CITY OF SANTA CLARA, CALIFORNIA

Santa Clara Hilton Hotel Project

INITIAL STUDY &
MITIGATED NEGATIVE DECLARATION

APPENDICES

JANUARY 2021

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Appendix A

Air Quality, Greenhouse Gas Emissions & Energy Supporting Information

1.0 AIR QUALITY SETTING

Regional Meteorology and Climate

The project site is located within the San Francisco Bay Area Air Basin (Air Basin), which encompasses Alameda, Contra Costa, Santa Clara, San Francisco, San Mateo, Marin, and Napa Counties, and the southern portions of Solano and Sonoma Counties. The Air Basin is characterized by complex terrain which distorts normal wind flow patterns, consisting of coastal mountain ranges, inland valleys, and bays.

The climate of the greater San Francisco Bay Area, including Santa Clara County, is a Mediterranean-type climate characterized by warm, dry summers and mild, wet winters. The climate is determined largely by a high-pressure system that is often present over the eastern Pacific Ocean off the West Coast of North America. In winter, the Pacific high-pressure system shifts southward, allowing storms to pass through the region. During summer and fall, air emissions generated within the Bay Area can combine with abundant sunshine under the restraining influences of topography and subsidence inversions to create conditions that are conducive to the formation of photochemical pollutants, such as ozone and secondary particulates, such as sulfates and nitrates.

The proposed project lies in the Santa Clara County climatological sub-region of the Bay Area. During the summer, mostly clear skies result in warm daytime temperatures and cool nights. Winter temperatures are mild, except for very cool but generally frost-less mornings.

Further inland where the moderating effect of the bay is not as strong, temperature extremes are greater. Wind patterns are influenced by local terrain, with a northwesterly sea breeze typically developing during the daytime. Winds are usually stronger in the spring and summer. Rainfall amounts are modest, ranging from 13 inches in the lowlands to 20 inches in the hills.[1]

Pollutant Transport

Air quality is affected by the rate, amount, and location of pollutant emissions and the associated meteorological conditions that influence pollutant movement and dispersal. Atmospheric conditions, including wind speed, wind direction, stability, and air temperature, in combination with local surface topography (i.e., geographic features such as mountains, valleys, and San Francisco Bay), determine the effect of air pollutant emissions on local air quality.

Ozone and fine particle pollution, or PM2.5, are the major regional air pollutants of concern in the Bay Area. Ozone is primarily a problem in the summer, and fine particle pollution in the winter.

Most of Santa Clara County is well south of the cooler waters of the San Francisco Bay and far from the cooler marine air which usually reaches across San Mateo County in summer. Ozone frequently forms on hot summer days when the prevailing seasonal northerly winds carry ozone precursors southward across the county, causing health standards to be exceeded.

[1] Bay Area Air Quality Management District. February 14, 2019, Santa Clara County. http://www.baaqmd.gov/Divisions/Communications-and-Outreach/Air-Quality-in-the-Bay-Area/Bay-Area-Climatology.aspx

Santa Clara County experiences many exceedances of the PM2.5 standards each winter. This is due to the high population density, wood smoke, industrial and freeway traffic, and poor wintertime air circulation caused by extensive hills to the east and west that block wind flow into the region.[2]

Bay Area Air Basin Attainment Status

The Federal standards, established by the U.S. Environmental Protection Agency (EPA), stemming from the Federal Clean Air Act (CAA) and subsequent amendments, are termed the National Ambient Air Quality Standards (NAAQS). The NAAQS, other than for ozone and those based on annual averages, are maximum acceptable concentrations not to be exceeded more than once per year. The annual NAAQS may never be exceeded. (The ozone standard is not to be exceeded more than three times in three years.) The State standards, established by the California Air Resources Board (CARB), are termed the California Ambient Air Quality Standards (CAAQS). The CAAQS are defined as the maximum acceptable pollutant concentrations that are not to be equaled or exceeded, depending on the specific pollutant. **Table 1** shows the Bay Area Air Basin's federal and state designations for each of the criteria pollutants.

Table 1: Bay Area Air Basin Attainment Status

Criteria Pollutant	Federal Designation	State Designation
Ozone (8-Hour)	Nonattainment	Nonattainment
Ozone (1-Hour)	No Federal Standard	Nonattainment
Carbon Monoxide	Attainment	Attainment
PM10	Unclassifiable	Nonattainment
PM2.5	Unclassifiable/Attainment	Nonattainment
Nitrogen Dioxide	Attainment	Attainment
Sulfur Dioxide	Attainment	Attainment

Source: Bay Area Air Quality Management District, http://www.baaqmd.gov/about-air-quality/research-and-data/air-quality-standards-and-attainment-status#thirteen

Regulatory Setting

City of Santa Clara 2010-2035 General Plan

The City of Santa Clara 2010-2035 General Plan[3] presents the vision for the evolution and enhancement of the City through the year 2035. The Lemon Grove General Plan contains the following policies related to air quality:

5.10.2-G1 Improved air quality in Santa Clara and the region.

[2] Bay Area Air Quality Management District. February 14, 2019, Santa Clara County. http://www.baaqmd.gov/Divisions/Communications-and-Outreach/Air-Quality-in-the-Bay-Area/Bay-Area-Climatology.aspx

[3] City of Santa Clara, City of Santa Clara 2010-2035 General Plan. http://santaclaraca.gov/government/departments/community-development/planning-division/general-plan

5.10.2-P1 Support alternative transportation modes and efficient parking mechanisms to improve air quality.

5.10.2-P2 Encourage development patterns that reduce vehicle miles traveled and air pollution.

5.10.2-P3 Encourage implementation of technological advances that minimize public health hazards and reduce the generation of air pollutants.

5.10.2-P5 Promote regional air pollution prevention plans for local industry and businesses.

5.10.2-P6 Require "Best Management Practices" for construction dust abatement. ***Addressing Sources of Air Pollutants in Community Planning***

In May of 2016, the BAAQMD published Planning Health Places: A Guidebook for Addressing Local Sources of Air Pollutants in Community Planning.[4] The BAAQMD's primary goal in providing the Guidebook is to support and promote infill development; which is important to reducing vehicle miles traveled and the associated air emissions, while minimizing air pollution exposure for existing and future residents. The Guidebook provides developers and planners with the information and tools needed to create health-protective communities.

The Guidebook recommends Best Practices to Reduce Emissions and Reduce Exposure to Local Air Pollution. Implementing as many Best Practices to Reduce Emissions as is feasible will reduce potential health risks to the greatest extent. The Guidebook also lists examples of a variety of strategies to reduce exposure to, and emissions of, air pollution, including the adoption of air quality-specific ordinances, standard conditions of approval, and incorporation of policies into general plans and other planning documents. The BAAQMD recommends implementing all best practices to reduce exposure that are feasible and applicable to a project in areas that are likely to experience elevated levels of air pollution. To reduce exposure to pollutants, the Guidebook recommends practices like installing indoor air filtration systems, planting dense vegetation, implementing project design which provides a buffer between sensitive receptors and emission source, and developing alternative truck routes.

The Guidebook provides an interactive map of the Bay Area showing areas with estimated elevated levels of fine particulates and/or toxic air contaminants. The interactive map shows locations where further study is needed, such as a detailed health risk assessment; specifically locations next to major roads and freeways and large industrial sites, as well as the downtown districts of cities.

BAAQMD 2010 Clean Air Plan

The BAAQMD adopted its *2010 Clean Air Plan*[5] in accordance with the requirements of the California Clean Air Act to implement all feasible measures to reduce ozone; provide a control strategy to reduce ozone, particulate matter, air toxics, and greenhouse gas (GHG) emissions in a single, integrated plan;

[4] Bay Area Air Quality Management District, *Planning Health Places: A Guidebook for Addressing Local Sources of Air Pollutants in Community Planning*, January 2016, http://www.baaqmd.gov/~/media/files/planning-and-research/planning-healthy-places/draft_planninghealthyplaces_marchworkshop-pdf.pdf?la=en

[5] Bay Area Air Quality Management District. *Bay Area 2010 Clean Air Plan*. September 15, 2010. http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans

and establish emission control measures to be adopted or implemented in the 2010 through 2012 timeframe.[6] The primary goals of the *2010 Clean Air Plan* are to:

- Attain air quality standards;
- Reduce population exposure and protecting public health in the Bay Area; and
- Reduce GHG emissions and protect the climate.

BAAQMD 2017 Clean Air Plan

The *2017 Clean Air Plan* was adopted by the BAAQMD in April 2017.[7] The *2017 Clean Air Plan* provides a roadmap for BAAQMD's efforts over the next few years to reduce air pollution and protect public health and the global climate. The *2017 Clean Air Plan* includes the Bay Area's first-ever comprehensive Regional Climate Protection Strategy, which identifies potential rules, control measures, and strategies that BAAQMD can pursue to reduce GHG emissions in the Bay Area. Measures of the *2017 Clean Air Plan* addressing the transportation sector are in direct support of *Plan Bay Area 2040*, which was prepared by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) and includes the region's transportation plan/ sustainable communities strategy. Highlights of the *2017 Clean Air Plan* control strategy include:

- **Limit Combustion:** Develop a region-wide strategy to improve fossil fuel combustion efficiency at industrial facilities, beginning with the three largest sources of industrial emissions: oil refineries, power plants, and cement plants.
- **Stop Methane Leaks:** Reduce methane emissions from landfills, and oil and natural gas production and distribution.
- **Reduce Exposure to Toxics:** Reduce emissions of toxic air contaminants by adopting more stringent limits and methods for evaluating toxic risks at existing and new facilities.
- **Put a Price on Driving:** Implement pricing measures to reduce travel demand.
- **Advance Electric Vehicles:** Accelerate the widespread adoption of electric vehicles.
- **Promote Clean Fuels:** Promote the use of clean fuels and low or zero carbon technologies in trucks and heavy-duty vehicles.
- **Accelerate Low-Carbon Buildings:** Expand the production of low-carbon, renewable energy by promoting on-site technologies such as rooftop solar and ground-source heat pumps.
- **Support More Energy Choices:** Support of community choice energy programs throughout the Bay Area.
- **Make Buildings More Efficient:** Promote energy efficiency in both new and existing buildings.

[6] In 2015, the BAAQMD initiated an update to the 2010 CAP. On February 28, 2014, the District held a public meeting to report progress on implementing the control measures in the 2010 CAP, to solicit ideas and strategies to further reduce ozone precursors, particulate matter, toxic air contaminants, and greenhouse gases, and to seek input on innovative strategies to reduce greenhouse gases, mechanisms for tracking progress in reducing GHG, and how the District may further support actions to reduce GHG. The culmination of this effort will be an updated CAP.

[7] Bay Area Air Quality Management District, *Final 2017 Clean Air Plan*, April 19, 2017. http://www.baaqmd.gov/~/media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-proposed-final-cap-vol-1-pdf.pdf?la=en

- **Make Space and Water Heating Cleaner:** Promote the switch from natural gas to electricity for space and water heating in Bay Area buildings.

Significance Criteria

The significance of potential impacts was determined based on State CEQA Guidelines, Appendix G (2019 Revisions), and the BAAQMD *CEQA Air Quality Guidelines*. Using Appendix G evaluation thresholds, the proposed project would be considered to have significant air quality impacts if it were to:

A. Conflict with or obstruct implementation of the applicable air quality plan;

B. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard;

C. Expose sensitive receptors to substantial pollutant concentrations; or

D. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

The thresholds and methodologies from the BAAQMD's *CEQA Air Quality Guidelines* were used to evaluate the potential impacts of construction and operation of the proposed project. The thresholds of significance applied to assess project-level air quality impacts are:

- Average daily construction exhaust emissions of 54 pounds per day of ROG, NO_x, or $PM_{2.5}$ or 82 pounds per day of PM_{10};
- Average daily operation emissions of 54 pounds per day of ROG, NO_x, or $PM_{2.5}$ or 82 pounds per day of PM_{10}; or result in maximum annual emissions of 10 tons per year of ROG, NO_x, or $PM_{2.5}$ or 15 tons per year of PM_{10};
- Exposure of persons by siting a new source or a new sensitive receptor to substantial levels of TAC resulting in (a) a cancer risk level greater than 10 in one million, (b) a noncancerous risk (chronic or acute) hazard index greater than 1.0, or (c) an increase of annual average $PM_{2.5}$ of greater than 0.3 micrograms per cubic meter ($\mu g/m^3$). For this threshold, sensitive receptors include residential uses, schools, parks, daycare centers, nursing homes, and medical centers; or
- Frequently and for a substantial duration, create or expose sensitive receptors to substantial objectionable odors affecting a substantial number of people.

Assessment of a significant cumulative impact if it would result in:

- Exposure of persons, by siting a new source or a new sensitive receptor, to substantial levels of TACs during either construction or operation resulting in (a) a cancer risk level greater than 100 in a million, (b) a noncancer risk (chronic or acute) hazard index greater than 10.0, or (c) annual average $PM_{2.5}$ of greater than 0.8 $\mu g/m^3$.

2.0 GREENHOUSE GAS EMISSIONS SETTING

Environmental Setting

"Global warming" and "global climate change" are the terms used to describe the increase in the average temperature of the earth's near-surface air and oceans since the mid-20th century and its projected continuation. Warming of the climate system is now considered to be unequivocal, with global surface temperature increasing approximately 1.33 degrees Fahrenheit (°F) over the last 100 years. Continued warming is projected to increase global average temperature between 2 and 11°F over the next 100 years.

Natural processes and human actions have been identified as the causes of this warming. The International Panel on Climate Change concludes that variations in natural phenomena such as solar radiation and volcanoes produced most of the warming from pre-industrial times to 1950 and had a small cooling effect afterward. After 1950, however, increasing GHG concentrations resulting from human activity such as fossil fuel burning and deforestation have been responsible for most of the observed temperature increase. These basic conclusions have been endorsed by more than 45 scientific societies and academies of science, including all of the national academies of science of the major industrialized countries. Since 2007, no scientific body of national or international standing has maintained a dissenting opinion.

Increases in GHG concentrations in the earth's atmosphere are thought to be the main cause of human-induced climate change. GHG naturally trap heat by impeding the exit of solar radiation that has hit the earth and is reflected back into space. Some GHG occur naturally and are necessary for keeping the earth's surface inhabitable. However, increases in the concentrations of these gases in the atmosphere during the last 100 years have decreased the amount of solar radiation that is reflected back into space, intensifying the natural greenhouse effect and resulting in the increase of global average temperature.

Gases that trap heat in the atmosphere are referred to as GHG because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHG has been implicated as the driving force for global climate change. The primary GHG are carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), ozone, and water vapor.

While the presence of the primary GHG in the atmosphere are naturally occurring, CO_2, CH_4, and N_2O are also emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Other GHG include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes.

CO_2 is the reference gas for climate change because it is the predominant GHG emitted. The effect that each of the aforementioned gases can have on global warming is a combination of the mass of their emissions and their global warming potential (GWP). GWP indicates, on a pound-for-pound basis, how much a gas is predicted to contribute to global warming relative to how much warming would be predicted to be caused by the same mass of CO_2. CH_4 and N_2O are substantially more potent GHG than CO_2, with GWP of 25 and 310 times that of CO_2, respectively.

In emissions inventories, GHG emissions are typically reported in terms of pounds or metric tons of CO_2 equivalents (CO_2e). CO_2e are calculated as the product of the mass emitted of a given GHG and its specific GWP. While CH_4 and N_2O have much higher GWP than CO_2, CO_2 is emitted in such vastly higher quantities that it accounts for the majority of GHG emissions in CO_2e.

Fossil fuel combustion, especially for the generation of electricity and powering of motor vehicles, has led to substantial increases in CO_2 emissions (and thus substantial increases in atmospheric concentrations of CO_2). In pre-industrial times (c. 1860), concentrations of atmospheric CO_2 were approximately 280 parts per million (ppm). By June of 2019, atmospheric CO_2 concentrations had increased to 414 ppm, 48 percent percent above pre-industrial concentrations.[8] There is international scientific consensus that human-caused increases in GHG have contributed and will continue to contribute to global warming.

There is international scientific consensus that human-caused increases in GHG have and will continue to contribute to global warming. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.[9]

Regulatory Setting

City of Santa Clara 2010-2035 General Plan

The City of Santa Clara 2010-2035 General Plan[10] presents the vision for the evolution and enhancement of the City through the year 2035. The Lemon Grove General Plan contains the following policies related to GHG emissions:

> 5.10.2-G2 Reduced greenhouse gas emissions that meet the State and regional goals and requirements to combat climate change.
>
> 5.10.2-P1 Support alternative transportation modes and efficient parking mechanisms to improve air quality.
>
> 5.10.2-P2 Encourage development patterns that reduce vehicle miles traveled and air pollution.
>
> 5.10.2-P4 Encourage measures to reduce greenhouse gas emissions to reach 30 percent below 1990 levels by 2020.

[8] Earth System Research Laboratory, *Recent Monthly Mean CO_2 at Mauna Lora*, www.esrl.noaa.gov/gmd/ccgg/trends/
[9] California Environmental Protection Agency, *2006 Final Climate Action Team Report to the Governor and Legislature*, March 2006, http://www.climatechange.ca.gov/climate_action_team/reports/2006report/2006-04-03_FINAL_CAT_REPORT.PDF
[10] City of Santa Clara, City of Santa Clara 2010-2035 General Plan. http://santaclaraca.gov/government/departments/community-development/planning-division/general-plan

City of Santa Clara Climate Action Plan

The City of Santa Clara adopted its *Climate Action Plan* (CAP) in 2013.[11] The CAP identifies how the City will achieve the state-recommended GHG emissions reduction target of 15% below 2008 levels by the year 2020 (equivalent to 1990 emissions). The CAP provides goals and emissions reduction measures to address energy use, transportation, land use, water, solid waste, and off-road equipment.

California Green Building Standards Code

California Code of Regulations Title 24, Part 6 and Part 11 (California Green Building Standards Code)[12], which relate to energy and green building and commonly referred to as CALGreen, is a comprehensive and uniform regulatory code for all residential, commercial and school buildings. CALGreen contains requirements for construction site selection, storm water control during construction, construction waste reduction, indoor water use reduction, material selection, natural resource conservation, site irrigation conservation, and more. CALGreen provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. CALGreen also requires building commissioning, which is a process for verifying that all building systems, like heating and cooling equipment and lighting systems, are functioning at their maximum efficiency. The following provides examples of CALGreen requirements:

- **Designated parking.** Provide designated parking in commercial projects for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles.
- **Recycling by Occupants.** Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of nonhazardous materials for recycling.
- **Construction waste.** A minimum 50-percent diversion of construction and demolition waste from landfills, increasing voluntarily to 65 and-75 percent for new homes and 80-percent for commercial projects. All (100 percent) of trees, stumps, rocks and associated vegetation and soils resulting from land clearing shall be reused or recycled.
- **Wastewater reduction.** Each building shall reduce the generation of wastewater by installation of water-conserving fixtures or using nonpotable water systems.
- **Water use savings.** 20-percent mandatory reduction in indoor water use with voluntary goal standards for 30, 35, and 40-percent reductions.
- **Water meters.** Separate water meters for buildings in excess of 50,000 square feet or buildings projected to consume more than 1,000 gallons per day.
- **Irrigation efficiency.** Moisture-sensing irrigation systems for larger landscaped areas.
- **Materials pollution control.** Low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particleboard.

[11] City of Santa Clara, *Santa Clara Climate Action Plan*, December 2013. http://santaclaraca.gov/home/showdocument?id=10170

[12] California Code of Regulations Title 24, Part 11, http://www.bsc.ca.gov/Home/CALGreen.aspx

- **Building commissioning.** Mandatory inspections of energy systems (i.e. heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 square feet to ensure that all are working at their maximum capacity according to their design efficiencies.

Executive Order S-3-05

Governor Schwarzenegger established Executive Order S-3-05 in 2005, in recognition of California's vulnerability to the effects of climate change. Executive Order S-3-05 set forth a series of target dates by which statewide emissions of GHG would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The executive order directed the Secretary of the CalEPA to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The Secretary will also submit biannual reports to the governor and California Legislature describing the progress made toward the emissions targets, the impacts of global climate change on California's resources, and mitigation and adaptation plans to combat these impacts. To comply with the executive order, the secretary of CalEPA created the California Climate Action Team, made up of members from various state agencies and commissions. The team released its first report in March 2006. The report proposed to achieve the targets by building on the voluntary actions of California businesses, local governments, and communities and through state incentive and regulatory programs.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500 - 38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. This reduction will be accomplished by enforcing a statewide cap on GHG emissions that will be phased in starting in 2012. To effectively implement the cap, AB 32 directs CARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

AB 32 requires CARB to adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how it arrived at the cap; institute a schedule to meet the emissions cap; and develop tracking, reporting, and enforcement mechanisms to ensure that the state reduces GHG emissions enough to meet the cap. AB 32 also includes guidance on instituting emissions reductions in an economically efficient manner, along with conditions to ensure that businesses and consumers are not unfairly affected by the reductions. Using these criteria to reduce statewide GHG emissions to 1990 levels by 2020 would represent an approximate 25 to 30 percent reduction in current emissions levels. However, CARB has discretionary authority to seek greater reductions in more significant and growing GHG sectors, such as transportation, as compared to other sectors that are not anticipated to

significantly increase emissions. Under AB 32, CARB must adopt regulations to achieve reductions in GHG to meet the 1990 emissions cap by 2020.

Climate Change Scoping Plan

AB 32 required CARB to develop a Scoping Plan that describes the approach California will take to reduce GHG to achieve the goal of reducing emissions to 1990 levels by 2020. The Scoping Plan was first approved by CARB in 2008 and must be updated every five years. The initial AB 32 Scoping Plan contains the main strategies California will use to reduce the GHG that cause climate change. The initial Scoping Plan has a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 program implementation fee regulation to fund the program. In August 2011, the initial Scoping Plan was approved by CARB.

The 2013 Scoping Plan Update builds upon the initial Scoping Plan with new strategies and recommendations. The 2013 Update identifies opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments. The 2013 Update defines CARB climate change priorities for the next five years and sets the groundwork to reach California's long-term climate goals set forth in Executive Orders S-3-05 and B-16-2012. The 2013 Update highlights California progress toward meeting the near-term 2020 GHG emission reduction goals defined in the initial Scoping Plan. In the 2013 Update, nine key focus areas were identified (energy, transportation, agriculture, water, waste management, and natural and working lands), along with short-lived climate pollutants, green buildings, and the cap-and-trade program. On May 22, 2014, the First Update to the Climate Change Scoping Plan was approved by the Board, along with the finalized environmental documents.

Executive Order No. B-30-15

On April 29, 2015, Executive Order No. B-30-15 was issued to establish a California GHG reduction target of 40 percent below 1990 levels by 2030. Executive Order No. B-30-15 sets a new, interim, 2030 reduction goal intended to provide a smooth transition to the existing ultimate 2050 reduction goal set by Executive Order No. S-3-05 (signed by Governor Schwarzenegger in June 2005). It is designed so State agencies do not fall behind the pace of reductions necessary to reach the existing 2050 reduction goal. Executive Order No. B-30-15 orders “All State agencies with jurisdiction over sources of GHG emissions shall implement measures, pursuant to statutory authority, to achieve reductions of GHG emissions to meet the 2030 and 2050 targets.” The Executive Order also states that “CARB shall update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent.” The CARB is currently moving forward with a second update to the Climate Change Scoping Plan to reflect the 2030 reduction target. The updated Scoping Plan will provide a framework for achieving the 2030 target. In September of 2016, the AB 32 was extended to achieve reductions in GHG of 40 percent below 1990 levels by 2030. The new plan, outlined in SB 32, involves increasing renewable energy use, putting more electric cars on the road, improving energy efficiency, and curbing emissions from key industries.

Greenhouse Gas Regional Emission Estimates

In 2016, the United States emitted about 6,511 million metric tons of CO_2. Total U.S. emissions have increased by 2.4 percent from 1990 to 2016, and emissions decreased from 2015 to 2016 by 1.9 percent (126.8 million metric tons of CO_2). The decrease in total GHG emissions between 2015 and

2016 was driven in large part by a decrease in CO_2 emissions from fossil fuel combustion. The decrease in CO_2 emissions from fossil fuel combustion was a result of multiple factors, including substitution from coal to natural gas and other non-fossil energy sources in the electric power sector; and warmer winter conditions in 2016 resulting in a decreased demand for heating fuel in the residential and commercial sectors. Of the five major sectors nationwide — residential and commercial, industrial, agriculture, transportation, and electricity— electricity accounts for the highest fraction of GHG emissions (approximately 28 percent), closely followed by transportation (approximately 28 percent) and by industry (approximately 22 percent).[13]

In 2016, California emitted approximately 429.4 million tons of CO_2e. This represents approximately 6.6 percent of total U.S. emissions. This large number is due primarily to the sheer size of California compared to other states. California's gross emissions of GHGs decreased by 9.26 percent from 466.3 million metric tons of CO_2e in 2000, with a maximum of 492.7 million metric tons in 2004.[14] In 2016, the composition of GHG emissions in California (expressed as CO_2e) were as follows:

- CO_2 accounted for 83 percent;
- CH_4 accounted for 9 percent;
- N_2O accounted for 3 percent; and
- Fluorinated gases (hydrofluorocarbons (HFCs), perfluorinated compounds (PFCs), and sulfur hexafluoride (SF_6)) accounted for 5 percent.

