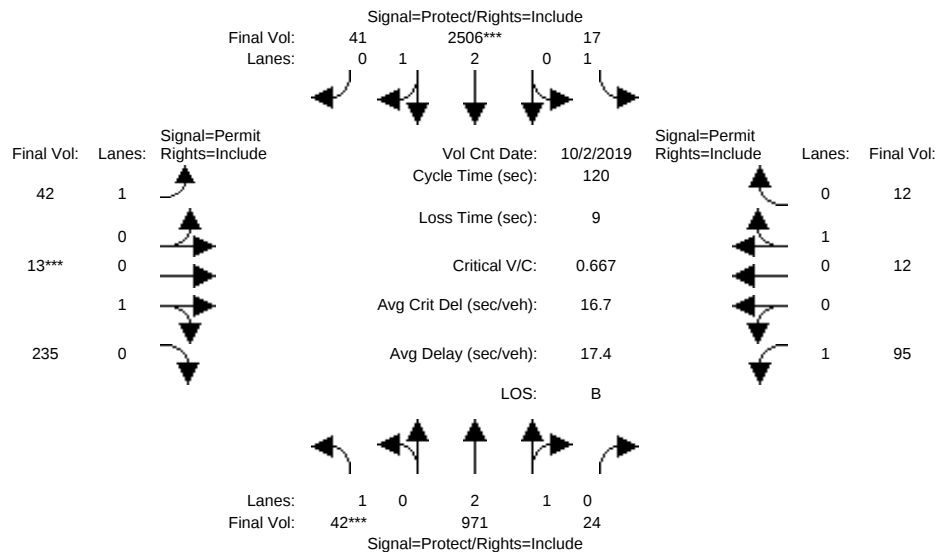
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	151	2412	44	13	860	56	56	14	76	20	18	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	2412	44	13	860	56	56	14	76	20	18	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	2412	44	13	860	56	56	14	76	20	18	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	2412	44	13	860	56	56	14	76	20	18	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	151	2412	44	13	860	56	56	14	76	20	18	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.94	0.06	1.00	2.81	0.19	1.00	0.16	0.84	1.00	0.56	0.44
Final Sat.:	1750	5500	100	1750	5257	342	1750	280	1520	1750	1012	787
Capacity Analysis Module:												
Vol/Sat:	0.09	0.44	0.44	0.01	0.16	0.16	0.03	0.05	0.05	0.01	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	34.7	93.4	93.4	7.0	65.7	65.7	10.6	10.6	10.6	10.6	10.6	10.6
Volume/Cap:	0.30	0.56	0.56	0.13	0.30	0.30	0.36	0.56	0.56	0.13	0.20	0.20
Delay/Veh:	33.5	5.4	5.4	54.2	14.7	14.7	52.9	57.0	57.0	50.8	51.4	51.4
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:	33.5	5.4	5.4	54.2	14.7	14.7	52.9	57.0	57.0	50.8	51.4	51.4
LOS by Move:	C-	A	A	D-	B	B	D-	E+	E+	D	D-	D-
HCM2k95thQ:	9	22	22	1	11	11	5	8	8	2	3	3

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Background Plus Project PM

Intersection #301: Reed/De La Cruz

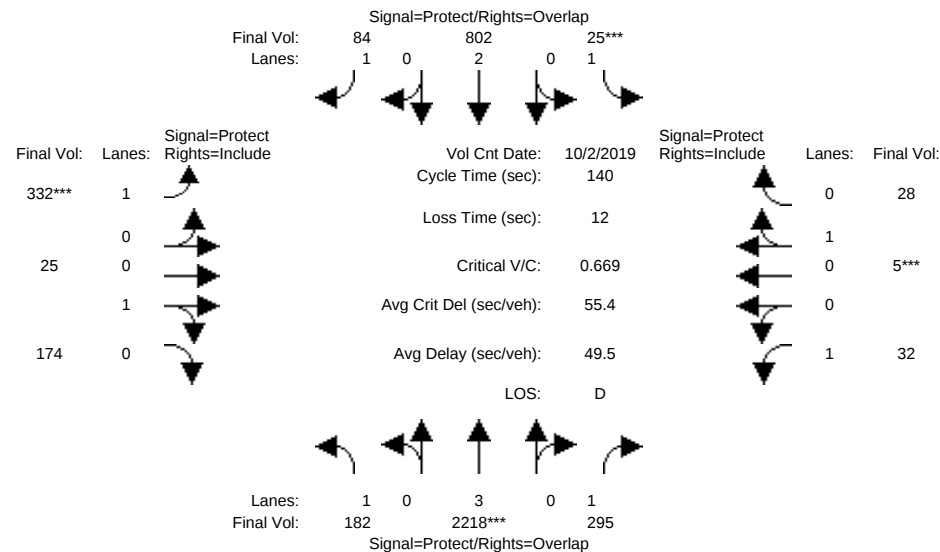


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	42	971	24	17	2506	41	42	13	235	95	12	12
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:	42	971	24	17	2506	41	42	13	235	95	12	12
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:	42	971	24	17	2506	41	42	13	235	95	12	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	971	24	17	2506	41	42	13	235	95	12	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	971	24	17	2506	41	42	13	235	95	12	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.92	0.08	1.00	2.95	0.05	1.00	0.05	0.95	1.00	0.50	0.50
Final Sat.:	1750	5465	135	1750	5510	90	1750	94	1706	1750	900	900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.18	0.01	0.45	0.45	0.02	0.14	0.14	0.05	0.01	0.01
Crit Moves:	****			****			****					
Green Time:	7.0	65.4	65.4	21.5	79.8	79.8	24.2	24.2	24.2	24.2	24.2	24.2
Volume/Cap:	0.41	0.33	0.33	0.05	0.68	0.68	0.12	0.68	0.68	0.27	0.07	0.07
Delay/Veh:	57.2	15.2	15.2	40.9	12.9	12.9	39.3	49.7	49.7	40.9	38.9	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.2	15.2	15.2	40.9	12.9	12.9	39.3	49.7	49.7	40.9	38.9	38.9
LOS by Move:	E+	B	B	D	B	B	D	D	D	D	D+	D+
HCM2k95thQ:	4	13	13	1	32	32	3	18	18	7	2	2
Note: Queue reported is the number of cars per lane.												

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Background AM

Intersection #302: Coleman/Brokaw

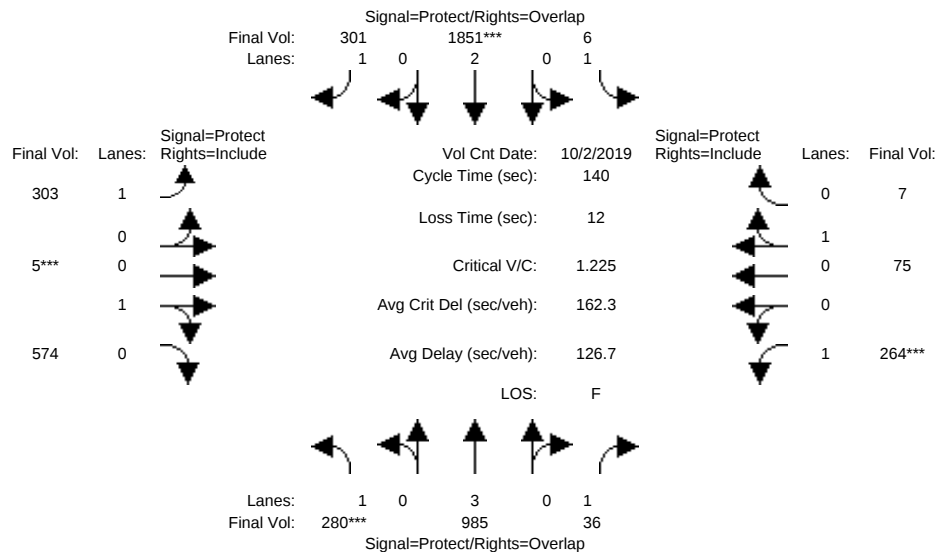


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	20	10	7	21	10	7	37	10	7	36	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	182	2218	295	25	802	84	332	25	174	32	5	28
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:	182	2218	295	25	802	84	332	25	174	32	5	28
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:	182	2218	295	25	802	84	332	25	174	32	5	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	2218	295	25	802	84	332	25	174	32	5	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	182	2218	295	25	802	84	332	25	174	32	5	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.13	0.87	1.00	0.15	0.85
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	226	1574	1750	273	1527
Capacity Analysis Module:												
Vol/Sat:	0.10	0.39	0.17	0.01	0.21	0.05	0.19	0.11	0.11	0.02	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	21.2	57.1	67.3	7.0	43.0	70.8	27.9	53.7	53.7	10.2	36.0	36.0
Volume/Cap:	0.69	0.95	0.35	0.29	0.69	0.09	0.95	0.29	0.29	0.25	0.07	0.07
Delay/Veh:	63.7	50.1	23.0	65.9	44.4	18.0	91.4	30.1	30.1	62.4	39.4	39.4
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:	63.7	50.1	23.0	65.9	44.4	18.0	91.4	30.1	30.1	62.4	39.4	39.4
LOS by Move:	E	D	C+	E	D	B	F	C	C	E	D	D
HCM2k95thQ:	17	56	16	3	28	4	33	12	12	3	2	2
Note: Queue reported is the number of cars per lane.												

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #302: Coleman/Brokaw

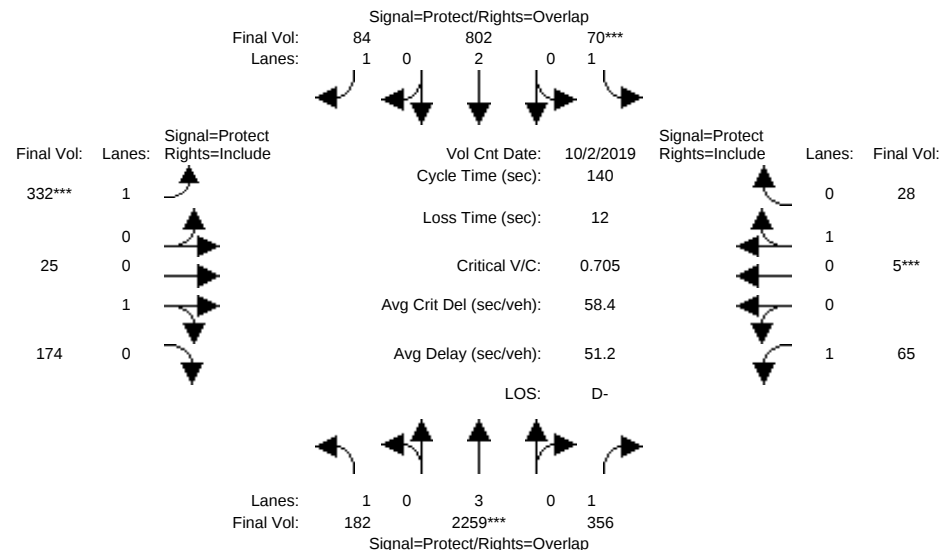


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	20	10	7	21	10	7	37	10	7	36	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	280	985	36	6	1851	301	303	5	574	264	75	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	985	36	6	1851	301	303	5	574	264	75	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	985	36	6	1851	301	303	5	574	264	75	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	985	36	6	1851	301	303	5	574	264	75	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	280	985	36	6	1851	301	303	5	574	264	75	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.01	0.99	1.00	0.91	0.09
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	16	1784	1750	1646	154
Capacity Analysis Module:												
Vol/Sat:	0.16	0.17	0.02	0.00	0.49	0.17	0.17	0.32	0.32	0.15	0.05	0.05
Crit Moves:	****				****			****		****		
Green Time:	18.2	57.2	74.4	16.6	55.5	73.8	18.2	37.0	37.0	17.2	36.0	36.0
Volume/Cap:	1.23	0.42	0.04	0.03	1.23	0.33	1.33	1.22	1.22	1.23	0.18	0.18
Delay/Veh:	195.7	29.7	15.7	54.7	151	19.1	237.0	167	167.1	197.7	40.7	40.7
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:	195.7	29.7	15.7	54.7	151	19.1	237.0	167	167.1	197.7	40.7	40.7
LOS by Move:	F	C	B	D-	F	B-	F	F	F	F	D	D
HCM2k95thQ:	38	18	2	1	94	15	43	65	65	36	6	6
Note: Queue reported is the number of cars per lane.												

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Background Plus Project AM

Intersection #302: Coleman/Brokaw

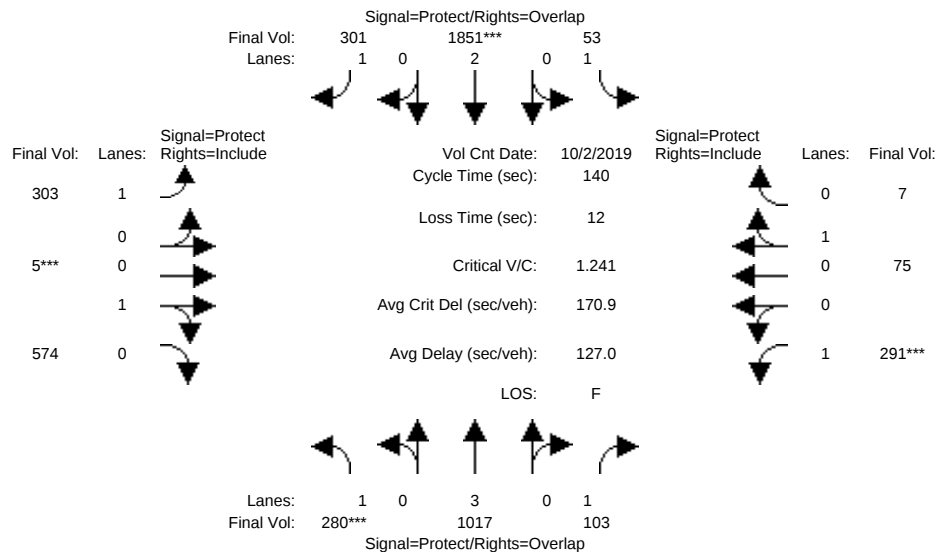


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	20	10	7	21	10	7	37	10	7	36	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	182	2259	356	70	802	84	332	25	174	65	5	28
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:	182	2259	356	70	802	84	332	25	174	65	5	28
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:	182	2259	356	70	802	84	332	25	174	65	5	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	2259	356	70	802	84	332	25	174	65	5	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	182	2259	356	70	802	84	332	25	174	65	5	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.13	0.87	1.00	0.15	0.85
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	226	1574	1750	273	1527
Capacity Analysis Module:												
Vol/Sat:	0.10	0.40	0.20	0.04	0.21	0.05	0.19	0.11	0.11	0.04	0.02	0.02
Crit Moves:	****			****			****				****	
Green Time:	21.3	57.5	67.6	7.0	43.2	70.7	27.5	53.4	53.4	10.1	36.0	36.0
Volume/Cap:	0.68	0.97	0.42	0.80	0.68	0.10	0.97	0.29	0.29	0.51	0.07	0.07
Delay/Veh:	63.3	51.9	23.9	104.8	44.1	18.1	94.9	30.3	30.3	66.2	39.4	39.4
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:	63.3	51.9	23.9	104.8	44.1	18.1	94.9	30.3	30.3	66.2	39.4	39.4
LOS by Move:	E	D-	C	F	D	B-	F	C	C	E	D	D
HCM2k95thQ:	17	58	19	10	27	4	34	12	12	7	2	2
Note: Queue reported is the number of cars per lane.												

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Background Plus Project PM

Intersection #302: Coleman/Brokaw

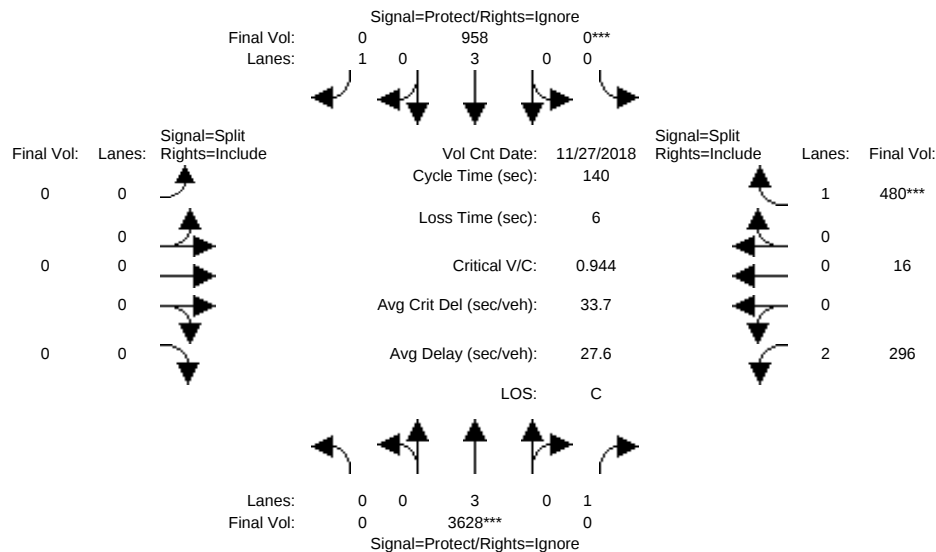


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	20	10	7	21	10	7	37	10	7	36	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	280	1017	103	53	1851	301	303	5	574	291	75	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	1017	103	53	1851	301	303	5	574	291	75	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	1017	103	53	1851	301	303	5	574	291	75	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	1017	103	53	1851	301	303	5	574	291	75	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	280	1017	103	53	1851	301	303	5	574	291	75	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.01	0.99	1.00	0.91	0.09
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	16	1784	1750	1646	154
Capacity Analysis Module:												
Vol/Sat:	0.16	0.18	0.06	0.03	0.49	0.17	0.17	0.32	0.32	0.17	0.05	0.05
Crit Moves:	****			****			****			****		
Green Time:	17.9	56.5	75.2	15.8	54.5	74.1	19.6	37.0	37.0	18.6	36.0	36.0
Volume/Cap:	1.25	0.44	0.11	0.27	1.25	0.32	1.24	1.22	1.22	1.25	0.18	0.18
Delay/Veh:	205.5	30.4	16.0	57.5	162	18.9	196.6	167	167.1	204.2	40.7	40.7
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:	205.5	30.4	16.0	57.5	162	18.9	196.6	167	167.1	204.2	40.7	40.7
LOS by Move:	F	C	B	E+	F	B-	F	F	F	F	D	D
HCM2k95thQ:	38	19	5	5	96	15	40	65	65	39	6	6
Note: Queue reported is the number of cars per lane.												

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3052: 880/COLEMAN (N)



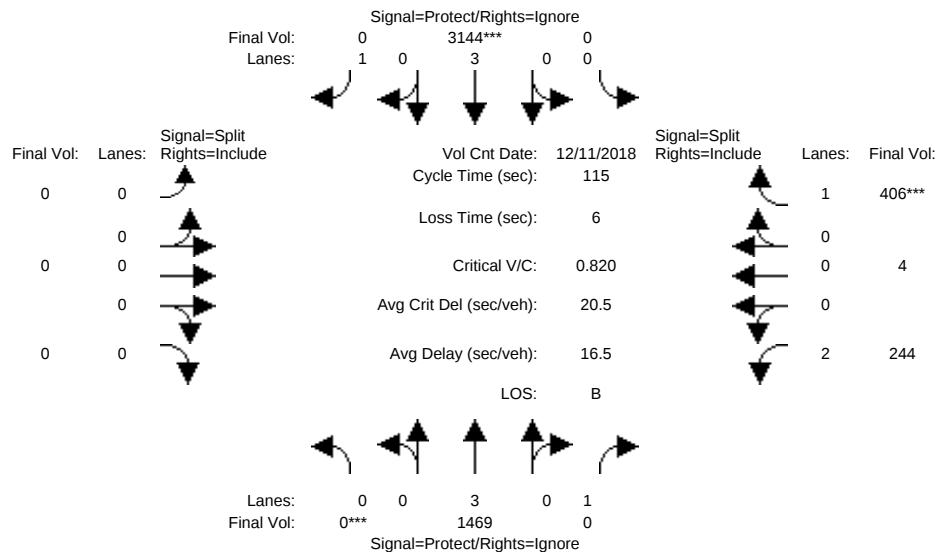
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Nov 2018 << 8:00-9:00AM												
Base Vol:	0	3628	199	0	958	0	0	0	0	296	16	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3628	199	0	958	0	0	0	0	296	16	480
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3628	0	0	958	0	0	0	0	296	16	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3628	0	0	958	0	0	0	0	296	16	480
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	3628	0	0	958	0	0	0	0	296	16	480
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.90	0.10	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3335	180	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.64	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.09	0.09	0.27
Crit Moves:	****			****						****		
Green Time:	0.0	94.4	0.0	0.0	94.4	0.0	0.0	0.0	0.0	39.6	39.6	39.6
Volume/Cap:	0.00	0.94	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.31	0.31	0.94
Delay/Veh:	0.0	26.2	0.0	0.0	8.9	0.0	0.0	0.0	0.0	39.6	39.6	67.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.2	0.0	0.0	8.9	0.0	0.0	0.0	0.0	39.6	39.6	67.9
LOS by Move:	A	C	A	A	A	A	A	A	A	D	D	E
HCM2k95thQ:	0	78	0	0	10	0	0	0	0	11	11	42

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3052: 880/COLEMAN (N)



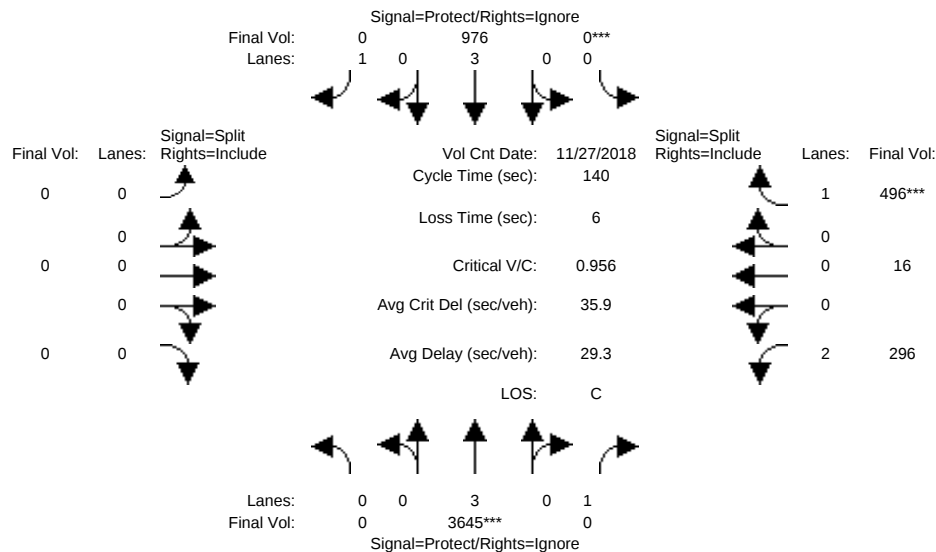
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 <<												
Base Vol:	0	1469	299	0	3144	0	0	0	0	244	4	406
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1469	299	0	3144	0	0	0	0	244	4	406
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1469	0	0	3144	0	0	0	0	244	4	406
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1469	0	0	3144	0	0	0	0	244	4	406
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1469	0	0	3144	0	0	0	0	244	4	406
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.97	0.03	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3455	57	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.55	0.00	0.00	0.00	0.00	0.07	0.07	0.23
Crit Moves:	****			****								****
Green Time:	0.0	77.4	0.0	0.0	77.4	0.0	0.0	0.0	0.0	31.6	31.6	31.6
Volume/Cap:	0.00	0.38	0.00	0.00	0.82	0.00	0.00	0.00	0.00	0.26	0.26	0.82
Delay/Veh:	0.0	8.4	0.0	0.0	15.2	0.0	0.0	0.0	0.0	32.6	32.6	45.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.4	0.0	0.0	15.2	0.0	0.0	0.0	0.0	32.6	32.6	45.8
LOS by Move:	A	A	A	A	B	A	A	A	A	C-	C-	D
HCM2k95thQ:	0	14	0	0	44	0	0	0	0	7	7	28

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Background Plus Project AM

Intersection #3052: 880/COLEMAN (N)



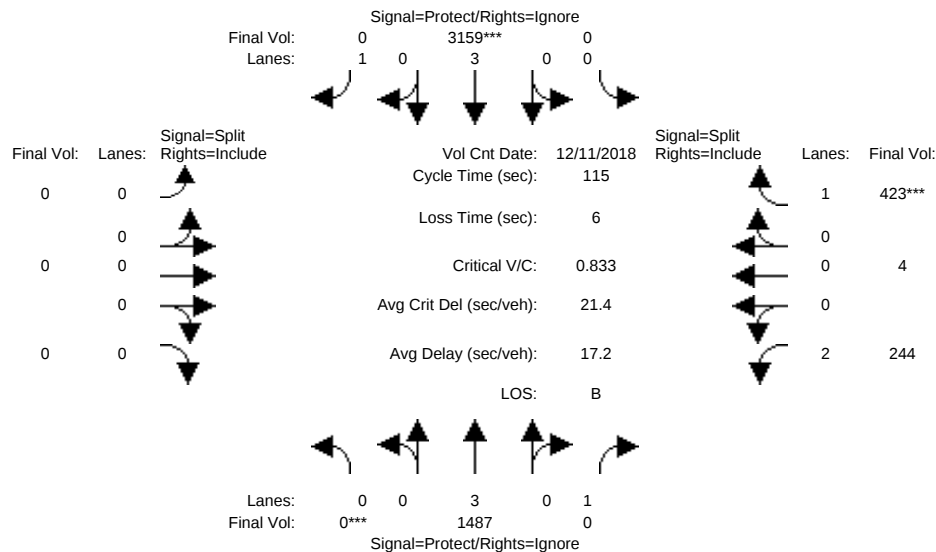
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Nov 2018 <<												
Base Vol:	0	3645	199	0	976	0	0	0	0	296	16	496
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3645	199	0	976	0	0	0	0	296	16	496
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3645	0	0	976	0	0	0	0	296	16	496
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3645	0	0	976	0	0	0	0	296	16	496
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	3645	0	0	976	0	0	0	0	296	16	496
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.90	0.10	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3333	180	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.64	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.09	0.09	0.28
Crit Moves:	****			****						****		
Green Time:	0.0	93.6	0.0	0.0	93.6	0.0	0.0	0.0	0.0	40.4	40.4	40.4
Volume/Cap:	0.00	0.96	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.31	0.31	0.96
Delay/Veh:	0.0	28.3	0.0	0.0	9.3	0.0	0.0	0.0	0.0	39.0	39.0	69.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.3	0.0	0.0	9.3	0.0	0.0	0.0	0.0	39.0	39.0	69.9
LOS by Move:	A	C	A	A	A	A	A	A	A	D+	D+	E
HCM2k95thQ:	0	81	0	0	11	0	0	0	0	11	11	44

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Background Plus Project PM

Intersection #3052: 880/COLEMAN (N)