Of these gases, the transportation is the source of approximately 41 percent of the State's GHG emissions, followed by industrial sources at 23 percent and electricity generation (both in-State and out-of-State) at 16 percent. Agriculture is the source of approximately 8 percent, residential activity is the source of about 7 percent, and commercial activities make up 5 percent.[15]

The majority of GHG emissions in the Bay Area come from transportation (39.7 percent), followed by industrial/commercial sources (35.7 percent) and electricity generation (14.0 percent). Construction equipment and other off-road equipment contribute 1.5 percent of the total GHG emissions.[16]

The majority of GHG emissions in the City of Santa Clara come from industrial/commercial sources (60 percent), followed by transportation (30 percent) and residential sources (8 percent). Solid waste and water/wastewater conveyance contribute approximately 2 percent of total GHG emissions.[17]

Thresholds of Significance

BAAQMD has established separate thresholds of significance for operational GHG emissions from stationary sources (such as generators, furnaces, and boilers) and non-stationary sources (such as on-road vehicles). As no threshold has been established for construction-related emissions, the

[13] United States Environmental Protections Agency, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2016*, April 2018, https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks-1990-2016
[14] California Air Resources Board, *Emissions Trends Report 2000-2016*, July 11, 2018, https://www.arb.ca.gov/cc/inventory/pubs/reports/2000_2016/ghg_inventory_trends_00-16.pdf
[15] California Air Resources Board, *Emissions Trends Report 2000-2016*, July 11, 2018, https://www.arb.ca.gov/cc/inventory/pubs/reports/2000_2016/ghg_inventory_trends_00-16.pdf
[16] Bay Area Air Quality Management District, *Bay Area Emissions Inventory, Summary Report: Greenhouse Gases, Base Year 2011*, Table F: 2011 Bay Area GHG Emissions by Sector, updated January 2015.
[17] City of Santa Clara, Climate Action Plan 2018 Annual Report, July 2018. http://santaclaraca.gov/home/showdocument?id=62433

operational emissions thresholds apply. The threshold for stationary sources is 10,000 metric tons of CO_2e per year (i.e., emissions above this level may be considered significant). For non-stationary sources, three separate thresholds have been established:

- Compliance with a Qualified Greenhouse Gas Reduction Strategy (i.e., if a project is found to be out of compliance with a Qualified Greenhouse Gas Reduction Strategy, its GHG emissions may be considered significant); or
- 1,100 metric tons of CO_2e per year (i.e., emissions above this level may be considered significant), representing a bright line threshold; or
- 4.6 metric tons of CO_2e per service population per year (i.e., emissions above this level may be considered significant), representing an efficiency threshold. Service population is the sum of residents/students/employees expected for a development project.

The City of Santa Clara has determined that these thresholds should only apply to projects that will be constructed and operational before January 1, 2021. The project is not anticipated to be completed until 2022, and so the 2020 target is not appropriate for this project. On September 8, 2016, Governor Brown signed Senate Bill (SB) 32 into law, amending the California Global Warming Solution Act. SB 32 requires the California Air Resources Board (CARB) to ensure that statewide GHG emissions are reduced to 40 percent below 1990 levels by 2030, and CARB adopted an updated Climate Change Scoping Plan in December 2017 to provide a framework for achieving this more stringent 2030 target. BAAQMD has yet to publish a threshold for 2030 in response to SB 32 and the CARB Scoping Plan. So, in the interim, the City has been utilizing a threshold of significance that is 40% below the 2020 BAAQMD targets in its environmental documents. Consequently, for the purposes of this Initial Study, a bright-line threshold of 660 MT CO2e per year, and an efficiency threshold of 2.8 metric tons of CO2e per year per service population, is utilized based on the GHG reduction goals of SB 32.

3.0 ENERGY SETTING

Environmental Setting

Energy Resources

The composition of California's in-State generation capacity (in megawatts, or MW) has increasingly shifted toward renewable resources in recent years. Between 2001 and 2018, the generation capacity of electricity from renewable sources (including rooftop solar) has more than quadrupled, rising from 6,800 MW in 2001 to 30,800 MW in 2018[18]. California's electricity generation capacity is composed of multiple fuel sources, including coal, hydroelectric, natural gas, nuclear, oil, petroleum coke, waste heat, biomass, geothermal, solar photovoltaic, solar thermal, and wind. In 2018, the State had an installed generation capacity from these multiple sources of 194,727 gigawatt hours (GWh).[19] The following discussion describes the different energy resources that would be consumed by the project.

Electricity and Renewable Energy

Electricity is a consumptive utility. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components, including substations and transformers that lower transmission line power (voltage) to a level appropriate for onsite distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands.

California's electricity generation capacity is composed of multiple fuel sources, including coal, hydroelectric, natural gas, nuclear, oil, petroleum coke, waste heat, biomass, geothermal, solar photovoltaic, solar thermal, and wind. In 2017, the State had an installed generation capacity from these multiple sources of 206,328 gigawatt hours (GWh).[20] The composition of California's in-State generation capacity has shifted since the 2002 passage of Senate Bill 1078, which required that 20 percent of electric production come from renewable resources by 2017. With the passage of SB X1-2 in 2011, this was increased to 33 percent renewables by 2020; it was raised again to 50 percent renewables by December 31, 2030 by SB 350 (2015).

Since adoption of the first Renewables Portfolio Standard (RPS) pursuant to SB 1078, the State has significantly increased its portfolio of renewable resources. While natural gas-fired capacity is still the primary source of electricity generation, in the last few years, significant amounts of renewable resources have been brought on-line. Installed capacity of renewable energy in California increased from 6,800 megawatts (MW) in 2001 to almost 21,300 MW in 2016, more than tripling the output of

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[18] California Energy Commission, *2016 Integrated Energy Policy Report Update*, February 28, 2017.
[19] California Energy Commission, *California Energy Almanac*, Electric Generation Capacity & Energy, In-State Electric Generation by Fuel Type. http://www.energy.ca.gov/almanac/ electricity_data/electric_generation_capacity.html.
[20] California Energy Commission, California Energy Alamac, Electricity Generation Capacity & Energy, In-State Electric Generation by Fuel Type (GWh), Accessed March 8, 2019, https://www.energy.ca.gov/almanac/electricity_data/electric_generation_capacity.html.

this sector over this time period. When behind-the-meter capacity (such as rooftop solar) and facilities smaller than 1 MW are factored in, installed capacity reached 26,300 MW by the end of 2016.[21]

The most significant increase in renewable sources is from utility-scale solar photovoltaic (PV) panels. Installed operating capacity, including both new facilities and capacity expansions, rose from roughly 40 MW in 2010 to 5,700 MW in 2015. Solar thermal technology was the second largest category of growth, increasing from roughly 400 MW in 2012 to nearly 1,300 MW in 2015. Installed wind capacity increased at a slightly slower pace from around 1,500 MW in 2001 to 4,000 MW in 2011, then jumped to roughly 6,100 MW by 2016. Completion of projects that have environmental permits and are in preconstruction or construction phases is expected to add another 10,000 MW of new renewable capacity.[22] With total in-State electricity generation of 198,227 GWh in 2016, 55,300 GWh of them from renewables, along with increases in capacity currently being implemented, these numbers demonstrate that California is well on its way to meeting the requirement for 33 percent renewables by 2020.

The City of Santa Clara owns and operates the municipal electric utility, a department of the City, also known as Silicon Valley Power (SVP). SVP maintains over 288 miles of underground and 162 miles of overhead distribution lines and has 51,000 electric meters in its service area. Electricity is provided from various sources, including natural gas, wind and hydroelectric generation resources in California and other western states. Through the Santa Clara Green Power Program, a voluntary renewable energy program from SVP, residents and businesses can choose renewable energy for 100 percent of their energy usage. In 2009, 30 percent of the electricity provided by SVP was renewable; by 2020, anticipating additional users, SVP aims to increase renewable sources to a third of all electricity provided.[23]

Natural Gas

Natural gas represents approximately one-third of the energy consumed in California each year. Its use falls mainly into four sectors—residential, commercial, industrial, and electric power generation—but it is also used as an alternative to petroleum for fuel in cars, trucks, and buses. Nearly 45 percent of the natural gas burned in California is used for electricity generation, while residential, industrial, and commercial sectors account for 21 percent, 25 percent, and 9 percent of the consumption, respectively. California relies on out-of-state imports for nearly 90 percent of all-natural gas consumed in the State. Statewide consumption of natural gas in totaled 2,115 Trillion Btu in 2017.[24]

The project would receive natural gas from PG&E. PG&E has approximately 42,500 miles of natural gas distribution pipelines, 6,700 miles of backbone and local gas transmission pipelines, and various

[21] California Energy Commission, *2016 Integrated Energy Policy Report Update*, February 28, 2017.
[22] Ibid.
[23] City of Santa Clara, City of Santa Clara 2010-2035 General Plan, http://santaclaraca.gov/home/showdocument?id=13934
[24] United States Energy Information Administration, California State Profile and Energy Estimates, Data, Table F18: Natural Gas Consumption Estimates, 2017, https://www.eia.gov/state/seds/data.php?incfile=/state/seds/sep_fuel/html/fuel_use_ng.html&sid=US&sid=CA

gas storage facilities.[25] In 2017, PG&E delivered approximately 216 Trillion Btu to its 4.47 million customers.[26]

Petroleum

California's production of gasoline in December 2017 ranged from approximately 6.5 to 8.1 million barrels per week, and the State had an inventory of gasoline and blend stocks of about 10.5 million barrels per week. Over the preceding five years, production ranged from about 5.3 to 8.1 million barrels per week, while inventories ranged from about 9.3 to 14.5 million barrels per week.[27]

The Petroleum Industry Information Reporting Act (PIIRA) requires all retail transportation fueling stations in California to file a Retail Fuel Outlet Annual Report (CEC-A15). These stations report retail sales of gasoline, diesel, and other transportation fuels. The California Energy Commission (CEC) compiles these reports into Statewide data, which it compares to California Board of Equalization data, which tracks all gasoline and diesel sales in California for taxation purposes. Based on the results of this data tracking, the CEC reports that retail sales of gasoline throughout the State in 2016 totaled 13.787 billion gallons; in 2017 sales totaled 13.936 billion gallons.[28] Sales data reported does not include commercial fleets, government entities, or rental facilities/equipment yards.

The State's diesel fuel production in December 2017 was approximately 2.6 million barrels per week, with an inventory of about 3.6 million barrels per week. Over the preceding five years, production ranged from roughly 1.6 to 3.3 million barrels per week, while inventories ranged from about 2.7 to 4.7 million barrels per week.[29] Statewide retail diesel sales in 2016 and 2017 totaled 1.743 billion gallons and 1.717 billion gallons, respectively.[30]

Regulatory Setting

Federal and State agencies regulate energy consumption through various policies, standards, and programs. At the federal level, energy standards apply to numerous products (e.g., the U.S. Environmental Protection Agency's [EPA's] EnergyStar™ program) and transportation (e.g., fuel efficiency standards). At the state level, Title 24 of the California Code of Regulations sets forth energy standards for buildings. Further, the State provides rebates/tax credits for installation of renewable energy systems and offers the Flex Your Power program that promotes conservation in multiple areas. At the local level, individual cities and counties can establish policies in their general plans and climate action plans (CAPs) related to the energy efficiency of new development and land use planning and to

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[25] PG&E, Climate Change Vulnerability Assessment, http://www.pgecurrents.com/wp-content/uploads/2016/02/PGE_climate_resilience.pdf.
[26] PG&E, 2017 Joint Annual Report to Shareholders, http://www.pgecorp.com/investors/financial_reports/annual_report_proxy_statement/ar_pdf/2017/2017_Annual_Report.pdf
[27] California Energy Commission, Energy Assessments Division, Supply Analysis Office, *Petroleum Watch January 2018*, Figure 8: Gasoline Production and Inventories, January 30, 2018, Accessed March 11,2019 at: https://www.energy.ca.gov/almanac/petroleum_data/petroleum_watch/2018_Petroleum_Watch/
[28] California Energy Commission, California Retail Fuel Outlet Annual Reporting (CEC-A15) Results, Accessed March 11, 2019 at: http://www.energy.ca.gov/almanac/transportation_data/gasoline/piira_retail_survey.html.
[29] California Energy Commission, Energy Assessments Division, Supply Analysis Office, *Petroleum Watch January 2018*, Figure 9: Diesel Production and Inventories, January 30, 2018, Accessed March 11,2019 at: https://www.energy.ca.gov/almanac/petroleum_data/petroleum_watch/2018_Petroleum_Watch/
[30] California Energy Commission, California Retail Fuel Outlet Annual Reporting (CEC-A15) Results, Accessed March 11, 2019 at: http://www.energy.ca.gov/almanac/transportation_data/gasoline/piira_retail_survey.html.

the use of renewable energy sources. Applicable federal, state, and local regulations are discussed in further detail below.

Federal Energy Policy and Conservation Act

In 1975, Congress enacted the Federal Energy Policy and Conservation Act, which established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the act, the National Highway Traffic Safety Administration is responsible for establishing additional vehicle standards. In 2010, fuel economy standards were set at 27.5 miles per gallon for new passenger cars and 23.5 miles per gallon for new light trucks. Fuel economy is determined based on each manufacturer's average fuel economy for the fleet of vehicles available for sale in the United States.

Energy Independence and Security Act of 2007

On December 19, 2007, the Energy Independence and Security Act of 2007 (EISA) was signed into law. In addition to setting increased Corporate Average Fuel Economy (CAFE) standards for motor vehicles, the act includes other provisions related to energy efficiency:

- Renewable fuel standard (RFS) (Section 202)
- Appliance and lighting efficiency standards (Sections 301–325)
- Building energy efficiency (Sections 411–441)

This federal legislation requires increasing use of renewable fuels over time to replace petroleum (Section 202, RFS). The U.S. Environmental Protection Agency (EPA) is responsible for developing and implementing regulations to ensure that transportation fuel sold in the United States contains a minimum volume of renewable fuel. The RFS program regulations were developed in collaboration with refiners, renewable fuel producers, and many other stakeholders. The RFS program was created under the Energy Policy Act of 2005 and established the first renewable fuel volume mandate in the United States. As required under the act, the original RFS program (RFS1) required 7.5 billion gallons of renewable fuel to be blended into gasoline by 2012. Under EISA, the RFS program was expanded in several key ways that laid the foundation for achieving significant reductions of greenhouse gas (GHG) emissions through the use of renewable fuels, for reducing imported petroleum, and for encouraging the development and expansion of our nation's renewable fuels sector. The updated program is referred to as RFS2 and includes the following:

- EISA expanded the RFS program to include diesel, in addition to gasoline.
- EISA increased the volume of renewable fuel required to be blended into transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022.
- EISA established new categories of renewable fuel and set separate volume requirements for each one.
- EISA required the EPA to apply lifecycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHGs than the petroleum fuel it replaces (EPA 2015).

EPA and NHTSA Joint Rule for Vehicle Standards

On April 1, 2010, the EPA and the National Highway Traffic Safety Administration (NHTSA) announced a joint final rule to establish a national program consisting of new standards for light-duty vehicles for model years 2012 through 2016. The joint rule is intended to reduce GHG emissions and improve fuel economy. The EPA promulgated the first-ever national GHG emissions standards under the Clean Air Act, and NHTSA promulgated CAFE standards under the Energy Policy and Conservation Act. This final rule follows the EPA and Department of Transportation's joint proposal on September 15, 2009 and is the result of the President Obama's May 2009 announcement of a national program to reduce GHGs and improve fuel economy. The final rule became effective on July 6, 2010 (EPA and NHTSA 2010).

The EPA GHG standards require new passenger cars, light-duty trucks, and medium-duty passenger vehicles to meet an estimated combined average emissions level of 250 grams of carbon dioxide (CO2) per mile in model year 2016, equivalent to 35.5 mpg if the automotive industry were to meet this CO2 level through fuel economy improvements alone. The CAFE standards for passenger cars and light trucks will be phased in between 2012 and 2016, with the final standards equivalent to 37.8 mpg for passenger cars and 28.8 mpg for light trucks, resulting in an estimated combined average of 34.1 mpg. The rules will simultaneously reduce GHG emissions, improve energy security, increase fuel savings, and provide clarity and predictability for manufacturers (EPA and NHTSA 2010).

In August 2012, the EPA and NHTSA approved a second round of GHG and CAFE standards for model years 2017 and beyond (EPA and NHTSA 2012). These standards will reduce motor vehicle GHG emissions to 163 grams of CO2 per mile, which is equivalent to 54.5 mpg if this level were achieved solely through improvements in fuel efficiency, for cars and light-duty trucks by model year 2025. A portion of these improvements, however, will likely be made through improvements in air conditioning leakage and through use of alternative refrigerants, which would not contribute to fuel economy. The first phase of the CAFE standards (for model years 2017 to 2021) are projected to require, on an average industry fleet-wide basis, a range from 40.3 to 41.0 mpg in model year 2021.

The second phase of the CAFE program (for model years 2022 to 2025) is projected to require, on an average industry fleet-wide basis, a range from 48.7 to 49.7 mpg in model year 2025. The second phase of standards has not been finalized due to the statutory requirement that NHTSA set average fuel economy standards not more than five model years at a time. The regulations also include targeted incentives to encourage early adoption and introduction into the marketplace of advanced technologies to dramatically improve vehicle performance, including the following:

- Incentives for electric vehicles, plug-in hybrid electric vehicles, and fuel cell vehicles
- Incentives for hybrid technologies for large pickups and for other technologies that achieve high fuel economy levels on large pickups
- Incentives for natural gas vehicles
- Credits for technologies with potential to achieve real-world GHG reductions and fuel economy improvements that are not captured by the standards' test procedures

Title 24 of the California Code of Regulations

Title 24 of the California Code of Regulations was established in 1978 and serves to enhance and regulate California's building standards. Energy consumption by new buildings in California is

regulated by the State Building Energy Efficiency Standards, included in Title 24. The efficiency standards apply to new construction of both residential and non-residential buildings, and regulate energy consumed for heating, cooling, ventilation, water heating, and lighting. The building efficiency standards are enforced through the local building permit process. Local government agencies may adopt and enforce energy standards for new buildings, provided these standards meet or exceed those provided in Title 24 guidelines. The standards are updated periodically to allow consideration and possible incorporation of new energy-efficiency technologies and methods. The premise for the standards is that energy efficient buildings require less electricity, natural gas, and other fuels. The Title 24, Part 6, standards are updated every three years. The most recent amendments to Title 24, Part 6, referred to as the 2016 standards, became effective on January 1, 2017 and would apply to the project. The previous amendments were referred to as the 2013 standards. The 2013 standards were 21.8% and 16.8% more efficient for electricity and natural gas in non-residential construction as compared to the 2008 standards. The 2016 standards focus on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings. The standards include efficiency improvements to the residential standards for attics, walls, water heating, and lighting. They also include efficiency improvements to the non-residential standards, to bring them into alignment with the American Society of Heating and Air-Conditioning Engineers (ASHRAE) 90.1 2013 national standards. Under future 2019 standards, which have the effective date of January 1, 2020, nonresidential buildings will use about 30 percent less energy due mainly to lighting upgrades compared to the 2016 standards[31].

Title 24 also includes Part 11, known as California's Green Building Standards (CALGreen). The CALGreen standards took effect in January 2011 and instituted mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low rise residential, and State-owned buildings, as well as schools and hospitals. The 2016 CalGreen standards became effective on January 1, 2017. Some mandatory standards related to the project include:

- Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of nonhazardous materials for recycling;
- 20% mandatory reduction in indoor water use;
- 50% of construction and demolition waste must be diverted from landfills;
- Mandatory inspections of energy systems to ensure optimal working efficiency; and
- Low-pollutant emitting exterior and interior finish materials, such as paints, carpets, vinyl flooring, and particle boards.
- Separate water meters for buildings in excess of 50,000 square feet or buildings projected to consume more than 1,000 gallons per day.
- Reduce the generation of wastewater by installation of water-conserving fixtures or using non-potable water systems.

[31] California Energy Commission, 2019 Building Energy Efficiency Standards, https://ww2.energy.ca.gov/title24/2019standards/documents/2018_Title_24_2019_Building_Standards_FAQ.pdf

Senate Bill 32

Building on Assembly Bill (AB) 32, the landmark legislation intended to reduce California's emissions of greenhouse gases (GHGs), Governor Jerry Brown signed Senate Bill (SB) 32 into law on September 8, 2016. AB 32, enacted in 2006 by then-Governor Arnold Schwarzenegger, required the State to reduce emissions of GHGs to 1990 levels by 2020. California is well on its way to meet this target, and the goals has been raised by SB 32, which requires the State to reduce emissions of GHGs to 40 percent below 1990 levels by 2030. Although Governor Brown had previously established this goal by Executive Order B-30-15, SB 32 codifies the target. This must be done while California's population is projected to grow from about 38 million in 2017 to more than 44 million by 2030.

Clean Energy & Pollution Reduction Act

Senate Bill 350, signed into law on October 7, 2015, enacted the Clean Energy & Pollution Reduction Act, which increases California's renewable electricity procurement goal from 33 percent by 2020 to 50 percent by 2030. This will increase the use of Renewables Portfolio Standard (RPS) eligible resources, including solar, wind, biomass, geothermal, and others. In addition, SB 350 requires the State to double Statewide energy efficiency savings in electricity and natural gas end uses by 2030. To help ensure these goals are met and greenhouse gas emission reductions are realized, large utilities will be required to develop and submit Integrated Resource Plans (IRPs) that must detail how each utility will meet their customers resource needs, reduce greenhouse gas emissions, and ramp up the deployment of clean energy resources.

Senate Bill 1389

Senate Bill 1389 (SB 1389, Bowen and Sher, Chapter 568, Statutes of 2002) requires the California Energy Commission (CEC) to "conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices. The commission shall use these assessments and forecasts to develop and evaluate energy policies and programs that conserve resources, protect the environment, ensure energy reliability, enhance the State's economy, and protect public health and safety." In compliance with SB 1389, the CEC—in collaboration with federal, State, and local agencies and a wide variety of stakeholders—prepares a biannual Integrated Energy Policy Report (IEPR) that assesses current energy trends and prescribes policies to further the goals established by SB 1389. The most recent IEPR was adopted in February 2017 and an update was published in 2018.

City of Santa Clara 2010-2035 General Plan

The City of Santa Clara 2010-2035 General Plan contains the following goals and policies related to energy:

5.10.3-G1 Energy supply and distribution maximizes the use of renewable resources.

5.10.3-G2 Implementation of energy conservation measures to reduce consumption.

5.10.3-G3 Adequate energy service to residents, businesses, and municipal operations.

5.10.3-P1 Promote the use of renewable energy resources, conservation and recycling programs.

5.10.3-P2 Transition away from using coal as an energy source to renewable resources by replacing coal in Silicon Valley Power's portfolio, exploring City owned property for renewable

energy projects, developing solar projects, and incentivizing solar projects for residents and businesses, consistent with the CAP.

5.10.3-P3 Maximize the efficient use of energy throughout the community by achieving adopted electricity efficiency targets and promoting natural gas efficiency, consistent with the CAP.

5.10.3-P4 Encourage new development to incorporate sustainable building design, site planning and construction, including encouraging solar opportunities.

5.10.3-P5 Reduce energy consumption through sustainable construction practices, materials and recycling.

5.10.3-P6 Promote sustainable buildings and land planning for all new development, including programs that reduce energy and water consumption in new development.

5.10.3-P7 Encourage installation of solar energy collection through solar hot water heaters and photovoltaic arrays.

5.10.3-P8 Provide incentives for LEED certified, or equivalent development. 5.10.3-P9 Incorporate criteria for sustainable building and solar access into the City's ordinances and regulations.

5.10.3-P10 Maintain the City's level of service for high quality utilities and telecommunications infrastructure.

5.10.3-P11 Continue innovative energy programs to develop cost effective alternative power sources and encourage conservation.

5.10.3-P12 Work with Silicon Valley Power to implement adequate energy distribution facilities to meet the demand generated by new development.

5.10.3-P13 Work with the City of San Francisco to explore opportunities to share the Hetch-Hetchy right-of- way for electrical facilities.

5.10.3-P14 Work with Pacific Gas and Electric to ensure an adequate supply of natural gas to meet the demand generated by new development.

5.10.3-P15 Explore opportunities for alternative energy "fueling stations" and promote participation in shuttle services that use new technology vehicles to reduce greenhouse gas emissions.

City of Santa Clara Climate Action Plan

The City of Santa Clara adopted its *Climate Action Plan* (CAP) in 2013.[32] The CAP identifies how the City will achieve the state-recommended GHG emissions reduction target of 15% below 2008 levels by the year 2020 (equivalent to 1990 emissions). The CAP provides goals and emissions reduction measures to address energy use, transportation, land use, water, solid waste, and off-road equipment.

[32] City of Santa Clara, *Santa Clara Climate Action Plan*, December 2013. http://santaclaraca.gov/home/showdocument?id=10170

Thresholds of Significance

The standards of significance for the analysis of potential energy impacts are based on new Energy questions in Appendix G of the 2019 CEQA Guidelines.

Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Neither the CEQA Guidelines nor Public Resources Code Section 21100(b)(3) provide a specific threshold for impacts associated with energy consumption. However, Appendix F of the CEQA Guidelines (14 CCR 15000 et seq.) provides guidance for evaluating whether a development project may result in significant impacts with regard to energy. Based on Appendix F of the CEQA Guidelines and the new Appendix G questions, the standards of significance for this analysis will evaluate whether the project would:

1. Result in wasteful, inefficient, or unnecessary consumption of energy.

2. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

3. Require the construction of new or expanded energy production facilities or infrastructure, the construction of which could cause significant environmental impacts.

California Emissions Estimator Model (CalEEMod) Version 2016.3.2

Output Files

Proposed Project

Annual Emissions (33 pages)

Summer Emissions (28 pages)

Winter Emissions (28 pages)

Existing Conditions

Annual Emissions (18 pages)

Summer Emissions (13 pages)

Winter Emissions (13 pages)

Santa Clara Hilton Hotel Project

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	299.00	Space	0.00	29,757.00	0
Hotel	400.00	Room	1.22	216,009.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2023
Utility Company	User Defined				
CO2 Intensity (lb/MWhr)	271	**CH4 Intensity (lb/MWhr)**	0	**N2O Intensity (lb/MWhr)**	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics - The Energy Provider is Silicon Valley Power (Not in CalEEMod). CO2e Intensity Factor for 2021 from Silicon Valley Power (ICF, 2019) https://www.santaclaraca.gov/home/showdocument?id=64697

Land Use - 400 hotel rooms with a parking garage with 299 stalls and a building footprint of 1.22 acres.

Construction Phase - Construction Schedule Per Applicant Team

Demolition - Per Demoliton Plan

Grading - Per Demolition and Grading Plan

Vehicle Trips - Weekly Trip Rate increased to 8.36 trips/room to be consistent with traffic study.

Energy Use -

Solid Waste -

Construction Off-road Equipment Mitigation - BAAQMD required fugitive dust control measures

Mobile Land Use Mitigation -

Energy Mitigation - 2019 Building Energy Efficiency Standards https://ww2.energy.ca.gov/title24/2019standards/documents/2018_Title_24_2019_Building_Standards_FAQ.pdf

Waste Mitigation - Assuming 75% recycling, consistent with State goals

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblGrading	AcresOfGrading	1.50	1.66
tblGrading	AcresOfGrading	1.00	1.66
tblGrading	MaterialExported	0.00	2,882.00
tblGrading	MaterialImported	0.00	3,088.00
tblLandUse	LandUseSquareFeet	119,600.00	29,757.00
tblLandUse	LandUseSquareFeet	580,800.00	216,009.00
tblLandUse	LotAcreage	2.69	0.00
tblLandUse	LotAcreage	13.33	1.22
tblProjectCharacteristics	CO2IntensityFactor	0	271
tblVehicleTrips	WD_TR	8.17	8.36

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.2210	1.8893	1.5905	4.0600e-003	0.1250	0.0725	0.1975	0.0367	0.0696	0.1062	0.0000	358.6126	358.6126	0.0410	0.0000	359.6374
2022	1.1675	0.2817	0.2876	6.7000e-004	0.0170	0.0109	0.0279	4.6100e-003	0.0104	0.0151	0.0000	58.8949	58.8949	7.3800e-003	0.0000	59.0795
Maximum	**1.1675**	**1.8893**	**1.5905**	**4.0600e-003**	**0.1250**	**0.0725**	**0.1975**	**0.0367**	**0.0696**	**0.1062**	**0.0000**	**358.6126**	**358.6126**	**0.0410**	**0.0000**	**359.6374**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.2210	1.8893	1.5905	4.0600e-003	0.1115	0.0725	0.1841	0.0315	0.0696	0.1011	0.0000	358.6124	358.6124	0.0410	0.0000	359.6372
2022	1.1675	0.2817	0.2876	6.7000e-004	0.0170	0.0109	0.0279	4.6100e-003	0.0104	0.0151	0.0000	58.8949	58.8949	7.3800e-003	0.0000	59.0794
Maximum	**1.1675**	**1.8893**	**1.5905**	**4.0600e-003**	**0.1115**	**0.0725**	**0.1841**	**0.0315**	**0.0696**	**0.1011**	**0.0000**	**358.6124**	**358.6124**	**0.0410**	**0.0000**	**359.6372**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**9.48**	**0.00**	**5.98**	**12.43**	**0.00**	**4.23**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**4-1-2021**	**6-30-2021**	0.7616	0.7616
2	**7-1-2021**	**9-30-2021**	0.6627	0.6627
3	**10-1-2021**	**12-31-2021**	0.6663	0.6663
4	**1-1-2022**	**3-31-2022**	1.4527	1.4527
		Highest	1.4527	1.4527

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.9594	6.0000e-005	6.4200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0125	0.0125	3.0000e-005	0.0000	0.0133
Energy	0.0516	0.4692	0.3941	2.8200e-003		0.0357	0.0357		0.0357	0.0357	0.0000	734.5298	734.5298	9.7900e-003	9.3600e-003	737.5650
Mobile	0.6401	2.3349	6.9460	0.0240	2.2583	0.0189	2.2772	0.6045	0.0176	0.6221	0.0000	2,198.2743	2,198.2743	0.0727	0.0000	2,200.0925
Waste						0.0000	0.0000		0.0000	0.0000	44.4550	0.0000	44.4550	2.6272	0.0000	110.1354
Water						0.0000	0.0000		0.0000	0.0000	3.2191	7.2340	10.4531	0.3306	7.8100e-003	21.0453
Total	**1.6511**	**2.8042**	**7.3466**	**0.0268**	**2.2583**	**0.0546**	**2.3129**	**0.6045**	**0.0533**	**0.6578**	**47.6741**	**2,940.0506**	**2,987.7247**	**3.0404**	**0.0172**	**3,068.8516**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.9594	6.0000e-005	6.4200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0125	0.0125	3.0000e-005	0.0000	0.0133
Energy	0.0378	0.3435	0.2886	2.0600e-003		0.0261	0.0261		0.0261	0.0261	0.0000	577.0952	577.0952	7.1700e-003	6.8600e-003	579.3174
Mobile	0.5922	2.0663	5.7025	0.0184	1.6820	0.0149	1.6969	0.4502	0.0139	0.4641	0.0000	1,684.8418	1,684.8418	0.0595	0.0000	1,686.3291
Waste						0.0000	0.0000		0.0000	0.0000	11.1138	0.0000	11.1138	0.6568	0.0000	27.5339
Water						0.0000	0.0000		0.0000	0.0000	3.2191	7.2340	10.4531	0.3306	7.8100e-003	21.0453
Total	**1.5894**	**2.4099**	**5.9975**	**0.0204**	**1.6820**	**0.0410**	**1.7230**	**0.4502**	**0.0400**	**0.4902**	**14.3328**	**2,269.1835**	**2,283.5163**	**1.0541**	**0.0147**	**2,314.2391**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**3.74**	**14.06**	**18.36**	**23.73**	**25.52**	**24.89**	**25.51**	**25.52**	**24.99**	**25.48**	**69.94**	**22.82**	**23.57**	**65.33**	**14.56**	**24.59**

3.0 Construction Detail

Construction Phase

Santa Clara Hilton Hotel Project - Santa Clara County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/1/2021	4/28/2021	5	20	
2	Site Preparation	Site Preparation	4/29/2021	4/30/2021	5	2	
3	Grading	Grading	5/1/2021	5/6/2021	5	4	
4	Building Construction	Building Construction	5/7/2021	2/10/2022	5	200	
5	Paving	Paving	2/11/2022	2/24/2022	5	10	
6	Architectural Coating	Architectural Coating	2/25/2022	3/10/2022	5	10	

Acres of Grading (Site Preparation Phase): 1.66

Acres of Grading (Grading Phase): 1.66

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 324,014; Non-Residential Outdoor: 108,005; Striped Parking Area: 1,785 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	75.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	360.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	386.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	103.00	40.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	21.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.0800e-003	0.0000	8.0800e-003	1.2200e-003	0.0000	1.2200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0199	0.1970	0.1449	2.4000e-004		0.0104	0.0104		9.7100e-003	9.7100e-003	0.0000	21.0713	21.0713	5.3900e-003	0.0000	21.2060
Total	**0.0199**	**0.1970**	**0.1449**	**2.4000e-004**	**8.0800e-003**	**0.0104**	**0.0185**	**1.2200e-003**	**9.7100e-003**	**0.0109**	**0.0000**	**21.0713**	**21.0713**	**5.3900e-003**	**0.0000**	**21.2060**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.9000e-004	0.0100	2.1900e-003	3.0000e-005	6.4000e-004	3.0000e-005	6.7000e-004	1.7000e-004	3.0000e-005	2.0000e-004	0.0000	2.8239	2.8239	1.3000e-004	0.0000	2.8271
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-004	2.8000e-004	2.9700e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0400e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.8535	0.8535	2.0000e-005	0.0000	0.8540
Total	**6.9000e-004**	**0.0103**	**5.1600e-003**	**4.0000e-005**	**1.6700e-003**	**4.0000e-005**	**1.7100e-003**	**4.4000e-004**	**4.0000e-005**	**4.8000e-004**	**0.0000**	**3.6774**	**3.6774**	**1.5000e-004**	**0.0000**	**3.6811**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.6400e-003	0.0000	3.6400e-003	5.5000e-004	0.0000	5.5000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0199	0.1970	0.1449	2.4000e-004		0.0104	0.0104		9.7100e-003	9.7100e-003	0.0000	21.0713	21.0713	5.3900e-003	0.0000	21.2060
Total	**0.0199**	**0.1970**	**0.1449**	**2.4000e-004**	**3.6400e-003**	**0.0104**	**0.0141**	**5.5000e-004**	**9.7100e-003**	**0.0103**	**0.0000**	**21.0713**	**21.0713**	**5.3900e-003**	**0.0000**	**21.2060**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.9000e-004	0.0100	2.1900e-003	3.0000e-005	6.4000e-004	3.0000e-005	6.7000e-004	1.7000e-004	3.0000e-005	2.0000e-004	0.0000	2.8239	2.8239	1.3000e-004	0.0000	2.8271
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-004	2.8000e-004	2.9700e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0400e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.8535	0.8535	2.0000e-005	0.0000	0.8540
Total	**6.9000e-004**	**0.0103**	**5.1600e-003**	**4.0000e-005**	**1.6700e-003**	**4.0000e-005**	**1.7100e-003**	**4.4000e-004**	**4.0000e-005**	**4.8000e-004**	**0.0000**	**3.6774**	**3.6774**	**1.5000e-004**	**0.0000**	**3.6811**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.3100e-003	0.0000	6.3100e-003	3.0200e-003	0.0000	3.0200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5600e-003	0.0174	7.5600e-003	2.0000e-005		7.7000e-004	7.7000e-004		7.0000e-004	7.0000e-004	0.0000	1.5118	1.5118	4.9000e-004	0.0000	1.5241
Total	**1.5600e-003**	**0.0174**	**7.5600e-003**	**2.0000e-005**	**6.3100e-003**	**7.7000e-004**	**7.0800e-003**	**3.0200e-003**	**7.0000e-004**	**3.7200e-003**	**0.0000**	**1.5118**	**1.5118**	**4.9000e-004**	**0.0000**	**1.5241**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.4100e-003	0.0481	0.0105	1.4000e-004	3.0500e-003	1.5000e-004	3.2000e-003	8.4000e-004	1.4000e-004	9.8000e-004	0.0000	13.5546	13.5546	6.2000e-004	0.0000	13.5700
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	2.0000e-005	1.8000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0525	0.0525	0.0000	0.0000	0.0526
Total	**1.4300e-003**	**0.0482**	**0.0107**	**1.4000e-004**	**3.1100e-003**	**1.5000e-004**	**3.2600e-003**	**8.6000e-004**	**1.4000e-004**	**1.0000e-003**	**0.0000**	**13.6071**	**13.6071**	**6.2000e-004**	**0.0000**	**13.6225**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.8400e-003	0.0000	2.8400e-003	1.3600e-003	0.0000	1.3600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5600e-003	0.0174	7.5600e-003	2.0000e-005		7.7000e-004	7.7000e-004		7.0000e-004	7.0000e-004	0.0000	1.5118	1.5118	4.9000e-004	0.0000	1.5241
Total	**1.5600e-003**	**0.0174**	**7.5600e-003**	**2.0000e-005**	**2.8400e-003**	**7.7000e-004**	**3.6100e-003**	**1.3600e-003**	**7.0000e-004**	**2.0600e-003**	**0.0000**	**1.5118**	**1.5118**	**4.9000e-004**	**0.0000**	**1.5241**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.4100e-003	0.0481	0.0105	1.4000e-004	3.0500e-003	1.5000e-004	3.2000e-003	8.4000e-004	1.4000e-004	9.8000e-004	0.0000	13.5546	13.5546	6.2000e-004	0.0000	13.5700
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	2.0000e-005	1.8000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0525	0.0525	0.0000	0.0000	0.0526
Total	**1.4300e-003**	**0.0482**	**0.0107**	**1.4000e-004**	**3.1100e-003**	**1.5000e-004**	**3.2600e-003**	**8.6000e-004**	**1.4000e-004**	**1.0000e-003**	**0.0000**	**13.6071**	**13.6071**	**6.2000e-004**	**0.0000**	**13.6225**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0101	0.0000	0.0101	5.0900e-003	0.0000	5.0900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.5800e-003	0.0287	0.0127	3.0000e-005		1.2800e-003	1.2800e-003		1.1700e-003	1.1700e-003	0.0000	2.4767	2.4767	8.0000e-004	0.0000	2.4968
Total	**2.5800e-003**	**0.0287**	**0.0127**	**3.0000e-005**	**0.0101**	**1.2800e-003**	**0.0114**	**5.0900e-003**	**1.1700e-003**	**6.2600e-003**	**0.0000**	**2.4767**	**2.4767**	**8.0000e-004**	**0.0000**	**2.4968**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.5100e-003	0.0516	0.0113	1.5000e-004	3.2700e-003	1.6000e-004	3.4300e-003	9.0000e-004	1.5000e-004	1.0500e-003	0.0000	14.5335	14.5335	6.6000e-004	0.0000	14.5500
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	3.0000e-005	3.7000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1051	0.1051	0.0000	0.0000	0.1051
Total	**1.5600e-003**	**0.0516**	**0.0116**	**1.5000e-004**	**3.4000e-003**	**1.6000e-004**	**3.5600e-003**	**9.3000e-004**	**1.5000e-004**	**1.0800e-003**	**0.0000**	**14.6386**	**14.6386**	**6.6000e-004**	**0.0000**	**14.6551**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.5400e-003	0.0000	4.5400e-003	2.2900e-003	0.0000	2.2900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.5800e-003	0.0287	0.0127	3.0000e-005		1.2800e-003	1.2800e-003		1.1700e-003	1.1700e-003	0.0000	2.4767	2.4767	8.0000e-004	0.0000	2.4968
Total	**2.5800e-003**	**0.0287**	**0.0127**	**3.0000e-005**	**4.5400e-003**	**1.2800e-003**	**5.8200e-003**	**2.2900e-003**	**1.1700e-003**	**3.4600e-003**	**0.0000**	**2.4767**	**2.4767**	**8.0000e-004**	**0.0000**	**2.4968**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.5100e-003	0.0516	0.0113	1.5000e-004	3.2700e-003	1.6000e-004	3.4300e-003	9.0000e-004	1.5000e-004	1.0500e-003	0.0000	14.5335	14.5335	6.6000e-004	0.0000	14.5500
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	3.0000e-005	3.7000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1051	0.1051	0.0000	0.0000	0.1051
Total	**1.5600e-003**	**0.0516**	**0.0116**	**1.5000e-004**	**3.4000e-003**	**1.6000e-004**	**3.5600e-003**	**9.3000e-004**	**1.5000e-004**	**1.0800e-003**	**0.0000**	**14.6386**	**14.6386**	**6.6000e-004**	**0.0000**	**14.6551**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1550	1.1659	1.1029	1.8900e-003		0.0585	0.0585		0.0565	0.0565	0.0000	155.2232	155.2232	0.0277	0.0000	155.9160
Total	**0.1550**	**1.1659**	**1.1029**	**1.8900e-003**		**0.0585**	**0.0585**		**0.0565**	**0.0565**	**0.0000**	**155.2232**	**155.2232**	**0.0277**	**0.0000**	**155.9160**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0112	0.3514	0.0936	9.2000e-004	0.0225	7.8000e-004	0.0233	6.5100e-003	7.5000e-004	7.2500e-003	0.0000	88.5881	88.5881	3.8600e-003	0.0000	88.6846
Worker	0.0271	0.0188	0.2015	6.4000e-004	0.0699	4.4000e-004	0.0703	0.0186	4.0000e-004	0.0190	0.0000	57.8184	57.8184	1.3100e-003	0.0000	57.8512
Total	**0.0383**	**0.3702**	**0.2950**	**1.5600e-003**	**0.0924**	**1.2200e-003**	**0.0936**	**0.0251**	**1.1500e-003**	**0.0262**	**0.0000**	**146.4064**	**146.4064**	**5.1700e-003**	**0.0000**	**146.5358**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1550	1.1659	1.1029	1.8900e-003		0.0585	0.0585		0.0565	0.0565	0.0000	155.2230	155.2230	0.0277	0.0000	155.9158
Total	**0.1550**	**1.1659**	**1.1029**	**1.8900e-003**		**0.0585**	**0.0585**		**0.0565**	**0.0565**	**0.0000**	**155.2230**	**155.2230**	**0.0277**	**0.0000**	**155.9158**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0112	0.3514	0.0936	9.2000e-004	0.0225	7.8000e-004	0.0233	6.5100e-003	7.5000e-004	7.2500e-003	0.0000	88.5881	88.5881	3.8600e-003	0.0000	88.6846
Worker	0.0271	0.0188	0.2015	6.4000e-004	0.0699	4.4000e-004	0.0703	0.0186	4.0000e-004	0.0190	0.0000	57.8184	57.8184	1.3100e-003	0.0000	57.8512
Total	**0.0383**	**0.3702**	**0.2950**	**1.5600e-003**	**0.0924**	**1.2200e-003**	**0.0936**	**0.0251**	**1.1500e-003**	**0.0262**	**0.0000**	**146.4064**	**146.4064**	**5.1700e-003**	**0.0000**	**146.5358**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0239	0.1813	0.1845	3.2000e-004		8.5400e-003	8.5400e-003		8.2500e-003	8.2500e-003	0.0000	26.3287	26.3287	4.5900e-003	0.0000	26.4433
Total	**0.0239**	**0.1813**	**0.1845**	**3.2000e-004**		**8.5400e-003**	**8.5400e-003**		**8.2500e-003**	**8.2500e-003**	**0.0000**	**26.3287**	**26.3287**	**4.5900e-003**	**0.0000**	**26.4433**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.7600e-003	0.0563	0.0149	1.6000e-004	3.8200e-003	1.1000e-004	3.9300e-003	1.1000e-003	1.1000e-004	1.2100e-003	0.0000	14.8800	14.8800	6.3000e-004	0.0000	14.8956
Worker	4.2900e-003	2.8600e-003	0.0314	1.0000e-004	0.0119	7.0000e-005	0.0119	3.1500e-003	7.0000e-005	3.2200e-003	0.0000	9.4493	9.4493	2.0000e-004	0.0000	9.4543
Total	**6.0500e-003**	**0.0592**	**0.0463**	**2.6000e-004**	**0.0157**	**1.8000e-004**	**0.0159**	**4.2500e-003**	**1.8000e-004**	**4.4300e-003**	**0.0000**	**24.3293**	**24.3293**	**8.3000e-004**	**0.0000**	**24.3499**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0239	0.1813	0.1845	3.2000e-004		8.5400e-003	8.5400e-003		8.2500e-003	8.2500e-003	0.0000	26.3286	26.3286	4.5900e-003	0.0000	26.4433
Total	**0.0239**	**0.1813**	**0.1845**	**3.2000e-004**		**8.5400e-003**	**8.5400e-003**		**8.2500e-003**	**8.2500e-003**	**0.0000**	**26.3286**	**26.3286**	**4.5900e-003**	**0.0000**	**26.4433**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.7600e-003	0.0563	0.0149	1.6000e-004	3.8200e-003	1.1000e-004	3.9300e-003	1.1000e-003	1.1000e-004	1.2100e-003	0.0000	14.8800	14.8800	6.3000e-004	0.0000	14.8956
Worker	4.2900e-003	2.8600e-003	0.0314	1.0000e-004	0.0119	7.0000e-005	0.0119	3.1500e-003	7.0000e-005	3.2200e-003	0.0000	9.4493	9.4493	2.0000e-004	0.0000	9.4543
Total	**6.0500e-003**	**0.0592**	**0.0463**	**2.6000e-004**	**0.0157**	**1.8000e-004**	**0.0159**	**4.2500e-003**	**1.8000e-004**	**4.4300e-003**	**0.0000**	**24.3293**	**24.3293**	**8.3000e-004**	**0.0000**	**24.3499**

3.6 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.4400e-003	0.0339	0.0440	7.0000e-005		1.7400e-003	1.7400e-003		1.6000e-003	1.6000e-003	0.0000	5.8848	5.8848	1.8700e-003	0.0000	5.9315
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.4400e-003**	**0.0339**	**0.0440**	**7.0000e-005**		**1.7400e-003**	**1.7400e-003**		**1.6000e-003**	**1.6000e-003**	**0.0000**	**5.8848**	**5.8848**	**1.8700e-003**	**0.0000**	**5.9315**

3.6 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	1.2000e-004	1.3700e-003	0.0000	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4113	0.4113	1.0000e-005	0.0000	0.4115
Total	**1.9000e-004**	**1.2000e-004**	**1.3700e-003**	**0.0000**	**5.2000e-004**	**0.0000**	**5.2000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4113**	**0.4113**	**1.0000e-005**	**0.0000**	**0.4115**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.4400e-003	0.0339	0.0440	7.0000e-005		1.7400e-003	1.7400e-003		1.6000e-003	1.6000e-003	0.0000	5.8848	5.8848	1.8700e-003	0.0000	5.9314
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.4400e-003**	**0.0339**	**0.0440**	**7.0000e-005**		**1.7400e-003**	**1.7400e-003**		**1.6000e-003**	**1.6000e-003**	**0.0000**	**5.8848**	**5.8848**	**1.8700e-003**	**0.0000**	**5.9314**

3.6 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	1.2000e-004	1.3700e-003	0.0000	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4113	0.4113	1.0000e-005	0.0000	0.4115
Total	**1.9000e-004**	**1.2000e-004**	**1.3700e-003**	**0.0000**	**5.2000e-004**	**0.0000**	**5.2000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4113**	**0.4113**	**1.0000e-005**	**0.0000**	**0.4115**

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.1326					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0200e-003	7.0400e-003	9.0700e-003	1.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2787
Total	**1.1336**	**7.0400e-003**	**9.0700e-003**	**1.0000e-005**		**4.1000e-004**	**4.1000e-004**		**4.1000e-004**	**4.1000e-004**	**0.0000**	**1.2766**	**1.2766**	**8.0000e-005**	**0.0000**	**1.2787**

3.7 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-004	2.0000e-004	2.2100e-003	1.0000e-005	8.3000e-004	1.0000e-005	8.4000e-004	2.2000e-004	0.0000	2.3000e-004	0.0000	0.6643	0.6643	1.0000e-005	0.0000	0.6647
Total	**3.0000e-004**	**2.0000e-004**	**2.2100e-003**	**1.0000e-005**	**8.3000e-004**	**1.0000e-005**	**8.4000e-004**	**2.2000e-004**	**0.0000**	**2.3000e-004**	**0.0000**	**0.6643**	**0.6643**	**1.0000e-005**	**0.0000**	**0.6647**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.1326					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0200e-003	7.0400e-003	9.0700e-003	1.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2787
Total	**1.1336**	**7.0400e-003**	**9.0700e-003**	**1.0000e-005**		**4.1000e-004**	**4.1000e-004**		**4.1000e-004**	**4.1000e-004**	**0.0000**	**1.2766**	**1.2766**	**8.0000e-005**	**0.0000**	**1.2787**

3.7 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-004	2.0000e-004	2.2100e-003	1.0000e-005	8.3000e-004	1.0000e-005	8.4000e-004	2.2000e-004	0.0000	2.3000e-004	0.0000	0.6643	0.6643	1.0000e-005	0.0000	0.6647
Total	**3.0000e-004**	**2.0000e-004**	**2.2100e-003**	**1.0000e-005**	**8.3000e-004**	**1.0000e-005**	**8.4000e-004**	**2.2000e-004**	**0.0000**	**2.3000e-004**	**0.0000**	**0.6643**	**0.6643**	**1.0000e-005**	**0.0000**	**0.6647**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Increase Transit Accessibility

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.5922	2.0663	5.7025	0.0184	1.6820	0.0149	1.6969	0.4502	0.0139	0.4641	0.0000	1,684.8418	1,684.8418	0.0595	0.0000	1,686.3291
Unmitigated	0.6401	2.3349	6.9460	0.0240	2.2583	0.0189	2.2772	0.6045	0.0176	0.6221	0.0000	2,198.2743	2,198.2743	0.0727	0.0000	2,200.0925

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
Hotel	3,344.00	3,276.00	2380.00	6,073,264	4,523,321
Total	3,344.00	3,276.00	2,380.00	6,073,264	4,523,321

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.612822	0.036208	0.182365	0.105071	0.013933	0.005011	0.012748	0.021514	0.002168	0.001529	0.005280	0.000629	0.000720
Hotel	0.612822	0.036208	0.182365	0.105071	0.013933	0.005011	0.012748	0.021514	0.002168	0.001529	0.005280	0.000629	0.000720

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	203.1342	203.1342	0.0000	0.0000	203.1342
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	223.7657	223.7657	0.0000	0.0000	223.7657
NaturalGas Mitigated	0.0378	0.3435	0.2886	2.0600e-003		0.0261	0.0261		0.0261	0.0261	0.0000	373.9610	373.9610	7.1700e-003	6.8600e-003	376.1832
NaturalGas Unmitigated	0.0516	0.4692	0.3941	2.8200e-003		0.0357	0.0357		0.0357	0.0357	0.0000	510.7642	510.7642	9.7900e-003	9.3600e-003	513.7994

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hotel	9.57136e+006	0.0516	0.4692	0.3941	2.8200e-003		0.0357	0.0357		0.0357	0.0357	0.0000	510.7642	510.7642	9.7900e-003	9.3600e-003	513.7994
Total		**0.0516**	**0.4692**	**0.3941**	**2.8200e-003**		**0.0357**	**0.0357**		**0.0357**	**0.0357**	**0.0000**	**510.7642**	**510.7642**	**9.7900e-003**	**9.3600e-003**	**513.7994**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hotel	7.00776e+006	0.0378	0.3435	0.2886	2.0600e-003		0.0261	0.0261		0.0261	0.0261	0.0000	373.9610	373.9610	7.1700e-003	6.8600e-003	376.1832
Total		**0.0378**	**0.3435**	**0.2886**	**2.0600e-003**		**0.0261**	**0.0261**		**0.0261**	**0.0261**	**0.0000**	**373.9610**	**373.9610**	**7.1700e-003**	**6.8600e-003**	**376.1832**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	174376	21.4349	0.0000	0.0000	21.4349
Hotel	1.64599e +006	202.3307	0.0000	0.0000	202.3307
Total		**223.7657**	**0.0000**	**0.0000**	**223.7657**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	139382	17.1333	0.0000	0.0000	17.1333
Hotel	1.51314e +006	186.0009	0.0000	0.0000	186.0009
Total		**203.1342**	**0.0000**	**0.0000**	**203.1342**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.9594	6.0000e-005	6.4200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0125	0.0125	3.0000e-005	0.0000	0.0133
Unmitigated	0.9594	6.0000e-005	6.4200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0125	0.0125	3.0000e-005	0.0000	0.0133

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1133					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8456					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.9000e-004	6.0000e-005	6.4200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0125	0.0125	3.0000e-005	0.0000	0.0133
Total	**0.9594**	**6.0000e-005**	**6.4200e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0125**	**0.0125**	**3.0000e-005**	**0.0000**	**0.0133**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1133					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8456					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.9000e-004	6.0000e-005	6.4200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0125	0.0125	3.0000e-005	0.0000	0.0133
Total	**0.9594**	**6.0000e-005**	**6.4200e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0125**	**0.0125**	**3.0000e-005**	**0.0000**	**0.0133**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	10.4531	0.3306	7.8100e-003	21.0453
Unmitigated	10.4531	0.3306	7.8100e-003	21.0453

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Hotel	10.1467 / 1.12741	10.4531	0.3306	7.8100e-003	21.0453
Total		**10.4531**	**0.3306**	**7.8100e-003**	**21.0453**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Hotel	10.1467 / 1.12741	10.4531	0.3306	7.8100e-003	21.0453
Total		**10.4531**	**0.3306**	**7.8100e-003**	**21.0453**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	11.1138	0.6568	0.0000	27.5339
Unmitigated	44.4550	2.6272	0.0000	110.1354

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Hotel	219	44.4550	2.6272	0.0000	110.1354
Total		**44.4550**	**2.6272**	**0.0000**	**110.1354**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Hotel	54.75	11.1138	0.6568	0.0000	27.5339
Total		**11.1138**	**0.6568**	**0.0000**	**27.5339**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Santa Clara Hilton Hotel Project

Santa Clara County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	299.00	Space	0.00	29,757.00	0
Hotel	400.00	Room	1.22	216,009.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2023
Utility Company	User Defined				
CO2 Intensity (lb/MWhr)	271	**CH4 Intensity (lb/MWhr)**	0	**N2O Intensity (lb/MWhr)**	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics - The Energy Provider is Silicon Valley Power (Not in CalEEMod). CO2e Intensity Factor for 2021 from Silicon Valley Power (ICF, 2019) https://www.santaclaraca.gov/home/showdocument?id=64697

Land Use - 400 hotel rooms with a parking garage with 299 stalls and a building footprint of 1.22 acres.