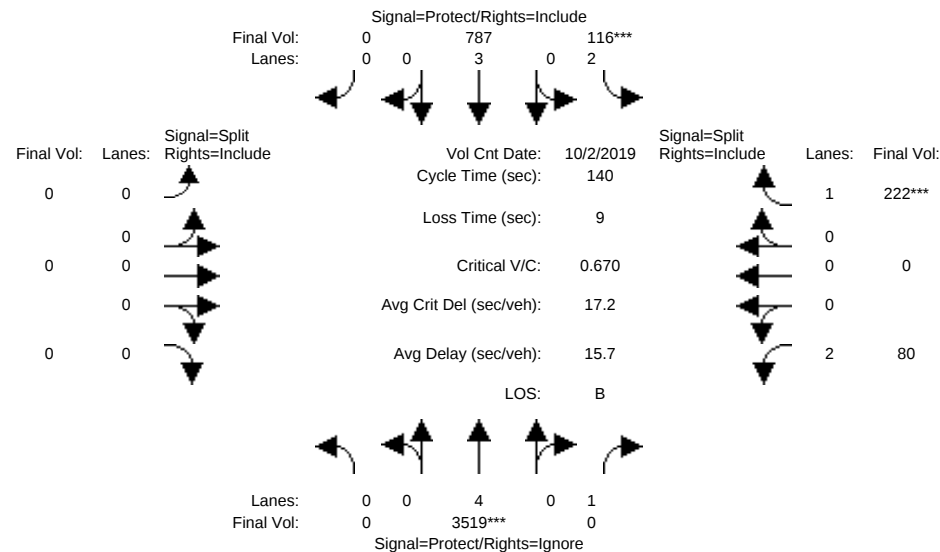
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 <<												
Base Vol:	0	1487	299	0	3159	0	0	0	0	244	4	423
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1487	299	0	3159	0	0	0	0	244	4	423
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1487	0	0	3159	0	0	0	0	244	4	423
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1487	0	0	3159	0	0	0	0	244	4	423
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1487	0	0	3159	0	0	0	0	244	4	423
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.97	0.03	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3453	57	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.55	0.00	0.00	0.00	0.00	0.07	0.07	0.24
Crit Moves:	****			****								****
Green Time:	0.0	76.5	0.0	0.0	76.5	0.0	0.0	0.0	0.0	32.5	32.5	32.5
Volume/Cap:	0.00	0.39	0.00	0.00	0.83	0.00	0.00	0.00	0.00	0.25	0.25	0.83
Delay/Veh:	0.0	8.8	0.0	0.0	16.1	0.0	0.0	0.0	0.0	31.9	31.9	46.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.8	0.0	0.0	16.1	0.0	0.0	0.0	0.0	31.9	31.9	46.1
LOS by Move:	A	A	A	A	B	A	A	A	A	C	C	D
HCM2k95thQ:	0	15	0	0	46	0	0	0	0	7	7	30

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3223: AIRPORT/COLEMAN



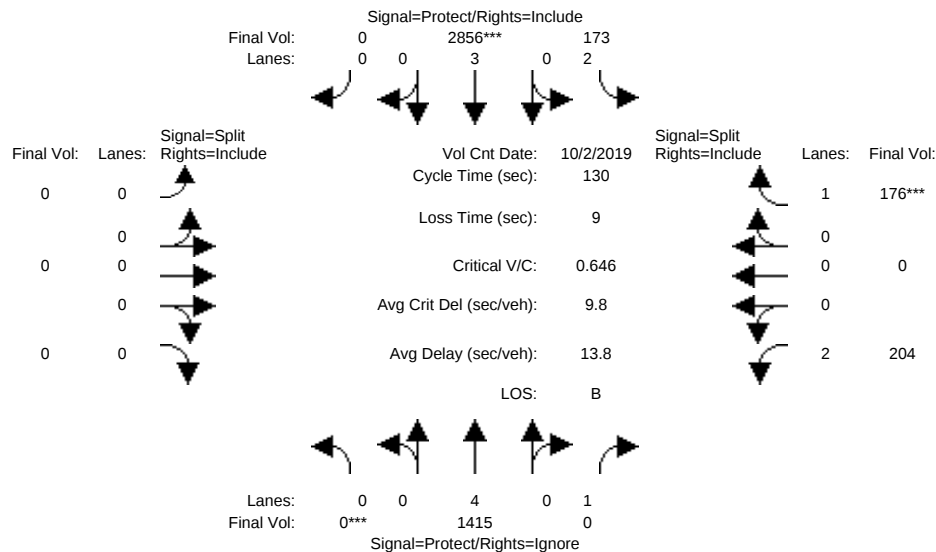
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	0	3519	816	116	787	0	0	0	0	80	0	222
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3519	816	116	787	0	0	0	0	80	0	222
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3519	0	116	787	0	0	0	0	80	0	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3519	0	116	787	0	0	0	0	80	0	222
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	3519	0	116	787	0	0	0	0	80	0	222
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	7600	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.00	0.04	0.14	0.00	0.00	0.00	0.00	0.03	0.00	0.13
Crit Moves:	****			****						****		
Green Time:	0.0	96.8	0.0	7.7	104	0.0	0.0	0.0	0.0	26.5	0.0	26.5
Volume/Cap:	0.00	0.67	0.00	0.67	0.19	0.00	0.00	0.00	0.00	0.13	0.00	0.67
Delay/Veh:	0.0	12.8	0.0	74.6	5.2	0.0	0.0	0.0	0.0	47.3	0.0	57.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.8	0.0	74.6	5.2	0.0	0.0	0.0	0.0	47.3	0.0	57.9
LOS by Move:	A	B	A	E	A	A	A	A	A	D	A	E+
HCM2k95thQ:	0	34	0	8	6	0	0	0	0	4	0	19

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3223: AIRPORT/COLEMAN



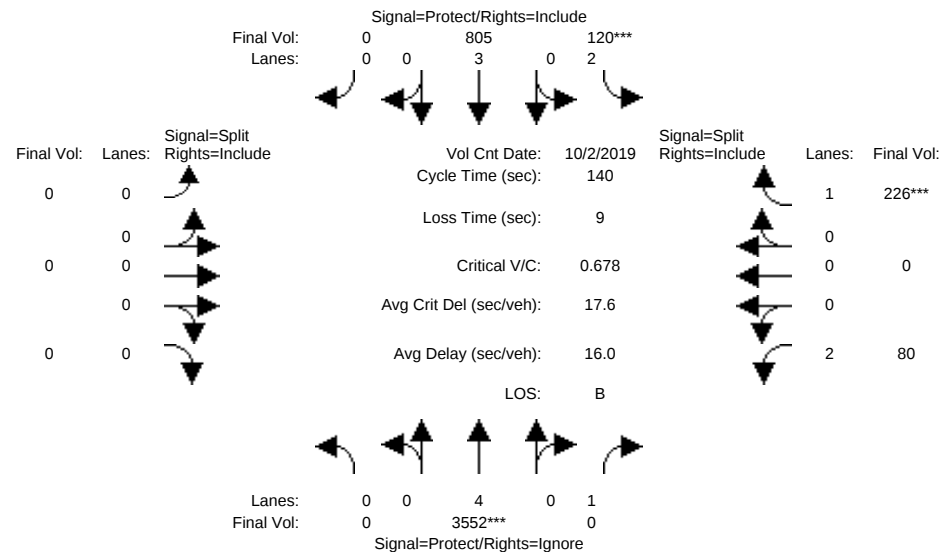
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	0	1415	382	173	2856	0	0	0	0	204	0	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1415	382	173	2856	0	0	0	0	204	0	176
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1415	0	173	2856	0	0	0	0	204	0	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1415	0	173	2856	0	0	0	0	204	0	176
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1415	0	173	2856	0	0	0	0	204	0	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	7600	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.05	0.50	0.00	0.00	0.00	0.00	0.06	0.00	0.10
Crit Moves:	****				****							****
Green Time:	0.0	77.8	0.0	23.0	101	0.0	0.0	0.0	0.0	20.2	0.0	20.2
Volume/Cap:	0.00	0.31	0.00	0.31	0.65	0.00	0.00	0.00	0.00	0.42	0.00	0.65
Delay/Veh:	0.0	12.9	0.0	47.0	6.9	0.0	0.0	0.0	0.0	50.1	0.0	56.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.9	0.0	47.0	6.9	0.0	0.0	0.0	0.0	50.1	0.0	56.8
LOS by Move:	A	B	A	D	A	A	A	A	A	D	A	E+
HCM2k95thQ:	0	13	0	7	30	0	0	0	0	9	0	15

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Background Plus Project AM

Intersection #3223: AIRPORT/COLEMAN



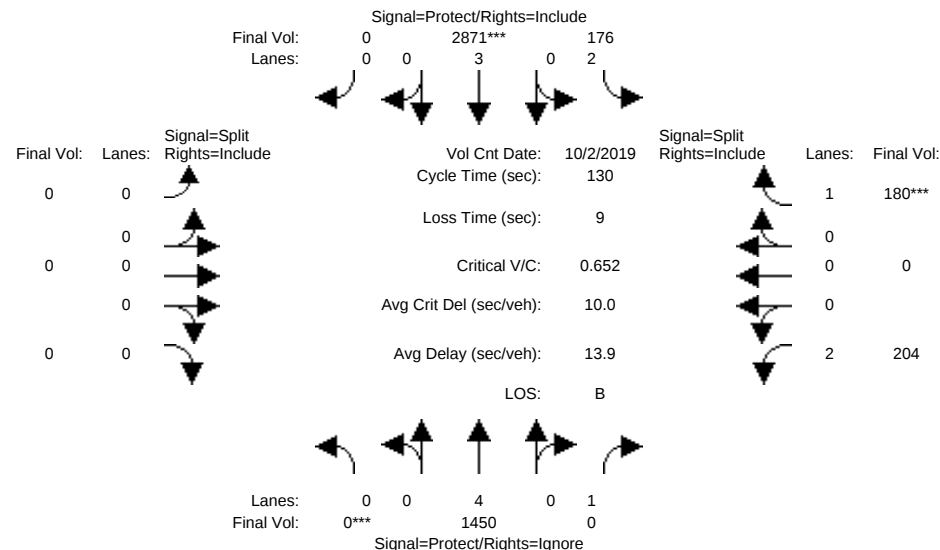
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	0	3552	816	120	805	0	0	0	0	80	0	226
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3552	816	120	805	0	0	0	0	80	0	226
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3552	0	120	805	0	0	0	0	80	0	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3552	0	120	805	0	0	0	0	80	0	226
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	3552	0	120	805	0	0	0	0	80	0	226
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	7600	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.00	0.04	0.14	0.00	0.00	0.00	0.00	0.03	0.00	0.13
Crit Moves:	****			****						****		
Green Time:	0.0	96.5	0.0	7.9	104	0.0	0.0	0.0	0.0	26.7	0.0	26.7
Volume/Cap:	0.00	0.68	0.00	0.68	0.19	0.00	0.00	0.00	0.00	0.13	0.00	0.68
Delay/Veh:	0.0	13.1	0.0	74.9	5.3	0.0	0.0	0.0	0.0	47.2	0.0	58.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.1	0.0	74.9	5.3	0.0	0.0	0.0	0.0	47.2	0.0	58.2
LOS by Move:	A	B	A	E	A	A	A	A	A	D	A	E+
HCM2k95thQ:	0	35	0	9	7	0	0	0	0	4	0	20

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Background Plus Project PM

Intersection #3223: AIRPORT/COLEMAN



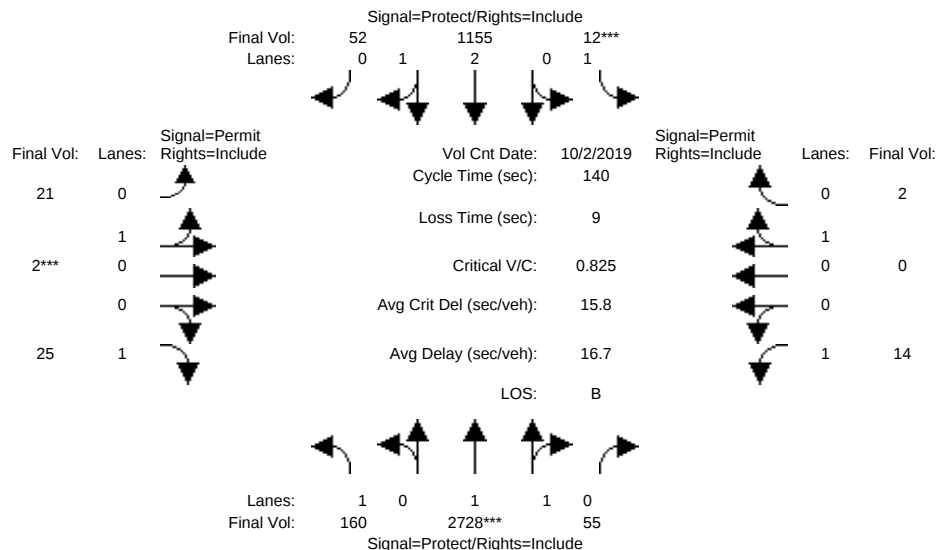
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	0	1450	382	176	2871	0	0	0	0	204	0	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1450	382	176	2871	0	0	0	0	204	0	180
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1450	0	176	2871	0	0	0	0	204	0	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1450	0	176	2871	0	0	0	0	204	0	180
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1450	0	176	2871	0	0	0	0	204	0	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	7600	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.06	0.50	0.00	0.00	0.00	0.00	0.06	0.00	0.10
Crit Moves:	****				****							****
Green Time:	0.0	77.7	0.0	22.8	100	0.0	0.0	0.0	0.0	20.5	0.0	20.5
Volume/Cap:	0.00	0.32	0.00	0.32	0.65	0.00	0.00	0.00	0.00	0.41	0.00	0.65
Delay/Veh:	0.0	13.0	0.0	47.2	7.1	0.0	0.0	0.0	0.0	49.8	0.0	56.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.0	0.0	47.2	7.1	0.0	0.0	0.0	0.0	49.8	0.0	56.8
LOS by Move:	A	B	A	D	A	A	A	A	A	D	A	E+
HCM2k95thQ:	0	13	0	8	30	0	0	0	0	9	0	16

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3411: AVIATION/COLEMAN

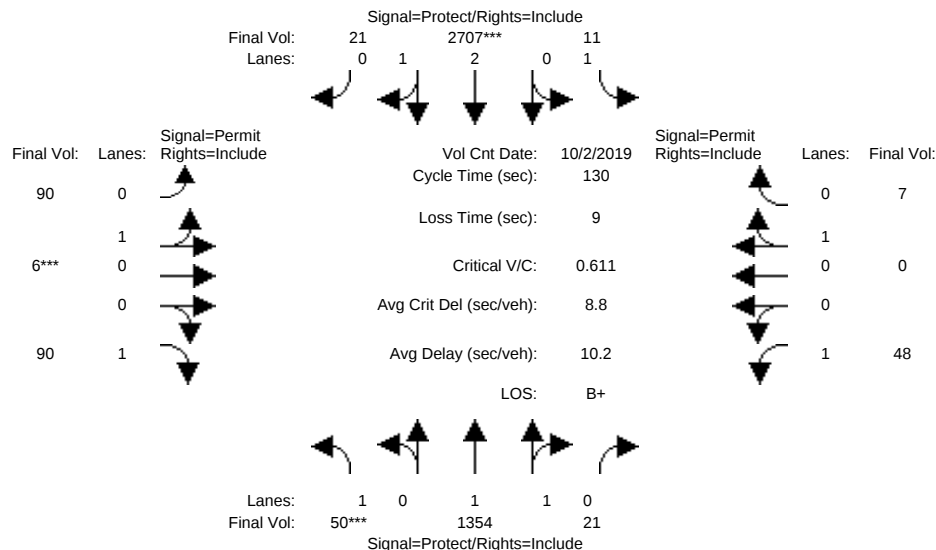


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	160	2728	55	12	1155	52	21	2	25	14	0	2
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:	160	2728	55	12	1155	52	21	2	25	14	0	2
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:	160	2728	55	12	1155	52	21	2	25	14	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	2728	55	12	1155	52	21	2	25	14	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	160	2728	55	12	1155	52	21	2	25	14	0	2
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Saturation Flow Module:												
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	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.96	0.04	1.00	2.87	0.13	0.91	0.09	1.00	1.00	0.00	1.00
Final Sat.:	1750	3627	73	1750	5358	241	1643	157	1750	1750	0	1800
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.09	0.75	0.75	0.01	0.22	0.22	0.01	0.01	0.01	0.01	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	36.0	114	114.0	7.0	85.0	85.0	10.0	10.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.36	0.92	0.92	0.14	0.36	0.36	0.18	0.18	0.20	0.11	0.00	0.02
Delay/Veh:	43.0	15.2	15.2	64.3	13.9	13.9	61.8	61.8	62.0	61.2	0.0	60.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	15.2	15.2	64.3	13.9	13.9	61.8	61.8	62.0	61.2	0.0	60.5
LOS by Move:	D	B	B	E	B	B	E	E	E	E	A	E
HCM2k95thQ:	11	75	75	1	16	16	2	2	3	1	0	0
Note: Queue reported is the number of cars per lane.												

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Background PM

Intersection #3411: AVIATION/COLEMAN



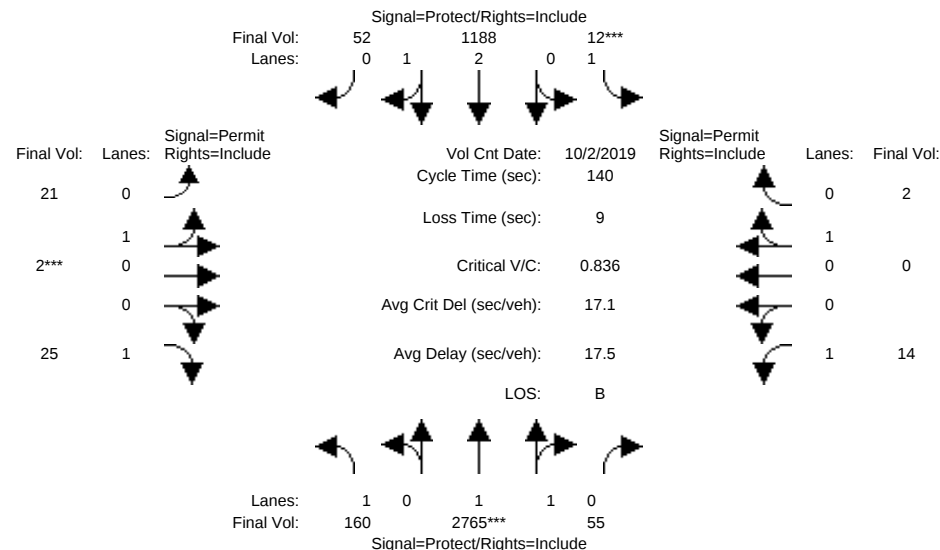
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	50	1354	21	11	2707	21	90	6	90	48	0	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1354	21	11	2707	21	90	6	90	48	0	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1354	21	11	2707	21	90	6	90	48	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1354	21	11	2707	21	90	6	90	48	0	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	1354	21	11	2707	21	90	6	90	48	0	7
Saturation Flow Module:												
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	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.97	0.03	1.00	2.98	0.02	0.94	0.06	1.00	1.00	0.00	1.00
Final Sat.:	1750	3643	57	1750	5557	43	1687	112	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.37	0.01	0.49	0.49	0.05	0.05	0.05	0.03	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	7.0	95.9	95.9	13.9	103	102.8	11.2	11.2	11.2	11.2	0.0	11.2
Volume/Cap:	0.53	0.50	0.50	0.06	0.62	0.62	0.62	0.62	0.59	0.32	0.00	0.04
Delay/Veh:	65.6	7.3	7.3	52.3	5.8	5.8	64.5	64.5	63.4	57.0	0.0	54.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.6	7.3	7.3	52.3	5.8	5.8	64.5	64.5	63.4	57.0	0.0	54.6
LOS by Move:	E	A	A	D-	A	A	E	E	E	E+	A	D-
HCM2k95thQ:	4	21	21	1	27	27	10	10	9	5	0	1

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Background Plus Project AM

Intersection #3411: AVIATION/COLEMAN



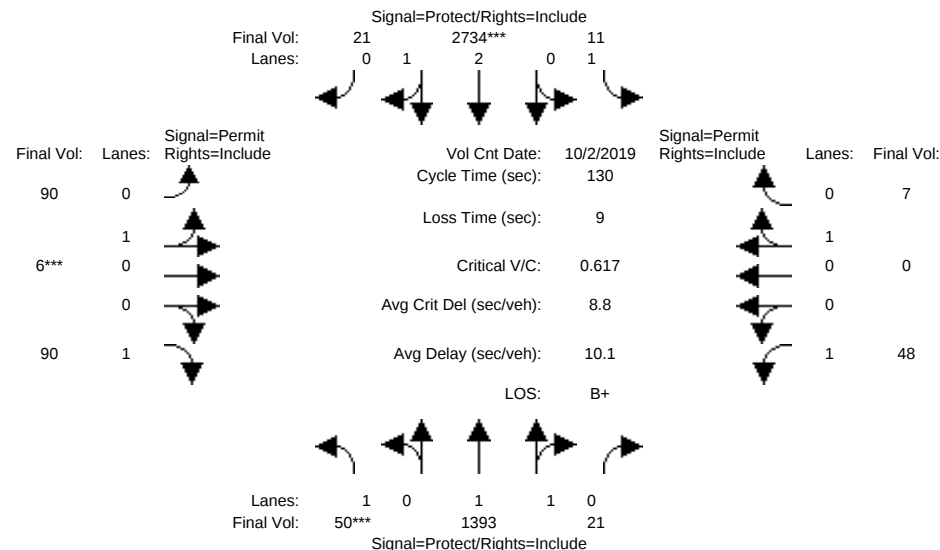
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	160	2765	55	12	1188	52	21	2	25	14	0	2
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:	160	2765	55	12	1188	52	21	2	25	14	0	2
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:	160	2765	55	12	1188	52	21	2	25	14	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	2765	55	12	1188	52	21	2	25	14	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	160	2765	55	12	1188	52	21	2	25	14	0	2
Saturation Flow Module:												
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	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.96	0.04	1.00	2.87	0.13	0.91	0.09	1.00	1.00	0.00	1.00
Final Sat.:	1750	3628	72	1750	5365	235	1643	157	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.76	0.76	0.01	0.22	0.22	0.01	0.01	0.01	0.01	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	35.4	114	114.0	7.0	85.6	85.6	10.0	10.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.36	0.94	0.94	0.14	0.36	0.36	0.18	0.18	0.20	0.11	0.00	0.02
Delay/Veh:	43.5	16.6	16.6	64.3	13.6	13.6	61.8	61.8	62.0	61.2	0.0	60.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	16.6	16.6	64.3	13.6	13.6	61.8	61.8	62.0	61.2	0.0	60.5
LOS by Move:	D	B	B	E	B	B	E	E	E	E	A	E
HCM2k95thQ:	11	79	79	1	16	16	2	2	3	1	0	0

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

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Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Background Plus Project PM

Intersection #3411: AVIATION/COLEMAN



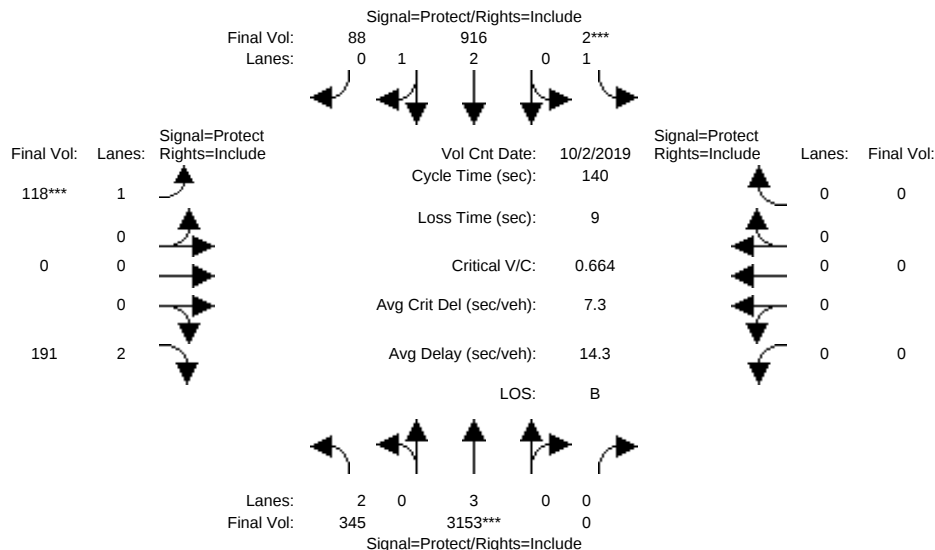
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	50	1393	21	11	2734	21	90	6	90	48	0	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1393	21	11	2734	21	90	6	90	48	0	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1393	21	11	2734	21	90	6	90	48	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1393	21	11	2734	21	90	6	90	48	0	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	1393	21	11	2734	21	90	6	90	48	0	7
Saturation Flow Module:												
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	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.97	0.03	1.00	2.98	0.02	0.94	0.06	1.00	1.00	0.00	1.00
Final Sat.:	1750	3645	55	1750	5557	43	1687	112	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.38	0.01	0.49	0.49	0.05	0.05	0.05	0.03	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	7.0	96.3	96.3	13.6	103	102.9	11.1	11.1	11.1	11.1	0.0	11.1
Volume/Cap:	0.53	0.52	0.52	0.06	0.62	0.62	0.62	0.62	0.60	0.32	0.00	0.05
Delay/Veh:	65.6	7.2	7.2	52.6	5.9	5.9	65.0	65.0	63.8	57.1	0.0	54.7
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:	65.6	7.2	7.2	52.6	5.9	5.9	65.0	65.0	63.8	57.1	0.0	54.7
LOS by Move:	E	A	A	D-	A	A	E	E	E	E+	A	D-
HCM2k95thQ:	4	22	22	1	27	27	10	10	9	5	0	1

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

1290 Coleman Avenue Hotel Development TIA
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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Background AM

Intersection #4047: COLEMAN/NEWHALL

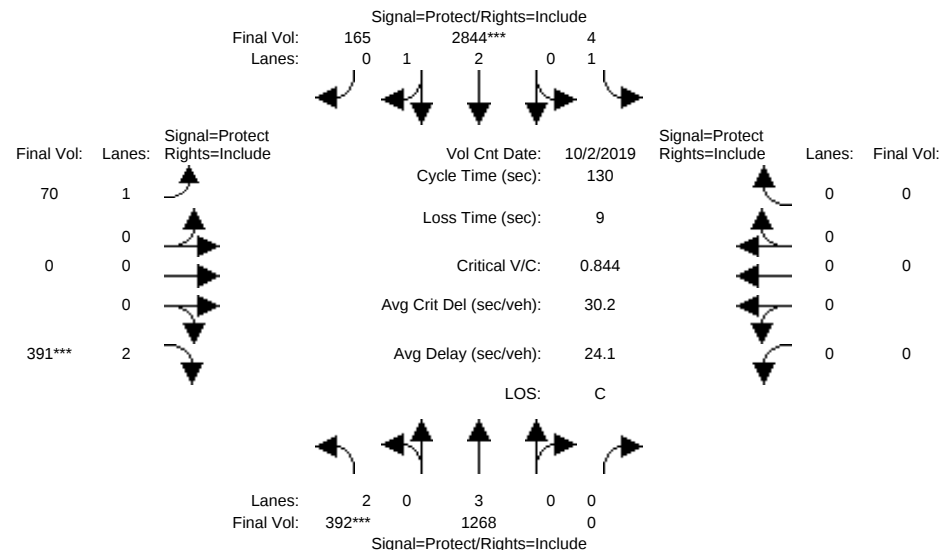


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	345	3153	0	2	916	88	118	0	191	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	345	3153	0	2	916	88	118	0	191	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	345	3153	0	2	916	88	118	0	191	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	3153	0	2	916	88	118	0	191	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	345	3153	0	2	916	88	118	0	191	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	1.00	2.73	0.27	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	1750	5109	491	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.55	0.00	0.00	0.18	0.18	0.07	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	44.3	117	0.0	0.2	72.5	72.5	14.2	0.0	14.2	0.0	0.0	0.0
Volume/Cap:	0.35	0.66	0.00	0.66	0.35	0.35	0.66	0.00	0.60	0.00	0.00	0.00
Delay/Veh:	37.0	4.8	0.0	297.8	19.9	19.9	69.7	0.0	63.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	4.8	0.0	297.8	19.9	19.9	69.7	0.0	63.3	0.0	0.0	0.0
LOS by Move:	D+	A	A	F	B-	B-	E	A	E	A	A	A
HCM2k95thQ:	13	30	0	0	15	15	12	0	11	0	0	0
Note: Queue reported is the number of cars per lane.												