Construction Phase - Construction Schedule Per Applicant Team

Demolition - Per Demoliton Plan

Grading - Per Demolition and Grading Plan

Vehicle Trips - Weekly Trip Rate increased to 8.36 trips/room to be consistent with traffic study.

Energy Use -

Solid Waste -

Construction Off-road Equipment Mitigation - BAAQMD required fugitive dust control measures

Mobile Land Use Mitigation -

Energy Mitigation - 2019 Building Energy Efficiency Standards https://ww2.energy.ca.gov/title24/2019standards/documents/2018_Title_24_2019_Building_Standards_FAQ.pdf

Waste Mitigation - Assuming 75% recycling, consistent with State goals

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblGrading	AcresOfGrading	1.50	1.66
tblGrading	AcresOfGrading	1.00	1.66
tblGrading	MaterialExported	0.00	2,882.00
tblGrading	MaterialImported	0.00	3,088.00
tblLandUse	LandUseSquareFeet	119,600.00	29,757.00
tblLandUse	LandUseSquareFeet	580,800.00	216,009.00
tblLandUse	LotAcreage	2.69	0.00
tblLandUse	LotAcreage	13.33	1.22
tblProjectCharacteristics	CO2IntensityFactor	0	271
tblVehicleTrips	WD_TR	8.17	8.36

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	2.9769	64.6415	17.9337	0.1588	9.5244	1.0447	10.4394	3.8959	0.9750	4.7432	0.0000	16,778.0384	16,778.0384	1.2052	0.0000	16,808.1678
2022	226.7796	16.5260	16.0834	0.0406	1.1170	0.6017	1.7187	0.3024	0.5810	0.8834	0.0000	3,917.2673	3,917.2673	0.4133	0.0000	3,927.5402
Maximum	**226.7796**	**64.6415**	**17.9337**	**0.1588**	**9.5244**	**1.0447**	**10.4394**	**3.8959**	**0.9750**	**4.7432**	**0.0000**	**16,778.0384**	**16,778.0384**	**1.2052**	**0.0000**	**16,808.1678**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	2.9769	64.6415	17.9337	0.1588	6.0526	1.0447	6.9676	2.2370	0.9750	3.0843	0.0000	16,778.0384	16,778.0384	1.2052	0.0000	16,808.1678
2022	226.7796	16.5260	16.0834	0.0406	1.1170	0.6017	1.7187	0.3024	0.5810	0.8834	0.0000	3,917.2673	3,917.2673	0.4133	0.0000	3,927.5402
Maximum	**226.7796**	**64.6415**	**17.9337**	**0.1588**	**6.0526**	**1.0447**	**6.9676**	**2.2370**	**0.9750**	**3.0843**	**0.0000**	**16,778.0384**	**16,778.0384**	**1.2052**	**0.0000**	**16,808.1678**

Santa Clara Hilton Hotel Project - Santa Clara County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**32.63**	**0.00**	**28.56**	**39.51**	**0.00**	**29.48**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.2603	6.5000e-004	0.0714	1.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004		0.1530	0.1530	4.0000e-004		0.1630
Energy	0.2828	2.5709	2.1595	0.0154		0.1954	0.1954		0.1954	0.1954		3,085.0472	3,085.0472	0.0591	0.0566	3,103.3800
Mobile	4.2719	13.0231	41.5316	0.1462	13.4390	0.1087	13.5477	3.5871	0.1012	3.6883		14,758.6266	14,758.6266	0.4644		14,770.2367
Total	**9.8150**	**15.5946**	**43.7625**	**0.1616**	**13.4390**	**0.3043**	**13.7433**	**3.5871**	**0.2968**	**3.8839**		**17,843.8267**	**17,843.8267**	**0.5239**	**0.0566**	**17,873.7797**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.2603	6.5000e-004	0.0714	1.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004		0.1530	0.1530	4.0000e-004		0.1630
Energy	0.2071	1.8823	1.5811	0.0113		0.1431	0.1431		0.1431	0.1431		2,258.7475	2,258.7475	0.0433	0.0414	2,272.1701
Mobile	3.9889	11.5785	33.4018	0.1119	10.0092	0.0854	10.0947	2.6716	0.0795	2.7511		11,304.7824	11,304.7824	0.3763		11,314.1895
Total	**9.4563**	**13.4615**	**35.0543**	**0.1232**	**10.0092**	**0.2287**	**10.2380**	**2.6716**	**0.2228**	**2.8944**		**13,563.6828**	**13,563.6828**	**0.4200**	**0.0414**	**13,586.5226**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**3.66**	**13.68**	**19.90**	**23.76**	**25.52**	**24.84**	**25.51**	**25.52**	**24.95**	**25.48**	**0.00**	**23.99**	**23.99**	**19.84**	**26.79**	**23.99**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/1/2021	4/28/2021	5	20	
2	Site Preparation	Site Preparation	4/29/2021	4/30/2021	5	2	
3	Grading	Grading	5/1/2021	5/6/2021	5	4	
4	Building Construction	Building Construction	5/7/2021	2/10/2022	5	200	
5	Paving	Paving	2/11/2022	2/24/2022	5	10	
6	Architectural Coating	Architectural Coating	2/25/2022	3/10/2022	5	10	

Acres of Grading (Site Preparation Phase): 1.66

Acres of Grading (Grading Phase): 1.66

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 324,014; Non-Residential Outdoor: 108,005; Striped Parking Area: 1,785 (Architectural Coating – sqft)

OffRoad Equipment

Santa Clara Hilton Hotel Project - Santa Clara County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	75.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	360.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	386.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	103.00	40.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	21.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8081	0.0000	0.8081	0.1224	0.0000	0.1224			0.0000			0.0000
Off-Road	1.9930	19.6966	14.4925	0.0241		1.0409	1.0409		0.9715	0.9715		2,322.7171	2,322.7171	0.5940		2,337.5658
Total	**1.9930**	**19.6966**	**14.4925**	**0.0241**	**0.8081**	**1.0409**	**1.8490**	**0.1224**	**0.9715**	**1.0938**		**2,322.7171**	**2,322.7171**	**0.5940**		**2,337.5658**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0291	0.9835	0.2119	2.9400e-003	0.0656	3.1100e-003	0.0687	0.0180	2.9700e-003	0.0209		313.5267	313.5267	0.0139		313.8729
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0419	0.0248	0.3276	1.0100e-003	0.1068	6.5000e-004	0.1074	0.0283	6.0000e-004	0.0289		101.1414	101.1414	2.3000e-003		101.1989
Total	**0.0709**	**1.0083**	**0.5395**	**3.9500e-003**	**0.1723**	**3.7600e-003**	**0.1761**	**0.0463**	**3.5700e-003**	**0.0499**		**414.6681**	**414.6681**	**0.0162**		**415.0718**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3636	0.0000	0.3636	0.0551	0.0000	0.0551			0.0000			0.0000
Off-Road	1.9930	19.6966	14.4925	0.0241		1.0409	1.0409		0.9715	0.9715	0.0000	2,322.7171	2,322.7171	0.5940		2,337.5658
Total	**1.9930**	**19.6966**	**14.4925**	**0.0241**	**0.3636**	**1.0409**	**1.4045**	**0.0551**	**0.9715**	**1.0265**	**0.0000**	**2,322.7171**	**2,322.7171**	**0.5940**		**2,337.5658**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0291	0.9835	0.2119	2.9400e-003	0.0656	3.1100e-003	0.0687	0.0180	2.9700e-003	0.0209		313.5267	313.5267	0.0139		313.8729
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0419	0.0248	0.3276	1.0100e-003	0.1068	6.5000e-004	0.1074	0.0283	6.0000e-004	0.0289		101.1414	101.1414	2.3000e-003		101.1989
Total	**0.0709**	**1.0083**	**0.5395**	**3.9500e-003**	**0.1723**	**3.7600e-003**	**0.1761**	**0.0463**	**3.5700e-003**	**0.0499**		**414.6681**	**414.6681**	**0.0162**		**415.0718**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.3125	0.0000	6.3125	3.0162	0.0000	3.0162			0.0000			0.0000
Off-Road	1.5558	17.4203	7.5605	0.0172		0.7654	0.7654		0.7041	0.7041		1,666.5174	1,666.5174	0.5390		1,679.9920
Total	**1.5558**	**17.4203**	**7.5605**	**0.0172**	**6.3125**	**0.7654**	**7.0779**	**3.0162**	**0.7041**	**3.7203**		**1,666.5174**	**1,666.5174**	**0.5390**		**1,679.9920**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.3953	47.2060	10.1716	0.1409	3.1462	0.1492	3.2954	0.8623	0.1428	1.0051		15,049.2801	15,049.2801	0.6648		15,065.8996
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0258	0.0153	0.2016	6.2000e-004	0.0657	4.0000e-004	0.0661	0.0174	3.7000e-004	0.0178		62.2409	62.2409	1.4100e-003		62.2762
Total	**1.4211**	**47.2213**	**10.3732**	**0.1416**	**3.2119**	**0.1496**	**3.3616**	**0.8798**	**0.1431**	**1.0229**		**15,111.5210**	**15,111.5210**	**0.6662**		**15,128.1758**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.8406	0.0000	2.8406	1.3573	0.0000	1.3573			0.0000			0.0000
Off-Road	1.5558	17.4203	7.5605	0.0172		0.7654	0.7654		0.7041	0.7041	0.0000	1,666.5174	1,666.5174	0.5390		1,679.9920
Total	**1.5558**	**17.4203**	**7.5605**	**0.0172**	**2.8406**	**0.7654**	**3.6060**	**1.3573**	**0.7041**	**2.0614**	**0.0000**	**1,666.5174**	**1,666.5174**	**0.5390**		**1,679.9920**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.3953	47.2060	10.1716	0.1409	3.1462	0.1492	3.2954	0.8623	0.1428	1.0051		15,049.2801	15,049.2801	0.6648		15,065.8996
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0258	0.0153	0.2016	6.2000e-004	0.0657	4.0000e-004	0.0661	0.0174	3.7000e-004	0.0178		62.2409	62.2409	1.4100e-003		62.2762
Total	**1.4211**	**47.2213**	**10.3732**	**0.1416**	**3.2119**	**0.1496**	**3.3616**	**0.8798**	**0.1431**	**1.0229**		**15,111.5210**	**15,111.5210**	**0.6662**		**15,128.1758**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.0440	0.0000	5.0440	2.5434	0.0000	2.5434			0.0000			0.0000
Off-Road	1.2884	14.3307	6.3314	0.0141		0.6379	0.6379		0.5869	0.5869		1,365.0648	1,365.0648	0.4415		1,376.1020
Total	**1.2884**	**14.3307**	**6.3314**	**0.0141**	**5.0440**	**0.6379**	**5.6819**	**2.5434**	**0.5869**	**3.1303**		**1,365.0648**	**1,365.0648**	**0.4415**		**1,376.1020**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.7480	25.3077	5.4531	0.0756	1.6867	0.0800	1.7667	0.4623	0.0765	0.5388		8,068.0863	8,068.0863	0.3564		8,076.9962
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0258	0.0153	0.2016	6.2000e-004	0.0657	4.0000e-004	0.0661	0.0174	3.7000e-004	0.0178		62.2409	62.2409	1.4100e-003		62.2762
Total	**0.7738**	**25.3229**	**5.6547**	**0.0762**	**1.7524**	**0.0804**	**1.8328**	**0.4797**	**0.0769**	**0.5566**		**8,130.3272**	**8,130.3272**	**0.3578**		**8,139.2724**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.2698	0.0000	2.2698	1.1445	0.0000	1.1445			0.0000			0.0000
Off-Road	1.2884	14.3307	6.3314	0.0141		0.6379	0.6379		0.5869	0.5869	0.0000	1,365.0648	1,365.0648	0.4415		1,376.1020
Total	**1.2884**	**14.3307**	**6.3314**	**0.0141**	**2.2698**	**0.6379**	**2.9077**	**1.1445**	**0.5869**	**1.7314**	**0.0000**	**1,365.0648**	**1,365.0648**	**0.4415**		**1,376.1020**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.7480	25.3077	5.4531	0.0756	1.6867	0.0800	1.7667	0.4623	0.0765	0.5388		8,068.0863	8,068.0863	0.3564		8,076.9962
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0258	0.0153	0.2016	6.2000e-004	0.0657	4.0000e-004	0.0661	0.0174	3.7000e-004	0.0178		62.2409	62.2409	1.4100e-003		62.2762
Total	**0.7738**	**25.3229**	**5.6547**	**0.0762**	**1.7524**	**0.0804**	**1.8328**	**0.4797**	**0.0769**	**0.5566**		**8,130.3272**	**8,130.3272**	**0.3578**		**8,139.2724**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608		2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**		**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1275	4.0664	1.0249	0.0109	0.2708	8.9900e-003	0.2798	0.0780	8.6000e-003	0.0866		1,154.4771	1,154.4771	0.0481		1,155.6799
Worker	0.3317	0.1965	2.5956	8.0400e-003	0.8461	5.1400e-003	0.8513	0.2244	4.7300e-003	0.2292		801.3512	801.3512	0.0182		801.8064
Total	**0.4592**	**4.2629**	**3.6204**	**0.0190**	**1.1169**	**0.0141**	**1.1311**	**0.3024**	**0.0133**	**0.3157**		**1,955.8283**	**1,955.8283**	**0.0663**		**1,957.4863**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608	0.0000	2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**	**0.0000**	**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1275	4.0664	1.0249	0.0109	0.2708	8.9900e-003	0.2798	0.0780	8.6000e-003	0.0866		1,154.4771	1,154.4771	0.0481		1,155.6799
Worker	0.3317	0.1965	2.5956	8.0400e-003	0.8461	5.1400e-003	0.8513	0.2244	4.7300e-003	0.2292		801.3512	801.3512	0.0182		801.8064
Total	**0.4592**	**4.2629**	**3.6204**	**0.0190**	**1.1169**	**0.0141**	**1.1311**	**0.3024**	**0.0133**	**0.3157**		**1,955.8283**	**1,955.8283**	**0.0663**		**1,957.4863**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689		2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**		**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1190	3.8466	0.9652	0.0108	0.2708	7.8100e-003	0.2787	0.0780	7.4700e-003	0.0854		1,143.5120	1,143.5120	0.0460		1,144.6610
Worker	0.3091	0.1764	2.3918	7.7500e-003	0.8461	5.0300e-003	0.8512	0.2244	4.6300e-003	0.2291		772.2124	772.2124	0.0164		772.6212
Total	**0.4280**	**4.0230**	**3.3570**	**0.0186**	**1.1170**	**0.0128**	**1.1298**	**0.3024**	**0.0121**	**0.3145**		**1,915.7244**	**1,915.7244**	**0.0623**		**1,917.2822**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689	0.0000	2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**	**0.0000**	**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1190	3.8466	0.9652	0.0108	0.2708	7.8100e-003	0.2787	0.0780	7.4700e-003	0.0854		1,143.5120	1,143.5120	0.0460		1,144.6610
Worker	0.3091	0.1764	2.3918	7.7500e-003	0.8461	5.0300e-003	0.8512	0.2244	4.6300e-003	0.2291		772.2124	772.2124	0.0164		772.6212
Total	**0.4280**	**4.0230**	**3.3570**	**0.0186**	**1.1170**	**0.0128**	**1.1298**	**0.3024**	**0.0121**	**0.3145**		**1,915.7244**	**1,915.7244**	**0.0623**		**1,917.2822**

3.6 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6877	6.7738	8.8060	0.0135		0.3474	0.3474		0.3205	0.3205		1,297.3789	1,297.3789	0.4113		1,307.6608
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6877**	**6.7738**	**8.8060**	**0.0135**		**0.3474**	**0.3474**		**0.3205**	**0.3205**		**1,297.3789**	**1,297.3789**	**0.4113**		**1,307.6608**

3.6 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0390	0.0223	0.3019	9.8000e-004	0.1068	6.3000e-004	0.1074	0.0283	5.8000e-004	0.0289		97.4637	97.4637	2.0600e-003		97.5153
Total	**0.0390**	**0.0223**	**0.3019**	**9.8000e-004**	**0.1068**	**6.3000e-004**	**0.1074**	**0.0283**	**5.8000e-004**	**0.0289**		**97.4637**	**97.4637**	**2.0600e-003**		**97.5153**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6877	6.7738	8.8060	0.0135		0.3474	0.3474		0.3205	0.3205	0.0000	1,297.3789	1,297.3789	0.4113		1,307.6608
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6877**	**6.7738**	**8.8060**	**0.0135**		**0.3474**	**0.3474**		**0.3205**	**0.3205**	**0.0000**	**1,297.3789**	**1,297.3789**	**0.4113**		**1,307.6608**

3.6 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0390	0.0223	0.3019	9.8000e-004	0.1068	6.3000e-004	0.1074	0.0283	5.8000e-004	0.0289		97.4637	97.4637	2.0600e-003		97.5153
Total	**0.0390**	**0.0223**	**0.3019**	**9.8000e-004**	**0.1068**	**6.3000e-004**	**0.1074**	**0.0283**	**5.8000e-004**	**0.0289**		**97.4637**	**97.4637**	**2.0600e-003**		**97.5153**

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	226.5120					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**226.7165**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.7 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0630	0.0360	0.4877	1.5800e-003	0.1725	1.0200e-003	0.1735	0.0458	9.4000e-004	0.0467		157.4414	157.4414	3.3300e-003		157.5247
Total	**0.0630**	**0.0360**	**0.4877**	**1.5800e-003**	**0.1725**	**1.0200e-003**	**0.1735**	**0.0458**	**9.4000e-004**	**0.0467**		**157.4414**	**157.4414**	**3.3300e-003**		**157.5247**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	226.5120					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**226.7165**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.7 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0630	0.0360	0.4877	1.5800e-003	0.1725	1.0200e-003	0.1735	0.0458	9.4000e-004	0.0467		157.4414	157.4414	3.3300e-003		157.5247
Total	**0.0630**	**0.0360**	**0.4877**	**1.5800e-003**	**0.1725**	**1.0200e-003**	**0.1735**	**0.0458**	**9.4000e-004**	**0.0467**		**157.4414**	**157.4414**	**3.3300e-003**		**157.5247**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Increase Transit Accessibility

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.9889	11.5785	33.4018	0.1119	10.0092	0.0854	10.0947	2.6716	0.0795	2.7511		11,304.7824	11,304.7824	0.3763		11,314.1895
Unmitigated	4.2719	13.0231	41.5316	0.1462	13.4390	0.1087	13.5477	3.5871	0.1012	3.6883		14,758.6266	14,758.6266	0.4644		14,770.2367

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
Hotel	3,344.00	3,276.00	2380.00	6,073,264	4,523,321
Total	3,344.00	3,276.00	2,380.00	6,073,264	4,523,321

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.612822	0.036208	0.182365	0.105071	0.013933	0.005011	0.012748	0.021514	0.002168	0.001529	0.005280	0.000629	0.000720
Hotel	0.612822	0.036208	0.182365	0.105071	0.013933	0.005011	0.012748	0.021514	0.002168	0.001529	0.005280	0.000629	0.000720

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.2071	1.8823	1.5811	0.0113		0.1431	0.1431		0.1431	0.1431		2,258.7475	2,258.7475	0.0433	0.0414	2,272.1701
NaturalGas Unmitigated	0.2828	2.5709	2.1595	0.0154		0.1954	0.1954		0.1954	0.1954		3,085.0472	3,085.0472	0.0591	0.0566	3,103.3800

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Hotel	26222.9	0.2828	2.5709	2.1595	0.0154		0.1954	0.1954		0.1954	0.1954		3,085.0472	3,085.0472	0.0591	0.0566	3,103.3800
Total		**0.2828**	**2.5709**	**2.1595**	**0.0154**		**0.1954**	**0.1954**		**0.1954**	**0.1954**		**3,085.0472**	**3,085.0472**	**0.0591**	**0.0566**	**3,103.3800**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Hotel	19.1994	0.2071	1.8823	1.5811	0.0113		0.1431	0.1431		0.1431	0.1431		2,258.7475	2,258.7475	0.0433	0.0414	2,272.1701
Total		**0.2071**	**1.8823**	**1.5811**	**0.0113**		**0.1431**	**0.1431**		**0.1431**	**0.1431**		**2,258.7475**	**2,258.7475**	**0.0433**	**0.0414**	**2,272.1701**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.2603	6.5000e-004	0.0714	1.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004		0.1530	0.1530	4.0000e-004		0.1630
Unmitigated	5.2603	6.5000e-004	0.0714	1.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004		0.1530	0.1530	4.0000e-004		0.1630

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.6206					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.6331					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.6100e-003	6.5000e-004	0.0714	1.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004		0.1530	0.1530	4.0000e-004		0.1630
Total	**5.2603**	**6.5000e-004**	**0.0714**	**1.0000e-005**		**2.5000e-004**	**2.5000e-004**		**2.5000e-004**	**2.5000e-004**		**0.1530**	**0.1530**	**4.0000e-004**		**0.1630**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.6206					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.6331					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.6100e-003	6.5000e-004	0.0714	1.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004		0.1530	0.1530	4.0000e-004		0.1630
Total	**5.2603**	**6.5000e-004**	**0.0714**	**1.0000e-005**		**2.5000e-004**	**2.5000e-004**		**2.5000e-004**	**2.5000e-004**		**0.1530**	**0.1530**	**4.0000e-004**		**0.1630**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Santa Clara Hilton Hotel Project

Santa Clara County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	299.00	Space	0.00	29,757.00	0
Hotel	400.00	Room	1.22	216,009.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2023
Utility Company	User Defined				
CO2 Intensity (lb/MWhr)	271	**CH4 Intensity (lb/MWhr)**	0	**N2O Intensity (lb/MWhr)**	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics - The Energy Provider is Silicon Valley Power (Not in CalEEMod). CO2e Intensity Factor for 2021 from Silicon Valley Power (ICF, 2019) https://www.santaclaraca.gov/home/showdocument?id=64697

Land Use - 400 hotel rooms with a parking garage with 299 stalls and a building footprint of 1.22 acres.

Construction Phase - Construction Schedule Per Applicant Team

Demolition - Per Demoliton Plan

Grading - Per Demolition and Grading Plan

Vehicle Trips - Weekly Trip Rate increased to 8.36 trips/room to be consistent with traffic study.

Energy Use -

Solid Waste -

Construction Off-road Equipment Mitigation - BAAQMD required fugitive dust control measures

Mobile Land Use Mitigation -

Energy Mitigation - 2019 Building Energy Efficiency Standards https://ww2.energy.ca.gov/title24/2019standards/documents/2018_Title_24_2019_Building_Standards_FAQ.pdf

Waste Mitigation - Assuming 75% recycling, consistent with State goals

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblGrading	AcresOfGrading	1.50	1.66
tblGrading	AcresOfGrading	1.00	1.66
tblGrading	MaterialExported	0.00	2,882.00
tblGrading	MaterialImported	0.00	3,088.00
tblLandUse	LandUseSquareFeet	119,600.00	29,757.00
tblLandUse	LandUseSquareFeet	580,800.00	216,009.00
tblLandUse	LotAcreage	2.69	0.00
tblLandUse	LotAcreage	13.33	1.22
tblProjectCharacteristics	CO2IntensityFactor	0	271
tblVehicleTrips	WD_TR	8.17	8.36

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	3.0170	65.7401	18.6672	0.1563	9.5244	1.0447	10.4419	3.8959	0.9751	4.7456	0.0000	16,516.0800	16,516.0800	1.2354	0.0000	16,546.9656
2022	226.7839	16.5952	16.0309	0.0397	1.1170	0.6020	1.7189	0.3024	0.5812	0.8836	0.0000	3,825.2251	3,825.2251	0.4132	0.0000	3,835.5560
Maximum	**226.7839**	**65.7401**	**18.6672**	**0.1563**	**9.5244**	**1.0447**	**10.4419**	**3.8959**	**0.9751**	**4.7456**	**0.0000**	**16,516.0800**	**16,516.0800**	**1.2354**	**0.0000**	**16,546.9656**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	3.0170	65.7401	18.6672	0.1563	6.0526	1.0447	6.9700	2.2370	0.9751	3.0867	0.0000	16,516.0800	16,516.0800	1.2354	0.0000	16,546.9656
2022	226.7839	16.5952	16.0309	0.0397	1.1170	0.6020	1.7189	0.3024	0.5812	0.8836	0.0000	3,825.2251	3,825.2251	0.4132	0.0000	3,835.5560
Maximum	**226.7839**	**65.7401**	**18.6672**	**0.1563**	**6.0526**	**1.0447**	**6.9700**	**2.2370**	**0.9751**	**3.0867**	**0.0000**	**16,516.0800**	**16,516.0800**	**1.2354**	**0.0000**	**16,546.9656**

Santa Clara Hilton Hotel Project - Santa Clara County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**32.63**	**0.00**	**28.55**	**39.51**	**0.00**	**29.47**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.2603	6.5000e-004	0.0714	1.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004		0.1530	0.1530	4.0000e-004		0.1630
Energy	0.2828	2.5709	2.1595	0.0154		0.1954	0.1954		0.1954	0.1954		3,085.0472	3,085.0472	0.0591	0.0566	3,103.3800
Mobile	3.6446	13.6896	41.7454	0.1362	13.4390	0.1092	13.5482	3.5871	0.1017	3.6887		13,759.2446	13,759.2446	0.4723		13,771.0522
Total	**9.1877**	**16.2612**	**43.9763**	**0.1517**	**13.4390**	**0.3048**	**13.7438**	**3.5871**	**0.2973**	**3.8844**		**16,844.4447**	**16,844.4447**	**0.5318**	**0.0566**	**16,874.5953**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.2603	6.5000e-004	0.0714	1.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004		0.1530	0.1530	4.0000e-004		0.1630
Energy	0.2071	1.8823	1.5811	0.0113		0.1431	0.1431		0.1431	0.1431		2,258.7475	2,258.7475	0.0433	0.0414	2,272.1701
Mobile	3.3681	12.0712	34.6275	0.1043	10.0092	0.0859	10.0952	2.6716	0.0800	2.7516		10,534.6980	10,534.6980	0.3887		10,544.4166
Total	**8.8355**	**13.9542**	**36.2800**	**0.1156**	**10.0092**	**0.2292**	**10.2385**	**2.6716**	**0.2233**	**2.8949**		**12,793.5984**	**12,793.5984**	**0.4324**	**0.0414**	**12,816.7496**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**3.83**	**14.19**	**17.50**	**23.79**	**25.52**	**24.80**	**25.50**	**25.52**	**24.90**	**25.47**	**0.00**	**24.05**	**24.05**	**18.69**	**26.79**	**24.05**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/1/2021	4/28/2021	5	20	
2	Site Preparation	Site Preparation	4/29/2021	4/30/2021	5	2	
3	Grading	Grading	5/1/2021	5/6/2021	5	4	
4	Building Construction	Building Construction	5/7/2021	2/10/2022	5	200	
5	Paving	Paving	2/11/2022	2/24/2022	5	10	
6	Architectural Coating	Architectural Coating	2/25/2022	3/10/2022	5	10	

Acres of Grading (Site Preparation Phase): 1.66

Acres of Grading (Grading Phase): 1.66

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 324,014; Non-Residential Outdoor: 108,005; Striped Parking Area: 1,785 (Architectural Coating – sqft)

OffRoad Equipment

Santa Clara Hilton Hotel Project - Santa Clara County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	75.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	360.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	386.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	103.00	40.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	21.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8081	0.0000	0.8081	0.1224	0.0000	0.1224			0.0000			0.0000
Off-Road	1.9930	19.6966	14.4925	0.0241		1.0409	1.0409		0.9715	0.9715		2,322.7171	2,322.7171	0.5940		2,337.5658
Total	**1.9930**	**19.6966**	**14.4925**	**0.0241**	**0.8081**	**1.0409**	**1.8490**	**0.1224**	**0.9715**	**1.0938**		**2,322.7171**	**2,322.7171**	**0.5940**		**2,337.5658**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0299	1.0063	0.2275	2.8900e-003	0.0656	3.1600e-003	0.0687	0.0180	3.0200e-003	0.0210		308.1746	308.1746	0.0145		308.5367
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0446	0.0303	0.3024	9.3000e-004	0.1068	6.5000e-004	0.1074	0.0283	6.0000e-004	0.0289		92.9199	92.9199	2.1300e-003		92.9732
Total	**0.0745**	**1.0366**	**0.5300**	**3.8200e-003**	**0.1723**	**3.8100e-003**	**0.1762**	**0.0463**	**3.6200e-003**	**0.0499**		**401.0945**	**401.0945**	**0.0166**		**401.5098**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3636	0.0000	0.3636	0.0551	0.0000	0.0551			0.0000			0.0000
Off-Road	1.9930	19.6966	14.4925	0.0241		1.0409	1.0409		0.9715	0.9715	0.0000	2,322.7171	2,322.7171	0.5940		2,337.5658
Total	**1.9930**	**19.6966**	**14.4925**	**0.0241**	**0.3636**	**1.0409**	**1.4045**	**0.0551**	**0.9715**	**1.0265**	**0.0000**	**2,322.7171**	**2,322.7171**	**0.5940**		**2,337.5658**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0299	1.0063	0.2275	2.8900e-003	0.0656	3.1600e-003	0.0687	0.0180	3.0200e-003	0.0210		308.1746	308.1746	0.0145		308.5367
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0446	0.0303	0.3024	9.3000e-004	0.1068	6.5000e-004	0.1074	0.0283	6.0000e-004	0.0289		92.9199	92.9199	2.1300e-003		92.9732
Total	**0.0745**	**1.0366**	**0.5300**	**3.8200e-003**	**0.1723**	**3.8100e-003**	**0.1762**	**0.0463**	**3.6200e-003**	**0.0499**		**401.0945**	**401.0945**	**0.0166**		**401.5098**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.3125	0.0000	6.3125	3.0162	0.0000	3.0162			0.0000			0.0000
Off-Road	1.5558	17.4203	7.5605	0.0172		0.7654	0.7654		0.7041	0.7041		1,666.5174	1,666.5174	0.5390		1,679.9920
Total	**1.5558**	**17.4203**	**7.5605**	**0.0172**	**6.3125**	**0.7654**	**7.0779**	**3.0162**	**0.7041**	**3.7203**		**1,666.5174**	**1,666.5174**	**0.5390**		**1,679.9920**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.4338	48.3012	10.9206	0.1385	3.1462	0.1517	3.2979	0.8623	0.1452	1.0075		14,792.3811	14,792.3811	0.6951		14,809.7594
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0275	0.0186	0.1861	5.7000e-004	0.0657	4.0000e-004	0.0661	0.0174	3.7000e-004	0.0178		57.1815	57.1815	1.3100e-003		57.2143
Total	**1.4612**	**48.3199**	**11.1068**	**0.1391**	**3.2119**	**0.1521**	**3.3640**	**0.8798**	**0.1455**	**1.0253**		**14,849.5626**	**14,849.5626**	**0.6964**		**14,866.9736**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.8406	0.0000	2.8406	1.3573	0.0000	1.3573			0.0000			0.0000
Off-Road	1.5558	17.4203	7.5605	0.0172		0.7654	0.7654		0.7041	0.7041	0.0000	1,666.5174	1,666.5174	0.5390		1,679.9920
Total	**1.5558**	**17.4203**	**7.5605**	**0.0172**	**2.8406**	**0.7654**	**3.6060**	**1.3573**	**0.7041**	**2.0614**	**0.0000**	**1,666.5174**	**1,666.5174**	**0.5390**		**1,679.9920**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.4338	48.3012	10.9206	0.1385	3.1462	0.1517	3.2979	0.8623	0.1452	1.0075		14,792.3811	14,792.3811	0.6951		14,809.7594
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0275	0.0186	0.1861	5.7000e-004	0.0657	4.0000e-004	0.0661	0.0174	3.7000e-004	0.0178		57.1815	57.1815	1.3100e-003		57.2143
Total	**1.4612**	**48.3199**	**11.1068**	**0.1391**	**3.2119**	**0.1521**	**3.3640**	**0.8798**	**0.1455**	**1.0253**		**14,849.5626**	**14,849.5626**	**0.6964**		**14,866.9736**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.0440	0.0000	5.0440	2.5434	0.0000	2.5434			0.0000			0.0000
Off-Road	1.2884	14.3307	6.3314	0.0141		0.6379	0.6379		0.5869	0.5869		1,365.0648	1,365.0648	0.4415		1,376.1020
Total	**1.2884**	**14.3307**	**6.3314**	**0.0141**	**5.0440**	**0.6379**	**5.6819**	**2.5434**	**0.5869**	**3.1303**		**1,365.0648**	**1,365.0648**	**0.4415**		**1,376.1020**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.7687	25.8948	5.8547	0.0743	1.6867	0.0813	1.7681	0.4623	0.0778	0.5401		7,930.3599	7,930.3599	0.3727		7,939.6765
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0275	0.0186	0.1861	5.7000e-004	0.0657	4.0000e-004	0.0661	0.0174	3.7000e-004	0.0178		57.1815	57.1815	1.3100e-003		57.2143
Total	**0.7961**	**25.9135**	**6.0408**	**0.0748**	**1.7524**	**0.0817**	**1.8342**	**0.4797**	**0.0782**	**0.5579**		**7,987.5413**	**7,987.5413**	**0.3740**		**7,996.8908**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.2698	0.0000	2.2698	1.1445	0.0000	1.1445			0.0000			0.0000
Off-Road	1.2884	14.3307	6.3314	0.0141		0.6379	0.6379		0.5869	0.5869	0.0000	1,365.0648	1,365.0648	0.4415		1,376.1020
Total	**1.2884**	**14.3307**	**6.3314**	**0.0141**	**2.2698**	**0.6379**	**2.9077**	**1.1445**	**0.5869**	**1.7314**	**0.0000**	**1,365.0648**	**1,365.0648**	**0.4415**		**1,376.1020**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.7687	25.8948	5.8547	0.0743	1.6867	0.0813	1.7681	0.4623	0.0778	0.5401		7,930.3599	7,930.3599	0.3727		7,939.6765
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0275	0.0186	0.1861	5.7000e-004	0.0657	4.0000e-004	0.0661	0.0174	3.7000e-004	0.0178		57.1815	57.1815	1.3100e-003		57.2143
Total	**0.7961**	**25.9135**	**6.0408**	**0.0748**	**1.7524**	**0.0817**	**1.8342**	**0.4797**	**0.0782**	**0.5579**		**7,987.5413**	**7,987.5413**	**0.3740**		**7,996.8908**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608		2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**		**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1351	4.1026	1.1735	0.0106	0.2708	9.2800e-003	0.2801	0.0780	8.8800e-003	0.0868		1,125.0819	1,125.0819	0.0519		1,126.3782
Worker	0.3534	0.2400	2.3962	7.3900e-003	0.8461	5.1400e-003	0.8513	0.2244	4.7300e-003	0.2292		736.2112	736.2112	0.0169		736.6337
Total	**0.4885**	**4.3426**	**3.5697**	**0.0180**	**1.1169**	**0.0144**	**1.1314**	**0.3024**	**0.0136**	**0.3160**		**1,861.2931**	**1,861.2931**	**0.0688**		**1,863.0119**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608	0.0000	2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**	**0.0000**	**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1351	4.1026	1.1735	0.0106	0.2708	9.2800e-003	0.2801	0.0780	8.8800e-003	0.0868		1,125.0819	1,125.0819	0.0519		1,126.3782
Worker	0.3534	0.2400	2.3962	7.3900e-003	0.8461	5.1400e-003	0.8513	0.2244	4.7300e-003	0.2292		736.2112	736.2112	0.0169		736.6337
Total	**0.4885**	**4.3426**	**3.5697**	**0.0180**	**1.1169**	**0.0144**	**1.1314**	**0.3024**	**0.0136**	**0.3160**		**1,861.2931**	**1,861.2931**	**0.0688**		**1,863.0119**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689		2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**		**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1261	3.8768	1.1053	0.0105	0.2708	8.0800e-003	0.2789	0.0780	7.7200e-003	0.0857		1,114.2080	1,114.2080	0.0495		1,115.4453
Worker	0.3303	0.2153	2.1992	7.1200e-003	0.8461	5.0300e-003	0.8512	0.2244	4.6300e-003	0.2291		709.4743	709.4743	0.0151		709.8527
Total	**0.4564**	**4.0921**	**3.3045**	**0.0177**	**1.1170**	**0.0131**	**1.1301**	**0.3024**	**0.0124**	**0.3148**		**1,823.6822**	**1,823.6822**	**0.0646**		**1,825.2979**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689	0.0000	2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**	**0.0000**	**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1261	3.8768	1.1053	0.0105	0.2708	8.0800e-003	0.2789	0.0780	7.7200e-003	0.0857		1,114.2080	1,114.2080	0.0495		1,115.4453
Worker	0.3303	0.2153	2.1992	7.1200e-003	0.8461	5.0300e-003	0.8512	0.2244	4.6300e-003	0.2291		709.4743	709.4743	0.0151		709.8527
Total	**0.4564**	**4.0921**	**3.3045**	**0.0177**	**1.1170**	**0.0131**	**1.1301**	**0.3024**	**0.0124**	**0.3148**		**1,823.6822**	**1,823.6822**	**0.0646**		**1,825.2979**

3.6 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6877	6.7738	8.8060	0.0135		0.3474	0.3474		0.3205	0.3205		1,297.3789	1,297.3789	0.4113		1,307.6608
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6877**	**6.7738**	**8.8060**	**0.0135**		**0.3474**	**0.3474**		**0.3205**	**0.3205**		**1,297.3789**	**1,297.3789**	**0.4113**		**1,307.6608**

3.6 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0417	0.0272	0.2776	9.0000e-004	0.1068	6.3000e-004	0.1074	0.0283	5.8000e-004	0.0289		89.5453	89.5453	1.9100e-003		89.5931
Total	**0.0417**	**0.0272**	**0.2776**	**9.0000e-004**	**0.1068**	**6.3000e-004**	**0.1074**	**0.0283**	**5.8000e-004**	**0.0289**		**89.5453**	**89.5453**	**1.9100e-003**		**89.5931**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6877	6.7738	8.8060	0.0135		0.3474	0.3474		0.3205	0.3205	0.0000	1,297.3789	1,297.3789	0.4113		1,307.6608
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6877**	**6.7738**	**8.8060**	**0.0135**		**0.3474**	**0.3474**		**0.3205**	**0.3205**	**0.0000**	**1,297.3789**	**1,297.3789**	**0.4113**		**1,307.6608**

3.6 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0417	0.0272	0.2776	9.0000e-004	0.1068	6.3000e-004	0.1074	0.0283	5.8000e-004	0.0289		89.5453	89.5453	1.9100e-003		89.5931
Total	**0.0417**	**0.0272**	**0.2776**	**9.0000e-004**	**0.1068**	**6.3000e-004**	**0.1074**	**0.0283**	**5.8000e-004**	**0.0289**		**89.5453**	**89.5453**	**1.9100e-003**		**89.5931**

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	226.5120					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**226.7165**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.7 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0673	0.0439	0.4484	1.4500e-003	0.1725	1.0200e-003	0.1735	0.0458	9.4000e-004	0.0467		144.6501	144.6501	3.0900e-003		144.7272
Total	**0.0673**	**0.0439**	**0.4484**	**1.4500e-003**	**0.1725**	**1.0200e-003**	**0.1735**	**0.0458**	**9.4000e-004**	**0.0467**		**144.6501**	**144.6501**	**3.0900e-003**		**144.7272**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	226.5120					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**226.7165**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.7 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0673	0.0439	0.4484	1.4500e-003	0.1725	1.0200e-003	0.1735	0.0458	9.4000e-004	0.0467		144.6501	144.6501	3.0900e-003		144.7272
Total	**0.0673**	**0.0439**	**0.4484**	**1.4500e-003**	**0.1725**	**1.0200e-003**	**0.1735**	**0.0458**	**9.4000e-004**	**0.0467**		**144.6501**	**144.6501**	**3.0900e-003**		**144.7272**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Increase Transit Accessibility

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.3681	12.0712	34.6275	0.1043	10.0092	0.0859	10.0952	2.6716	0.0800	2.7516		10,534.6980	10,534.6980	0.3887		10,544.4166
Unmitigated	3.6446	13.6896	41.7454	0.1362	13.4390	0.1092	13.5482	3.5871	0.1017	3.6887		13,759.2446	13,759.2446	0.4723		13,771.0522

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
Hotel	3,344.00	3,276.00	2380.00	6,073,264	4,523,321
Total	3,344.00	3,276.00	2,380.00	6,073,264	4,523,321

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.612822	0.036208	0.182365	0.105071	0.013933	0.005011	0.012748	0.021514	0.002168	0.001529	0.005280	0.000629	0.000720
Hotel	0.612822	0.036208	0.182365	0.105071	0.013933	0.005011	0.012748	0.021514	0.002168	0.001529	0.005280	0.000629	0.000720

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.2071	1.8823	1.5811	0.0113		0.1431	0.1431		0.1431	0.1431		2,258.7475	2,258.7475	0.0433	0.0414	2,272.1701
NaturalGas Unmitigated	0.2828	2.5709	2.1595	0.0154		0.1954	0.1954		0.1954	0.1954		3,085.0472	3,085.0472	0.0591	0.0566	3,103.3800

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Hotel	26222.9	0.2828	2.5709	2.1595	0.0154		0.1954	0.1954		0.1954	0.1954		3,085.0472	3,085.0472	0.0591	0.0566	3,103.3800
Total		**0.2828**	**2.5709**	**2.1595**	**0.0154**		**0.1954**	**0.1954**		**0.1954**	**0.1954**		**3,085.0472**	**3,085.0472**	**0.0591**	**0.0566**	**3,103.3800**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Hotel	19.1994	0.2071	1.8823	1.5811	0.0113		0.1431	0.1431		0.1431	0.1431		2,258.7475	2,258.7475	0.0433	0.0414	2,272.1701
Total		**0.2071**	**1.8823**	**1.5811**	**0.0113**		**0.1431**	**0.1431**		**0.1431**	**0.1431**		**2,258.7475**	**2,258.7475**	**0.0433**	**0.0414**	**2,272.1701**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.2603	6.5000e-004	0.0714	1.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004		0.1530	0.1530	4.0000e-004		0.1630
Unmitigated	5.2603	6.5000e-004	0.0714	1.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004		0.1530	0.1530	4.0000e-004		0.1630

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.6206					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.6331					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.6100e-003	6.5000e-004	0.0714	1.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004		0.1530	0.1530	4.0000e-004		0.1630
Total	**5.2603**	**6.5000e-004**	**0.0714**	**1.0000e-005**		**2.5000e-004**	**2.5000e-004**		**2.5000e-004**	**2.5000e-004**		**0.1530**	**0.1530**	**4.0000e-004**		**0.1630**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.6206					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.6331					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.6100e-003	6.5000e-004	0.0714	1.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004		0.1530	0.1530	4.0000e-004		0.1630
Total	**5.2603**	**6.5000e-004**	**0.0714**	**1.0000e-005**		**2.5000e-004**	**2.5000e-004**		**2.5000e-004**	**2.5000e-004**		**0.1530**	**0.1530**	**4.0000e-004**		**0.1630**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Existing Conditions for Santa Clara Hilton Hotel Project

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	10.87	1000sqft	0.25	10,865.00	0
High Turnover (Sit Down Restaurant)	2.55	1000sqft	0.06	2,547.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2022
Utility Company	User Defined				
CO2 Intensity (lb/MWhr)	271	**CH4 Intensity (lb/MWhr)**	0	**N2O Intensity (lb/MWhr)**	0

1.3 User Entered Comments & Non-Default Data

Existing Conditions for Santa Clara Hilton Hotel Project - Santa Clara County, Annual

Project Characteristics - The Energy Provider is Silicon Valley Power (Not in CalEEMod). CO2e Intensity Factor for 2021 from Silicon Valley Power (ICF, 2019) https://www.santaclaraca.gov/home/showdocument?id=64697

Land Use - Existing uses include An airport van rental, the 1290 Coleman Avenue Restaurant and the 1240 Coleman Avenue Restaurant. The 1240 Coleman Avenue Restaurant is currently vacant therefore it is not included in the emissions estimates.

Construction Phase - operational emissions estimates only

Off-road Equipment - operational emissions estimates only

Grading -

Demolition -

Trips and VMT - operational emissions estimates only

Vehicle Trips - Trip Rate adjusted to be consistent with traffic study.

Energy Use -

Construction Off-road Equipment Mitigation -

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	0	271
tblTripsAndVMT	WorkerTripNumber	1.00	0.00
tblVehicleTrips	ST_TR	2.46	6.44
tblVehicleTrips	ST_TR	158.37	345.50
tblVehicleTrips	SU_TR	1.05	6.44
tblVehicleTrips	SU_TR	131.84	345.50
tblVehicleTrips	WD_TR	11.03	6.44
tblVehicleTrips	WD_TR	127.15	345.50

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0699	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0699**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0699	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0699**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Existing Conditions for Santa Clara Hilton Hotel Project - Santa Clara County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
2	4-13-2020	7-12-2020	0.0699	0.0699
		Highest	0.0699	0.0699

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0594	0.0000	1.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.4000e-004	2.4000e-004	0.0000	0.0000	2.6000e-004
Energy	3.8100e-003	0.0347	0.0291	2.1000e-004		2.6400e-003	2.6400e-003		2.6400e-003	2.6400e-003	0.0000	71.8031	71.8031	7.2000e-004	6.9000e-004	72.0274
Mobile	0.1863	0.7030	1.6970	5.0700e-003	0.4419	4.5200e-003	0.4464	0.1183	4.2200e-003	0.1225	0.0000	464.8383	464.8383	0.0182	0.0000	465.2943
Waste						0.0000	0.0000		0.0000	0.0000	8.2110	0.0000	8.2110	0.4853	0.0000	20.3424
Water						0.0000	0.0000		0.0000	0.0000	0.8585	2.3306	3.1890	0.0882	2.0800e-003	6.0138
Total	**0.2495**	**0.7377**	**1.7262**	**5.2800e-003**	**0.4419**	**7.1600e-003**	**0.4490**	**0.1183**	**6.8600e-003**	**0.1251**	**9.0695**	**538.9722**	**548.0417**	**0.5924**	**2.7700e-003**	**563.6782**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0594	0.0000	1.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.4000e-004	2.4000e-004	0.0000	0.0000	2.6000e-004
Energy	3.8100e-003	0.0347	0.0291	2.1000e-004		2.6400e-003	2.6400e-003		2.6400e-003	2.6400e-003	0.0000	71.8031	71.8031	7.2000e-004	6.9000e-004	72.0274
Mobile	0.1863	0.7030	1.6970	5.0700e-003	0.4419	4.5200e-003	0.4464	0.1183	4.2200e-003	0.1225	0.0000	464.8383	464.8383	0.0182	0.0000	465.2943
Waste						0.0000	0.0000		0.0000	0.0000	8.2110	0.0000	8.2110	0.4853	0.0000	20.3424
Water						0.0000	0.0000		0.0000	0.0000	0.8585	2.3306	3.1890	0.0882	2.0800e-003	6.0138
Total	**0.2495**	**0.7377**	**1.7262**	**5.2800e-003**	**0.4419**	**7.1600e-003**	**0.4490**	**0.1183**	**6.8600e-003**	**0.1251**	**9.0695**	**538.9722**	**548.0417**	**0.5924**	**2.7700e-003**	**563.6782**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	6/25/2020	7/1/2020	5	5	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 20,118; Non-Residential Outdoor: 6,706; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0699					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0699**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Architectural Coating - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0699					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0699**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1863	0.7030	1.6970	5.0700e-003	0.4419	4.5200e-003	0.4464	0.1183	4.2200e-003	0.1225	0.0000	464.8383	464.8383	0.0182	0.0000	465.2943
Unmitigated	0.1863	0.7030	1.6970	5.0700e-003	0.4419	4.5200e-003	0.4464	0.1183	4.2200e-003	0.1225	0.0000	464.8383	464.8383	0.0182	0.0000	465.2943

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	69.97	69.97	69.97	167,212	167,212
High Turnover (Sit Down Restaurant)	879.99	879.99	879.99	1,021,019	1,021,019
Total	949.96	949.96	949.96	1,188,232	1,188,232

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	9.50	7.30	7.30	8.50	72.50	19.00	37	20	43

4.4 Fleet Mix

Existing Conditions for Santa Clara Hilton Hotel Project - Santa Clara County, Annual

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.610498	0.036775	0.183084	0.106123	0.014413	0.005007	0.012610	0.021118	0.002144	0.001548	0.005312	0.000627	0.000740
High Turnover (Sit Down Restaurant)	0.610498	0.036775	0.183084	0.106123	0.014413	0.005007	0.012610	0.021118	0.002144	0.001548	0.005312	0.000627	0.000740

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	34.0573	34.0573	0.0000	0.0000	34.0573
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	34.0573	34.0573	0.0000	0.0000	34.0573
NaturalGas Mitigated	3.8100e-003	0.0347	0.0291	2.1000e-004		2.6400e-003	2.6400e-003		2.6400e-003	2.6400e-003	0.0000	37.7458	37.7458	7.2000e-004	6.9000e-004	37.9702
NaturalGas Unmitigated	3.8100e-003	0.0347	0.0291	2.1000e-004		2.6400e-003	2.6400e-003		2.6400e-003	2.6400e-003	0.0000	37.7458	37.7458	7.2000e-004	6.9000e-004	37.9702

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	177860	9.6000e-004	8.7200e-003	7.3200e-003	5.0000e-005		6.6000e-004	6.6000e-004		6.6000e-004	6.6000e-004	0.0000	9.4913	9.4913	1.8000e-004	1.7000e-004	9.5477
High Turnover (Sit Down Restaurant)	529470	2.8500e-003	0.0260	0.0218	1.6000e-004		1.9700e-003	1.9700e-003		1.9700e-003	1.9700e-003	0.0000	28.2546	28.2546	5.4000e-004	5.2000e-004	28.4225
Total		**3.8100e-003**	**0.0347**	**0.0291**	**2.1000e-004**		**2.6300e-003**	**2.6300e-003**		**2.6300e-003**	**2.6300e-003**	**0.0000**	**37.7458**	**37.7458**	**7.2000e-004**	**6.9000e-004**	**37.9702**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	177860	9.6000e-004	8.7200e-003	7.3200e-003	5.0000e-005		6.6000e-004	6.6000e-004		6.6000e-004	6.6000e-004	0.0000	9.4913	9.4913	1.8000e-004	1.7000e-004	9.5477
High Turnover (Sit Down Restaurant)	529470	2.8500e-003	0.0260	0.0218	1.6000e-004		1.9700e-003	1.9700e-003		1.9700e-003	1.9700e-003	0.0000	28.2546	28.2546	5.4000e-004	5.2000e-004	28.4225
Total		**3.8100e-003**	**0.0347**	**0.0291**	**2.1000e-004**		**2.6300e-003**	**2.6300e-003**		**2.6300e-003**	**2.6300e-003**	**0.0000**	**37.7458**	**37.7458**	**7.2000e-004**	**6.9000e-004**	**37.9702**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	193723	23.8131	0.0000	0.0000	23.8131
High Turnover (Sit Down Restaurant)	83337.8	10.2442	0.0000	0.0000	10.2442
Total		**34.0573**	**0.0000**	**0.0000**	**34.0573**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	193723	23.8131	0.0000	0.0000	23.8131
High Turnover (Sit Down Restaurant)	83337.8	10.2442	0.0000	0.0000	10.2442
Total		**34.0573**	**0.0000**	**0.0000**	**34.0573**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0594	0.0000	1.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.4000e-004	2.4000e-004	0.0000	0.0000	2.6000e-004
Unmitigated	0.0594	0.0000	1.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.4000e-004	2.4000e-004	0.0000	0.0000	2.6000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	6.9900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0524					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	1.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.4000e-004	2.4000e-004	0.0000	0.0000	2.6000e-004
Total	**0.0594**	**0.0000**	**1.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.4000e-004**	**2.4000e-004**	**0.0000**	**0.0000**	**2.6000e-004**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	6.9900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0524					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	1.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.4000e-004	2.4000e-004	0.0000	0.0000	2.6000e-004
Total	**0.0594**	**0.0000**	**1.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.4000e-004**	**2.4000e-004**	**0.0000**	**0.0000**	**2.6000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	3.1890	0.0882	2.0800e-003	6.0138
Unmitigated	3.1890	0.0882	2.0800e-003	6.0138

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	1.93197 / 1.18411	2.4074	0.0630	1.4900e-003	4.4242
High Turnover (Sit Down Restaurant)	0.774011 / 0.049405	0.7816	0.0252	6.0000e-004	1.5896
Total		**3.1890**	**0.0882**	**2.0900e-003**	**6.0138**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	1.93197 / 1.18411	2.4074	0.0630	1.4900e-003	4.4242
High Turnover (Sit Down Restaurant)	0.774011 / 0.049405	0.7816	0.0252	6.0000e-004	1.5896
Total		**3.1890**	**0.0882**	**2.0900e-003**	**6.0138**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	8.2110	0.4853	0.0000	20.3424
Unmitigated	8.2110	0.4853	0.0000	20.3424

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	10.11	2.0522	0.1213	0.0000	5.0843
High Turnover (Sit Down Restaurant)	30.34	6.1588	0.3640	0.0000	15.2580
Total		**8.2110**	**0.4853**	**0.0000**	**20.3424**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	10.11	2.0522	0.1213	0.0000	5.0843
High Turnover (Sit Down Restaurant)	30.34	6.1588	0.3640	0.0000	15.2580
Total		**8.2110**	**0.4853**	**0.0000**	**20.3424**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Existing Conditions for Santa Clara Hilton Hotel Project

Santa Clara County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	10.87	1000sqft	0.25	10,865.00	0
High Turnover (Sit Down Restaurant)	2.55	1000sqft	0.06	2,547.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2022
Utility Company	User Defined				
CO2 Intensity (lb/MWhr)	271	**CH4 Intensity (lb/MWhr)**	0	**N2O Intensity (lb/MWhr)**	0

1.3 User Entered Comments & Non-Default Data

Existing Conditions for Santa Clara Hilton Hotel Project - Santa Clara County, Summer

Project Characteristics - The Energy Provider is Silicon Valley Power (Not in CalEEMod). CO2e Intensity Factor for 2021 from Silicon Valley Power (ICF, 2019) https://www.santaclaraca.gov/home/showdocument?id=64697

Land Use - Existing uses include An airport van rental, the 1290 Coleman Avenue Restaurant and the 1240 Coleman Avenue Restaurant. The 1240 Coleman Avenue Restaurant is currently vacant therefore it is not included in the emissions estimates.