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4047: COLEMAN/NEWHALL

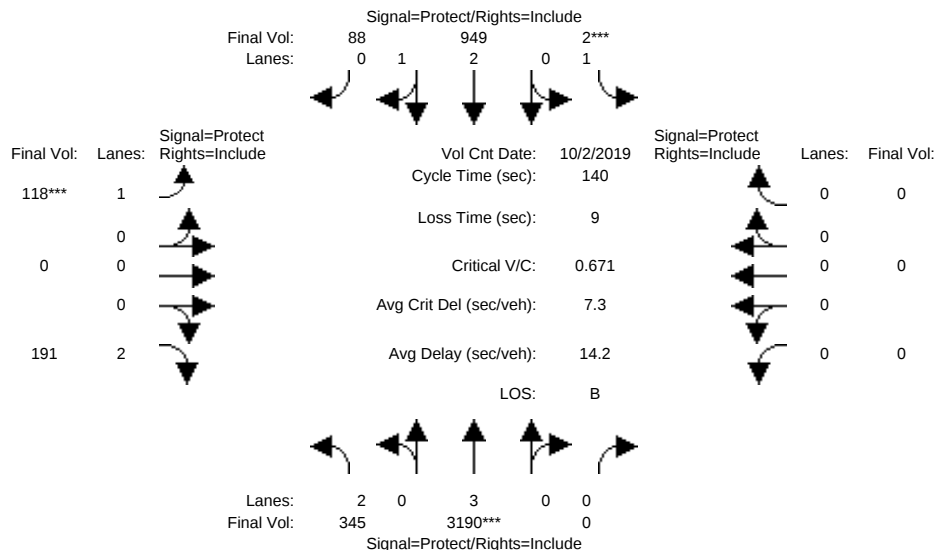


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	392	1268	0	4	2844	165	70	0	391	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	392	1268	0	4	2844	165	70	0	391	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	392	1268	0	4	2844	165	70	0	391	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	1268	0	4	2844	165	70	0	391	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	392	1268	0	4	2844	165	70	0	391	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	1.00	2.83	0.17	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	1750	5293	307	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.22	0.00	0.00	0.54	0.54	0.04	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	19.2	101	0.0	1.0	82.7	82.7	19.1	0.0	19.1	0.0	0.0	0.0
Volume/Cap:	0.84	0.29	0.00	0.29	0.84	0.84	0.27	0.00	0.84	0.00	0.00	0.00
Delay/Veh:	67.3	4.2	0.0	75.1	20.6	20.6	49.8	0.0	67.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.3	4.2	0.0	75.1	20.6	20.6	49.8	0.0	67.3	0.0	0.0	0.0
LOS by Move:	E	A	A	E-	C+	C+	D	A	E	A	A	A
HCM2k95thQ:	21	9	0	0	52	52	6	0	21	0	0	0
Note: Queue reported is the number of cars per lane.												

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Background Plus Project AM

Intersection #4047: COLEMAN/NEWHALL

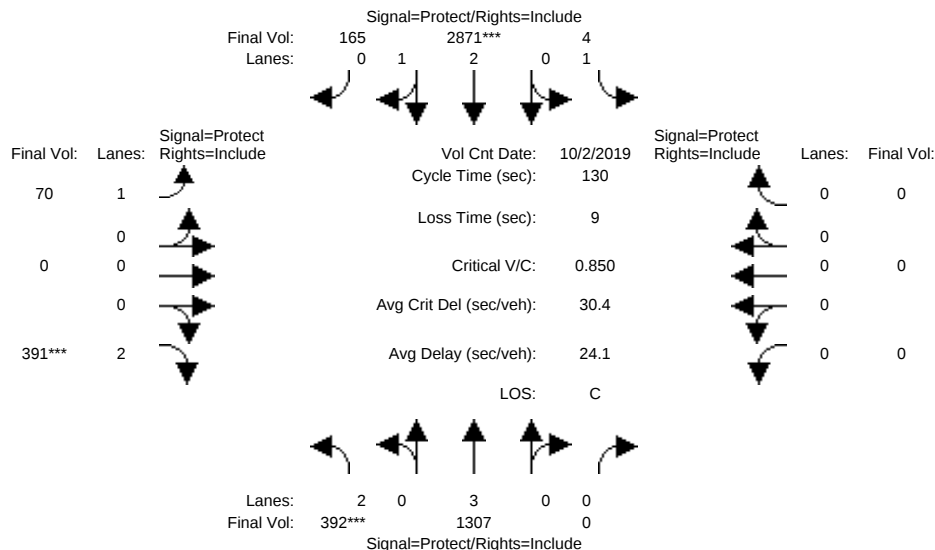


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	345	3190	0	2	949	88	118	0	191	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	345	3190	0	2	949	88	118	0	191	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	345	3190	0	2	949	88	118	0	191	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	3190	0	2	949	88	118	0	191	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	345	3190	0	2	949	88	118	0	191	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	1.00	2.74	0.26	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	1750	5124	475	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.56	0.00	0.00	0.19	0.19	0.07	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	43.5	117	0.0	0.2	73.5	73.5	14.1	0.0	14.1	0.0	0.0	0.0
Volume/Cap:	0.35	0.67	0.00	0.67	0.35	0.35	0.67	0.00	0.60	0.00	0.00	0.00
Delay/Veh:	37.6	4.8	0.0	305.2	19.5	19.5	70.4	0.0	63.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.6	4.8	0.0	305.2	19.5	19.5	70.4	0.0	63.6	0.0	0.0	0.0
LOS by Move:	D+	A	A	F	B-	B-	E	A	E	A	A	A
HCM2k95thQ:	13	30	0	0	16	16	12	0	11	0	0	0
Note: Queue reported is the number of cars per lane.												

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Background Plus Project PM

Intersection #4047: COLEMAN/NEWHALL

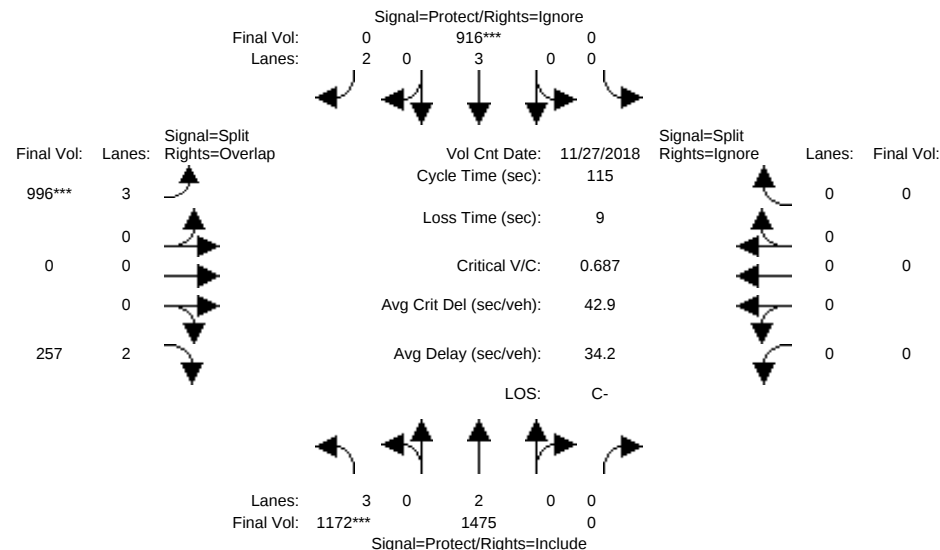


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	392	1307	0	4	2871	165	70	0	391	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	392	1307	0	4	2871	165	70	0	391	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	392	1307	0	4	2871	165	70	0	391	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	1307	0	4	2871	165	70	0	391	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	392	1307	0	4	2871	165	70	0	391	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	1.00	2.83	0.17	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	1750	5295	304	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.00	0.00	0.54	0.54	0.04	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	19.0	101	0.0	1.0	83.0	83.0	19.0	0.0	19.0	0.0	0.0	0.0
Volume/Cap:	0.85	0.30	0.00	0.30	0.85	0.85	0.27	0.00	0.85	0.00	0.00	0.00
Delay/Veh:	68.0	4.2	0.0	75.9	20.7	20.7	50.0	0.0	68.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.0	4.2	0.0	75.9	20.7	20.7	50.0	0.0	68.0	0.0	0.0	0.0
LOS by Move:	E	A	A	E-	C+	C+	D	A	E	A	A	A
HCM2k95thQ:	21	10	0	0	53	53	6	0	21	0	0	0
Note: Queue reported is the number of cars per lane.												

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	69	0	0	35	35	45	0	45	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 27 Nov 2018 <<												
Base Vol:	1172	1475	0	0	916	1917	1083	0	257	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1172	1475	0	0	916	1917	1083	0	257	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.92	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	1172	1475	0	0	916	0	996	0	257	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1172	1475	0	0	916	0	996	0	257	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	1172	1475	0	0	916	0	996	0	257	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.80	1.00	0.83	0.92	1.00	0.92
Lanes:	3.00	2.00	0.00	0.00	3.00	2.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	4551	3800	0	0	5700	3150	4551	0	3150	0	0	0

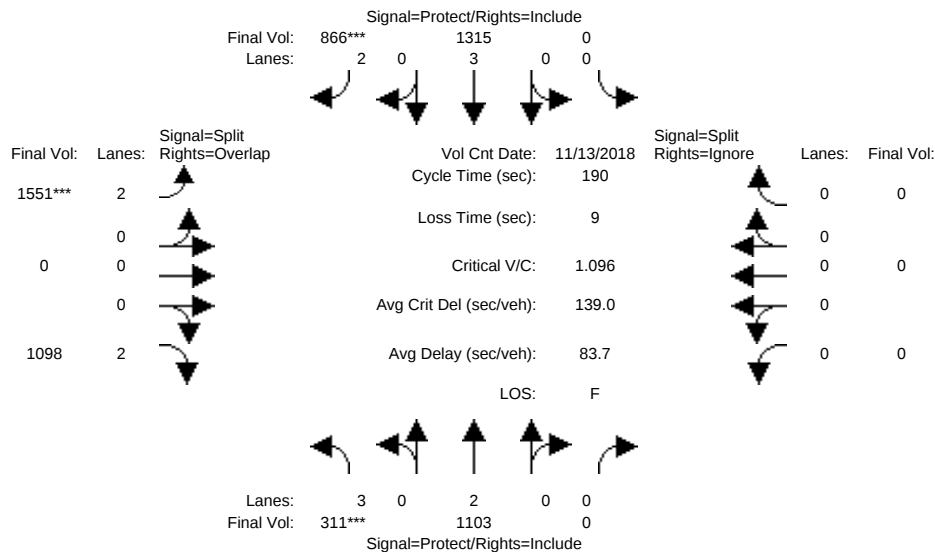
Capacity Analysis Module:												
Vol/Sat:	0.26	0.39	0.00	0.00	0.16	0.00	0.22	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	31.8	64.5	0.0	0.0	32.7	0.0	42.1	0.0	73.9	0.0	0.0	0.0
Volume/Cap:	0.93	0.69	0.00	0.00	0.56	0.00	0.60	0.00	0.13	0.00	0.00	0.00
Delay/Veh:	55.7	20.4	0.0	0.0	38.0	0.0	32.3	0.0	8.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.7	20.4	0.0	0.0	38.0	0.0	32.3	0.0	8.6	0.0	0.0	0.0
LOS by Move:	E+	C+	A	A	D+	A	C-	A	A	A	A	A
HCM2k95thQ:	33	33	0	0	19	0	21	0	2	0	0	0

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



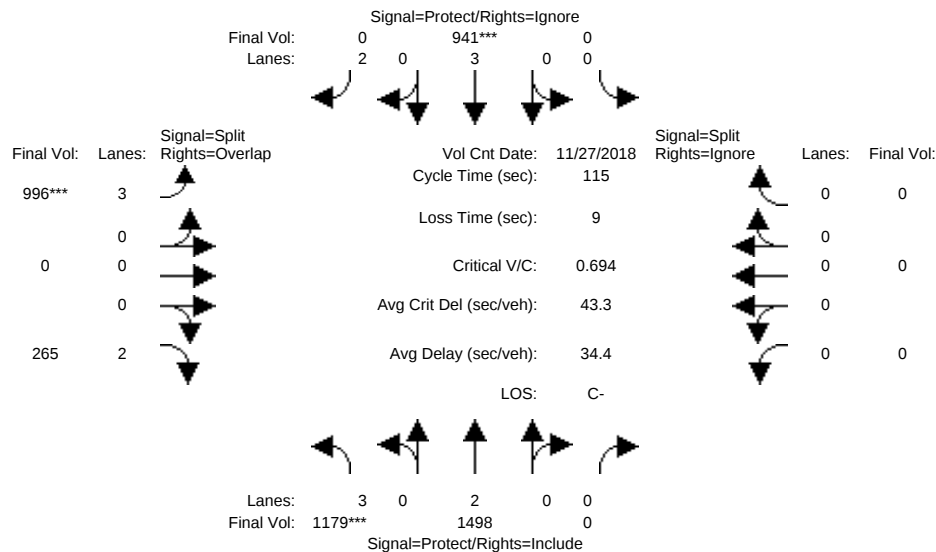
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	51	0	0	71	71	108	0	108	0	0	0
Y+R:	5.4	5.4	5.4	0.0	5.4	5.4	6.2	0.0	6.2	0.0	0.0	0.0
Volume Module: >> Count Date: 13 Nov 2018 <<												
Base Vol:	311	1103	0	0	1315	866	2216	0	1098	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	311	1103	0	0	1315	866	2216	0	1098	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.70	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	311	1103	0	0	1315	866	1551	0	1098	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	1103	0	0	1315	866	1551	0	1098	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	311	1103	0	0	1315	866	1551	0	1098	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.58	1.00	0.83	0.92	1.00	0.92
Lanes:	3.00	2.00	0.00	0.00	3.00	2.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	4551	3800	0	0	5700	3150	2205	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.00	0.00	0.23	0.27	0.70	0.00	0.35	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green Time:	13.2	80.0	0.0	0.0	66.8	66.8	101.6	0.0	114.8	0.0	0.0	0.0
Volume/Cap:	0.99	0.69	0.00	0.00	0.66	0.78	1.32	0.00	0.58	0.00	0.00	0.00
Delay/Veh:	140.6	49.0	0.0	0.0	56.0	62.3	181.6	0.0	14.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	140.6	49.0	0.0	0.0	56.0	62.3	181.6	0.0	14.2	0.0	0.0	0.0
LOS by Move:	F	D	A	A	E+	E	F	A	B	A	A	A
HCM2k95thQ:	17	44	0	0	38	47	127	0	26	0	0	0

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Background Plus Project AM

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	69	0	0	35	35	45	0	45	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 27 Nov 2018 <<

Base Vol:	1179	1498	0	0	941	1917	1083	0	265	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1179	1498	0	0	941	1917	1083	0	265	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.92	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	1179	1498	0	0	941	0	996	0	265	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1179	1498	0	0	941	0	996	0	265	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	1179	1498	0	0	941	0	996	0	265	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.80	1.00	0.83	0.92	1.00	0.92
Lanes:	3.00	2.00	0.00	0.00	3.00	2.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	4551	3800	0	0	5700	3150	4551	0	3150	0	0	0

Capacity Analysis Module:

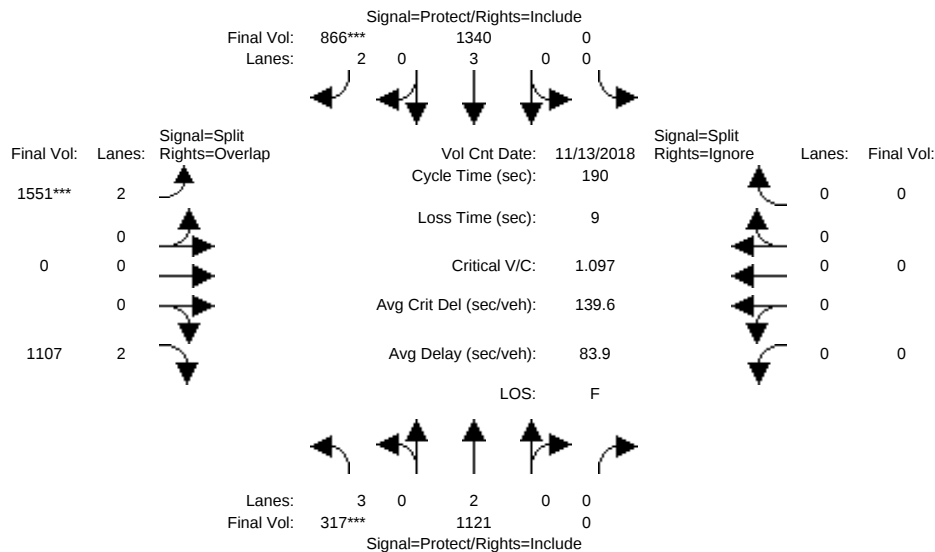
Vol/Sat:	0.26	0.39	0.00	0.00	0.17	0.00	0.22	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	31.8	64.5	0.0	0.0	32.7	0.0	42.1	0.0	73.9	0.0	0.0	0.0
Volume/Cap:	0.94	0.70	0.00	0.00	0.58	0.00	0.60	0.00	0.13	0.00	0.00	0.00
Delay/Veh:	56.6	20.6	0.0	0.0	38.2	0.0	32.3	0.0	8.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.6	20.6	0.0	0.0	38.2	0.0	32.3	0.0	8.6	0.0	0.0	0.0
LOS by Move:	E+	C+	A	A	D+	A	C-	A	A	A	A	A
HCM2k95thQ:	33	34	0	0	19	0	21	0	2	0	0	0

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Background Plus Project PM

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD

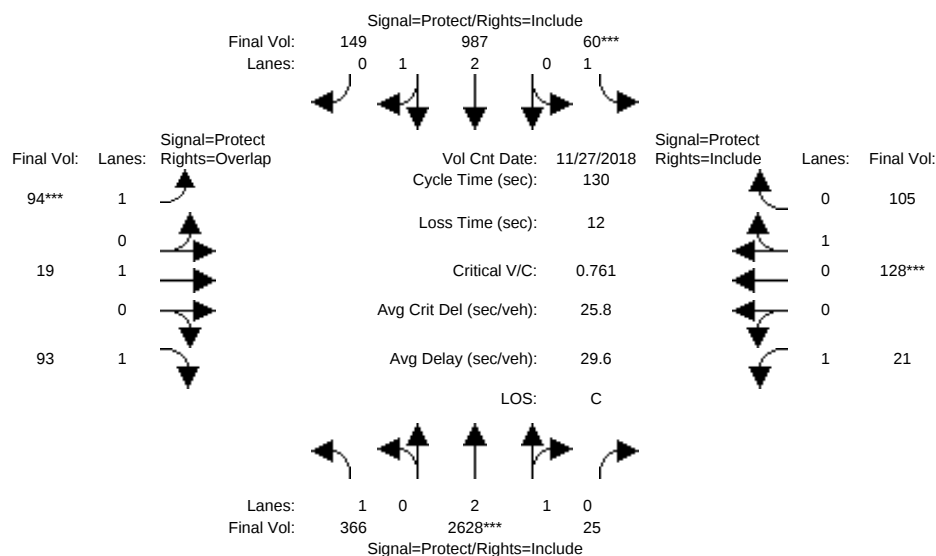


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	51	0	0	71	71	108	0	108	0	0	0
Y+R:	5.4	5.4	5.4	0.0	5.4	5.4	6.2	0.0	6.2	0.0	0.0	0.0
Volume Module: >> Count Date: 13 Nov 2018 <<												
Base Vol:	317	1121	0	0	1340	866	2216	0	1107	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	317	1121	0	0	1340	866	2216	0	1107	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.70	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	317	1121	0	0	1340	866	1551	0	1107	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	1121	0	0	1340	866	1551	0	1107	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	317	1121	0	0	1340	866	1551	0	1107	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.58	1.00	0.83	0.92	1.00	0.92
Lanes:	3.00	2.00	0.00	0.00	3.00	2.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	4551	3800	0	0	5700	3150	2205	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.30	0.00	0.00	0.24	0.27	0.70	0.00	0.35	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green Time:	13.2	80.0	0.0	0.0	66.8	66.8	101.6	0.0	114.8	0.0	0.0	0.0
Volume/Cap:	1.01	0.70	0.00	0.00	0.67	0.78	1.32	0.00	0.58	0.00	0.00	0.00
Delay/Veh:	145.9	49.5	0.0	0.0	56.4	62.3	181.6	0.0	14.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	145.9	49.5	0.0	0.0	56.4	62.3	181.6	0.0	14.3	0.0	0.0	0.0
LOS by Move:	F	D	A	A	E+	E	F	A	B	A	A	A
HCM2k95thQ:	18	45	0	0	39	47	127	0	27	0	0	0
Note: Queue reported is the number of cars per lane.												

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative AM

Intersection #300: DE LA CRUZ/MARTIN



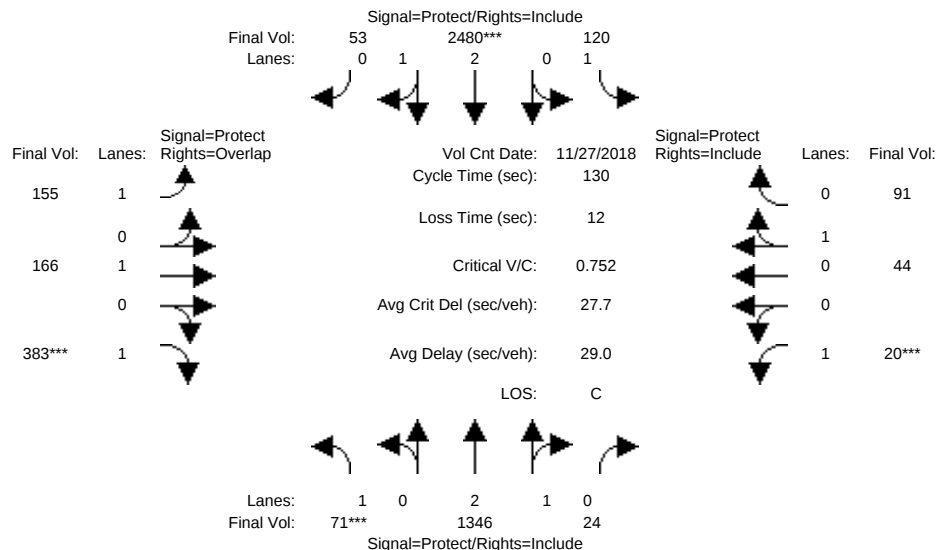
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Nov 2018 <<												
Base Vol:	366	2628	25	60	987	149	94	19	93	21	128	105
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:	366	2628	25	60	987	149	94	19	93	21	128	105
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:	366	2628	25	60	987	149	94	19	93	21	128	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	366	2628	25	60	987	149	94	19	93	21	128	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	366	2628	25	60	987	149	94	19	93	21	128	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.97	0.03	1.00	2.59	0.41	1.00	1.00	1.00	1.00	0.55	0.45
Final Sat.:	1750	5547	53	1750	4865	734	1750	1900	1750	1750	989	811
Capacity Analysis Module:												
Vol/Sat:	0.21	0.47	0.47	0.03	0.20	0.20	0.05	0.01	0.05	0.01	0.13	0.13
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	44.2	80.1	80.1	7.0	42.9	42.9	9.1	18.2	62.4	12.7	21.9	21.9
Volume/Cap:	0.62	0.77	0.77	0.64	0.62	0.62	0.77	0.07	0.11	0.12	0.77	0.77
Delay/Veh:	37.8	19.3	19.3	73.8	37.3	37.3	84.6	48.7	18.6	53.8	63.0	63.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	19.3	19.3	73.8	37.3	37.3	84.6	48.7	18.6	53.8	63.0	63.0
LOS by Move:	D+	B-	B-	E	D+	D+	F	D	B-	D-	E	E
HCM2k95thQ:	23	43	43	5	22	22	11	1	4	2	20	20

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative PM

Intersection #300: DE LA CRUZ/MARTIN



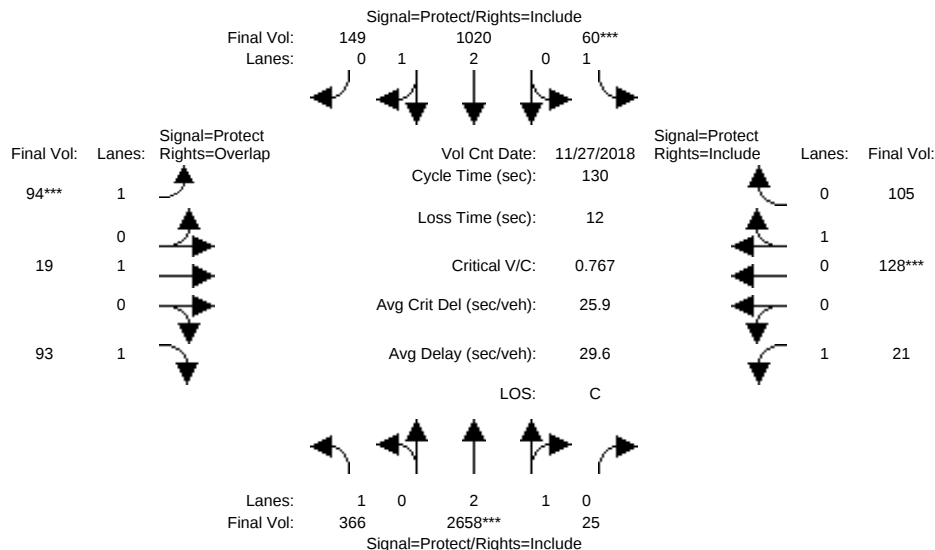
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Nov 2018 <<												
Base Vol:	71	1346	24	120	2480	53	155	166	383	20	44	91
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:	71	1346	24	120	2480	53	155	166	383	20	44	91
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:	71	1346	24	120	2480	53	155	166	383	20	44	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1346	24	120	2480	53	155	166	383	20	44	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	71	1346	24	120	2480	53	155	166	383	20	44	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.95	0.05	1.00	2.93	0.07	1.00	1.00	1.00	1.00	0.33	0.67
Final Sat.:	1750	5502	98	1750	5483	117	1750	1900	1750	1750	587	1213
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.24	0.07	0.45	0.45	0.09	0.09	0.22	0.01	0.08	0.08
Crit Moves:	****			****			****			****		
Green Time:	7.0	65.0	65.0	18.2	76.2	76.2	18.6	27.8	34.8	7.0	16.2	16.2
Volume/Cap:	0.75	0.49	0.49	0.49	0.77	0.77	0.62	0.41	0.82	0.21	0.60	0.60
Delay/Veh:	89.2	21.7	21.7	53.1	21.5	21.5	57.0	44.7	55.4	60.0	58.4	58.4
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:	89.2	21.7	21.7	53.1	21.5	21.5	57.0	44.7	55.4	60.0	58.4	58.4
LOS by Move:	F	C+	C+	D-	C+	C+	E+	D	E+	E+	E+	E+
HCM2k95thQ:	7	21	21	9	41	41	14	11	30	2	12	12