Construction Phase - operational emissions estimates only

Off-road Equipment - operational emissions estimates only

Grading -

Demolition -

Trips and VMT - operational emissions estimates only

Vehicle Trips - Trip Rate adjusted to be consistent with traffic study.

Energy Use -

Construction Off-road Equipment Mitigation -

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	0	271
tblTripsAndVMT	WorkerTripNumber	1.00	0.00
tblVehicleTrips	ST_TR	2.46	6.44
tblVehicleTrips	ST_TR	158.37	345.50
tblVehicleTrips	SU_TR	1.05	6.44
tblVehicleTrips	SU_TR	131.84	345.50
tblVehicleTrips	WD_TR	11.03	6.44
tblVehicleTrips	WD_TR	127.15	345.50

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	27.9741	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**27.9741**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	27.9741	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**27.9741**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.3255	1.0000e-005	1.3700e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.9400e-003	2.9400e-003	1.0000e-005		3.1300e-003
Energy	0.0209	0.1900	0.1596	1.1400e-003		0.0144	0.0144		0.0144	0.0144		227.9872	227.9872	4.3700e-003	4.1800e-003	229.3421
Mobile	1.1983	3.7766	9.3857	0.0295	2.5135	0.0248	2.5383	0.6709	0.0231	0.6940		2,981.3768	2,981.3768	0.1096		2,984.1169
Total	**1.5447**	**3.9666**	**9.5467**	**0.0307**	**2.5135**	**0.0392**	**2.5527**	**0.6709**	**0.0375**	**0.7085**		**3,209.3670**	**3,209.3670**	**0.1140**	**4.1800e-003**	**3,213.4621**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.3255	1.0000e-005	1.3700e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.9400e-003	2.9400e-003	1.0000e-005		3.1300e-003
Energy	0.0209	0.1900	0.1596	1.1400e-003		0.0144	0.0144		0.0144	0.0144		227.9872	227.9872	4.3700e-003	4.1800e-003	229.3421
Mobile	1.1983	3.7766	9.3857	0.0295	2.5135	0.0248	2.5383	0.6709	0.0231	0.6940		2,981.3768	2,981.3768	0.1096		2,984.1169
Total	**1.5447**	**3.9666**	**9.5467**	**0.0307**	**2.5135**	**0.0392**	**2.5527**	**0.6709**	**0.0375**	**0.7085**		**3,209.3670**	**3,209.3670**	**0.1140**	**4.1800e-003**	**3,213.4621**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	6/25/2020	7/1/2020	5	5	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 20,118; Non-Residential Outdoor: 6,706; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	27.9741					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**27.9741**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.2 Architectural Coating - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	27.9741					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**27.9741**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

4.0 Operational Detail - Mobile

Existing Conditions for Santa Clara Hilton Hotel Project - Santa Clara County, Summer

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.1983	3.7766	9.3857	0.0295	2.5135	0.0248	2.5383	0.6709	0.0231	0.6940		2,981.3768	2,981.3768	0.1096		2,984.1169
Unmitigated	1.1983	3.7766	9.3857	0.0295	2.5135	0.0248	2.5383	0.6709	0.0231	0.6940		2,981.3768	2,981.3768	0.1096		2,984.1169

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	69.97	69.97	69.97	167,212	167,212
High Turnover (Sit Down Restaurant)	879.99	879.99	879.99	1,021,019	1,021,019
Total	949.96	949.96	949.96	1,188,232	1,188,232

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	9.50	7.30	7.30	8.50	72.50	19.00	37	20	43

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.610498	0.036775	0.183084	0.106123	0.014413	0.005007	0.012610	0.021118	0.002144	0.001548	0.005312	0.000627	0.000740
High Turnover (Sit Down Restaurant)	0.610498	0.036775	0.183084	0.106123	0.014413	0.005007	0.012610	0.021118	0.002144	0.001548	0.005312	0.000627	0.000740

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0209	0.1900	0.1596	1.1400e-003		0.0144	0.0144		0.0144	0.0144		227.9872	227.9872	4.3700e-003	4.1800e-003	229.3421
NaturalGas Unmitigated	0.0209	0.1900	0.1596	1.1400e-003		0.0144	0.0144		0.0144	0.0144		227.9872	227.9872	4.3700e-003	4.1800e-003	229.3421

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	487.288	5.2600e-003	0.0478	0.0401	2.9000e-004		3.6300e-003	3.6300e-003		3.6300e-003	3.6300e-003		57.3280	57.3280	1.1000e-003	1.0500e-003	57.6687
High Turnover (Sit Down Restaurant)	1450.6	0.0156	0.1422	0.1195	8.5000e-004		0.0108	0.0108		0.0108	0.0108		170.6593	170.6593	3.2700e-003	3.1300e-003	171.6734
Total		**0.0209**	**0.1900**	**0.1596**	**1.1400e-003**		**0.0144**	**0.0144**		**0.0144**	**0.0144**		**227.9872**	**227.9872**	**4.3700e-003**	**4.1800e-003**	**229.3421**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0.487288	5.2600e-003	0.0478	0.0401	2.9000e-004		3.6300e-003	3.6300e-003		3.6300e-003	3.6300e-003		57.3280	57.3280	1.1000e-003	1.0500e-003	57.6687
High Turnover (Sit Down Restaurant)	1.4506	0.0156	0.1422	0.1195	8.5000e-004		0.0108	0.0108		0.0108	0.0108		170.6593	170.6593	3.2700e-003	3.1300e-003	171.6734
Total		**0.0209**	**0.1900**	**0.1596**	**1.1400e-003**		**0.0144**	**0.0144**		**0.0144**	**0.0144**		**227.9872**	**227.9872**	**4.3700e-003**	**4.1800e-003**	**229.3421**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.3255	1.0000e-005	1.3700e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.9400e-003	2.9400e-003	1.0000e-005		3.1300e-003
Unmitigated	0.3255	1.0000e-005	1.3700e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.9400e-003	2.9400e-003	1.0000e-005		3.1300e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0383					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2870					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.3000e-004	1.0000e-005	1.3700e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.9400e-003	2.9400e-003	1.0000e-005		3.1300e-003
Total	**0.3255**	**1.0000e-005**	**1.3700e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.9400e-003**	**2.9400e-003**	**1.0000e-005**		**3.1300e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0383					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2870					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.3000e-004	1.0000e-005	1.3700e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.9400e-003	2.9400e-003	1.0000e-005		3.1300e-003
Total	**0.3255**	**1.0000e-005**	**1.3700e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.9400e-003**	**2.9400e-003**	**1.0000e-005**		**3.1300e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Existing Conditions for Santa Clara Hilton Hotel Project

Santa Clara County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	10.87	1000sqft	0.25	10,865.00	0
High Turnover (Sit Down Restaurant)	2.55	1000sqft	0.06	2,547.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2022
Utility Company	User Defined				
CO2 Intensity (lb/MWhr)	271	**CH4 Intensity (lb/MWhr)**	0	**N2O Intensity (lb/MWhr)**	0

1.3 User Entered Comments & Non-Default Data

Existing Conditions for Santa Clara Hilton Hotel Project - Santa Clara County, Winter

Project Characteristics - The Energy Provider is Silicon Valley Power (Not in CalEEMod). CO2e Intensity Factor for 2021 from Silicon Valley Power (ICF, 2019) https://www.santaclaraca.gov/home/showdocument?id=64697

Land Use - Existing uses include An airport van rental, the 1290 Coleman Avenue Restaurant and the 1240 Coleman Avenue Restaurant. The 1240 Coleman Avenue Restaurant is currently vacant therefore it is not included in the emissions estimates.

Construction Phase - operational emissions estimates only

Off-road Equipment - operational emissions estimates only

Grading -

Demolition -

Trips and VMT - operational emissions estimates only

Vehicle Trips - Trip Rate adjusted to be consistent with traffic study.

Energy Use -

Construction Off-road Equipment Mitigation -

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	0	271
tblTripsAndVMT	WorkerTripNumber	1.00	0.00
tblVehicleTrips	ST_TR	2.46	6.44
tblVehicleTrips	ST_TR	158.37	345.50
tblVehicleTrips	SU_TR	1.05	6.44
tblVehicleTrips	SU_TR	131.84	345.50
tblVehicleTrips	WD_TR	11.03	6.44
tblVehicleTrips	WD_TR	127.15	345.50

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	27.9741	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**27.9741**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	27.9741	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**27.9741**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.3255	1.0000e-005	1.3700e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.9400e-003	2.9400e-003	1.0000e-005		3.1300e-003
Energy	0.0209	0.1900	0.1596	1.1400e-003		0.0144	0.0144		0.0144	0.0144		227.9872	227.9872	4.3700e-003	4.1800e-003	229.3421
Mobile	1.0146	3.9119	9.9170	0.0275	2.5135	0.0250	2.5385	0.6709	0.0234	0.6943		2,776.9766	2,776.9766	0.1145		2,779.8395
Total	**1.3610**	**4.1019**	**10.0780**	**0.0287**	**2.5135**	**0.0395**	**2.5530**	**0.6709**	**0.0378**	**0.7087**		**3,004.9668**	**3,004.9668**	**0.1189**	**4.1800e-003**	**3,009.1846**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.3255	1.0000e-005	1.3700e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.9400e-003	2.9400e-003	1.0000e-005		3.1300e-003
Energy	0.0209	0.1900	0.1596	1.1400e-003		0.0144	0.0144		0.0144	0.0144		227.9872	227.9872	4.3700e-003	4.1800e-003	229.3421
Mobile	1.0146	3.9119	9.9170	0.0275	2.5135	0.0250	2.5385	0.6709	0.0234	0.6943		2,776.9766	2,776.9766	0.1145		2,779.8395
Total	**1.3610**	**4.1019**	**10.0780**	**0.0287**	**2.5135**	**0.0395**	**2.5530**	**0.6709**	**0.0378**	**0.7087**		**3,004.9668**	**3,004.9668**	**0.1189**	**4.1800e-003**	**3,009.1846**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	6/25/2020	7/1/2020	5	5	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 20,118; Non-Residential Outdoor: 6,706; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	27.9741					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**27.9741**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.2 Architectural Coating - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	27.9741					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**27.9741**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.0146	3.9119	9.9170	0.0275	2.5135	0.0250	2.5385	0.6709	0.0234	0.6943		2,776.9766	2,776.9766	0.1145		2,779.8395
Unmitigated	1.0146	3.9119	9.9170	0.0275	2.5135	0.0250	2.5385	0.6709	0.0234	0.6943		2,776.9766	2,776.9766	0.1145		2,779.8395

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	69.97	69.97	69.97	167,212	167,212
High Turnover (Sit Down Restaurant)	879.99	879.99	879.99	1,021,019	1,021,019
Total	949.96	949.96	949.96	1,188,232	1,188,232

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	9.50	7.30	7.30	8.50	72.50	19.00	37	20	43

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.610498	0.036775	0.183084	0.106123	0.014413	0.005007	0.012610	0.021118	0.002144	0.001548	0.005312	0.000627	0.000740
High Turnover (Sit Down Restaurant)	0.610498	0.036775	0.183084	0.106123	0.014413	0.005007	0.012610	0.021118	0.002144	0.001548	0.005312	0.000627	0.000740

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0209	0.1900	0.1596	1.1400e-003		0.0144	0.0144		0.0144	0.0144		227.9872	227.9872	4.3700e-003	4.1800e-003	229.3421
NaturalGas Unmitigated	0.0209	0.1900	0.1596	1.1400e-003		0.0144	0.0144		0.0144	0.0144		227.9872	227.9872	4.3700e-003	4.1800e-003	229.3421

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	487.288	5.2600e-003	0.0478	0.0401	2.9000e-004		3.6300e-003	3.6300e-003		3.6300e-003	3.6300e-003		57.3280	57.3280	1.1000e-003	1.0500e-003	57.6687
High Turnover (Sit Down Restaurant)	1450.6	0.0156	0.1422	0.1195	8.5000e-004		0.0108	0.0108		0.0108	0.0108		170.6593	170.6593	3.2700e-003	3.1300e-003	171.6734
Total		**0.0209**	**0.1900**	**0.1596**	**1.1400e-003**		**0.0144**	**0.0144**		**0.0144**	**0.0144**		**227.9872**	**227.9872**	**4.3700e-003**	**4.1800e-003**	**229.3421**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0.487288	5.2600e-003	0.0478	0.0401	2.9000e-004		3.6300e-003	3.6300e-003		3.6300e-003	3.6300e-003		57.3280	57.3280	1.1000e-003	1.0500e-003	57.6687
High Turnover (Sit Down Restaurant)	1.4506	0.0156	0.1422	0.1195	8.5000e-004		0.0108	0.0108		0.0108	0.0108		170.6593	170.6593	3.2700e-003	3.1300e-003	171.6734
Total		**0.0209**	**0.1900**	**0.1596**	**1.1400e-003**		**0.0144**	**0.0144**		**0.0144**	**0.0144**		**227.9872**	**227.9872**	**4.3700e-003**	**4.1800e-003**	**229.3421**

6.0 Area Detail

6.1 Mitigation Measures Area

Existing Conditions for Santa Clara Hilton Hotel Project - Santa Clara County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.3255	1.0000e-005	1.3700e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.9400e-003	2.9400e-003	1.0000e-005		3.1300e-003
Unmitigated	0.3255	1.0000e-005	1.3700e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.9400e-003	2.9400e-003	1.0000e-005		3.1300e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0383					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2870					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.3000e-004	1.0000e-005	1.3700e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.9400e-003	2.9400e-003	1.0000e-005		3.1300e-003
Total	**0.3255**	**1.0000e-005**	**1.3700e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.9400e-003**	**2.9400e-003**	**1.0000e-005**		**3.1300e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0383					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2870					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.3000e-004	1.0000e-005	1.3700e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.9400e-003	2.9400e-003	1.0000e-005		3.1300e-003
Total	**0.3255**	**1.0000e-005**	**1.3700e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.9400e-003**	**2.9400e-003**	**1.0000e-005**		**3.1300e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Appendix B-1

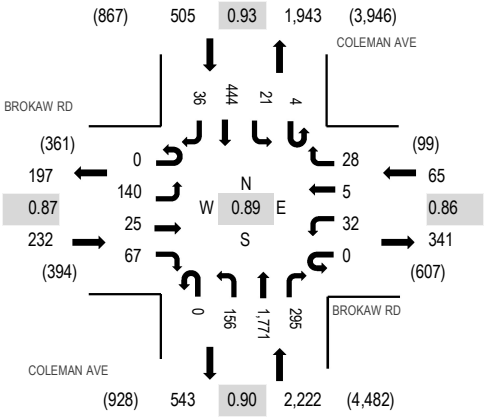
Traffic Counts

All Traffic Data Services Inc.

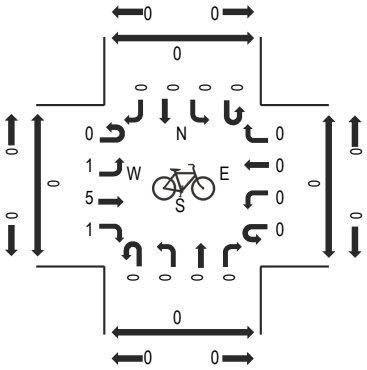
(303) 216-2439
www.alltrafficdata.net

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

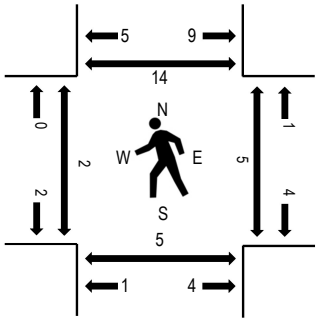
Peak Hour - Motorized Vehicles



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					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		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

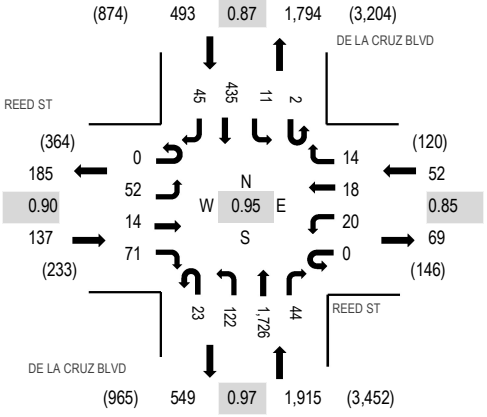
Peak Rolling Hour Flow Rates

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

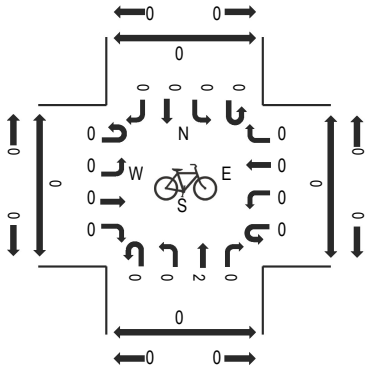
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

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

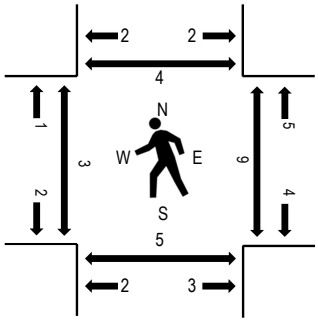
Peak Hour - Motorized Vehicles



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					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		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

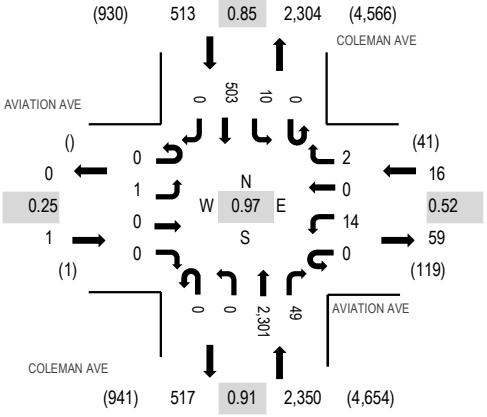
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	16	0	8	0	0	0	1	0	19	12	0	0	1	9	2	68
Lights	0	33	14	49	0	19	15	9	23	95	1,682	43	1	10	408	37	2,438
Mediums	0	3	0	14	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

All Traffic Data Services Inc.

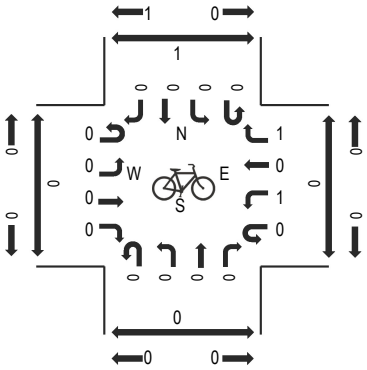
(303) 216-2439
www.alltrafficdata.net

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

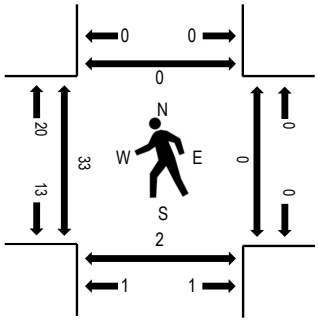
Peak Hour - Motorized Vehicles



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					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		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

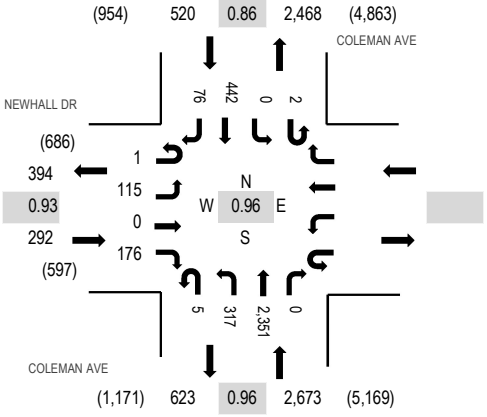
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	38	0	0	0	16	0	54
Lights	0	1	0	0	0	14	0	1	0	0	2,217	47	0	9	461	0	2,750
Mediums	0	0	0	0	0	0	0	1	0	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

All Traffic Data Services Inc.

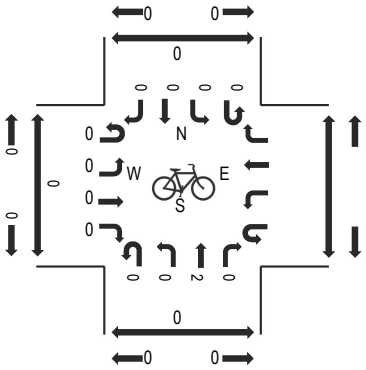
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Location: 4 COLEMAN AVE & NEWHALL DR AM
Date: Wednesday, October 2, 2019
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

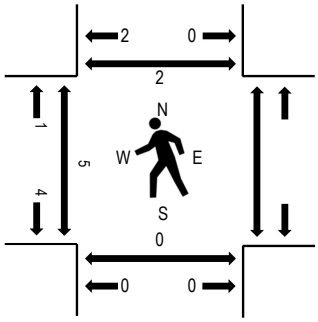
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NEWHALL DR Eastbound				NEWHALL DR Westbound				COLEMAN AVE Northbound				COLEMAN AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		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

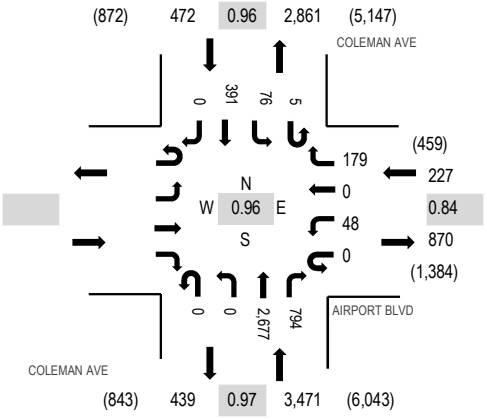
Peak Rolling Hour Flow Rates

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

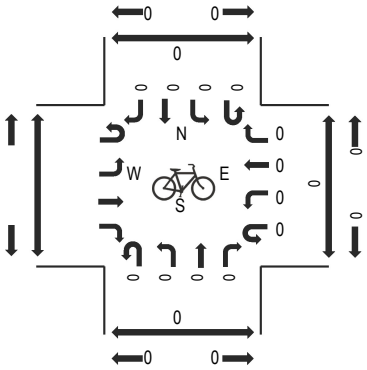
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Location: 5 COLEMAN AVE & AIRPORT BLVD AM
Date: Wednesday, October 2, 2019
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

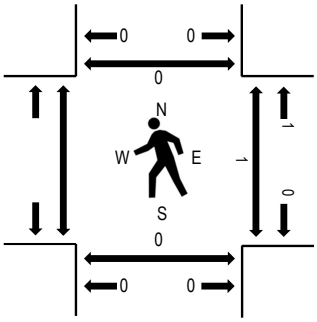
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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

Peak Rolling Hour Flow Rates

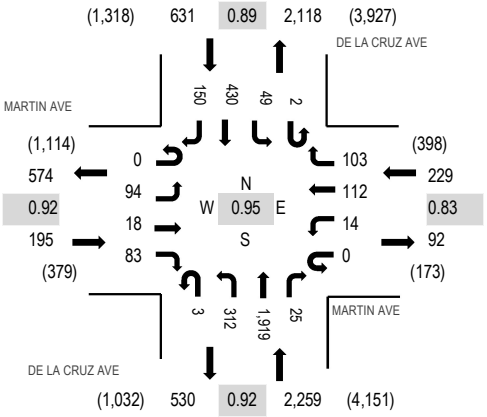
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	1	0	0	0	0	42	0	0	0	19	0	62
Lights					0	45	0	176	0	0	2,599	789	5	72	350	0	4,036
Mediums					0	2	0	3	0	0	36	5	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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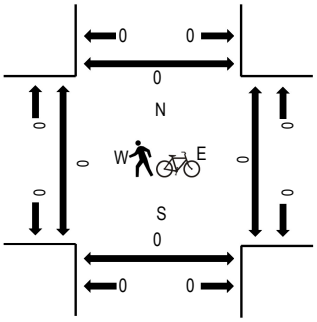
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Location: 1 DE LA CRUZ AVE & MARTIN AVE AM
Date: Tuesday, November 27, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MARTIN AVE Eastbound				MARTIN AVE Westbound				DE LA CRUZ AVE Northbound				DE LA CRUZ AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		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

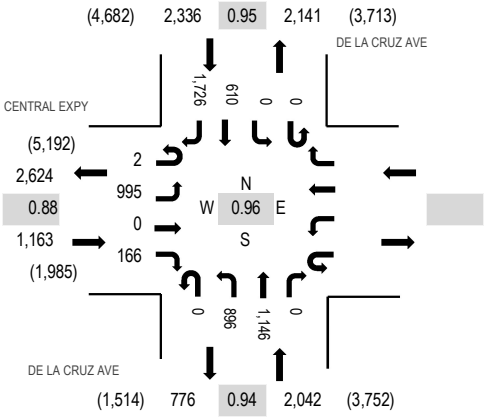
Peak Rolling Hour Flow Rates

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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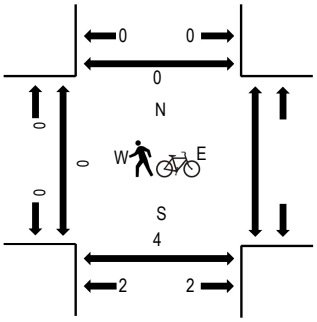
Location: 8 DE LA CRUZ AVE & CENTRAL EXPY AM
Date: Tuesday, November 27, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

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				CENTRAL EXPY Westbound				DE LA CRUZ AVE Northbound				DE LA CRUZ AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		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

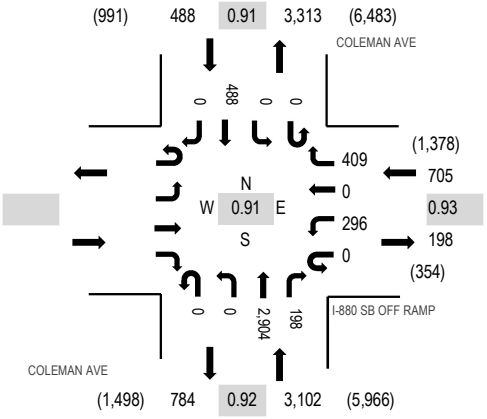
Peak Rolling Hour Flow Rates

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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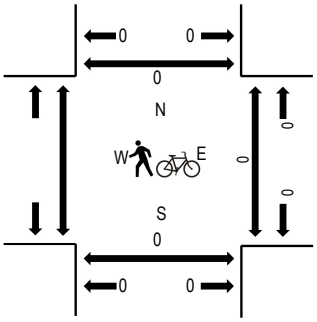
Location: 11 COLEMAN AVE & I-880 SB OFF RAMP AM
Date: Tuesday, November 27, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

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

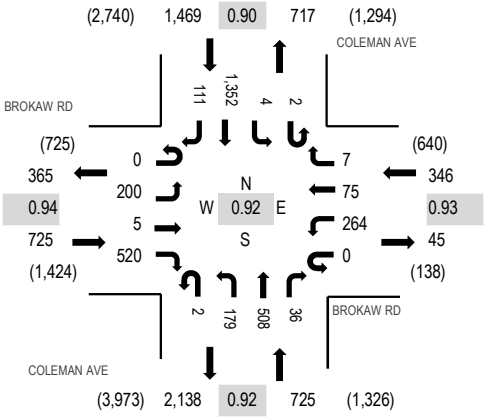
Peak Rolling Hour Flow Rates

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	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

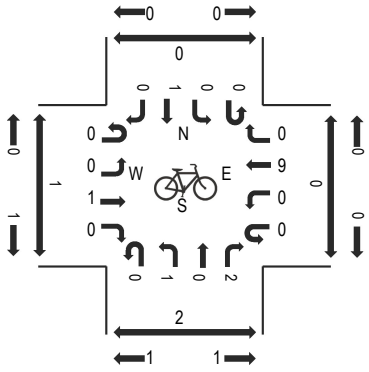
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Location: 1 COLEMAN AVE & BROKAW RD PM
Date: Wednesday, October 2, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

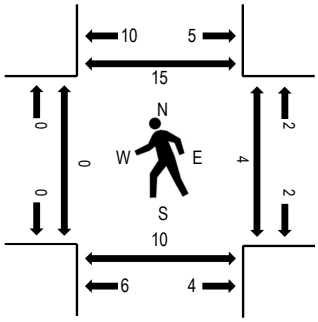
Peak Hour - Motorized Vehicles



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					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		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

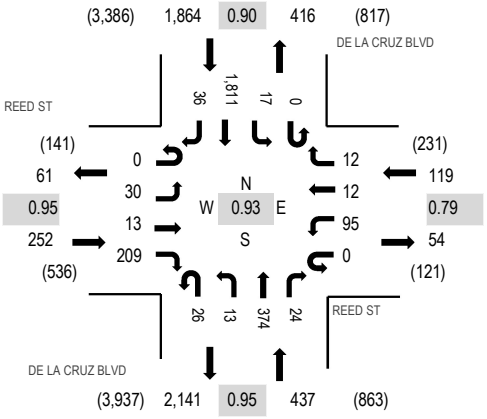
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5
Lights	0	199	5	516	0	261	75	7	2	178	495	35	2	4	1,335	111	3,225
Mediums	0	1	0	4	0	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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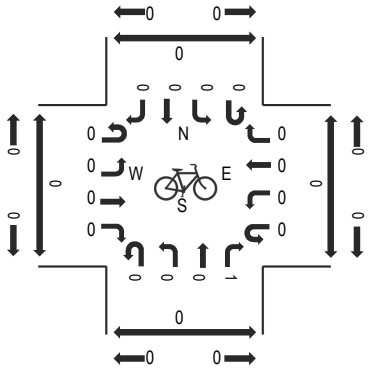
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Location: 2 DE LA CRUZ BLVD & REED ST PM
Date: Wednesday, October 2, 2019
Peak Hour: 05:00 PM - 05:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

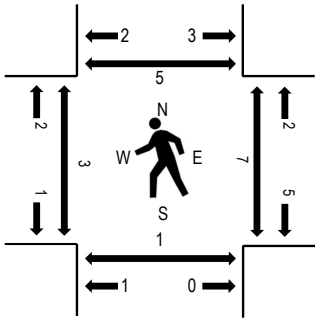
Peak Hour - Motorized Vehicles



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					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		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

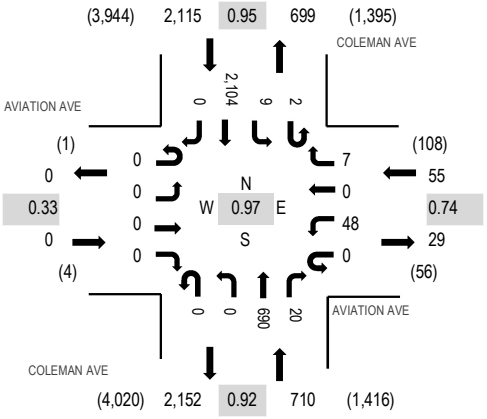
Peak Rolling Hour Flow Rates

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

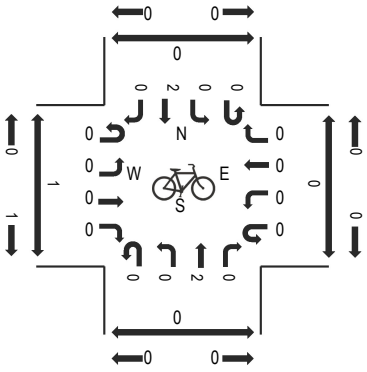
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Location: 3 COLEMAN AVE & AVIATION AVE PM
Date: Wednesday, October 2, 2019
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

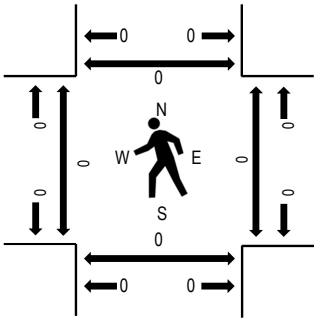
Peak Hour - Motorized Vehicles



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					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		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

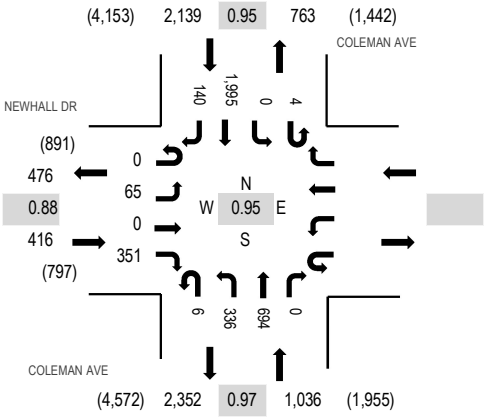
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
Lights	0	0	0	0	0	47	0	7	0	0	678	19	2	9	2,086	0	2,848
Mediums	0	0	0	0	0	1	0	0	0	0	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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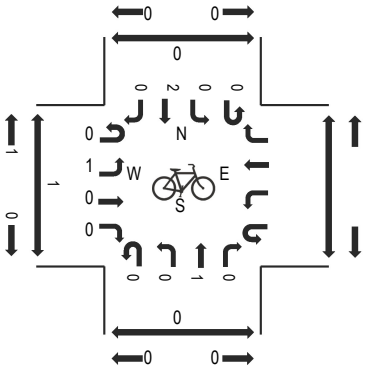
(303) 216-2439
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Location: 4 COLEMAN AVE & NEWHALL DR PM
Date: Wednesday, October 2, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

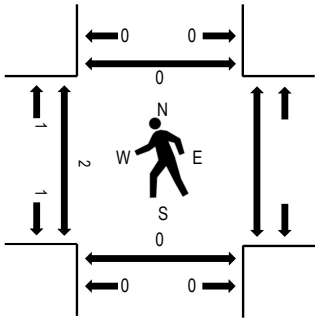
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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

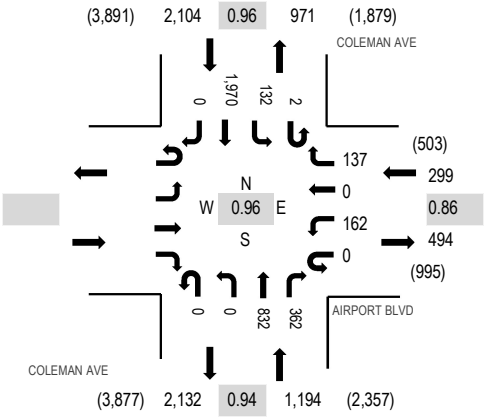
Peak Rolling Hour Flow Rates

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

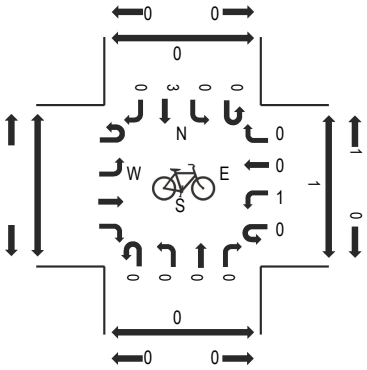
All Traffic Data Services Inc.
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Location: 5 COLEMAN AVE & AIRPORT BLVD PM
Date: Wednesday, October 2, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

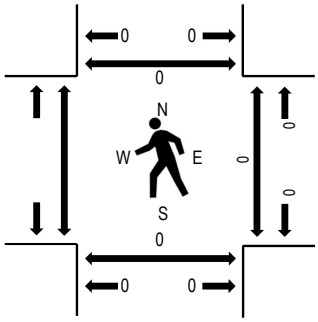
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	Eastbound				AIRPORT BLVD Westbound				COLEMAN AVE Northbound				COLEMAN AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
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

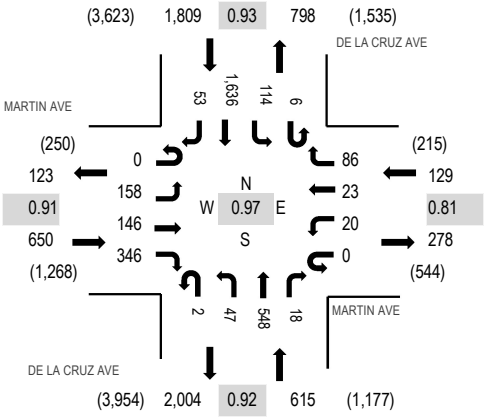
Peak Rolling Hour Flow Rates

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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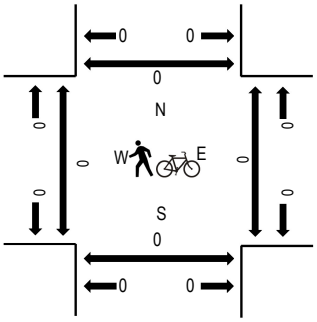
Location: 1 DE LA CRUZ AVE & MARTIN AVE PM
Date: Tuesday, November 27, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

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					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		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-2

Volume Summary Tables

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

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 301
Intersection Name: De La Cruz Boulevard and Reed Street
Peak Hour: AM
Count Date: 10/2/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 300
Intersection Name: De La Cruz Boulevard and Martin Avenue
Peak Hour: AM
Count Date: 11/27/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 5335
Intersection Name: De La Cruz Boulevard and Central Expressway*
Peak Hour: AM
Count Date: 11/27/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 3411
Intersection Name: Coleman Avenue and Aviation Avenue
Peak Hour: AM
Count Date: 10/2/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 4047
Intersection Name: Coleman Avenue and Newhall Drive
Peak Hour: AM
Count Date: 10/2/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 3223
Intersection Name: Coleman Avenue and Airport Boulevard
Peak Hour: AM
Count Date: 10/2/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 3052
Intersection Name: Coleman Avenue and I 880 SB off Ramp*
Peak Hour: AM
Count Date: 11/27/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 302
Intersection Name: Coleman Avenue and Brokaw Road
Peak Hour: PM
Count Date: 10/2/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 301
Intersection Name: De La Cruz Boulevard and Reed Street
Peak Hour: PM
Count Date: 10/2/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 300
Intersection Name: De La Cruz Boulevard and Martin Avenue
Peak Hour: PM
Count Date: 11/27/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 5335
Intersection Name: De La Cruz Boulevard and Central Expressway*
Peak Hour: PM
Count Date: 11/13/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 3411
Intersection Name: Coleman Avenue and Aviation Avenue
Peak Hour: PM
Count Date: 10/2/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 4047
Intersection Name: Coleman Avenue and Newhall Drive
Peak Hour: PM
Count Date: 10/2/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 3223
Intersection Name: Coleman Avenue and Airport Boulevard
Peak Hour: PM
Count Date: 10/2/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 3052
Intersection Name: Coleman Avenue and I 880 SB off Ramp*
Peak Hour: PM
Count Date: 12/11/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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**

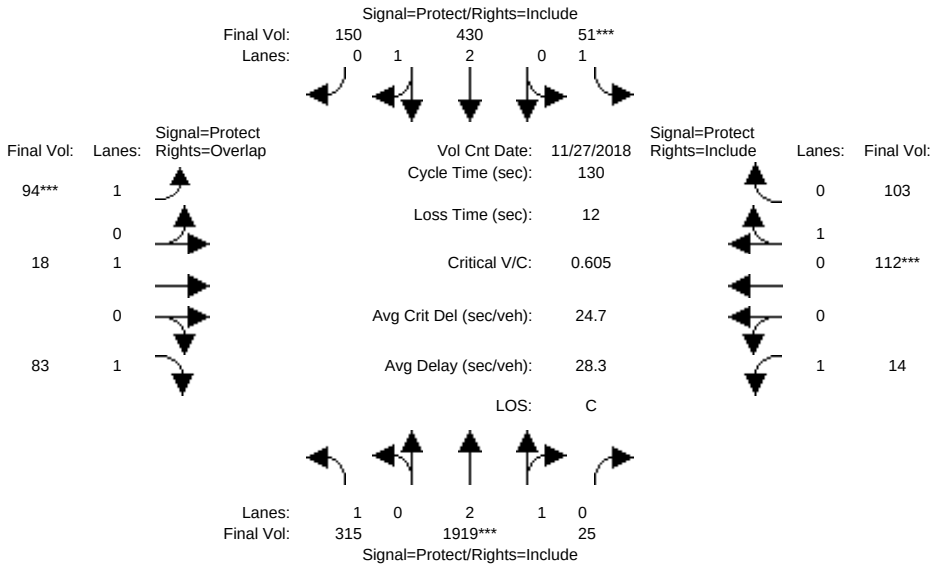
Appendix B-3

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
FinalVolume:	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

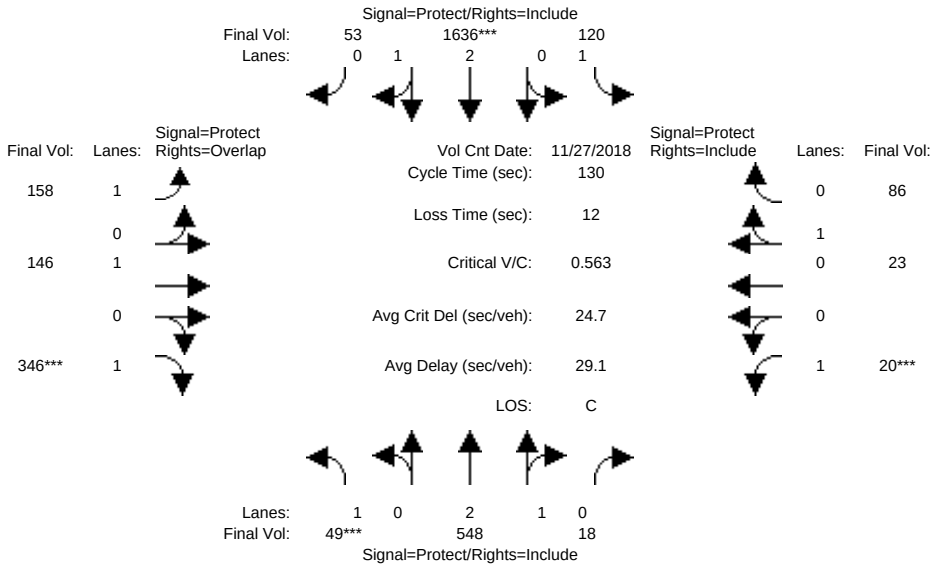
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

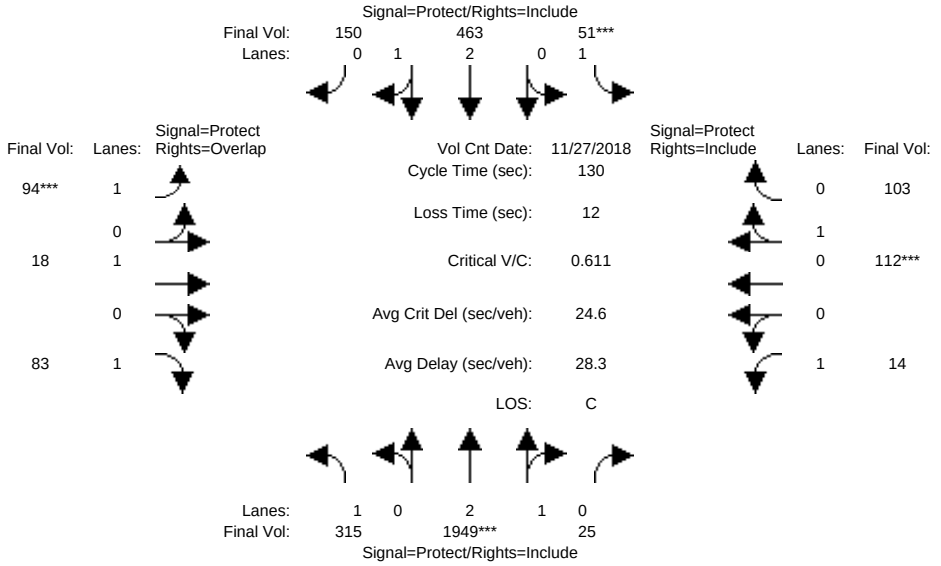
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

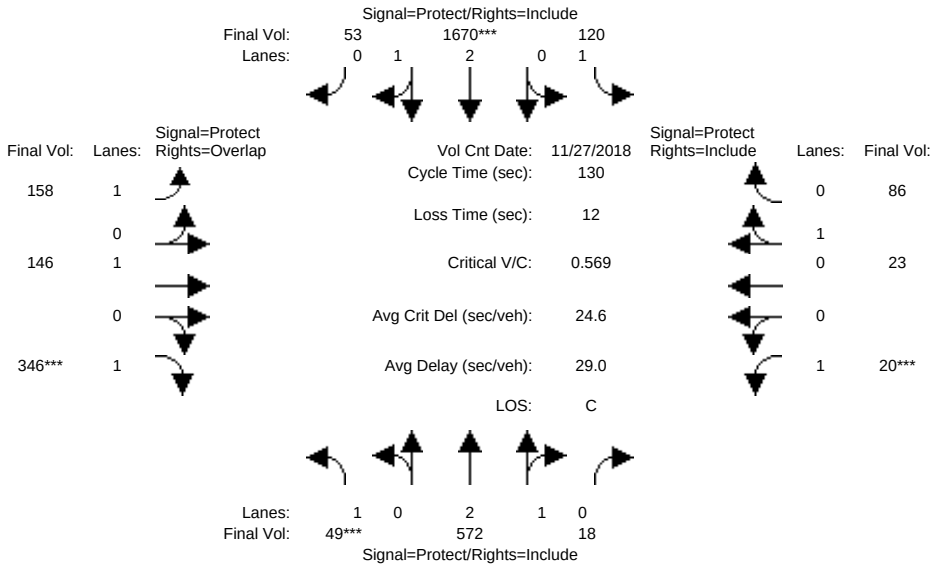
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

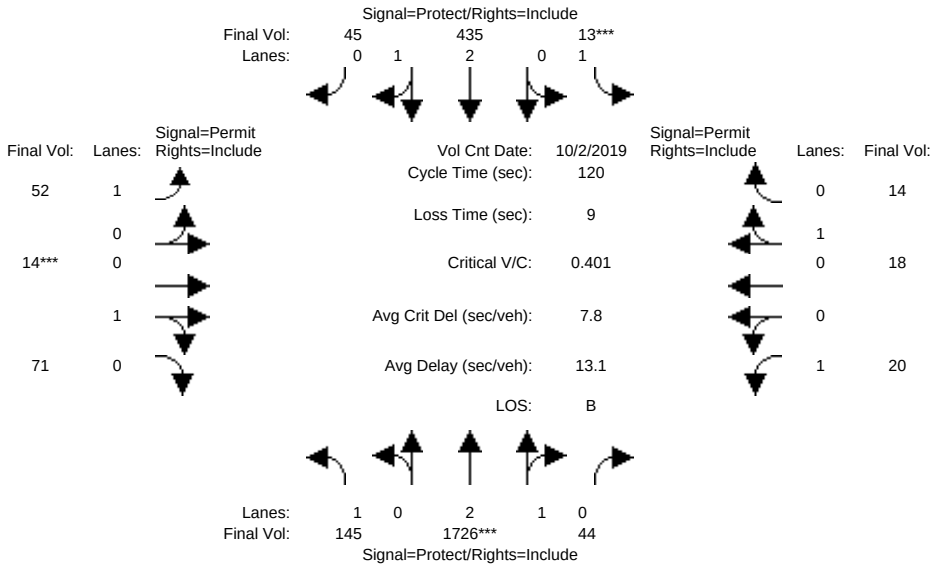
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

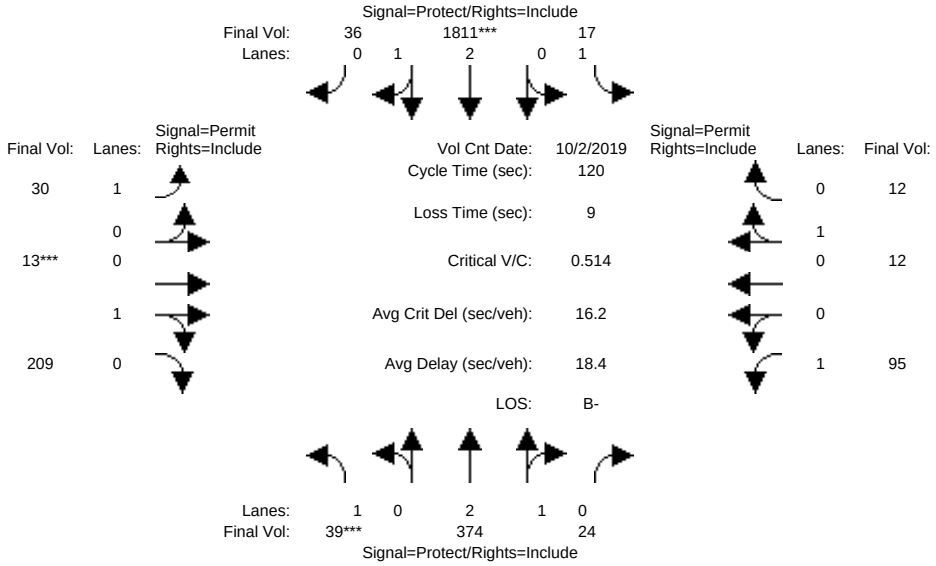
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