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Plus Project AM

Intersection #300: DE LA CRUZ/MARTIN



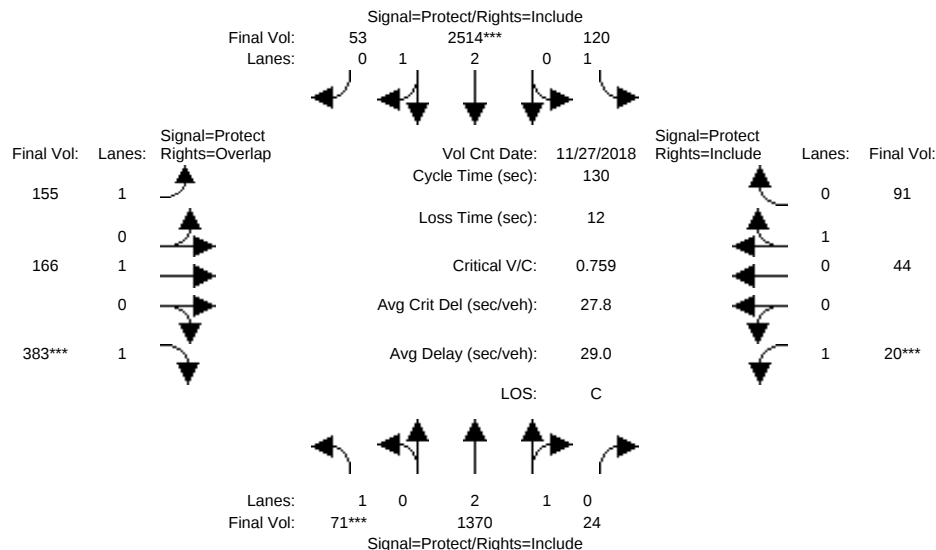
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Nov 2018 <<												
Base Vol:	366	2658	25	60	1020	149	94	19	93	21	128	105
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:	366	2658	25	60	1020	149	94	19	93	21	128	105
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:	366	2658	25	60	1020	149	94	19	93	21	128	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	366	2658	25	60	1020	149	94	19	93	21	128	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	366	2658	25	60	1020	149	94	19	93	21	128	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.97	0.03	1.00	2.60	0.40	1.00	1.00	1.00	1.00	0.55	0.45
Final Sat.:	1750	5548	52	1750	4885	714	1750	1900	1750	1750	989	811
Capacity Analysis Module:												
Vol/Sat:	0.21	0.48	0.48	0.03	0.21	0.21	0.05	0.01	0.05	0.01	0.13	0.13
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	43.7	80.3	80.3	7.0	43.6	43.6	9.0	18.1	61.7	12.6	21.7	21.7
Volume/Cap:	0.62	0.78	0.78	0.64	0.62	0.62	0.78	0.07	0.11	0.12	0.78	0.78
Delay/Veh:	38.3	19.4	19.4	73.8	36.9	36.9	85.8	48.8	19.0	53.9	63.8	63.8
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:	38.3	19.4	19.4	73.8	36.9	36.9	85.8	48.8	19.0	53.9	63.8	63.8
LOS by Move:	D+	B-	B-	E	D+	D+	F	D	B-	D-	E	E
HCM2k95thQ:	23	43	43	5	23	23	11	1	4	2	20	20

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Plus Project PM

Intersection #300: DE LA CRUZ/MARTIN

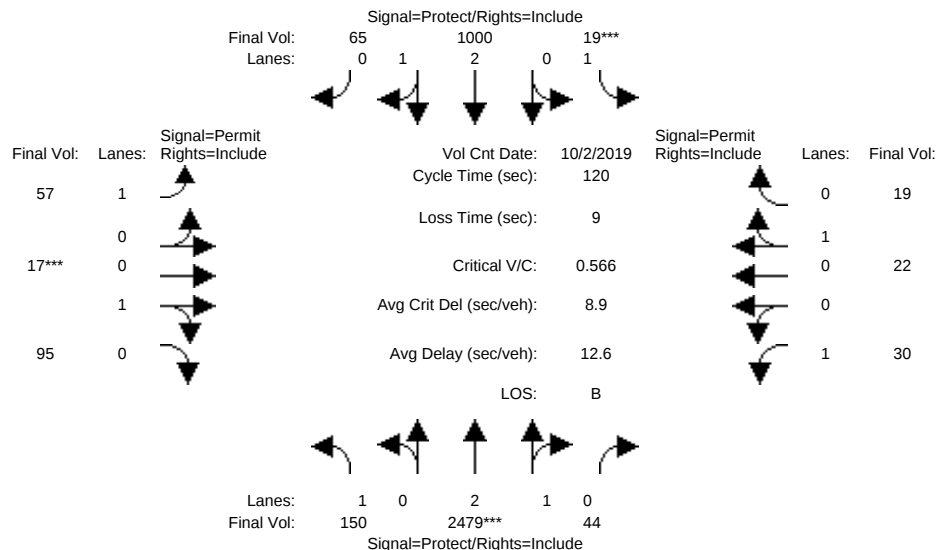


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Nov 2018 <<												
Base Vol:	71	1370	24	120	2514	53	155	166	383	20	44	91
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:	71	1370	24	120	2514	53	155	166	383	20	44	91
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:	71	1370	24	120	2514	53	155	166	383	20	44	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1370	24	120	2514	53	155	166	383	20	44	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	71	1370	24	120	2514	53	155	166	383	20	44	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.95	0.05	1.00	2.94	0.06	1.00	1.00	1.00	1.00	0.33	0.67
Final Sat.:	1750	5503	96	1750	5484	116	1750	1900	1750	1750	587	1213
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.25	0.07	0.46	0.46	0.09	0.09	0.22	0.01	0.08	0.08
Crit Moves:	****			****			****			****		
Green Time:	7.0	65.4	65.4	18.0	76.5	76.5	18.5	27.5	34.5	7.0	16.0	16.0
Volume/Cap:	0.75	0.49	0.49	0.49	0.78	0.78	0.62	0.41	0.82	0.21	0.61	0.61
Delay/Veh:	89.2	21.5	21.5	53.4	21.6	21.6	57.3	44.9	56.3	60.0	58.8	58.8
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:	89.2	21.5	21.5	53.4	21.6	21.6	57.3	44.9	56.3	60.0	58.8	58.8
LOS by Move:	F	C+	C+	D-	C+	C+	E+	D	E+	E+	E+	E+
HCM2k95thQ:	7	22	22	9	42	42	14	11	30	2	12	12
Note: Queue reported is the number of cars per lane.												

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative AM

Intersection #301: Reed/De La Cruz

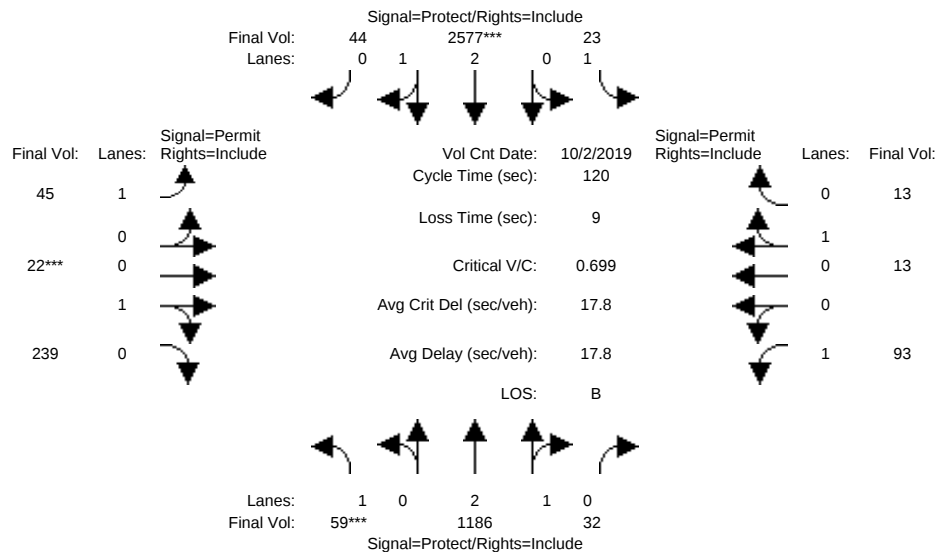


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	150	2479	44	19	1000	65	57	17	95	30	22	19
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:	150	2479	44	19	1000	65	57	17	95	30	22	19
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	2479	44	19	1000	65	57	17	95	30	22	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	2479	44	19	1000	65	57	17	95	30	22	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	150	2479	44	19	1000	65	57	17	95	30	22	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.95	0.05	1.00	2.81	0.19	1.00	0.15	0.85	1.00	0.54	0.46
Final Sat.:	1750	5502	98	1750	5258	342	1750	273	1527	1750	966	834
Capacity Analysis Module:												
Vol/Sat:	0.09	0.45	0.45	0.01	0.19	0.19	0.03	0.06	0.06	0.02	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	30.6	91.4	91.4	7.0	67.8	67.8	12.6	12.6	12.6	12.6	12.6	12.6
Volume/Cap:	0.34	0.59	0.59	0.19	0.34	0.34	0.31	0.59	0.59	0.16	0.22	0.22
Delay/Veh:	36.9	6.4	6.4	54.7	14.1	14.1	50.6	56.2	56.2	49.3	49.7	49.7
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:	36.9	6.4	6.4	54.7	14.1	14.1	50.6	56.2	56.2	49.3	49.7	49.7
LOS by Move:	D+	A	A	D-	B	B	D	E+	E+	D	D	D
HCM2k95thQ:	10	25	25	1	13	13	5	10	10	2	3	3
Note: Queue reported is the number of cars per lane.												

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative PM

Intersection #301: Reed/De La Cruz

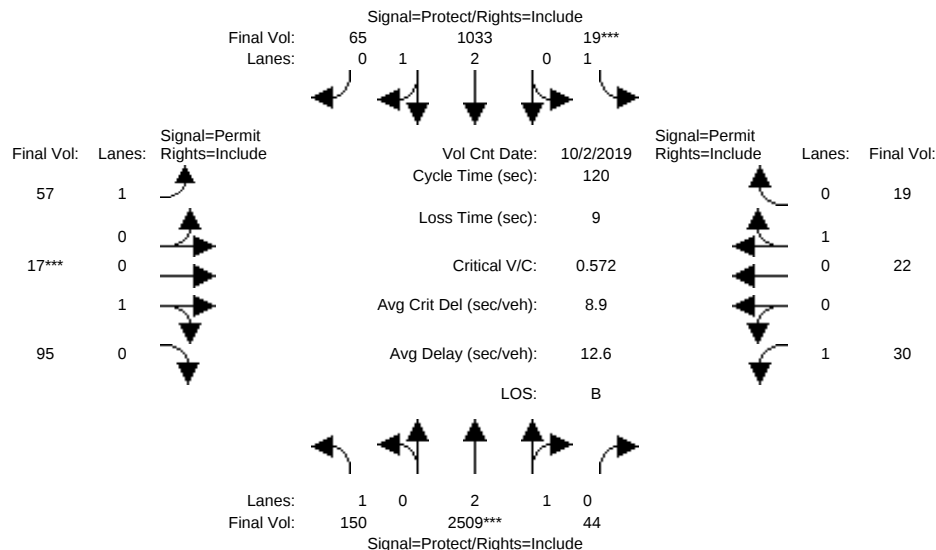


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	59	1186	32	23	2577	44	45	22	239	93	13	13
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:	59	1186	32	23	2577	44	45	22	239	93	13	13
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:	59	1186	32	23	2577	44	45	22	239	93	13	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1186	32	23	2577	44	45	22	239	93	13	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	59	1186	32	23	2577	44	45	22	239	93	13	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.92	0.08	1.00	2.95	0.05	1.00	0.08	0.92	1.00	0.50	0.50
Final Sat.:	1750	5453	147	1750	5506	94	1750	152	1648	1750	900	900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.01	0.47	0.47	0.03	0.15	0.15	0.05	0.01	0.01
Crit Moves:	****			****			****					
Green Time:	7.0	68.1	68.1	18.3	79.4	79.4	24.6	24.6	24.6	24.6	24.6	24.6
Volume/Cap:	0.58	0.38	0.38	0.09	0.71	0.71	0.13	0.71	0.71	0.26	0.07	0.07
Delay/Veh:	63.0	14.4	14.4	43.8	13.6	13.6	39.1	50.6	50.6	40.4	38.6	38.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.0	14.4	14.4	43.8	13.6	13.6	39.1	50.6	50.6	40.4	38.6	38.6
LOS by Move:	E	B	B	D	B	B	D	D	D	D	D+	D+
HCM2k95thQ:	6	15	15	2	34	34	3	20	20	6	2	2
Note: Queue reported is the number of cars per lane.												

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Plus Project AM

Intersection #301: Reed/De La Cruz

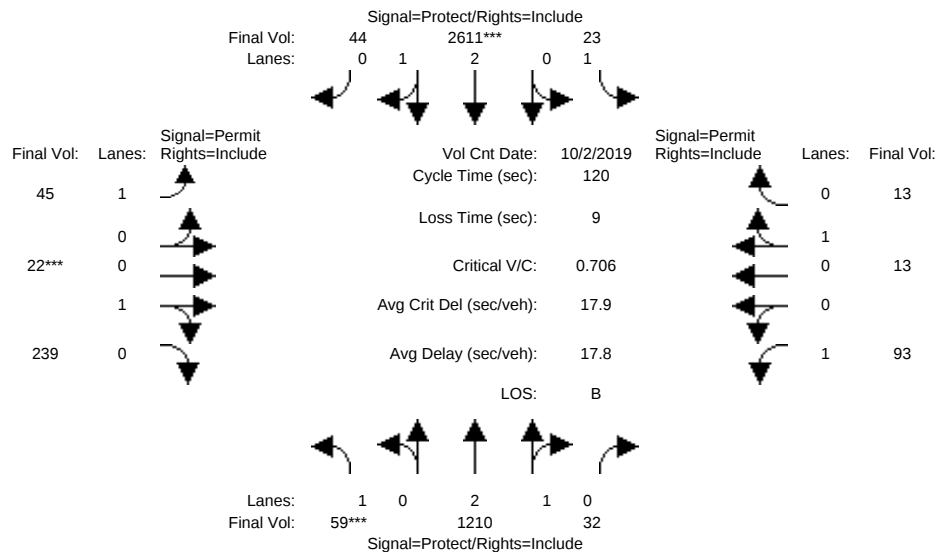


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	150	2509	44	19	1033	65	57	17	95	30	22	19
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:	150	2509	44	19	1033	65	57	17	95	30	22	19
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	2509	44	19	1033	65	57	17	95	30	22	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	2509	44	19	1033	65	57	17	95	30	22	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	150	2509	44	19	1033	65	57	17	95	30	22	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.95	0.05	1.00	2.82	0.18	1.00	0.15	0.85	1.00	0.54	0.46
Final Sat.:	1750	5503	97	1750	5268	331	1750	273	1527	1750	966	834
Capacity Analysis Module:												
Vol/Sat:	0.09	0.46	0.46	0.01	0.20	0.20	0.03	0.06	0.06	0.02	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	30.0	91.5	91.5	7.0	68.5	68.5	12.5	12.5	12.5	12.5	12.5	12.5
Volume/Cap:	0.34	0.60	0.60	0.19	0.34	0.34	0.31	0.60	0.60	0.16	0.22	0.22
Delay/Veh:	37.4	6.5	6.5	54.7	13.8	13.8	50.8	56.6	56.6	49.4	49.9	49.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	6.5	6.5	54.7	13.8	13.8	50.8	56.6	56.6	49.4	49.9	49.9
LOS by Move:	D+	A	A	D-	B	B	D	E+	E+	D	D	D
HCM2k95thQ:	10	25	25	1	13	13	5	10	10	2	3	3
Note: Queue reported is the number of cars per lane.												

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Plus Project PM

Intersection #301: Reed/De La Cruz

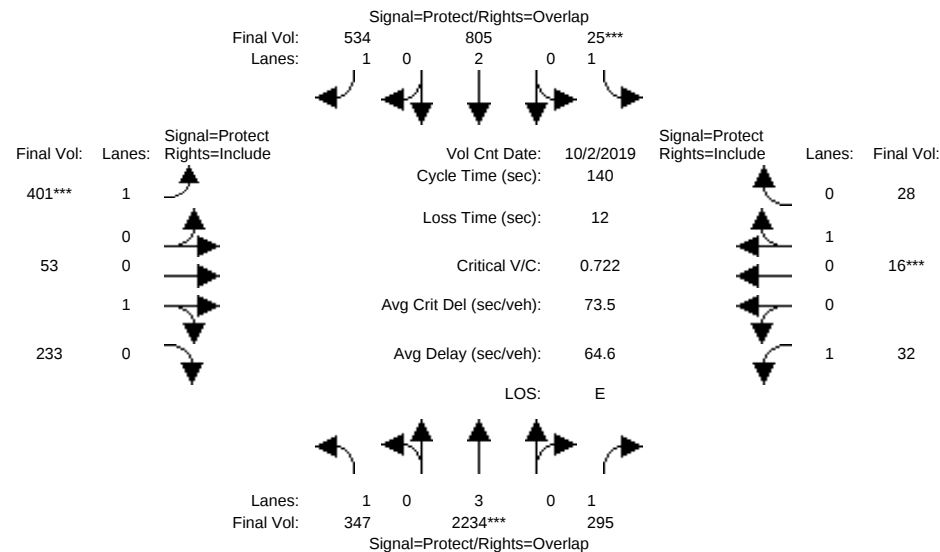


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	59	1210	32	23	2611	44	45	22	239	93	13	13
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:	59	1210	32	23	2611	44	45	22	239	93	13	13
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:	59	1210	32	23	2611	44	45	22	239	93	13	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1210	32	23	2611	44	45	22	239	93	13	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	59	1210	32	23	2611	44	45	22	239	93	13	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.92	0.08	1.00	2.95	0.05	1.00	0.08	0.92	1.00	0.50	0.50
Final Sat.:	1750	5456	144	1750	5507	93	1750	152	1648	1750	900	900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.01	0.47	0.47	0.03	0.15	0.15	0.05	0.01	0.01
Crit Moves:	****			****			****					
Green Time:	7.0	68.6	68.6	18.0	79.6	79.6	24.4	24.4	24.4	24.4	24.4	24.4
Volume/Cap:	0.58	0.39	0.39	0.09	0.71	0.71	0.13	0.71	0.71	0.26	0.07	0.07
Delay/Veh:	63.0	14.2	14.2	44.0	13.6	13.6	39.3	51.1	51.1	40.6	38.8	38.8
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:	63.0	14.2	14.2	44.0	13.6	13.6	39.3	51.1	51.1	40.6	38.8	38.8
LOS by Move:	E	B	B	D	B	B	D	D-	D-	D	D+	D+
HCM2k95thQ:	6	16	16	2	35	35	3	20	20	6	2	2
Note: Queue reported is the number of cars per lane.												

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative AM

Intersection #302: Coleman/Brokaw



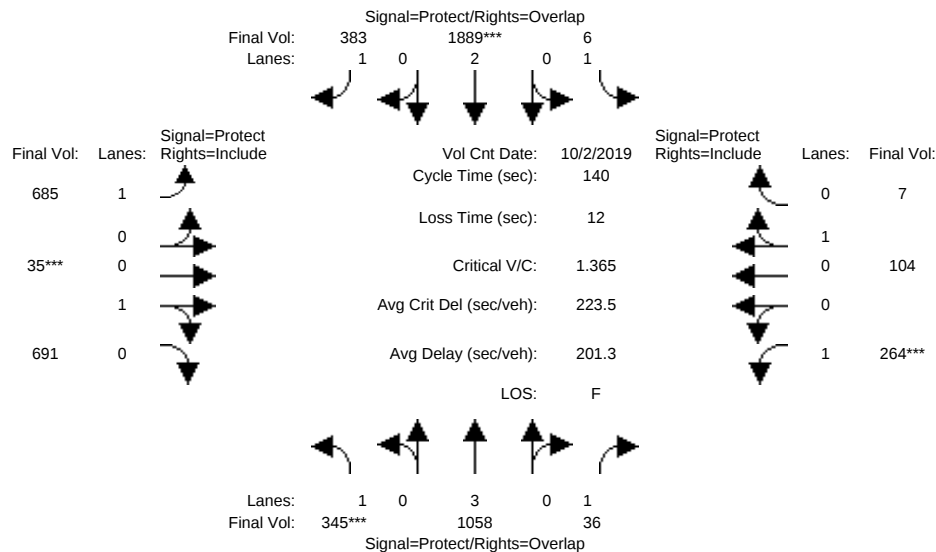
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	20	10	7	21	10	7	37	10	7	36	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	347	2234	295	25	805	534	401	53	233	32	16	28
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:	347	2234	295	25	805	534	401	53	233	32	16	28
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:	347	2234	295	25	805	534	401	53	233	32	16	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	347	2234	295	25	805	534	401	53	233	32	16	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	347	2234	295	25	805	534	401	53	233	32	16	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.19	0.81	1.00	0.36	0.64
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	334	1466	1750	655	1145
Capacity Analysis Module:												
Vol/Sat:	0.20	0.39	0.17	0.01	0.21	0.31	0.23	0.16	0.16	0.02	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	29.3	53.6	64.4	7.0	31.3	62.7	31.4	56.6	56.6	10.7	36.0	36.0
Volume/Cap:	0.95	1.02	0.37	0.29	0.95	0.68	1.02	0.39	0.39	0.24	0.10	0.10
Delay/Veh:	88.0	68.5	24.9	65.9	72.7	33.2	105.7	29.9	29.9	61.7	39.7	39.7
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:	88.0	68.5	24.9	65.9	72.7	33.2	105.7	29.9	29.9	61.7	39.7	39.7
LOS by Move:	F	E	C	E	E	C-	F	C	C	E	D	D
HCM2k95thQ:	34	62	16	3	36	34	41	17	17	3	3	3

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative PM

Intersection #302: Coleman/Brokaw



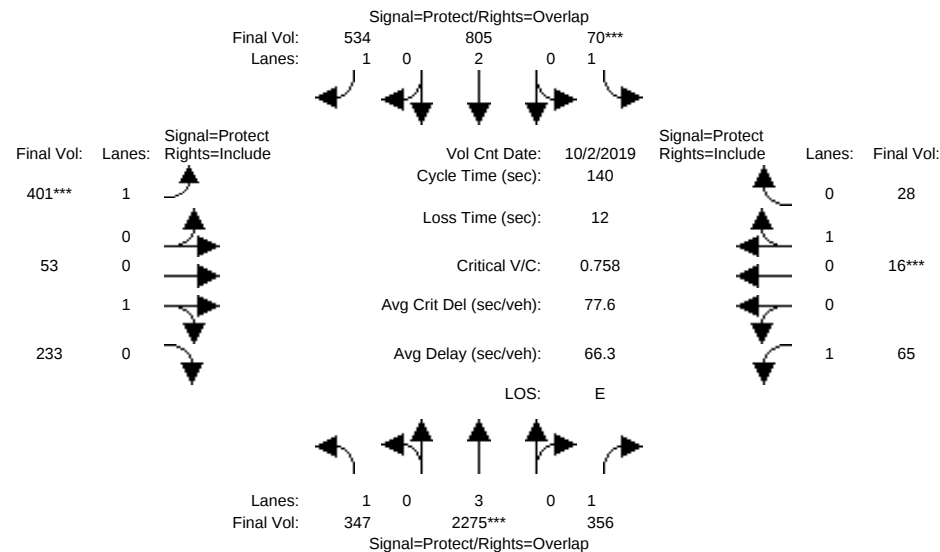
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	20	10	7	21	10	7	37	10	7	36	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	345	1058	36	6	1889	383	685	35	691	264	104	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	345	1058	36	6	1889	383	685	35	691	264	104	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	345	1058	36	6	1889	383	685	35	691	264	104	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	1058	36	6	1889	383	685	35	691	264	104	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	345	1058	36	6	1889	383	685	35	691	264	104	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	1.24	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.05	0.95	1.00	0.94	0.06
Final Sat.:	1750	5700	1750	1750	3800	1750	2363	87	1713	1750	1686	114
Capacity Analysis Module:												
Vol/Sat:	0.20	0.19	0.02	0.00	0.50	0.22	0.29	0.40	0.40	0.15	0.06	0.06
Crit Moves:	****				****			****			****	
Green Time:	20.2	56.1	71.5	15.1	51.0	71.8	20.8	41.4	41.4	15.5	36.0	36.0
Volume/Cap:	1.37	0.46	0.04	0.03	1.37	0.43	1.95	1.37	1.37	1.37	0.24	0.24
Delay/Veh:	247.7	31.0	17.1	56.0	214	21.6	497.2	226	225.6	256.2	41.4	41.4
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:	247.7	31.0	17.1	56.0	214	21.6	497.2	226	225.6	256.2	41.4	41.4
LOS by Move:	F	C	B	E+	F	C+	F	F	F	F	D	D
HCM2k95thQ:	49	20	2	1	108	20	115	89	89	39	8	8

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Plus Project AM

Intersection #302: Coleman/Brokaw



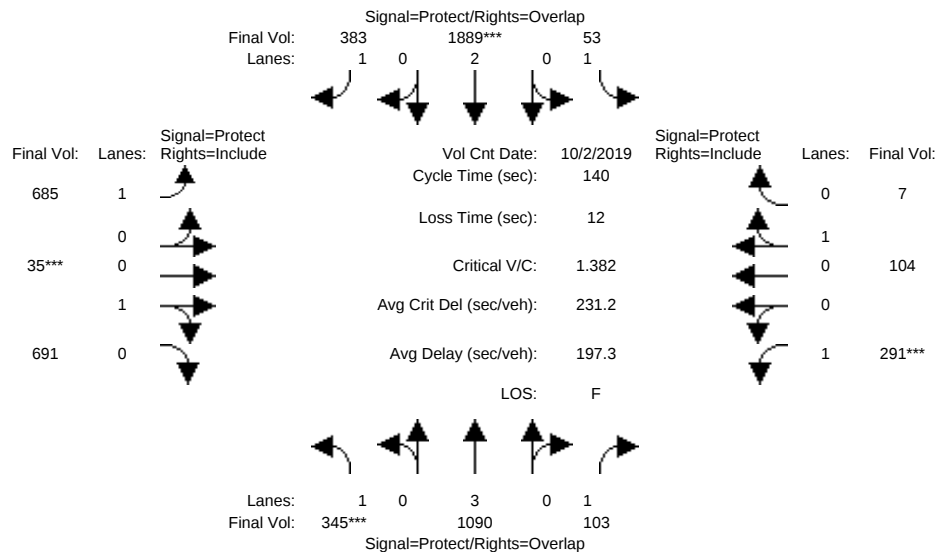
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	20	10	7	21	10	7	37	10	7	36	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	347	2275	356	70	805	534	401	53	233	65	16	28
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:	347	2275	356	70	805	534	401	53	233	65	16	28
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:	347	2275	356	70	805	534	401	53	233	65	16	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	347	2275	356	70	805	534	401	53	233	65	16	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	347	2275	356	70	805	534	401	53	233	65	16	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.19	0.81	1.00	0.36	0.64
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	334	1466	1750	655	1145
Capacity Analysis Module:												
Vol/Sat:	0.20	0.40	0.20	0.04	0.21	0.31	0.23	0.16	0.16	0.04	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	29.5	54.0	64.7	7.0	31.5	62.5	31.0	56.3	56.3	10.7	36.0	36.0
Volume/Cap:	0.94	1.03	0.44	0.80	0.94	0.68	1.03	0.39	0.39	0.49	0.10	0.10
Delay/Veh:	86.5	71.9	25.8	104.8	71.5	33.4	109.5	30.1	30.1	64.8	39.7	39.7
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:	86.5	71.9	25.8	104.8	71.5	33.4	109.5	30.1	30.1	64.8	39.7	39.7
LOS by Move:	F	E	C	F	E	C-	F	C	C	E	D	D
HCM2k95thQ:	34	64	20	10	36	34	42	17	17	7	3	3

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Plus Project PM

Intersection #302: Coleman/Brokaw

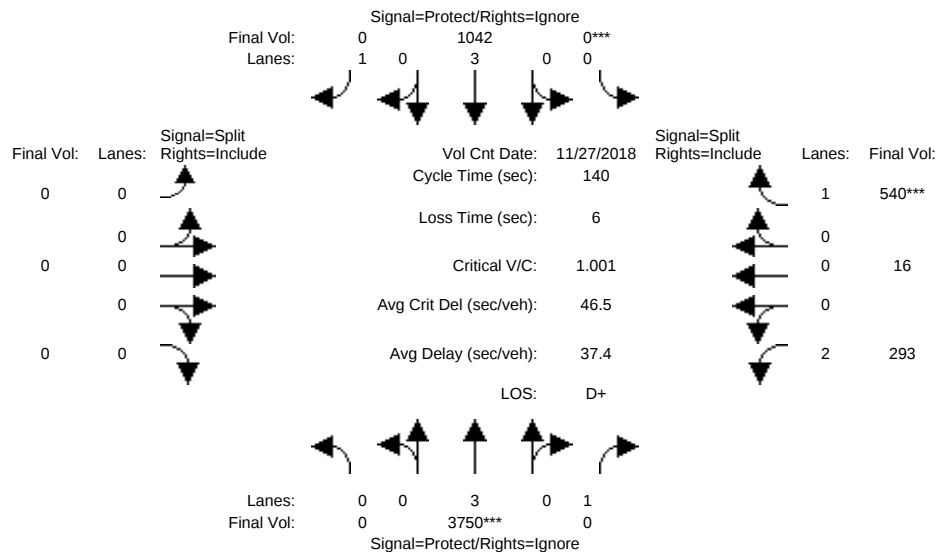


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	20	10	7	21	10	7	37	10	7	36	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	345	1090	103	53	1889	383	685	35	691	291	104	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	345	1090	103	53	1889	383	685	35	691	291	104	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	345	1090	103	53	1889	383	685	35	691	291	104	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	1090	103	53	1889	383	685	35	691	291	104	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	345	1090	103	53	1889	383	685	35	691	291	104	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	1.24	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.05	0.95	1.00	0.94	0.06
Final Sat.:	1750	5700	1750	1750	3800	1750	2363	87	1713	1750	1686	114
Capacity Analysis Module:												
Vol/Sat:	0.20	0.19	0.06	0.03	0.50	0.22	0.29	0.40	0.40	0.17	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	20.0	55.7	72.6	14.6	50.3	72.0	21.7	40.8	40.8	16.8	36.0	36.0
Volume/Cap:	1.38	0.48	0.11	0.29	1.38	0.43	1.87	1.38	1.38	1.38	0.24	0.24
Delay/Veh:	255.1	31.5	17.3	58.8	222	21.4	461.7	233	233.2	260.4	41.4	41.4
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:	255.1	31.5	17.3	58.8	222	21.4	461.7	233	233.2	260.4	41.4	41.4
LOS by Move:	F	C	B	E+	F	C+	F	F	F	F	D	D
HCM2k95thQ:	49	21	5	5	110	20	112	91	91	43	8	8
Note: Queue reported is the number of cars per lane.												

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative AM

Intersection #3052: 880/COLEMAN (N)



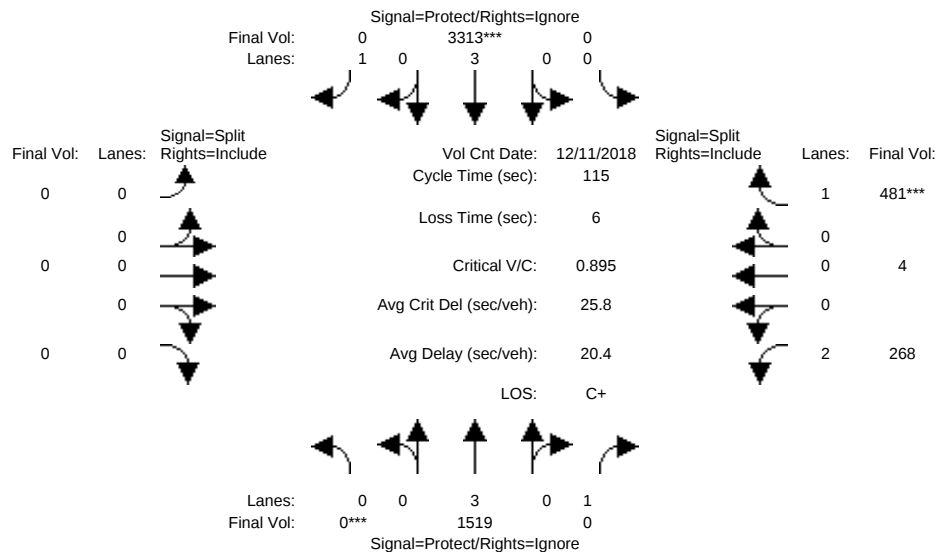
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Nov 2018 << 8:00-9:00AM												
Base Vol:	0	3750	200	0	1042	2	0	0	0	293	16	540
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3750	200	0	1042	2	0	0	0	293	16	540
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3750	0	0	1042	0	0	0	0	293	16	540
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3750	0	0	1042	0	0	0	0	293	16	540
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	3750	0	0	1042	0	0	0	0	293	16	540
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.90	0.10	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3327	182	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.09	0.09	0.30
Crit Moves:	****			****						****		
Green Time:	0.0	92.0	0.0	0.0	92.0	0.0	0.0	0.0	0.0	42.0	42.0	42.0
Volume/Cap:	0.00	1.00	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.29	0.29	1.00
Delay/Veh:	0.0	38.9	0.0	0.0	10.1	0.0	0.0	0.0	0.0	37.7	37.7	80.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	38.9	0.0	0.0	10.1	0.0	0.0	0.0	0.0	37.7	37.7	80.1
LOS by Move:	A	D+	A	A	B+	A	A	A	A	D+	D+	F
HCM2k95thQ:	0	93	0	0	12	0	0	0	0	11	11	49

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative PM

Intersection #3052: 880/COLEMAN (N)



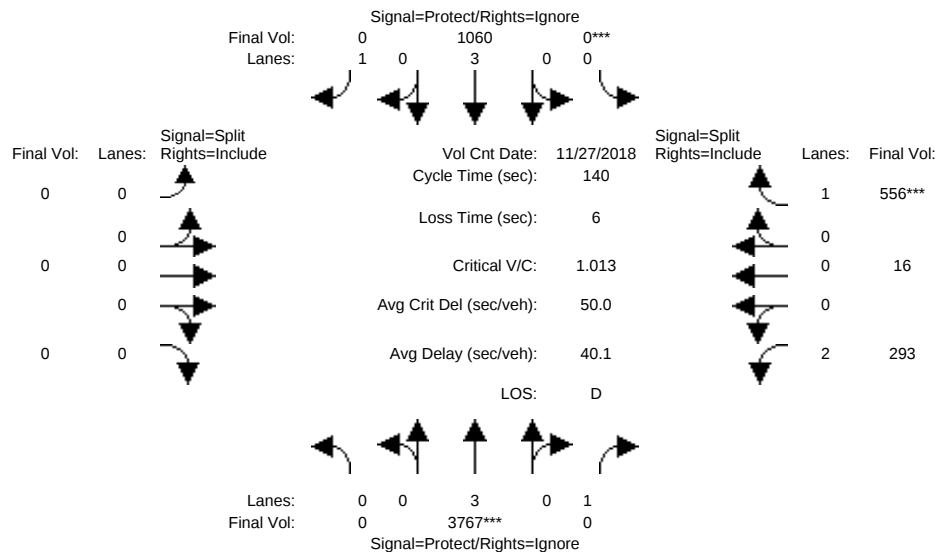
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 <<												
Base Vol:	0	1519	303	0	3313	0	0	0	0	268	4	481
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1519	303	0	3313	0	0	0	0	268	4	481
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1519	0	0	3313	0	0	0	0	268	4	481
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1519	0	0	3313	0	0	0	0	268	4	481
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1519	0	0	3313	0	0	0	0	268	4	481
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.97	0.03	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3456	52	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.00	0.58	0.00	0.00	0.00	0.00	0.08	0.08	0.27
Crit Moves:	****			****								****
Green Time:	0.0	74.7	0.0	0.0	74.7	0.0	0.0	0.0	0.0	34.3	34.3	34.3
Volume/Cap:	0.00	0.41	0.00	0.00	0.90	0.00	0.00	0.00	0.00	0.26	0.26	0.90
Delay/Veh:	0.0	9.7	0.0	0.0	20.1	0.0	0.0	0.0	0.0	30.7	30.7	50.7
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:	0.0	9.7	0.0	0.0	20.1	0.0	0.0	0.0	0.0	30.7	30.7	50.7
LOS by Move:	A	A	A	A	C+	A	A	A	A	C	C	D
HCM2k95thQ:	0	16	0	0	54	0	0	0	0	8	8	35

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Plus Project AM

Intersection #3052: 880/COLEMAN (N)



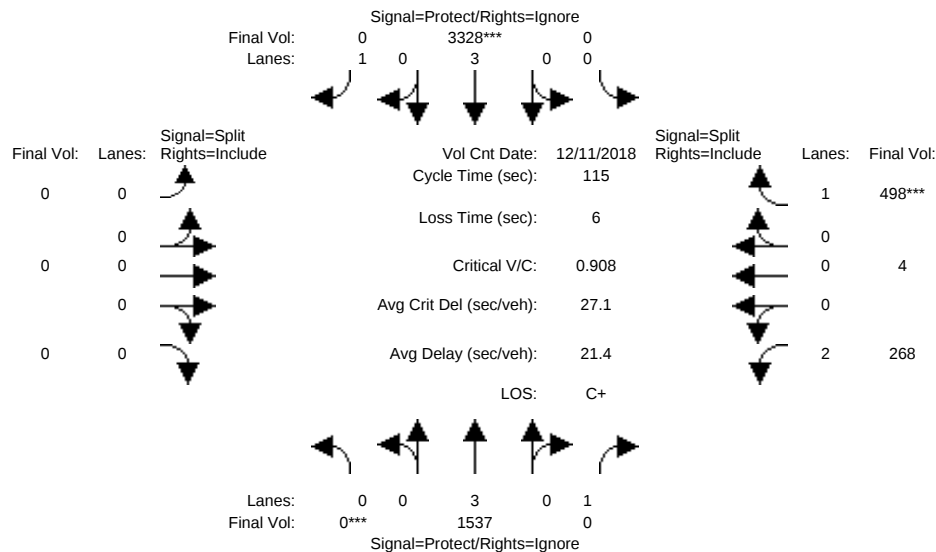
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Nov 2018 <<												
Base Vol:	0	3767	200	0	1060	2	0	0	0	293	16	556
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3767	200	0	1060	2	0	0	0	293	16	556
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3767	0	0	1060	0	0	0	0	293	16	556
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3767	0	0	1060	0	0	0	0	293	16	556
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	3767	0	0	1060	0	0	0	0	293	16	556
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.90	0.10	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3325	182	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.09	0.09	0.31
Crit Moves:	****			****						****		
Green Time:	0.0	91.3	0.0	0.0	91.3	0.0	0.0	0.0	0.0	42.7	42.7	42.7
Volume/Cap:	0.00	1.01	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.29	0.29	1.01
Delay/Veh:	0.0	42.5	0.0	0.0	10.4	0.0	0.0	0.0	0.0	37.1	37.1	82.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	42.5	0.0	0.0	10.4	0.0	0.0	0.0	0.0	37.1	37.1	82.8
LOS by Move:	A	D	A	A	B+	A	A	A	A	D+	D+	F
HCM2k95thQ:	0	95	0	0	12	0	0	0	0	10	10	51

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Plus Project PM

Intersection #3052: 880/COLEMAN (N)



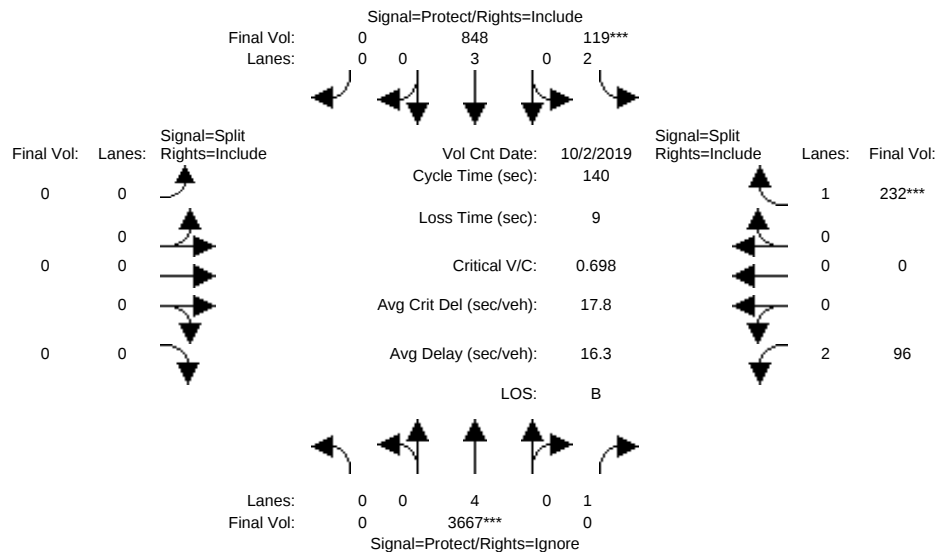
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 <<												
Base Vol:	0	1537	303	0	3328	0	0	0	0	268	4	498
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1537	303	0	3328	0	0	0	0	268	4	498
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1537	0	0	3328	0	0	0	0	268	4	498
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1537	0	0	3328	0	0	0	0	268	4	498
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1537	0	0	3328	0	0	0	0	268	4	498
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.97	0.03	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3454	52	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.00	0.58	0.00	0.00	0.00	0.00	0.08	0.08	0.28
Crit Moves:	****			****								****
Green Time:	0.0	74.0	0.0	0.0	74.0	0.0	0.0	0.0	0.0	35.0	35.0	35.0
Volume/Cap:	0.00	0.42	0.00	0.00	0.91	0.00	0.00	0.00	0.00	0.25	0.25	0.91
Delay/Veh:	0.0	10.1	0.0	0.0	21.4	0.0	0.0	0.0	0.0	30.2	30.2	51.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.1	0.0	0.0	21.4	0.0	0.0	0.0	0.0	30.2	30.2	51.9
LOS by Move:	A	B+	A	A	C+	A	A	A	A	C	C	D-
HCM2k95thQ:	0	16	0	0	55	0	0	0	0	8	8	36

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative AM

Intersection #3223: AIRPORT/COLEMAN



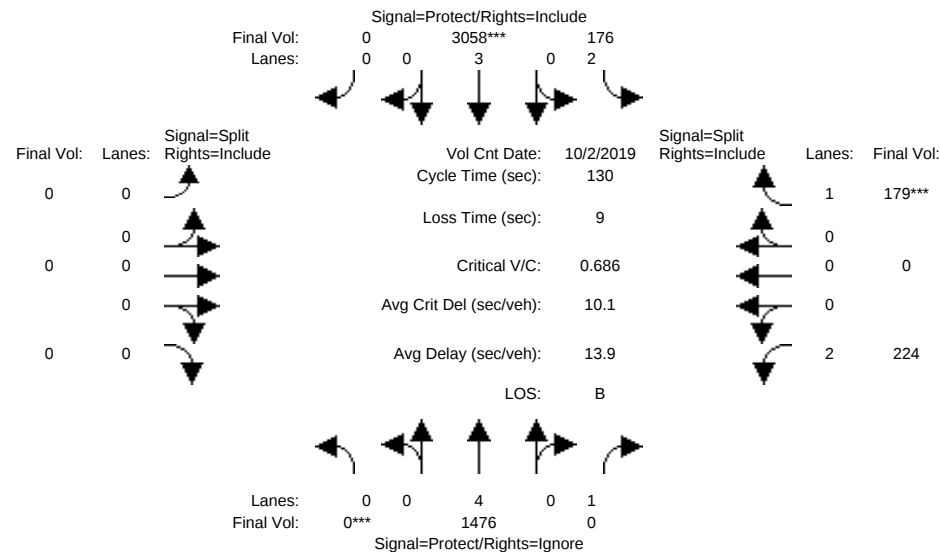
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 << 7:40-8:40AM												
Base Vol:	0	3667	824	119	848	0	0	0	0	96	0	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3667	824	119	848	0	0	0	0	96	0	232
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3667	0	119	848	0	0	0	0	96	0	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3667	0	119	848	0	0	0	0	96	0	232
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	3667	0	119	848	0	0	0	0	96	0	232
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	7600	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.00	0.04	0.15	0.00	0.00	0.00	0.00	0.03	0.00	0.13
Crit Moves:	****			****						****		
Green Time:	0.0	96.8	0.0	7.6	104	0.0	0.0	0.0	0.0	26.6	0.0	26.6
Volume/Cap:	0.00	0.70	0.00	0.70	0.20	0.00	0.00	0.00	0.00	0.16	0.00	0.70
Delay/Veh:	0.0	13.3	0.0	77.1	5.3	0.0	0.0	0.0	0.0	47.5	0.0	59.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.3	0.0	77.1	5.3	0.0	0.0	0.0	0.0	47.5	0.0	59.3
LOS by Move:	A	B	A	E-	A	A	A	A	A	D	A	E+
HCM2k95thQ:	0	36	0	9	7	0	0	0	0	4	0	20

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative PM

Intersection #3223: AIRPORT/COLEMAN



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

Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	0	1476	384	176	3058	0	0	0	0	224	0	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1476	384	176	3058	0	0	0	0	224	0	179
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1476	0	176	3058	0	0	0	0	224	0	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1476	0	176	3058	0	0	0	0	224	0	179
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1476	0	176	3058	0	0	0	0	224	0	179

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	7600	1750	3150	5700	0	0	0	0	3150	0	1750

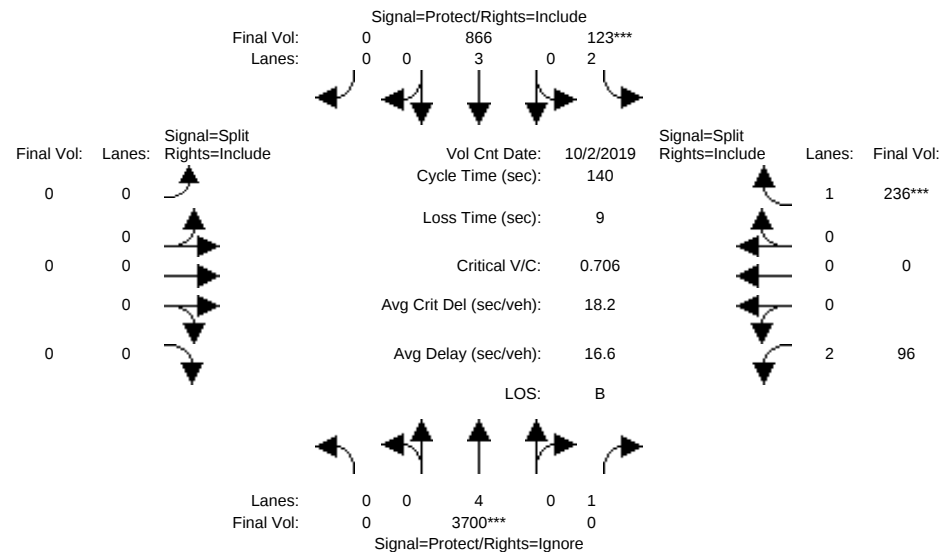
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.06	0.54	0.00	0.00	0.00	0.00	0.07	0.00	0.10
Crit Moves:	****				****							****
Green Time:	0.0	78.9	0.0	22.7	102	0.0	0.0	0.0	0.0	19.4	0.0	19.4
Volume/Cap:	0.00	0.32	0.00	0.32	0.69	0.00	0.00	0.00	0.00	0.48	0.00	0.69
Delay/Veh:	0.0	12.5	0.0	47.2	7.1	0.0	0.0	0.0	0.0	51.4	0.0	59.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.5	0.0	47.2	7.1	0.0	0.0	0.0	0.0	51.4	0.0	59.9
LOS by Move:	A	B	A	D	A	A	A	A	A	D-	A	E+
HCM2k95thQ:	0	13	0	8	33	0	0	0	0	10	0	16

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Plus Project AM

Intersection #3223: AIRPORT/COLEMAN



Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 10 10 7 10 0 0 0 0 10 0 10

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module: >> Count Date: 2 Oct 2019 <<

Base Vol: 0 3700 824 123 866 0 0 0 0 96 0 236

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 3700 824 123 866 0 0 0 0 96 0 236

User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 0 3700 0 123 866 0 0 0 0 96 0 236

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 3700 0 123 866 0 0 0 0 96 0 236

PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 0 3700 0 123 866 0 0 0 0 96 0 236

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 1.00 0.92 0.83 1.00 0.92 0.92 1.00 0.92 0.83 1.00 0.92

Lanes: 0.00 4.00 1.00 2.00 3.00 0.00 0.00 0.00 0.00 2.00 0.00 1.00

Final Sat.: 0 7600 1750 3150 5700 0 0 0 0 3150 0 1750

Capacity Analysis Module:

Vol/Sat: 0.00 0.49 0.00 0.04 0.15 0.00 0.00 0.00 0.00 0.03 0.00 0.13

Crit Moves: ****

Green Time: 0.0 96.5 0.0 7.7 104 0.0 0.0 0.0 0.0 26.7 0.0 26.7

Volume/Cap: 0.00 0.71 0.00 0.71 0.20 0.00 0.00 0.00 0.00 0.16 0.00 0.71

Delay/Veh: 0.0 13.6 0.0 77.5 5.4 0.0 0.0 0.0 0.0 47.4 0.0 59.7

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: 0.0 13.6 0.0 77.5 5.4 0.0 0.0 0.0 0.0 47.4 0.0 59.7

LOS by Move: A B A E- A A A A A D A E+

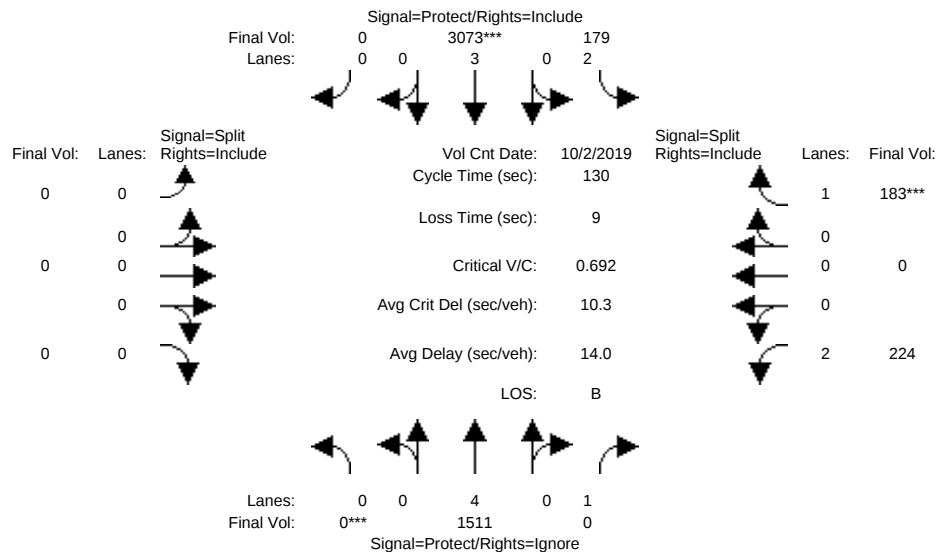
HCM2k95thQ: 0 37 0 9 7 0 0 0 0 4 0 21

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Plus Project PM

Intersection #3223: AIRPORT/COLEMAN



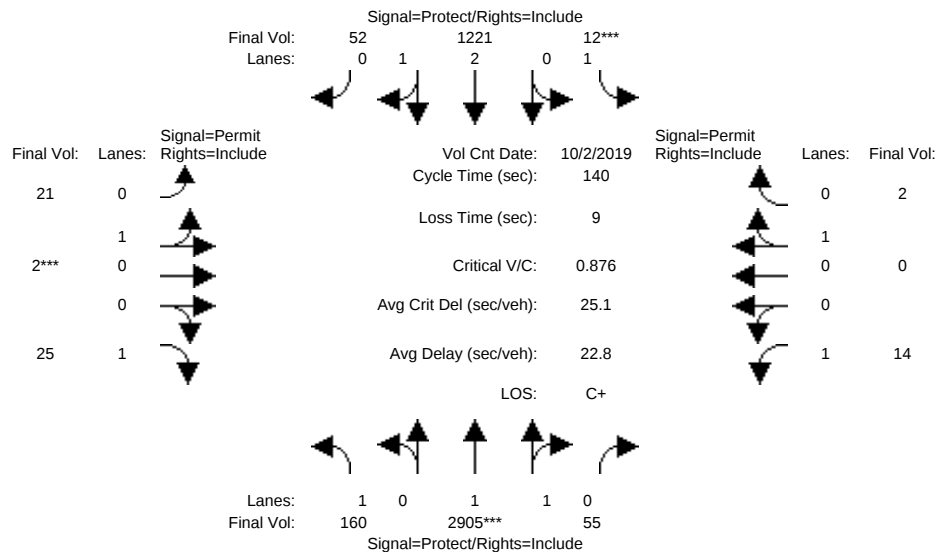
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	0	1511	384	179	3073	0	0	0	0	224	0	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1511	384	179	3073	0	0	0	0	224	0	183
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1511	0	179	3073	0	0	0	0	224	0	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1511	0	179	3073	0	0	0	0	224	0	183
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1511	0	179	3073	0	0	0	0	224	0	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	7600	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.06	0.54	0.00	0.00	0.00	0.00	0.07	0.00	0.10
Crit Moves:	****			****								****
Green Time:	0.0	78.8	0.0	22.5	101	0.0	0.0	0.0	0.0	19.7	0.0	19.7
Volume/Cap:	0.00	0.33	0.00	0.33	0.69	0.00	0.00	0.00	0.00	0.47	0.00	0.69
Delay/Veh:	0.0	12.6	0.0	47.5	7.3	0.0	0.0	0.0	0.0	51.1	0.0	59.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.6	0.0	47.5	7.3	0.0	0.0	0.0	0.0	51.1	0.0	59.9
LOS by Move:	A	B	A	D	A	A	A	A	A	D-	A	E+
HCM2k95thQ:	0	14	0	8	34	0	0	0	0	10	0	16

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative AM

Intersection #3411: AVIATION/COLEMAN



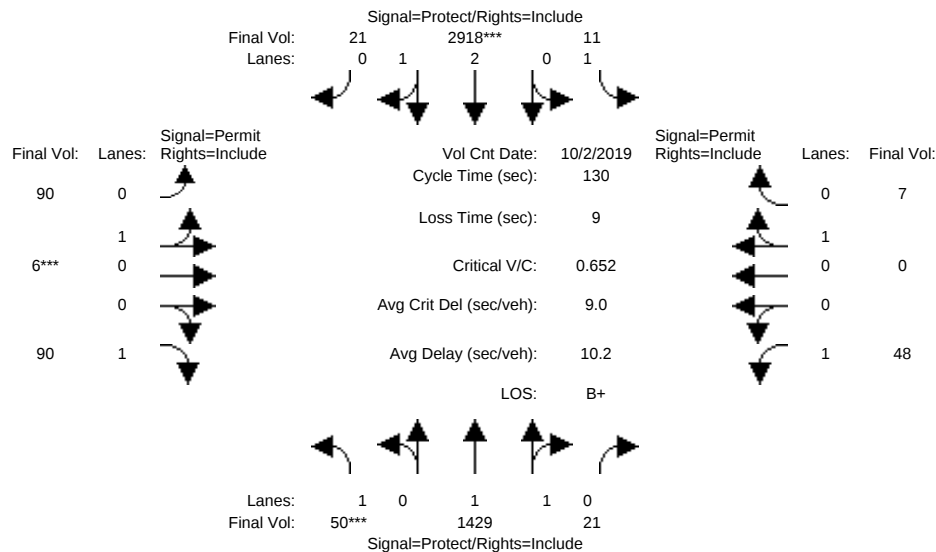
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	160	2905	55	12	1221	52	21	2	25	14	0	2
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:	160	2905	55	12	1221	52	21	2	25	14	0	2
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:	160	2905	55	12	1221	52	21	2	25	14	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	2905	55	12	1221	52	21	2	25	14	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	160	2905	55	12	1221	52	21	2	25	14	0	2
Saturation Flow Module:												
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	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.96	0.04	1.00	2.87	0.13	0.91	0.09	1.00	1.00	0.00	1.00
Final Sat.:	1750	3631	69	1750	5371	229	1643	157	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.80	0.80	0.01	0.23	0.23	0.01	0.01	0.01	0.01	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	34.7	114	114.0	7.0	86.3	86.3	10.0	10.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.37	0.98	0.98	0.14	0.37	0.37	0.18	0.18	0.20	0.11	0.00	0.02
Delay/Veh:	44.1	24.6	24.6	64.3	13.4	13.4	61.8	61.8	62.0	61.2	0.0	60.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.1	24.6	24.6	64.3	13.4	13.4	61.8	61.8	62.0	61.2	0.0	60.5
LOS by Move:	D	C	C	E	B	B	E	E	E	E	A	E
HCM2k95thQ:	11	99	99	1	17	17	2	2	3	1	0	0

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative PM

Intersection #3411: AVIATION/COLEMAN

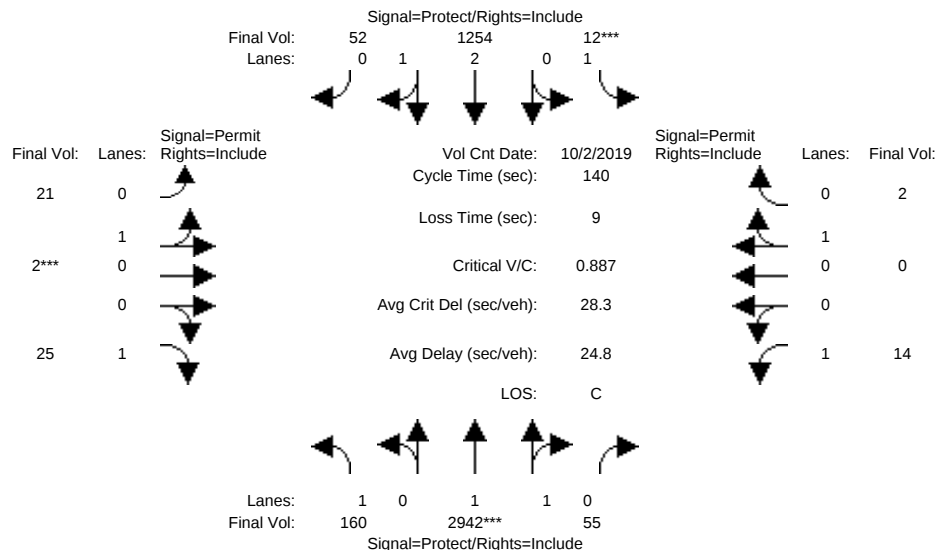


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	50	1429	21	11	2918	21	90	6	90	48	0	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1429	21	11	2918	21	90	6	90	48	0	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1429	21	11	2918	21	90	6	90	48	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1429	21	11	2918	21	90	6	90	48	0	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	1429	21	11	2918	21	90	6	90	48	0	7
Saturation Flow Module:												
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	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.97	0.03	1.00	2.98	0.02	0.94	0.06	1.00	1.00	0.00	1.00
Final Sat.:	1750	3646	54	1750	5560	40	1687	112	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.39	0.01	0.52	0.52	0.05	0.05	0.05	0.03	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	7.0	97.1	97.1	13.3	103	103.5	10.5	10.5	10.5	10.5	0.0	10.5
Volume/Cap:	0.53	0.52	0.52	0.06	0.66	0.66	0.66	0.66	0.64	0.34	0.00	0.05
Delay/Veh:	65.6	7.0	7.0	52.8	6.1	6.1	68.6	68.6	67.1	57.9	0.0	55.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.6	7.0	7.0	52.8	6.1	6.1	68.6	68.6	67.1	57.9	0.0	55.3
LOS by Move:	E	A	A	D-	A	A	E	E	E	E+	A	E+
HCM2k95thQ:	4	22	22	1	30	30	10	10	10	5	0	1
Note: Queue reported is the number of cars per lane.												

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Plus Project AM

Intersection #3411: AVIATION/COLEMAN

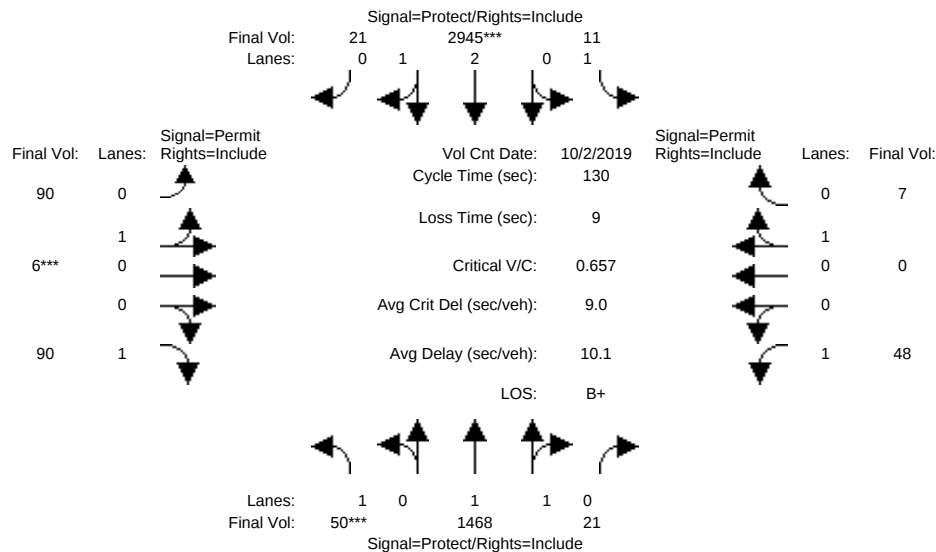


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	160	2942	55	12	1254	52	21	2	25	14	0	2
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:	160	2942	55	12	1254	52	21	2	25	14	0	2
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:	160	2942	55	12	1254	52	21	2	25	14	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	2942	55	12	1254	52	21	2	25	14	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	160	2942	55	12	1254	52	21	2	25	14	0	2
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Saturation Flow Module:												
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	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.96	0.04	1.00	2.88	0.12	0.91	0.09	1.00	1.00	0.00	1.00
Final Sat.:	1750	3632	68	1750	5377	223	1643	157	1750	1750	0	1800
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.09	0.81	0.81	0.01	0.23	0.23	0.01	0.01	0.01	0.01	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	34.1	114	114.0	7.0	86.9	86.9	10.0	10.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.38	0.99	0.99	0.14	0.38	0.38	0.18	0.18	0.20	0.11	0.00	0.02
Delay/Veh:	44.7	27.9	27.9	64.3	13.2	13.2	61.8	61.8	62.0	61.2	0.0	60.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.7	27.9	27.9	64.3	13.2	13.2	61.8	61.8	62.0	61.2	0.0	60.5
LOS by Move:	D	C	C	E	B	B	E	E	E	E	A	E
HCM2k95thQ:	11	106	106	1	17	17	2	2	3	1	0	0
Note: Queue reported is the number of cars per lane.												

1290 Coleman Avenue Hotel Development TIA
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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Plus Project PM

Intersection #3411: AVIATION/COLEMAN



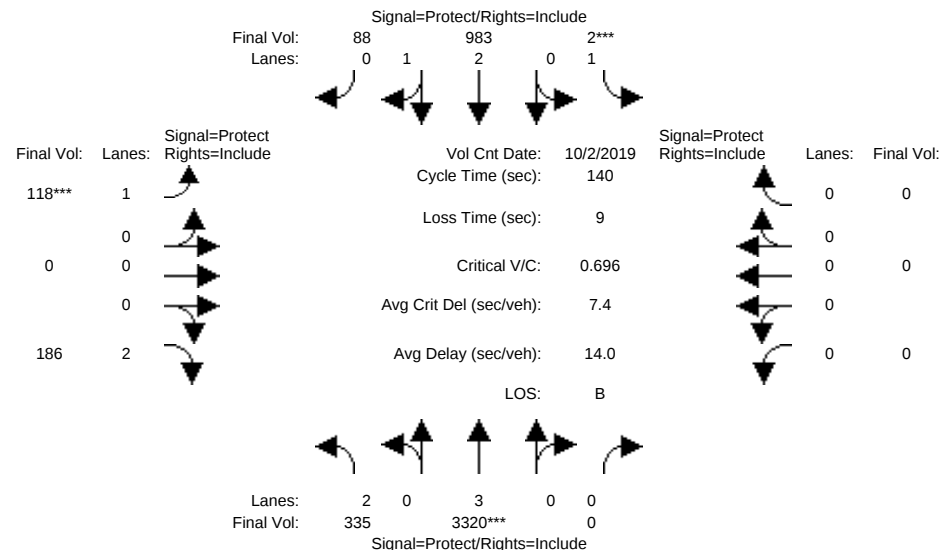
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	50	1468	21	11	2945	21	90	6	90	48	0	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1468	21	11	2945	21	90	6	90	48	0	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1468	21	11	2945	21	90	6	90	48	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1468	21	11	2945	21	90	6	90	48	0	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	1468	21	11	2945	21	90	6	90	48	0	7
Saturation Flow Module:												
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	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.97	0.03	1.00	2.98	0.02	0.94	0.06	1.00	1.00	0.00	1.00
Final Sat.:	1750	3648	52	1750	5560	40	1687	112	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.40	0.01	0.53	0.53	0.05	0.05	0.05	0.03	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	7.0	97.5	97.5	13.0	104	103.6	10.4	10.4	10.4	10.4	0.0	10.4
Volume/Cap:	0.53	0.54	0.54	0.06	0.66	0.66	0.66	0.66	0.64	0.34	0.00	0.05
Delay/Veh:	65.6	7.0	7.0	53.1	6.1	6.1	69.2	69.2	67.6	58.0	0.0	55.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.6	7.0	7.0	53.1	6.1	6.1	69.2	69.2	67.6	58.0	0.0	55.3
LOS by Move:	E	A	A	D-	A	A	E	E	E	E+	A	E+
HCM2k95thQ:	4	23	23	1	30	30	10	10	10	5	0	1

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

1290 Coleman Avenue Hotel Development TIA
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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
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Intersection #4047: COLEMAN/NEWHALL

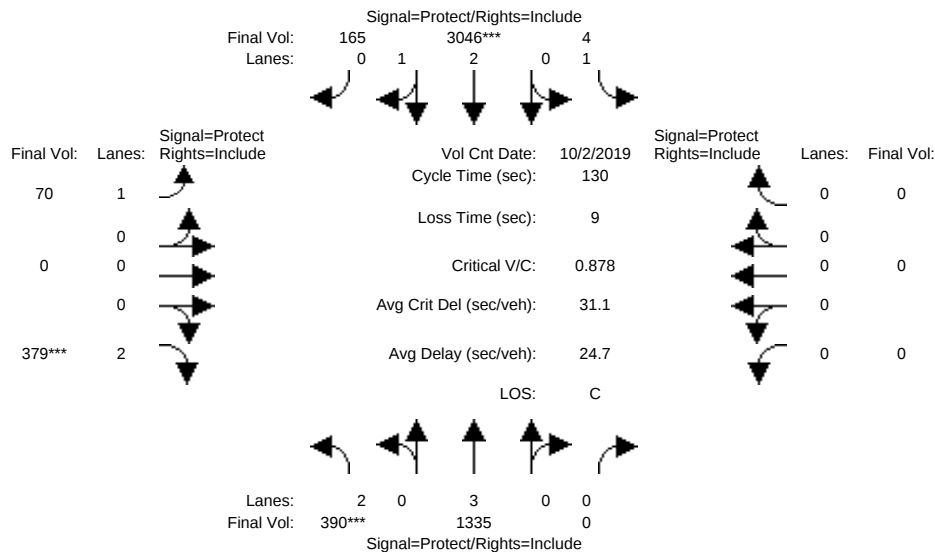


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	335	3320	0	2	983	88	118	0	186	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	335	3320	0	2	983	88	118	0	186	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	335	3320	0	2	983	88	118	0	186	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	3320	0	2	983	88	118	0	186	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	335	3320	0	2	983	88	118	0	186	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	1.00	2.74	0.26	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	1750	5139	460	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.58	0.00	0.00	0.19	0.19	0.07	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	42.0	117	0.0	0.2	75.5	75.5	13.6	0.0	13.6	0.0	0.0	0.0
Volume/Cap:	0.35	0.70	0.00	0.70	0.35	0.35	0.70	0.00	0.61	0.00	0.00	0.00
Delay/Veh:	38.6	4.9	0.0	331.9	18.5	18.5	73.1	0.0	64.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	4.9	0.0	331.9	18.5	18.5	73.1	0.0	64.2	0.0	0.0	0.0
LOS by Move:	D+	A	A	F	B-	B-	E	A	E	A	A	A
HCM2k95thQ:	13	32	0	0	16	16	13	0	11	0	0	0
Note: Queue reported is the number of cars per lane.												

1290 Coleman Avenue Hotel Development TIA
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Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative PM

Intersection #4047: COLEMAN/NEWHALL



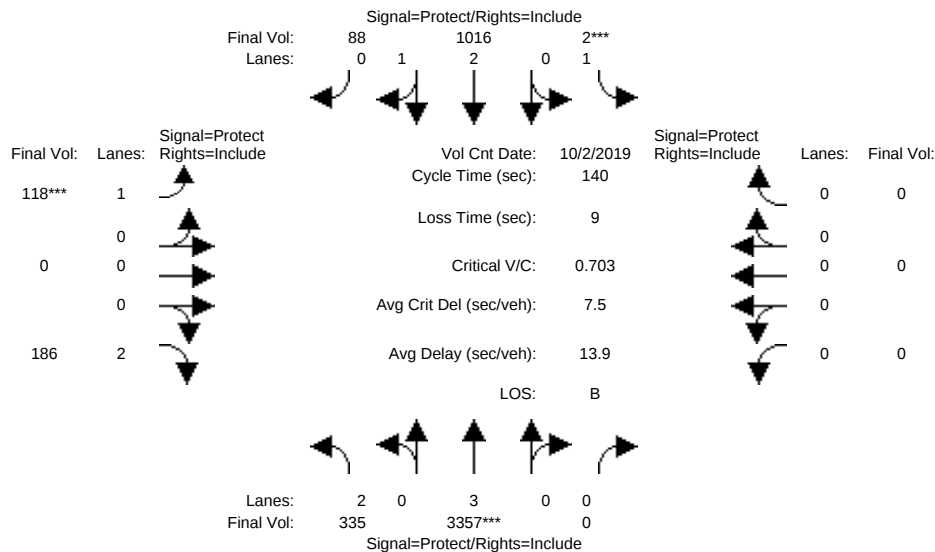
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	390	1335	0	4	3046	165	70	0	379	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	1335	0	4	3046	165	70	0	379	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	390	1335	0	4	3046	165	70	0	379	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	1335	0	4	3046	165	70	0	379	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	390	1335	0	4	3046	165	70	0	379	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	1.00	2.84	0.16	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	1750	5312	288	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.00	0.00	0.57	0.57	0.04	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	18.3	102	0.0	1.0	84.9	84.9	17.8	0.0	17.8	0.0	0.0	0.0
Volume/Cap:	0.88	0.30	0.00	0.30	0.88	0.88	0.29	0.00	0.88	0.00	0.00	0.00
Delay/Veh:	72.5	3.9	0.0	76.2	21.1	21.1	51.1	0.0	73.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.5	3.9	0.0	76.2	21.1	21.1	51.1	0.0	73.2	0.0	0.0	0.0
LOS by Move:	E	A	A	E-	C+	C+	D-	A	E	A	A	A
HCM2k95thQ:	22	10	0	0	57	57	6	0	21	0	0	0

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

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2000 HCM Operations (Base Volume Alternative)
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Intersection #4047: COLEMAN/NEWHALL

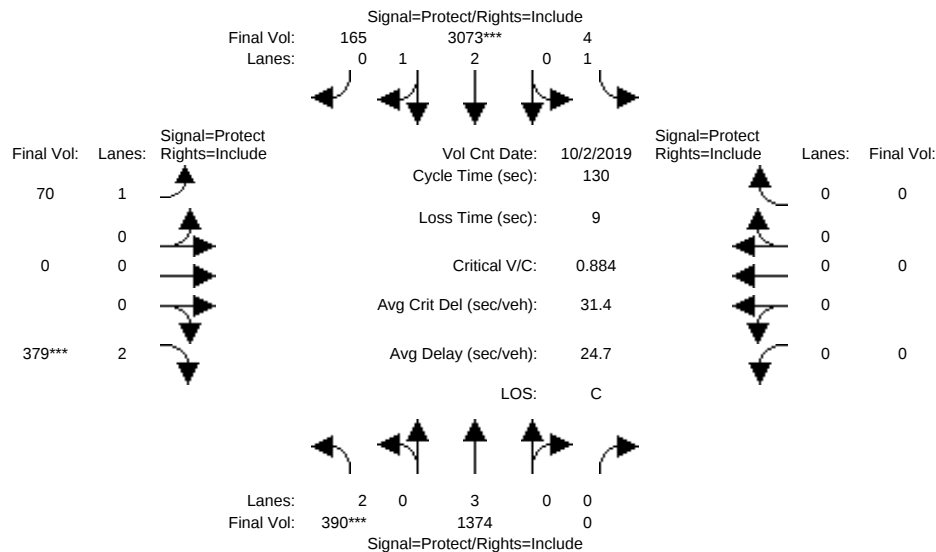


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	335	3357	0	2	1016	88	118	0	186	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	335	3357	0	2	1016	88	118	0	186	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	335	3357	0	2	1016	88	118	0	186	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	3357	0	2	1016	88	118	0	186	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	335	3357	0	2	1016	88	118	0	186	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	1.00	2.75	0.25	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	1750	5153	446	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.59	0.00	0.00	0.20	0.20	0.07	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	41.2	117	0.0	0.2	76.4	76.4	13.4	0.0	13.4	0.0	0.0	0.0
Volume/Cap:	0.36	0.70	0.00	0.70	0.36	0.36	0.70	0.00	0.62	0.00	0.00	0.00
Delay/Veh:	39.3	4.9	0.0	339.4	18.1	18.1	73.9	0.0	64.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	4.9	0.0	339.4	18.1	18.1	73.9	0.0	64.6	0.0	0.0	0.0
LOS by Move:	D	A	A	F	B-	B-	E	A	E	A	A	A
HCM2k95thQ:	13	33	0	0	16	16	13	0	11	0	0	0
Note: Queue reported is the number of cars per lane.												

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Intersection #4047: COLEMAN/NEWHALL



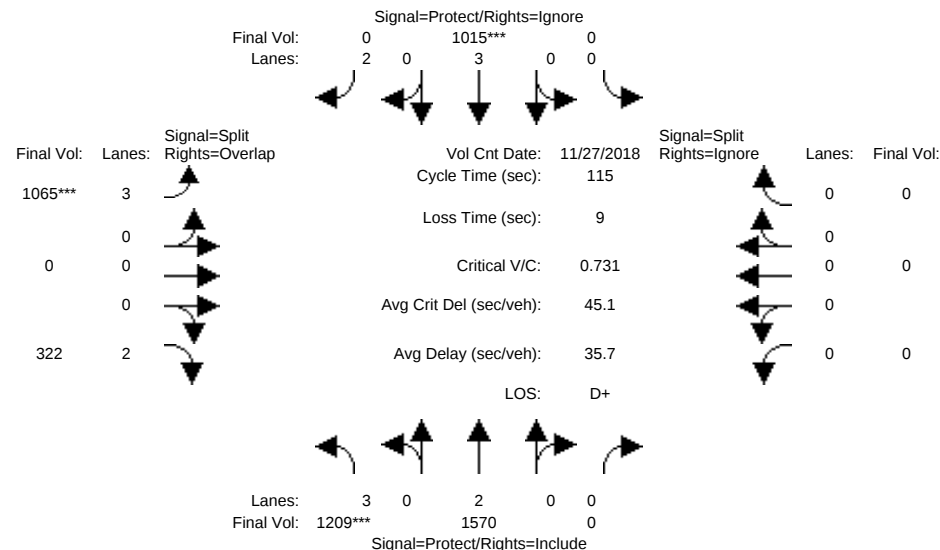
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	390	1374	0	4	3073	165	70	0	379	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	1374	0	4	3073	165	70	0	379	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	390	1374	0	4	3073	165	70	0	379	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	1374	0	4	3073	165	70	0	379	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	390	1374	0	4	3073	165	70	0	379	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	1.00	2.84	0.16	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	1750	5314	285	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.24	0.00	0.00	0.58	0.58	0.04	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	18.2	102	0.0	1.0	85.1	85.1	17.7	0.0	17.7	0.0	0.0	0.0
Volume/Cap:	0.88	0.31	0.00	0.31	0.88	0.88	0.29	0.00	0.88	0.00	0.00	0.00
Delay/Veh:	73.4	3.9	0.0	77.0	21.3	21.3	51.2	0.0	74.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.4	3.9	0.0	77.0	21.3	21.3	51.2	0.0	74.1	0.0	0.0	0.0
LOS by Move:	E	A	A	E-	C+	C+	D-	A	E	A	A	A
HCM2k95thQ:	22	10	0	0	58	58	6	0	22	0	0	0

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative AM

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD

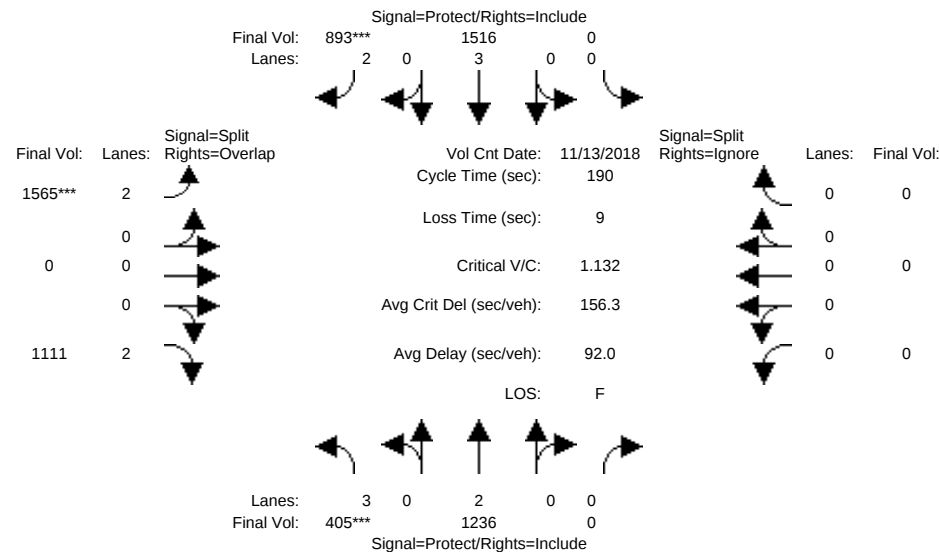


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	69	0	0	35	35	45	0	45	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Nov 2018 <<												
Base Vol:	1209	1570	0	0	1015	1945	1158	0	322	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1209	1570	0	0	1015	1945	1158	0	322	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.92	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	1209	1570	0	0	1015	0	1065	0	322	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1209	1570	0	0	1015	0	1065	0	322	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	1209	1570	0	0	1015	0	1065	0	322	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.80	1.00	0.83	0.92	1.00	0.92
Lanes:	3.00	2.00	0.00	0.00	3.00	2.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	4551	3800	0	0	5700	3150	4551	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.41	0.00	0.00	0.18	0.00	0.23	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	31.8	64.5	0.0	0.0	32.7	0.0	42.1	0.0	73.9	0.0	0.0	0.0
Volume/Cap:	0.96	0.74	0.00	0.00	0.63	0.00	0.64	0.00	0.16	0.00	0.00	0.00
Delay/Veh:	60.7	21.6	0.0	0.0	39.1	0.0	33.1	0.0	8.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.7	21.6	0.0	0.0	39.1	0.0	33.1	0.0	8.8	0.0	0.0	0.0
LOS by Move:	E	C+	A	A	D	A	C-	A	A	A	A	A
HCM2k95thQ:	34	36	0	0	21	0	23	0	3	0	0	0
Note: Queue reported is the number of cars per lane.												

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative PM

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD

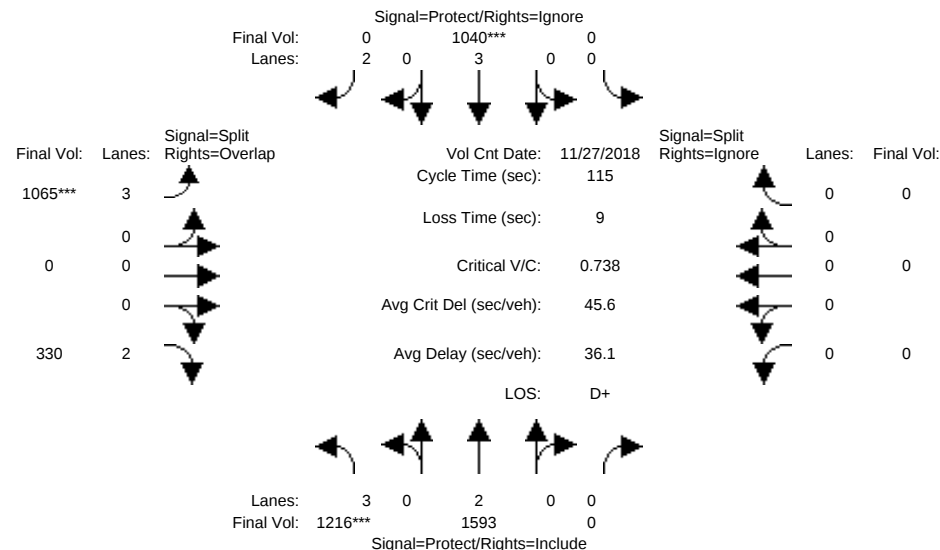


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	51	0	0	71	71	108	0	108	0	0	0
Y+R:	5.4	5.4	5.4	0.0	5.4	5.4	6.2	0.0	6.2	0.0	0.0	0.0
Volume Module: >> Count Date: 13 Nov 2018 <<												
Base Vol:	405	1236	0	0	1516	893	2235	0	1111	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	405	1236	0	0	1516	893	2235	0	1111	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.70	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	405	1236	0	0	1516	893	1565	0	1111	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	405	1236	0	0	1516	893	1565	0	1111	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	405	1236	0	0	1516	893	1565	0	1111	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.58	1.00	0.83	0.92	1.00	0.92
Lanes:	3.00	2.00	0.00	0.00	3.00	2.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	4551	3800	0	0	5700	3150	2205	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.00	0.00	0.27	0.28	0.71	0.00	0.35	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green Time:	13.2	80.0	0.0	0.0	66.8	66.8	101.6	0.0	114.8	0.0	0.0	0.0
Volume/Cap:	1.28	0.77	0.00	0.00	0.76	0.81	1.33	0.00	0.58	0.00	0.00	0.00
Delay/Veh:	243.8	52.6	0.0	0.0	59.6	63.7	186.5	0.0	14.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	243.8	52.6	0.0	0.0	59.6	63.7	186.5	0.0	14.3	0.0	0.0	0.0
LOS by Move:	F	D-	A	A	E+	E	F	A	B	A	A	A
HCM2k95thQ:	27	52	0	0	45	50	129	0	27	0	0	0
Note: Queue reported is the number of cars per lane.												

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Plus Project AM

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



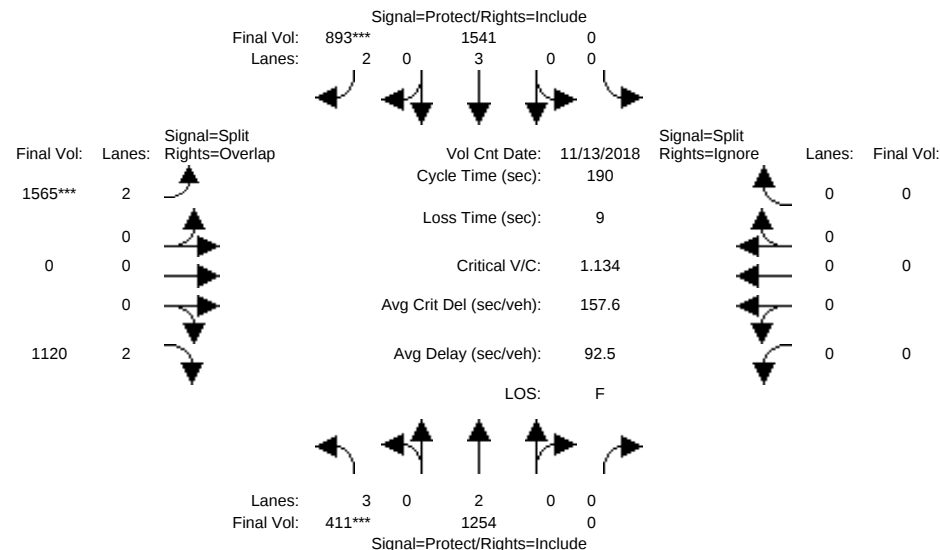
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	69	0	0	35	35	45	0	45	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Nov 2018 <<												
Base Vol:	1216	1593	0	0	1040	1945	1158	0	330	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1216	1593	0	0	1040	1945	1158	0	330	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.92	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	1216	1593	0	0	1040	0	1065	0	330	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1216	1593	0	0	1040	0	1065	0	330	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	1216	1593	0	0	1040	0	1065	0	330	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.80	1.00	0.83	0.92	1.00	0.92
Lanes:	3.00	2.00	0.00	0.00	3.00	2.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	4551	3800	0	0	5700	3150	4551	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.42	0.00	0.00	0.18	0.00	0.23	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	31.8	64.5	0.0	0.0	32.7	0.0	42.1	0.0	73.9	0.0	0.0	0.0
Volume/Cap:	0.97	0.75	0.00	0.00	0.64	0.00	0.64	0.00	0.16	0.00	0.00	0.00
Delay/Veh:	61.8	21.9	0.0	0.0	39.4	0.0	33.1	0.0	8.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.8	21.9	0.0	0.0	39.4	0.0	33.1	0.0	8.8	0.0	0.0	0.0
LOS by Move:	E	C+	A	A	D	A	C-	A	A	A	A	A
HCM2k95thQ:	35	37	0	0	22	0	23	0	3	0	0	0

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Plus Project PM

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD

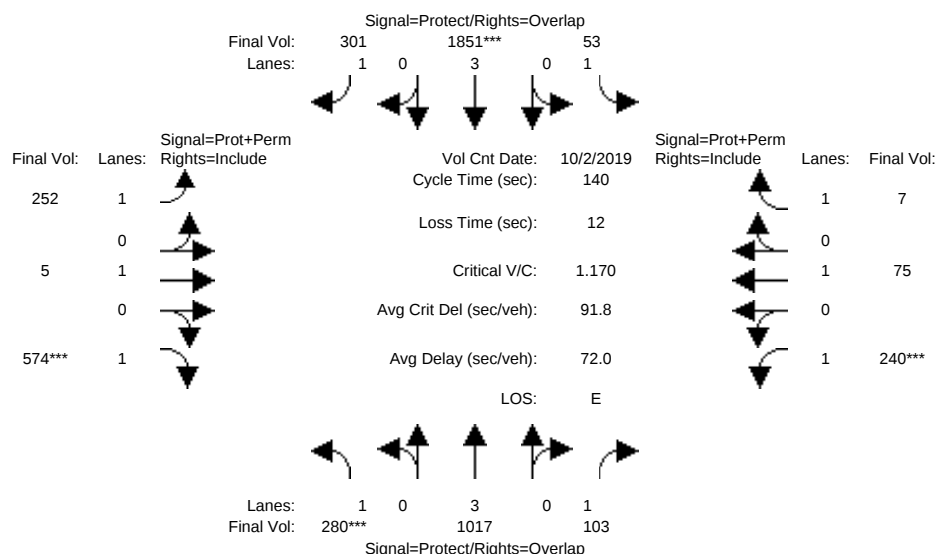


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	51	0	0	71	71	108	0	108	0	0	0
Y+R:	5.4	5.4	5.4	0.0	5.4	5.4	6.2	0.0	6.2	0.0	0.0	0.0
Volume Module: >> Count Date: 13 Nov 2018 <<												
Base Vol:	411	1254	0	0	1541	893	2235	0	1120	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	411	1254	0	0	1541	893	2235	0	1120	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.70	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	411	1254	0	0	1541	893	1565	0	1120	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	411	1254	0	0	1541	893	1565	0	1120	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	411	1254	0	0	1541	893	1565	0	1120	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.58	1.00	0.83	0.92	1.00	0.92
Lanes:	3.00	2.00	0.00	0.00	3.00	2.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	4551	3800	0	0	5700	3150	2205	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.00	0.00	0.27	0.28	0.71	0.00	0.36	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green Time:	13.2	80.0	0.0	0.0	66.8	66.8	101.6	0.0	114.8	0.0	0.0	0.0
Volume/Cap:	1.30	0.78	0.00	0.00	0.77	0.81	1.33	0.00	0.59	0.00	0.00	0.00
Delay/Veh:	251.6	53.2	0.0	0.0	60.1	63.7	186.5	0.0	14.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	251.6	53.2	0.0	0.0	60.1	63.7	186.5	0.0	14.4	0.0	0.0	0.0
LOS by Move:	F	D-	A	A	E	E	F	A	B	A	A	A
HCM2k95thQ:	27	53	0	0	46	50	129	0	27	0	0	0
Note: Queue reported is the number of cars per lane.												

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Background Plus Project PM - Mitigated

Intersection #302: Coleman/Brokaw



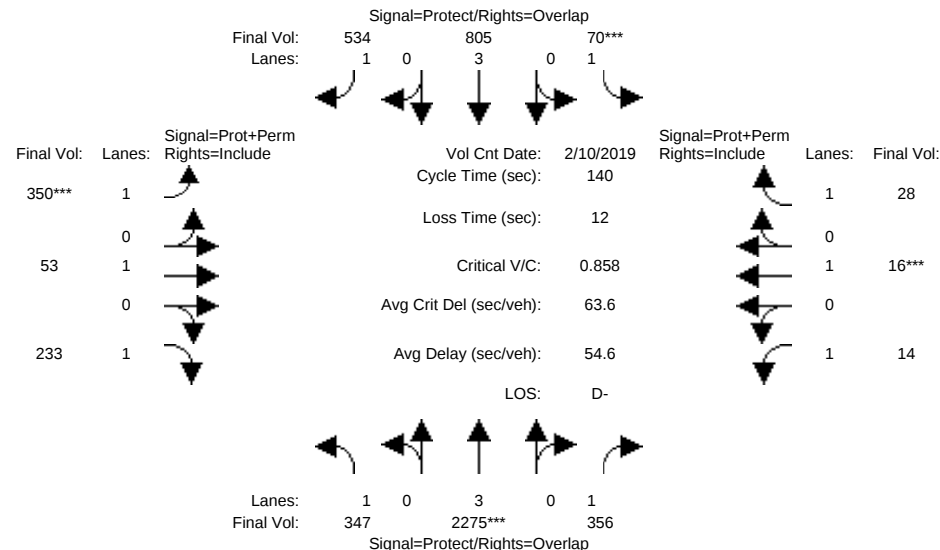
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	20	10	7	21	10	10	37	10	10	36	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	280	1017	103	53	1851	301	303	5	574	291	75	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	1017	103	53	1851	301	303	5	574	291	75	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	1017	103	53	1851	301	303	5	574	291	75	7
Reduct Vol:	0	0	0	0	0	0	51	0	0	51	0	0
Reduced Vol:	280	1017	103	53	1851	301	252	5	574	240	75	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	280	1017	103	53	1851	301	252	5	574	240	75	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.18	0.06	0.03	0.32	0.17	0.00	0.00	0.33	0.00	0.04	0.00
Crit Moves:	***			***					***	***		
Green Time:	21.6	51.0	69.5	14.3	43.8	66.3	22.5	44.2	44.2	18.5	40.2	40.2
Volume/Cap:	1.04	0.49	0.12	0.30	1.04	0.36	0.90	0.01	1.04	1.04	0.14	0.01
Delay/Veh:	124.5	34.6	18.9	59.1	80.3	23.7	86.1	32.9	96.7	130.5	37.2	35.7
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:	124.5	34.6	18.9	59.1	80.3	23.7	86.1	32.9	96.7	130.5	37.2	35.7
LOS by Move:	F	C-	B-	E+	F	C	F	C-	F	F	D+	D+
HCM2k95thQ:	32	20	5	5	55	16	26	0	55	29	5	0

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Plus Project AM - Mitigated

Intersection #302: Coleman/Brokaw



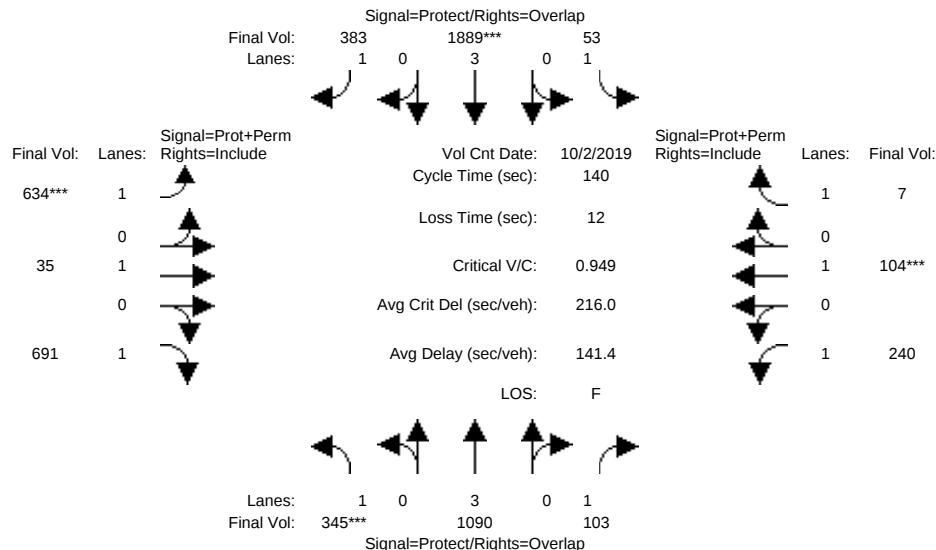
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	20	10	7	21	10	10	37	10	10	36	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Feb 2019 <<												
Base Vol:	347	2275	356	70	805	534	401	53	233	65	16	28
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:	347	2275	356	70	805	534	401	53	233	65	16	28
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:	347	2275	356	70	805	534	401	53	233	65	16	28
Reduct Vol:	0	0	0	0	0	0	51	0	0	51	0	0
Reduced Vol:	347	2275	356	70	805	534	350	53	233	14	16	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	347	2275	356	70	805	534	350	53	233	14	16	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.40	0.20	0.04	0.14	0.31	0.00	0.03	0.13	0.00	0.01	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	36.2	56.6	70.3	7.0	27.4	55.8	28.4	50.7	50.7	13.7	36.0	36.0
Volume/Cap:	0.77	0.99	0.40	0.80	0.72	0.77	0.99	0.08	0.37	0.08	0.03	0.06
Delay/Veh:	55.7	57.0	22.1	104.8	55.1	41.6	99.7	29.4	33.2	57.6	39.0	39.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.7	57.0	22.1	104.8	55.1	41.6	99.7	29.4	33.2	57.6	39.0	39.3
LOS by Move:	E+	E+	C+	F	E+	D	F	C	C-	E+	D+	D
HCM2k95thQ:	28	60	19	10	22	37	36	3	15	1	1	2

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

1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Plus Project PM - Mitigated

Intersection #302: Coleman/Brokaw



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	20	10	7	21	10	10	37	10	10	36	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2019 <<												
Base Vol:	345	1090	103	53	1889	383	685	35	691	291	104	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	345	1090	103	53	1889	383	685	35	691	291	104	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	345	1090	103	53	1889	383	685	35	691	291	104	7
Reduct Vol:	0	0	0	0	0	0	51	0	0	51	0	0
Reduced Vol:	345	1090	103	53	1889	383	634	35	691	240	104	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	345	1090	103	53	1889	383	634	35	691	240	104	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.19	0.06	0.03	0.33	0.22	0.00	0.02	0.39	0.00	0.05	0.00
Crit Moves:	****				****		****				****	
Green Time:	20.4	43.3	62.2	11.3	34.2	71.6	37.4	54.5	54.5	18.9	36.0	36.0
Volume/Cap:	1.36	0.62	0.13	0.37	1.36	0.43	1.36	0.05	1.01	1.01	0.21	0.02
Delay/Veh:	243.4	42.0	23.0	62.7	218	21.7	224.8	26.6	80.9	122.8	41.1	38.8
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:	243.4	42.0	23.0	62.7	218	21.7	224.8	26.6	80.9	122.8	41.1	38.8
LOS by Move:	F	D	C	E	F	C+	F	C	F	F	D	D+
HCM2k95thQ:	48	24	5	5	75	20	81	2	62	28	7	0
Note:	Queue reported is the number of cars per lane.											

Appendix D

List of Approved and Pending Projects

AM PROJECT TRIPS

10/04/2019

Intersection of : Airport Bl & Coleman Av**Traffic Node Number** : 3223

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
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	7	14	17	3	0	0	0	0	16	0	20
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	0	0	0	0	0	0	0	0	0
NSJ LEGACY	0	23	8	3	14	0	0	0	0	16	0	9
NORTH SAN JOSE PDC98-12-104HOT (3-02626) LEGACY W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104OFF (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	409	0	0	56	0	0	0	0	0	0	0
PDC98-12-104RET (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	9	0	0	14	0	0	0	0	0	0	0
PP10-155 (3-18531) Retail/Commercial COLEMAN SOCCER COMPLEX	0	46	0	0	16	5	0	0	0	0	0	0

TOTAL:	0	494	22	20	103	5	0	0	0	32	0	29
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	LEFT	THRU	RIGHT
NORTH	20	103	5
EAST	32	0	29
SOUTH	0	494	22
WEST	0	0	0

[illegible]

TOTAL:	0	159	20	22	514	0	0	0	0	42	0	23
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	LEFT	THRU	RIGHT
NORTH	22	514	0
EAST	42	0	23
SOUTH	0	159	20
WEST	0	0	0

AM PROJECT TRIPS

10/04/2019

Intersection of : Aviation Av & Coleman Av**Traffic Node Number :** 3411

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
NSJ LEGACY	0	38	6	2	48	0	5	0	4	0	0	0
NORTH SAN JOSE												
PDC98-12-104HOT (3-02626) LEGACY W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104OFF (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	133	25	0	0	193	44	12	0	9	0	0	0
PDC98-12-104RET (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	0	0	0	0	1	0	2	0	0	0	0
PP10-155 (3-18531) Retail/Commercial COLEMAN SOCCER COMPLEX	27	2	0	0	5	7	3	0	12	0	0	0
TOTAL:	160	65	6	2	246	52	20	2	25	0	0	0

	LEFT	THRU	RIGHT
NORTH	2	246	52
EAST	0	0	0
SOUTH	160	65	6
WEST	20	2	25

PM PROJECT TRIPS

10/04/2019

Intersection of : Aviation Av & Coleman Av**Traffic Node Number :** 3411

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
NSJ LEGACY	0	51	1	0	46	0	3	0	1	0	0	0
NORTH SAN JOSE												
PDC98-12-104HOT (3-02626) LEGACY W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104OFF (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	24	167	0	0	95	8	80	0	60	0	0	0
PDC98-12-104RET (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	0	0	0	9	6	0	6	0	0	0	0
PP10-155 (3-18531) Retail/Commercial COLEMAN SOCCER COMPLEX	26	5	0	0	4	7	7	0	29	0	0	0
TOTAL:	50	223	1	0	154	21	90	6	90	0	0	0

	LEFT	THRU	RIGHT
NORTH	0	154	21
EAST	0	0	0
SOUTH	50	223	1
WEST	90	6	90

AM PROJECT TRIPS

10/04/2019

Intersection of : Coleman Av & Newhall Dr & SB 880 from Coleman Rp**Traffic Node Number :** 4047

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
PDC98-12-104HOT (3-02626) LEGACY W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104OFF (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	409	0	0	56	0	0	0	0	0	0	0
PDC98-12-104RET (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	5	4	0	0	0	7	0	0	7	0	0	0
PP10-155 (3-18531) Retail/Commercial COLEMAN SOCCER COMPLEX	18	27	0	0	12	5	2	0	8	0	0	0
TOTAL:	23	440	0	0	68	12	2	0	15	0	0	0

	LEFT	THRU	RIGHT
NORTH	0	68	12
EAST	0	0	0
SOUTH	23	440	0
WEST	2	0	15

PM PROJECT TRIPS

10/04/2019

Intersection of : Coleman Av & Newhall Dr & SB 880 from Coleman Rp**Traffic Node Number :** 4047

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
PDC98-12-104HOT (3-02626) LEGACY W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104OFF (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	75	0	0	371	0	0	0	0	0	0	0
PDC98-12-104RET (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	32	32	0	0	0	21	0	0	21	0	0	0
PP10-155 (3-18531) Retail/Commercial COLEMAN SOCCER COMPLEX	18	26	0	0	29	4	5	0	19	0	0	0
TOTAL:	50	133	0	0	400	25	5	0	40	0	0	0

	LEFT	THRU	RIGHT
NORTH	0	400	25
EAST	0	0	0
SOUTH	50	133	0
WEST	5	0	40

AM PROJECT TRIPS

11/13/2019

Intersection of : Coleman Av & SB 880 to Coleman Rp**Traffic Node Number :** 3052

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
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	18	0	0	19	0	0	0	0	0	0	3
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	36	0	0	4	0	0	0	0	2	0	4
NSJ LEGACY	0	52	1	0	54	0	0	0	0	14	0	27
NORTH SAN JOSE PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104HOT (3-02626) LEGACY W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104OFF (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	307	0	0	56	0	0	0	0	0	0	102
PDC98-12-104RET (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	8	0	0	14	0	0	0	0	0	0	1

AM PROJECT TRIPS

11/13/2019

Intersection of : Coleman Av & SB 880 to Coleman Rp**Traffic Node Number :** 3052

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
PP10-155 (3-18531) Retail/Commercial	0	23	0	5	10	0	0	0	0	0	0	11
COLEMAN SOCCER COMPLEX												
RH00-05-005 (3-14920) Retail/Commercial	0	2	0	0	26	0	0	0	0	0	0	0
ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP												
TOTAL:	0	446	1	5	183	0	0	0	0	16	0	148

	LEFT	THRU	RIGHT
NORTH	5	183	0
EAST	16	0	148
SOUTH	0	446	1
WEST	0	0	0

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
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	20	0	0	30	0	0	0	0	0	0	3
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	8	0	0	17	0	0	0	0	1	0	1
NSJ LEGACY	0	14	3	0	47	0	0	0	0	35	4	61
NORTH SAN JOSE												
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104HOT (3-02626) LEGACY W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104OFF (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	56	0	0	371	0	0	0	0	0	0	19
PDC98-12-104RET (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	53	0	0	42	0	0	0	0	0	0	11

PM PROJECT TRIPS

11/13/2019

Intersection of : Coleman Av & SB 880 to Coleman Rp**Traffic Node Number :** 3052

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
PP10-155 (3-18531) Retail/Commercial	0	0	0	0	0	0	0	0	0	0	0	0
COLEMAN SOCCER COMPLEX												
RH00-05-005 (3-14920) Retail/Commercial	0	23	0	0	3	0	0	0	0	0	0	0
ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP												
TOTAL:	0	174	3	0	510	0	0	0	0	36	4	95

	LEFT	THRU	RIGHT
NORTH	0	510	0
EAST	36	4	95
SOUTH	0	174	3
WEST	0	0	0

Date Updated	Street Number & Street Name	APN	Submittal Date	Status of Entitlement	Approval Date	Applicant	Tidemark Description
11/2/2016	5402 Great America Pkwy	216-31-075		Approved	5/22/2007	3 Com/Cognac Great America	Existing office use redeveloped to 555,000 sf of office/research & development
11/2/2016	2350 Mission College Blvd	104-13-097, 098 & 099		Approved		2350 Mission College Boulevard Office Retail	300,000 sf of office in two buildings and a 6 story parking garage; 6,000 square feet of retail
11/2/2016	4301, 4401, 4551 Great America Pkwy	104-42-009 & 020		Approved	4/15/2008	Sobrato Office Development	Rezone from PD & PD[ML] to construct (2) 12-story office buildings totaling 718,000 sq.ft. & (1) four-story parking garage on a developed property w/ (2) 300,000 sq.ft. existing office buildings that are to remain
11/2/2016	2620-2727 Augustine Dr			Approved	7/1/2013	Augustine Bowers Industrial Campus / Equity Office	1,969,600 sf of office and up to 35,000 sf of retail
11/2/2016	2600 San Tomas Expy 2800 San Tomas Expy 2400 Condensa St			Approved	7/16/2013	NVIDIA	1,200,000 sf of office and high-tech lab buildilngs replacing approx. 690,000 sf of office space. Revised DA
11/2/2016	5010 Old Ironsides Dr	104-04-064, 065, 111, 112, 113, 142, 143, 150 & 151		Approved	5/11/2010	(formerly Yahoo! Campus) 2016 LeEcco owned property	Phased development of a 3,060,000 sq.ft. office/R&D campus consisting of 13 six-story buildings, three commons buildings, surface parking & two levels of below grade parking
11/2/2016	5403 Stevens Creek Blvd			Approved	7/17/2012	Mellon Bank /Perry Airellaga	General Plan Amendment from Low Intensity Office R&D to High Intensity Office R&D, Rezone from CT to PD & Architectural Review to construct (2) 6-story office buildings totalling 375,000 sq.ft. & (1) parking structure w/1281 spaces (2 below & 4 above) & 38 surface parking spaces in conjunction w/ demo of existing one-story commercial building (IHOP Restaurant)
11/2/2016	2200 Lawson Ln	224-44-024	5/23/2012	Approved	4/23/2013	Sobrato	Amend PD zoning (PLN2007-06379) and Development Agreement (PLN2008-06880) for approved office R&D campus to increase building sq.ft. of allowable office space from 516,000 to 613,800 sq.ft.

11/2/2016	3000 Bowers Ave	216-48-033	4/12/2012	Approved	3/26/2013	Office Building	New (2) 5-story 150,000 sq.ft. office buildings, (1) 2-story 17,400 sq.ft. amenity building, and 6 story parking structure with a total of 1,200 parking spaces in conjunction with demolition of an existing 100,042 sq.ft. 2-story office building
11/2/2016	2620 Augustine Dr			Approved	5/7/2014	Irvine Co.	General Plan Amendment #80 from High Intensity Office/R&D to Community Commercial [Retail Center] and Light Industrial to High Intensity Office/R&D [Office Phase II & III]; Rezone from Planned Development (PD) to Planned Development (PD) [Retail Center], and from Light Industrial (ML) to Commercial Park (CP) [Office Phase II & III] to allow the construction of up to 1,243,300 square feet of office space and up to 125,000 square feet of retail space for a total (inclusive of Office Phase I) of up to 2,000,100 square feet of development; Approval of Development Agreement Amendment No. 2
11/2/2016	1460 Monroe St	269-03-067, 068, 142 & 143	3/11/2012	Completed/Occupied		Silicon Sage Builders	Rezone from CT to PD to construct a 4-story mixed use development with 6726 sq.ft. of ground floor retail and 28 residential units above; 43 surface parking spaces
11/2/2016	4301 Great America Pkwy	104-42-021	1/1/2013	Approved	9/1/2014	SOBRATO	Rezone from PD & PD[ML] to PD to construct two high rise office buildings and one parking structure (CEQ2007-01051) construct up to 718,000 square feet of new office space in up to 1,018,000 square feet of office development; up to two, five-level parking structures with up to 3,360 total parking spaces;
11/2/2016	2620 Augustine Dr			Approved	5/1/2014	Irvine Co.	125,000 square foot retail center (adjustment to PD with office campus)
11/2/2016	5450 Great America Pkwy	104-52-026	12/20/2013	Approved	5/1/2014	BNP Leasing Corp	Architectural review for Phase 2 of approved 6-story office building on an existing office/R&D site with 3 office buildings subgrade and surface parking (certified EIR).
11/2/2016	2520 Augustine Dr 3333 Octavius Dr	216-45-036, 37, 38, 024, 025		Approved	8/14/2014	Irvine Co. Carlene Matchniff	Santa Clara Square Office Project (Phase II and III- see a. Two additional parcels are proposed to be added to the recently approved SCSQ Project. Addendum to the EIR and Amendment to Development Agreement is part of this proposal. The Office Sites proposed will not exceed the 2009 Project. Office Phase II and III are proposed to consist of 6-8 story office buildings with associated surface and structured parking at a ratio of 3.3/1000. Vesting Tentative Parcel Map proposal combines
11/2/2016	1313 Franklin St 1052 Monroe St 1358 Benton St	269-20-076, -077, -078	10/22/2014	Approved	1/1/2015	Silicon Valley Builders	Multifamily Residential project with 46 units and 16K or retail space and 4 stories
11/2/2016	1480 Main/1160 El Camino Real	269-05-107		Approved	4/21/2015	Mehdi Shemirizi	Rezone to PD to allow a mixed use project with 12 residential apartments and 1,000 sq ft of retail on a approx. 15,000 square foot lot
11/2/2016	1701 Lawrence Rd	220-04-039, 040		Completed/Occupied	7/1/2014	JOMA Studio architects	Rezone from PD (R3-18D) to PD to redevelopment of an existing developed parcel with 9 attached sfr (CEQA to be determined)

11/2/2016	3700 El Camino Real	313-06-004, 002		Approved	5/12/2015	Essex Property Trust	Gateway Santa Clara (formerly Kohls Site) Mixed use development- Redevelopment of entire site 87K retail/commercial and 476 housing units (apartments)
11/2/2016	2950 Lakeside Dr			Completed/Occupied	12/1/2015	Rashik Patel T2	New 7 story hotel with 188 rooms
11/2/2016	2600 Augustine	216-45-011 -022 -024 -025 -028; 216-29-053 -112 and 216-46-003		Approved	12/1/2015	Irvine	Santa Clara Square Mixed Use Project - - phased project 100+ acres 2,000 rental housing units 40,000 sf retail added 30 acres parks/open
11/2/2016	100 N Winchester Blvd	303-16-073		Approved	1/1/2016	Santana Atrium Professional Center	92 unit senior apartment home community with onsite clubhouse and recreational amenities.
11/2/2016	820 Civic Center Dr	224-29-022	6/1/2014	Approved	6/23/2015	Michael Fischer	application for a 3 unit Townhome development (retention of one historic home- total of four units)
11/2/2016	1055 Helen Ave	213-37-006, 213-62-026		Completed/Occupied	11/1/2015	Mehdi Sadri	Rezone from R1-6L to PD & Architectural Review to construct a 4 unit townhome project w/ private street (Tentative Parcel Map PLN2015-11358)
11/2/2016	3033 Scott Blvd and 3080 Alfred	224-09-159, 224-09-113, 224-09-140	2/2/2018	Pending	3/1/2018	MCA	Expansion of activities at Muslim Community Association to include new high school student base, administrative offices. Director of Planning and Inspection administrative approval an increase of 500 students including up to 150 high school students. Use Permit for further expansion. Initial Study/MND/MMRP prepared.
11/2/2016	3607 Kifer Rd	205-38-015	5/18/2015	Approved	2/1/2016	Lennar Commercial	Use Permit to construct off-site 5-level parking structure at 3697 Tahoe Way and 5-story 199,460 sq.ft. office building at 3607 Kifer Rd as part of an existing off campus in conjunction with a Modification to increase maximum building height of the proposed office building to 87.5' and Architectural Review of the project
11/2/2016	2855 Stevens Creek Blvd	274-43-061, 071, 080		Approved	3/1/2016	Westfield Valley Fair	New 10 screen Movie Theater complex and new retail tenant space . Demolition of 77,000 sq. ft. portion of the existing Westfield Valley Fair Shopping Mall, and the new construction of 102,210 square foot of commercial building area
11/2/2016	1525 Alviso St	224-29-034		Completed/Occupied	2/1/2016	City Ventures (Pulte Homes purchased project)	Application for 40 unit townhouse project- 3 stories (next to Mission Inn motel)- application following preapplication
11/2/2016	1627 Monroe St	224-26-062		Approved	8/1/2016	Samir Sharma	Architectural Review to construct 3 new two-story residences; Rezone from R1-6L to PD; Tentative Parcel Map to subdivide one lot into 3 lots
11/2/2016	1777 Laurelwood Rd		6/1/2015	Approved	5/25/2016	Ray Hashimoto /HMH for River of Life Church	New 35K sanctuary structure adjacent to existing building to allow full congregation to attend one service.
11/2/2016	820 Civic Center Dr	224-29-022		Approved	7/1/2016	Michael Fischer	Amendment to approved 3 unit Townhome development (retention of one historic home- total of four units) and amendment to approve a 5th single family unit

11/2/2016	5155 5120 Stars And Stripes Dr	104-03-036 & 037, 104-01-102, 097-01-039 & 097- 01-073 ----- 104-03-036, 038 and 039		Approved	7/1/2016	Related	City Place -Related Co project for redevelopment of five parcels that include Santa Clara Golf & Tennis Club, BMX track, Fire Station #10, and former City landfill and two parcels on other side of Stars and Stripes (formerly for Montana Lowe project) directly across from Levi's Stadium. Master Development totals of 9.2M square feet and proposes 5.7M sq ft office; 1.1M sq ft retail; 1,360 mixed density residential units; 700 hotel rooms; 250K restaurant uses; 190K entertainment space
11/2/2016	1627 Monroe St			Approved	7/1/2016	Samir Sharma	3 new two-story residences; Rezone from R1-6L to PD; Tentative Parcel Map to subdivide one lot into 3 lots
11/2/2016	4935 Stevens Creek Blvd	296-20-004		Completed/Occ upied	10/5/2016	Bright Horizons/Camas J. Steinmetz	Demolition of existing car wash and construct a new two-story child care center Approx 18K building.
11/2/2016	3155 Stevens Creek Blvd			Completed/Occ upied	8/1/2016	Oscar Bakhtiari	Rezoning of one parcel from A to CT to allow for expansion of car dealership. Zoning must be approved to allow commercial use.
11/2/2016	3226 Scott Blvd	224-46-006		Approved	11/15/2016	Courtney Bauer	Architectural Review and ZA Modification to allow the demolition of the existing industrial building and development of a new 230,500 square foot office building with 93,640 parking structure and other onsite improvements.
11/2/2016	2041 Mission College Blvd	104-38-005		Completed/Occ upied	7/1/2016	Washington Holdings/Kelly Snyder	Build 5 new retail buildings totaling 24,000 sq. ft., a 5-story 175-room hotel, and various site improvements; Tentative Parcel Map to subdivide two parcels into three parcels
11/2/2016	3100-3200 Coronado Dr	224-26-062		Completed/Occ upied	2/1/2016	Irvine Company	Proposal for new office structures (2) totaling 245,000 and new parking garage
11/2/2016	1890 El Camino Real	269-01-081, 82		Approved	9/27/2016	Pinn Bros	56 for sale units condo units (no commercial removed from project by CC and reduced project by 4 units)
11/2/2016	1990 El Camino Real	269-01-085	10/1/2016	Approved	9/27/2017	Leah Lombardi for Chick-fil-A	Use Permit to demo the existing drive-through restaurant (McDonald) and construct a new drive-through restaurant (Chck-fil-A) with on- and off-site improvement. The new tenant (Chick-fil-A) also proposes an indoor play area and a total of 36 outdoor seats in an existing patio.
11/2/2016	1 Great America Pkwy	104-42-008, 014, 019	12/1/2014	Approved	1/1/2017	Cedar Fair	PD rezone to allow 140,000 new retail for open access to general public and year round operation of park
11/2/2016	651, 725, and 825 Mathew St	APNs) 224-40- 011 (0.26 acre), 224-40-002 (4.36 acres), and 224- 40-001 (4.35	10/1/2016	Approved	3/29/2017	Vantage	New Data Center campus- Vantage 420,000 sq. ft. Total in up to 4 buildings with electrical substation
11/2/2016	3375 Scott Blvd		5/1/2016	Approved	4/19/2017	John Duquette	New six story office buildin 237,104 sf, 4 story parking structure with 14,000 sq.ft. amenity building (2 story building attached to garage for employee cafe and/or fitness center, etc.)
11/2/2016	1205 Coleman Ave	230-46-069	1/1/2016	Approved	7/9/2019	Hunter Storm Properties	New multi-family residential project on former BAE site, up to 1565 residential units, approximately 45,000 square feet of community-serving retail and restaurant space, and amenities.

11/2/2016	917 Warburton Ave	224-27-049	10/1/2015	Approved	2/21/2017	Samir Sharma	6 unit single family homes - subdivision map to allow for sale housing
11/2/2016	967 Warburton Ave	224-27-048	12/1/2015	Completed/Occupied	6/6/2017	Robert Botham	Rezone from Light Industrial (ML) to Planned Development (PD) to construct (4) detached two-story single family residences on a lot with an existing single family residence to be retained (Subdivision Tentative Map to create 5 for sale single family lots & 1 common lot PL.N2016-12065)
11/2/2016	3001 Tasman Dr	104-49-030	12/1/2015	Approved		Mike Hodges/Bixby Land Co	New 4-story core and shell building and two new parking structures and associated site improvements. 2-year extension granted for AC approval in 2018. New permit expires in 2020.
11/2/2016	3305 Kifer Rd	216-33-001	11/1/2016	Approved	11/29/2017	Leah Draeger/True Life Co.	Development of 45 attached townhomes and stacked flats with 109 parking spaces and open space as part of the Lawrence Station Area Plan . 7.5 acre site project. The environmental review for this project will be covered under the LSAP EIR
11/2/2016	3069 Lawrence Expy	216-34-052	9/1/2015	Pending		Westlake Urban/Gaye Quinn	Proposal for 333 unit multi-family development; Tentative Subdivision Map 3.82 acres
11/2/2016	3501 El Camino Real	220-03-010	10/1/2015	Pending		Prometheus/ Nathan Tuttle	Pre-application for the development of 100,000 square foot shopping center into a mixed use development including 80,000-86,000 sqft retail and up to 700 apartments
11/2/2016	3505 and 3485 Kifer Road; 2985, 2951, 2901, 2900 and 2960 Gordon Avenue; 3060, 2960, 3045 and 3049 Copper Road; and 3570 Ryder Street	29.4 acre site located at the northeast corner of Kifer Road and Lawrence Expressway. APNs: 216-34-041, -072, -066, -073, -051, -070, -045, -046, -047, -074, -075, -036, -	11/1/2016	Approved	11/29/2017	Johnathon Fearn/Summerhill Homes	Development of 996 residential units with 37,000 square foot retail and associated open space, landscaping, parking and other improvements as part of the Lawrence Station Area Plan.
11/2/2016	2891 Homestead Rd	290-39-080	9/14/2014	pending		Anthony Ho	Pre-zone a 0.39 acre site to PD pending annexation, for the construction of 8 townhouses on a podium over subterranean parking area
11/2/2016	2490, 2500 El Camino Real	290-46-001,002,003,015, 016,17 and 316-17-024	7/1/2015	pending		Lou Mariani	Proposal for 262 multi-family residential units and senior residential units and a 311-room hotel (full service and extended stay) with a total 215,074 square feet of commercial space consisting of commercial/hotel, retail, restaurants, bars, and meeting rooms on a 7.14 acre site
	90 North Winchester Boulevard (1834 Worthington Circle)	303-17-053	16-Dec	Approved	1/19/2019	CORE	Portion of former BAREC site (approx 6 acres). Amendment to Existing PD allowing 165 senior affordable units; 419 mixed income apts.' up to 584 housing units with 50% of units affordable, and up tp 25,000 site serving commercial. Up to 1.5 acre open space

	1500 Duane	224-08-070		Completed/Occupied	8/2/2017	Richard Pedley	Arch review to allow the a 949 square foot addition and modification of the existing 68,499 square foot warehouse building to convert a vacant warehouse to a new 69,448 square foot data center.
	2904 Corvin	216-33-034	Feb-17	Approved		Concentric	145 residential units 5-story multi-family affordable housing w/supportive services
	3905 Freedom Circle	104-40-046 APNs 104-40-036 and 104-40-021	Feb-17	Pending		Greystar	A new mixed-use development w/following uses: Office (606,968 square feet; Residential 1018 units; Commercial 18,653 square feet Publicly Accessible Open Space (2.5 acres). 16.58 acres of land bounded by Freedom Circle, Mission College Boulevard, Highway 101, and the San Thomas Aquino Creek. The existing site consists of 17,000 square feet Pedro's restaurant and a surface parking lot (APN 104-40-020), and 13.5 acres of vacant land.
	2305 Mission College	104-13-096	18-Mar	Approved	Appeal pending - approved 4/18/18	Aligned Data Centers	Architectural review to allow a demolition of an existing office building and construct a new 495,660 square foot two-story data center, including generator yard, equipment yard, underground water storage, parking for 75 cars (with land banking), and a new SVP substation.
	3625 Peterson Way	216-30-040	18-Mar	Pending		Boston Properties	Architectural review of (2) 8-story office buildings connected by bridges at 2 levels; a 4-level parking structure w/ attached amenity building that includes a roof deck; and surface parking and site landscaping; & Variance to increase maximum building height from 70' to 129' at top of parapet wall (w/ top of roof screen at 138.5')
	3402 El Camino Real	290-01-136	Mar-17	Approved		John Vidovich	Rezoning of a 2.27 acre site that was recently burned down, and redevelop a mixed-use project with 66 apartment units, 9,440 square feet of retail, amenities on the third floor, surface parking, and two-level garage parking.
	575 Benton	230-07-002, 004, 009, 010, 013, 029, 031, 034, 038, 053, 059, 060	17-Apr	Approved		Prometheus	(New MTC project proposal) GPA, Rezoning to PD to construct a mixed-use residential development project that consist of 355 apartment units, and approx. 26,000 square feet of retail with 697 parking spaces
11/2/2016	2780 El Camino Real		17-Apr	Approved		Prometheus RE group (Marilyn Ponte)	General Plan Amendment from Regional Commercial to Medium Density Residential; Rezone from CC to PD & Architectural Review for 58- 3 story townhomes
	1700 Russell Ave		May-17	Completed/Occupied	8/9/2017	Air Products	Use Permit to expand an existing air separation and gas production facility to increase the production of hydrogen for delivery to hydrogen fueling facilities (CEQ2017-01030)
	1990 El Camino Real		Aug-16	Approved	9/1/2017	Chik-fil-A	Building façade upgrade, site improvement, and an addition of 1,790 square foot basement to an existing 3,234 square foot drive-through restaurant (McDonald). The new tenant
	1375 El Camino Real		Apr-17	Approved	5/22/2018	SCS Development	56 townhomes inclusive of 8 live work units

11/2/2016	2232 El Camino Real	290-10-0913	6/30/2017	Approved	10/24/2017	Summerhill	Rezoning a 2.74 acre project site to PD for a four-story mixed-use project with 151 senior apartment homes, 17,909 square foot of commercial space, and 277 parking spaces provided in a wrapped parking structure and parking lot.
	1575 Pomeroy	290-03-089		Pending		Kurt Anderson and Nick Speno	Preliminary Review for a four-story 90-120 unit senior living apartment community
	3045 Stender	216-29-084	6/15/2017	Approved		Tiemo Mehner	Arch review for new 4-story 175,670 s.f. data center building with rooftop mechanical equipment. The project includes demolition of the existing single-story building.
	1150 Walsh	224-58-003	8/11/2017	Approved		Raging Wire/NTT	Proposed 248,000 square foot data center and substation
	500 El Camino Real	269-23-073	8/21/2017	Approved	9/20/2017	Santa Clara University	Architectural review of four-story, 368 bed dormitory (South Residence Hall)
	2788 San Tomas Expressway	224-11-068	9/25/2017	Completed/Occupied		Saris Regis for NVIDIA	Architectural review for a new 754,100 square-foot office building and a trellis; PHASE 2 of DA and allowed area additional 300K added to to Phase II originally planned for Phase III on other parcel.
	2961 Corvin	216-33-040	Sep-17	Approved		Summerhill	Development application for 38 townhomes on .27 acre site consistent with LSAP. Tentative Subdivision Map filed.
	3005 Democracy	104-04-064, 65, 111, 112, 113, 142, 143, 150, 151	Oct-17	Pending		Kylli	General Plan Amendment from the High-Intensity Office/Research and Development (R&D) to a new designation allowing high-intensity mixed use development, including residential and office. 48.6 acre site. Former Yahoo office campus approval. Proposed 6,000 housing units.
	1900 Warburton	224-20-027	11/14/2017	Approved		Samir Sharma	Rezone from General Office (OG) to Planned Development (PD) to construct 13 attached condo units in two buildings with a shared driveway on a 0.55 acre site
10/12/2018	3035 El Camino Real	220-32-059	5/11/2018	Pending		Haden Land Company	Rezoning from CT to Planned Development (PD) and Architectural Review for the demolition of existing building and site improvements, and the new mixed use construction of 42 residential condominiums and 6 live work condominiums
10/12/2018	2200 Calle De Luna	097-05-098	7/27/2018	Pending		Holland Partner Group	Architectural review for three 12 residential towers over three-level parking garage with 600 residential units.
10/12/2018	2101 Tasman Drive	097-05-056	7/30/2018	Pending		Related California	Architectural review of 950 multi-family units, associated amenity spaces, open space & 1.25 acre park (Addendum to EIR CEQ2018-01055). Tasman East Specific Plan
10/12/2018	2300 Calle De Luna	097-46-016	7/30/2018	Pending		Related California	Architectural review of 575 multi-family dwelling units, 25,000 sq.ft. retail, & associated amenity space (Addendum to EIR CEQ2018-01056). Tasman East Specific Plan
10/12/2018	5185 Lafayette St.	097-46-011	7/31/2018	Pending		Ensemble Investments	Architectural review for a new mixed-use building consisting of 147 residential units and 3,650 square feet of retail space

10/12/2018	5123 Calle Del Sol	097-46-019	7/31/2018	Pending		Ensemble Investments	Architectural Review of a 504 residential units and 23,170 square feet of retail space. In the first phase a single story industrial building will be demolished on parcel 19 to redevelop the property into a 85' tall mixed-use mid-rise consisting of 311 residential units with amenity space, 14,210 sf retail space and 462 parking spaces. In phase two a mixed-use high-rise will be built consisting of 193 residential units with amenity space, 8,960 sf of retail space and 149 parking spaces
10/12/2018	2263 Calle Del Mundo	097-05-060	7/31/2018	Pending			Architectural review for a new 148 unit residential development
10/12/2018	2233 Calle Del Mundo	097-05-056	7/30/2018	Pending			Architectural review of for new construction of 182 multi-family dwelling units involving demolition of an existing warehouse (Addendum to EIR CEQ2018-01058) . Tasman East Specific Plan
10/12/2018	2529 Scott Blvd.	224-61-008	9/14/2018	Completed/Occupied			Use Permit to allow conversion of an existing acupuncture to massage store. (Massage Establishment permit)
10/12/2018	1678 Coleman Ave	230-05-110	9/28/2018	Completed/Occupied			Use Permit for a by-appointment fitness instruction center in an existing 5,600 square-foot building
10/12/2018	2931 El Camino Real	220-31-079	7/16/2018	Approved			Use Permit to allow associated outdoor playground use(approximately 12,650 square feet) for a new pre-school/after school use for up to 167 children ages 3 years to 13 years in an existing 8,900 square foot one-story building.
10/12/2018	2343 Calle Del Mundo	097-05-063	7/30/2018	Approved			Architectural review of 347 unit apartment building & 0.425 acre park (Addendum to EIR CEQ2018-01057) & Lot Line Adjustment (Tasman East Specific Plan)
10/12/2018	1444 Madison St.	269-03-034		Approved			Rezone from R3-36D to PD construct 3 detached single family residence each with dattached 2 car garage in conjunction with the demolition of the existing building strucutes on-site. Project includes a Tentative Parcel Map (PLN2018-13428).
10/12/2018	2900 Lakeside Drive	216-30-048	7/11/2018	Approved	6/12/2019		Proposal to demolish a two-story 54,000 square foot office building and site improvements, and construct a new 5-story 190 room hotel and associated parking structure on a 2.0 acre site
10/12/2018	1190 Benton St.	269-22-069	6/21/2018	Approved	9/26/2018		Use Permit to allow outdoor play yard associated with new day care operation. Day care allowed as a permitted use under zoning.
10/12/2018	3131 Homestead	290-24-071	6/18/2018	Pending			AC approval for approximately 183 net new apartments
10/12/2018	3725 El Camino Real		5/29/2018	Approved			Use Permit to allow a convenience store and potential restaurant in an existing service station
2/8/2019	1433 El Camino Real	224-48-004,005,006	11/6/2018	Approved	7/9/2019	SCS Development	Catalina II - 39 townhomes
4/3/2019	2175 Martin	224-10-115	2/15/2019	Pending		Scott Rynders	New three story data center with 8.5 MW capacity.

4/3/2019	2200 Lawson Ln	224-44-025	10/15/2018	Pending		Sobrato	Rezone from PD to PD to allow a 5-story 241,419 sq.ft. office building, 607 sq.ft. expansion to 2-story amenity building and expansion of parking garage - (CEQ2018-01064)
4/3/2019	2330 Monroe	224-37-068	2/1/2019	Pending		Freebird	Rezoning of a 2.47 acre City-owned vacant site from Single Family residential (R1-6L) to Planned Development (PD) to support the construction of a single building ranging in height from two to three stories and containing 65 residential affordable units in a mix of studios and one-, two- and three bedroom units. The project intends to provide housing for a broad range of family sizes and incomes, including 20% set aside for people with developmental disabilities.
4/3/2019	2201 Laurelwood	104-39-023	2/15/2019	Approved		MEP1	Proposed for two 4 story 737,093-----square foot data center and substation and demolition of 201,529 square feet and three buildings
4/3/2019	500 Benton	223-08-078	3/19/2019	Pending			General Plan: Mixed-use project consisting of student housing development consisting of 555 beds in 186 units, 31,600 sf of retail/office space, 323 garaged parking spaces
4/3/2019	2305 Mission College	104-13-096	4/1/2019	Pending			Architectural Review of the proposed renovation and conversion of an existing 358,503 square foot two story industrial building into a 346,380 square foot multi-tenant professional office building, and a Zoning Administrator Modification to allow 1,024 parking spaces where 1,115 spaces are required
5/29/2019	651 Walsh	224-04-059	6/11/2018	Approved		Jacobs	New 435,050 sq.ft. 4-story data center with the demolition of the existing industrial structures on-site totaling 171,259 sq.ft. of building area
5/29/2019	3141 El Camino Real	220-32-057, 58	4/17/2019	Pending		Bayview Development Group	Pre-application for 65 residential units on 2.46 acre site
5/29/2019	2302 Calle Del Mundo	097-46-024	4/24/2019	Pending		ZAEN Partners	150 unit - 8 story residential project with 5,000 sq. ft of retail
5/22/2019	4249 Cheeney	104-12-025	3/20/2019	Pending			8 unit townhome project
6/26/2019	1530 and 1540 Pomeroy	290-03-089		Pending		Omid Shakeri	AC review to construct eight (8) attached townhomes with Tentative Subdivision Map for eight private residential lots and one common lot. Project utilizing AB 3194 no rezoning required (consistency with GP only). 1540 Pomeroy (A), 1530 Pomeroy (R3-18D) (CEQ2017-01036)

7/12/2019	1111 Comstock	224-08-092	6/17/2019	Pending		CAC Architects	Architectural Review of the proposed demolition of an existing one-story industrial building, and the construction of a new three-story 70,170 square foot data center building, and a Zoning Administrator Modification to allow increased 87'-6" building height.
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Appendix E

Proposed Improvements at De La Cruz Boulevard/Central Expressway Intersection

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	Caltrans	CONSULTANT FUNCTIONAL SUPERVISOR	ANTHONY SILVA	CALCULATED-DESIGNED BY	CHECKED BY	REVISED BY	DATE REVISED

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT
OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SCI	101	40.4/41.0	276	506

REGISTERED CIVIL ENGINEER

DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER

LINDA M. GREVERA

No. C43591

Exp 12/31/20

CIVIL

STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS
OR AGENTS SHALL NOT BE RESPONSIBLE FOR
THE ACCURACY OR COMPLETENESS OF SCANNED
COPIES OF THIS PLAN SHEET.

HMH
1570 OAKLAND ROAD
SAN JOSE, CA 95131

SANTA CLARA VALLEY
TRANSPORTATION AUTHORITY
3331 N. FIRST STREET
SAN JOSE, CA 95134

The diagram is a detailed pavement delineation plan for a road project. It shows the intersection and alignment of several roads, including De La Cruz Blvd and Ewert Rd. The plan includes lane markings, crosswalks, and various geometric data points such as stationing (+00, +17, +56, etc.) and curve radii (R=50', R=95', R=86', R=140', R=115'). Key features include a '101" SHIELD' with a reference to detail H on PDD-3, 'PAVEMENT MARKINGS' with a reference to detail I&J on PDD-3, and a '12" LIMIT LINE BIKE LANE ARROW'. A red box highlights a note: 'REMOVE 300' FENCE & LANDSCAPING TO IMPROVE SIGHT DISTANCE. Replace with Cable Railing per Caltrans Std Plan B11-47, Section C-C with top modified for security per airport requirements'. The plan also shows 'MATCH LINE (PD-7)', 'MATCH LINE (PD-8)', and 'MATCH LINE (PD-3)'. The area is labeled 'SANTA CLARA' and 'SAN JOSE'. A north arrow is located in the upper right corner.

PAVEMENT DELINEATION PLAN
SCALE: 1" = 50'

PD-5

APPROVED FOR PAVEMENT DELINATION WORK ONLY

FOR NOTES, LEGEND AND
ABBREVIATIONS, SEE SHEET PD-1

BORDER LAST REVISED 7/2/2010	USERNAME => mabay DGN FILE => 0400000741na005.dgn	RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3	UNIT 0713	PROJECT NUMBER & PHASE	0400007401
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LAST REVISION
00-00-00
DATE PLOTTED => 11-MAR-2020
TIME PLOTTED => 10:38