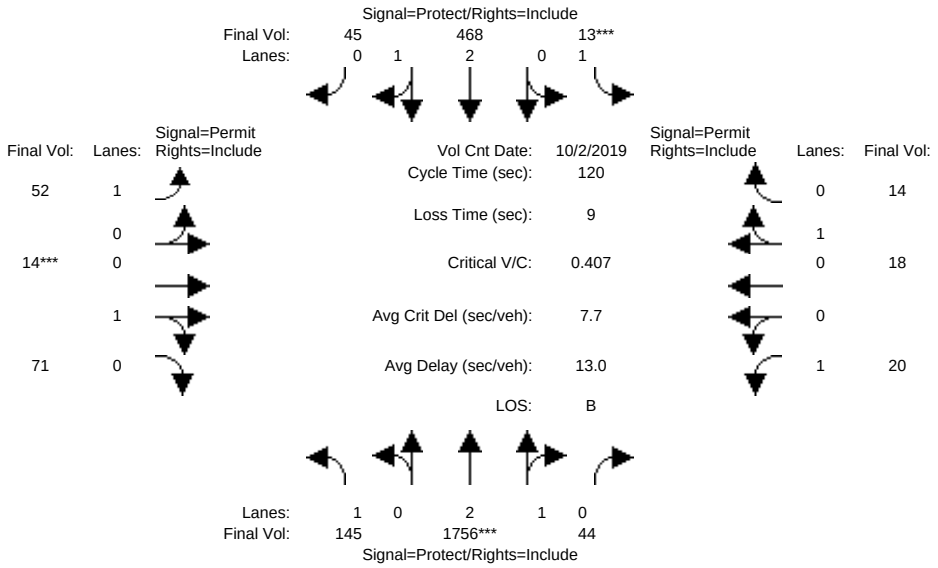
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

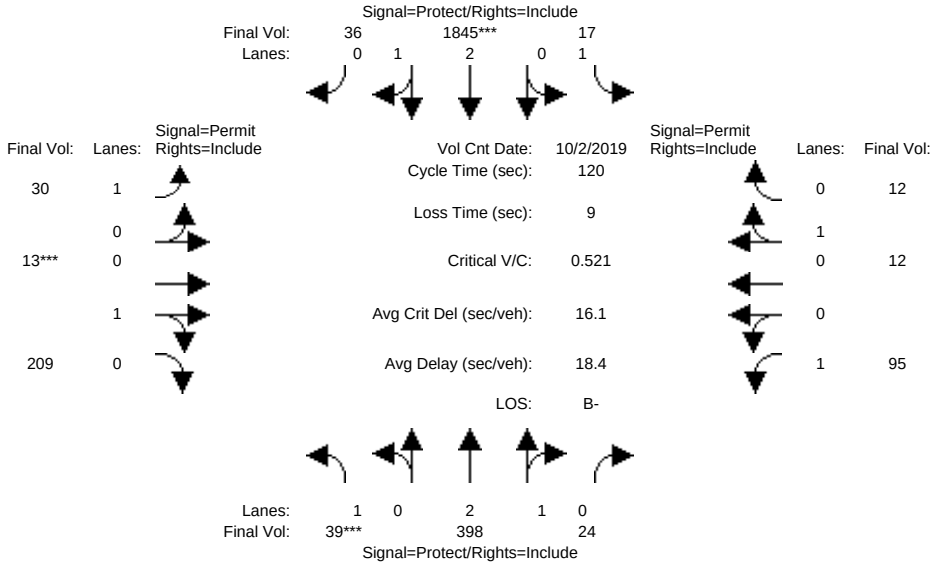
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

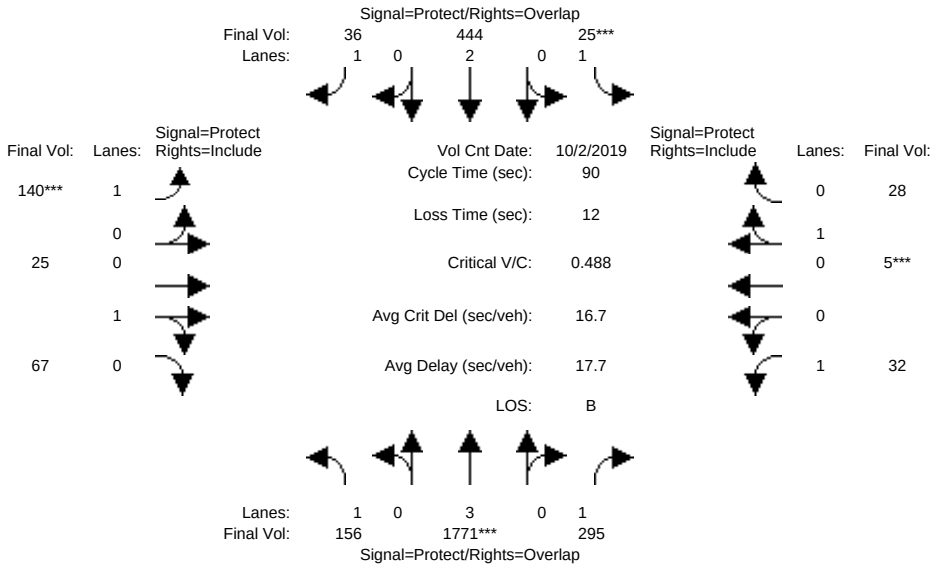
Note: Queue reported is the number of cars per lane.

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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	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: 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
FinalVolume:	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:	24.0	48.5	57.8	7.0	31.5	44.0	12.5	13.2	13.2	9.3	10.0	10.0
Volume/Cap:	0.33	0.58	0.26	0.18	0.33	0.04	0.58	0.35	0.35	0.18	0.17	0.17
Delay/Veh:	27.0	14.1	7.1	39.5	21.7	12.0	39.7	35.3	35.3	37.4	36.6	36.6
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:	27.0	14.1	7.1	39.5	21.7	12.0	39.7	35.3	35.3	37.4	36.6	36.6
LOS by Move:	C	B	A	D	C+	B	D	D+	D+	D+	D+	D+
HCM2k95thQ:	8	20	8	2	9	1	9	5	5	2	2	2

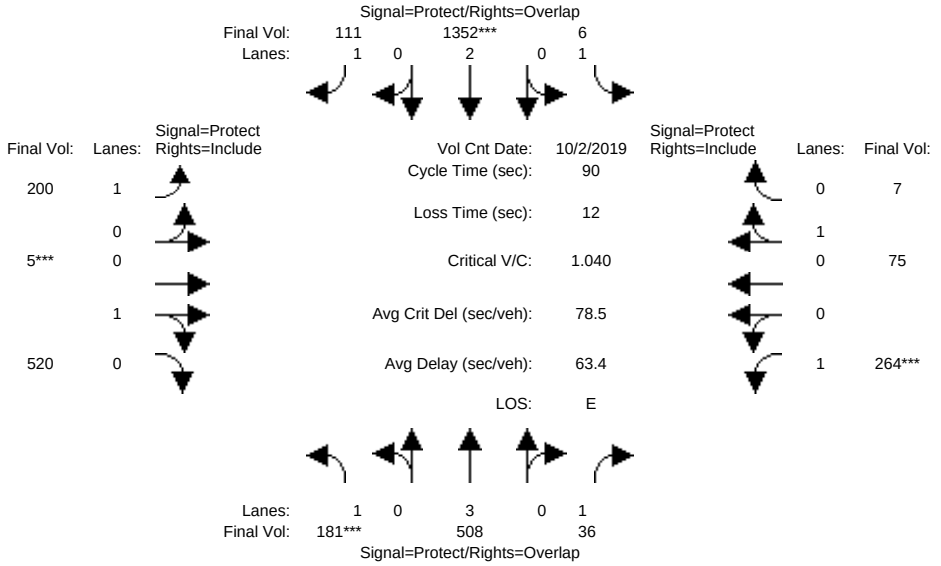
Note: Queue reported is the number of cars per lane.

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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	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: 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
FinalVolume:	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:	8.9	23.4	36.4	16.4	30.8	50.2	19.4	25.2	25.2	13.0	18.9	18.9
Volume/Cap:	1.04	0.34	0.05	0.02	1.04	0.11	0.53	1.04	1.04	1.04	0.22	0.22
Delay/Veh:	119.8	27.2	16.3	30.3	65.8	9.5	32.7	83.4	83.4	105.9	29.7	29.7
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:	119.8	27.2	16.3	30.3	65.8	9.5	32.7	83.4	83.4	105.9	29.7	29.7
LOS by Move:	F	C	B	C	E	A	C-	F	F	F	C	C
HCM2k95thQ:	19	8	1	0	45	3	11	39	39	25	4	4

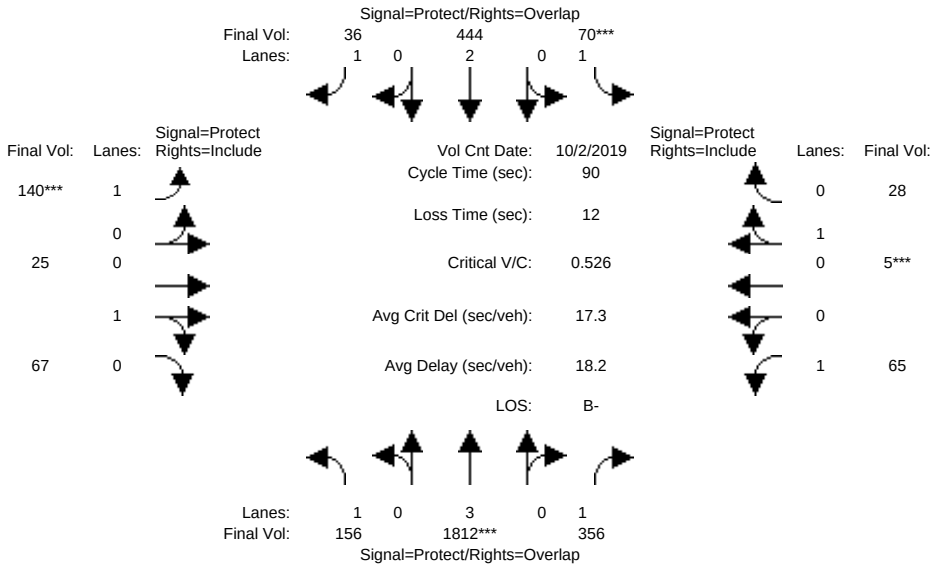
Note: Queue reported is the number of cars per lane.

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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	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: 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
FinalVolume:	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:	24.1	48.7	57.9	7.0	31.6	43.9	12.3	13.1	13.1	9.2	10.0	10.0
Volume/Cap:	0.33	0.59	0.32	0.51	0.33	0.04	0.59	0.35	0.35	0.36	0.17	0.17
Delay/Veh:	26.9	14.2	7.3	43.2	21.6	12.1	40.3	35.4	35.4	39.0	36.6	36.6
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:	26.9	14.2	7.3	43.2	21.6	12.1	40.3	35.4	35.4	39.0	36.6	36.6
LOS by Move:	C	B	A	D	C+	B	D	D+	D+	D+	D+	D+
HCM2k95thQ:	8	21	9	6	9	1	10	5	5	4	2	2

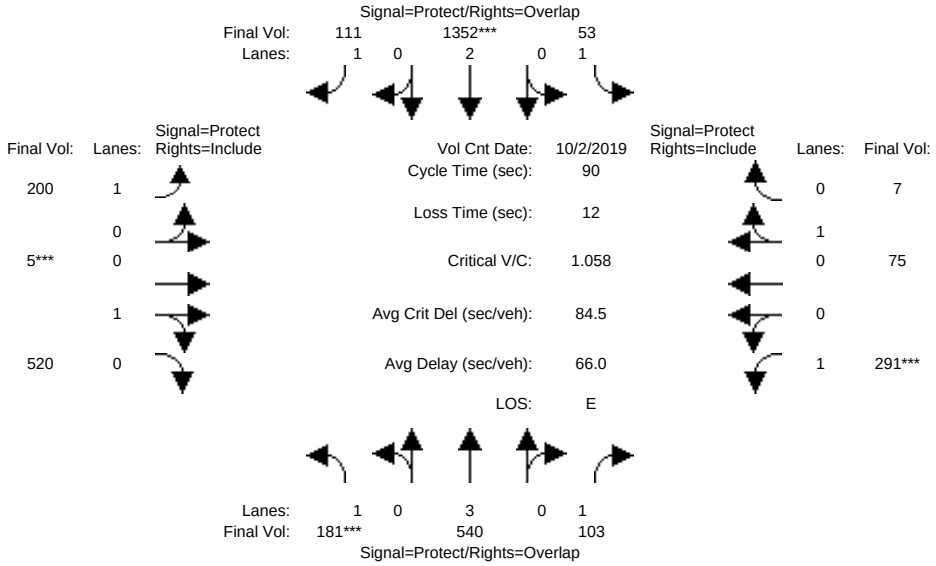
Note: Queue reported is the number of cars per lane.

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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	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: 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
FinalVolume:	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:	8.8	23.0	37.1	16.1	30.3	50.0	19.7	24.8	24.8	14.1	19.2	19.2
Volume/Cap:	1.06	0.37	0.14	0.17	1.06	0.11	0.52	1.06	1.06	1.06	0.21	0.21
Delay/Veh:	125.7	27.7	16.6	31.6	72.0	9.5	32.2	89.3	89.3	108.4	29.5	29.5
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:	125.7	27.7	16.6	31.6	72.0	9.5	32.2	89.3	89.3	108.4	29.5	29.5
LOS by Move:	F	C	B	C	E	A	C-	F	F	F	C	C
HCM2k95thQ:	19	8	4	3	47	3	11	40	40	27	4	4

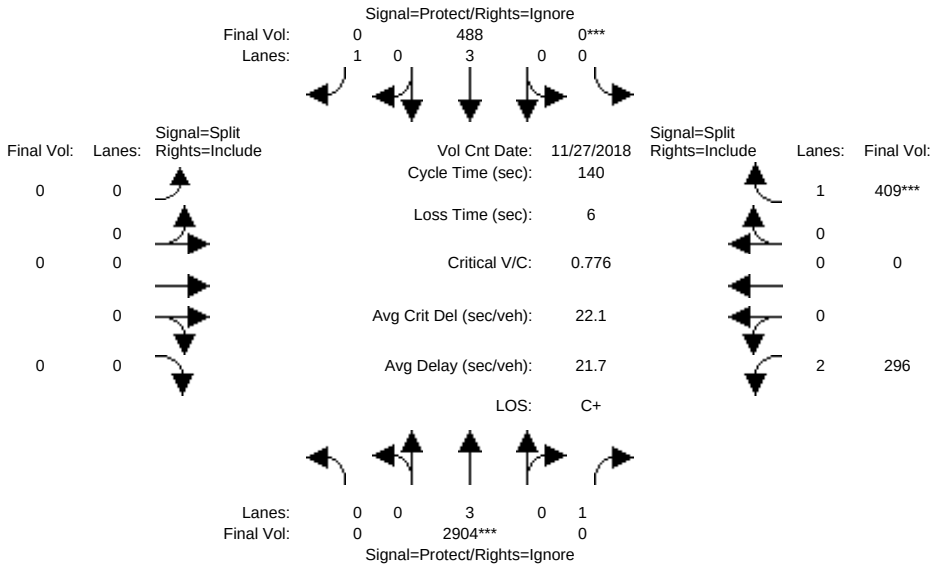
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

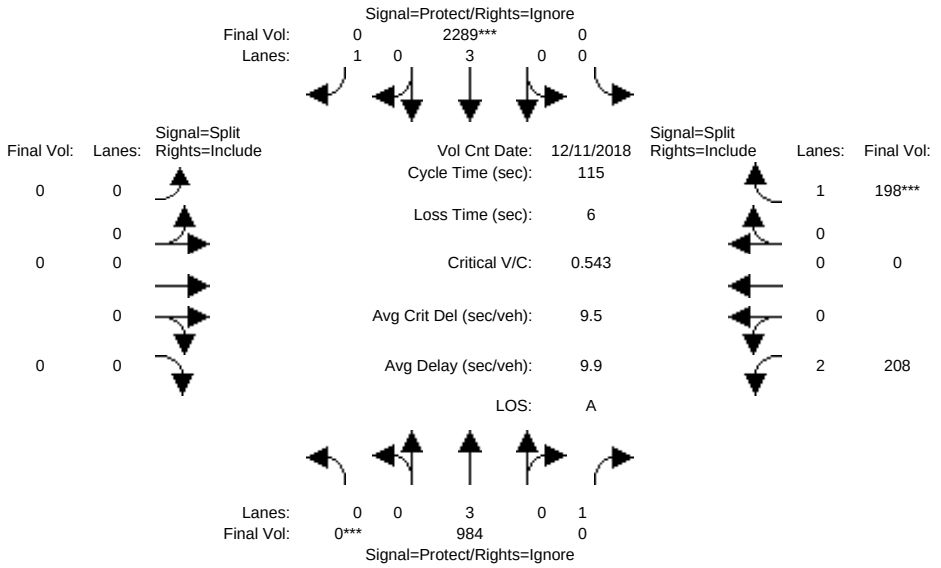
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

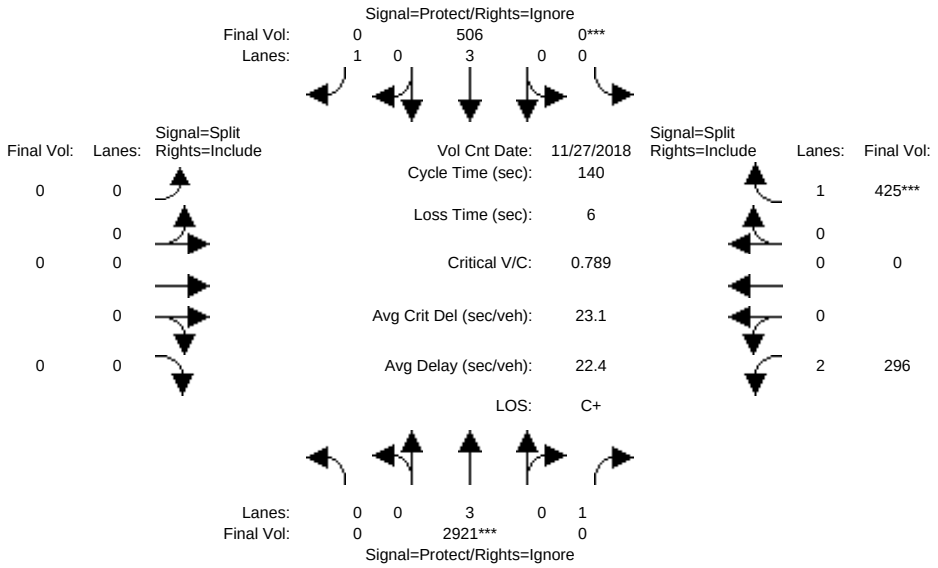
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

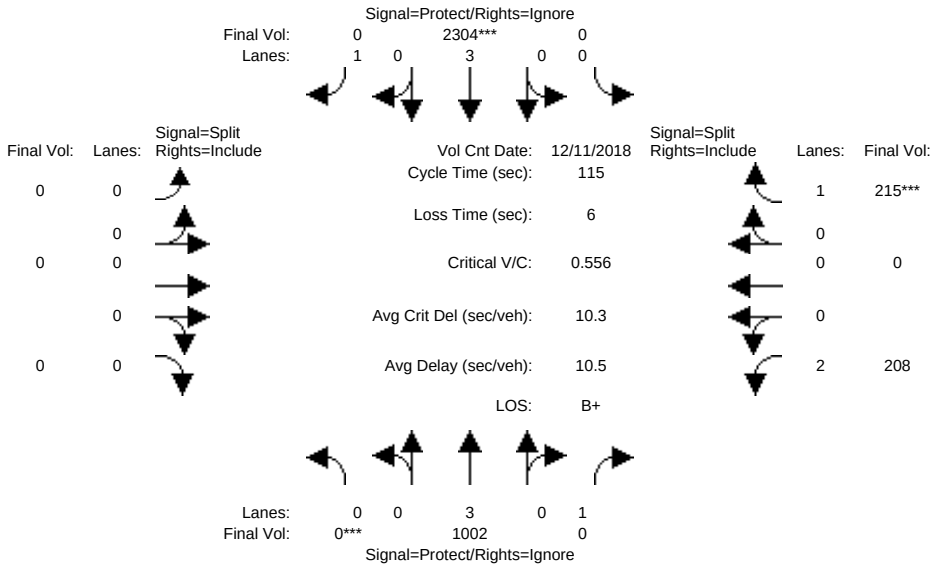
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

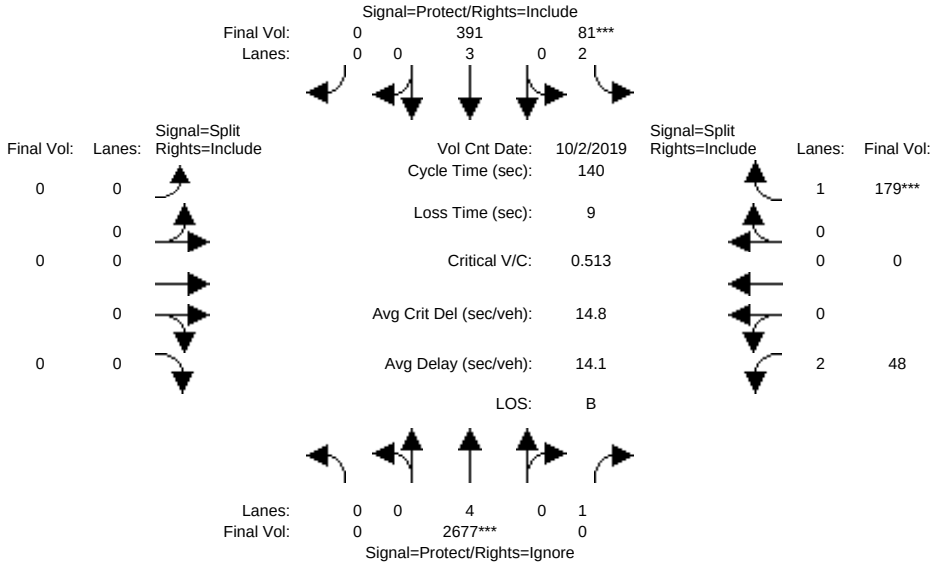
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

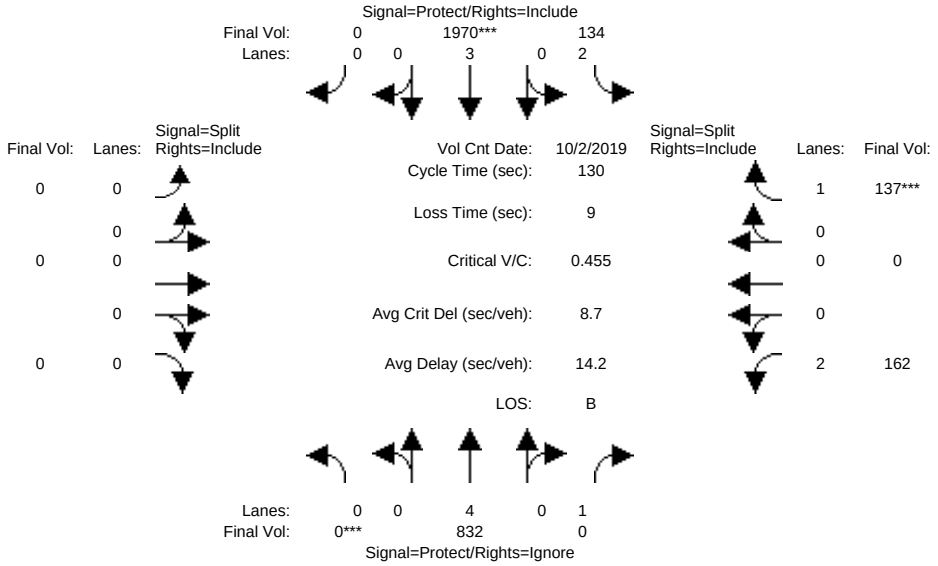
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

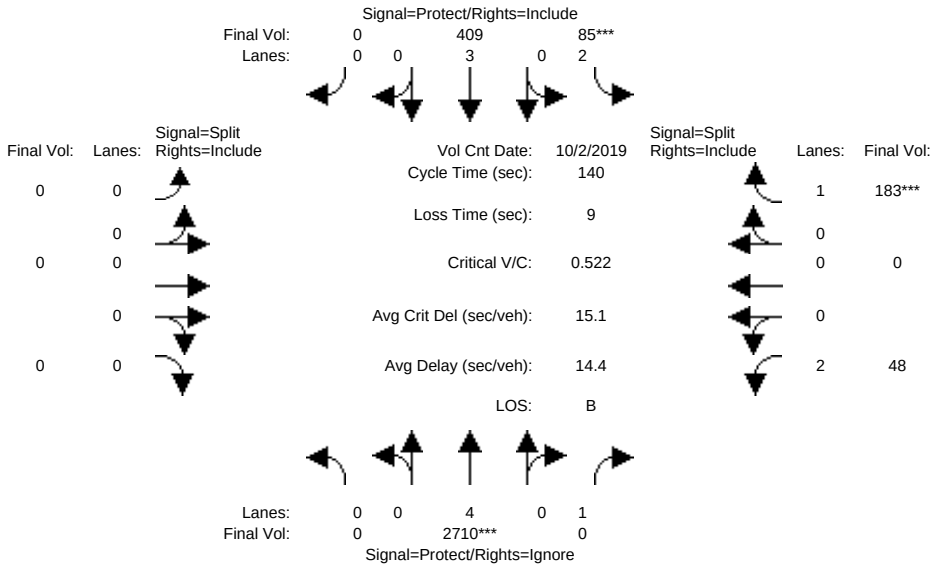
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

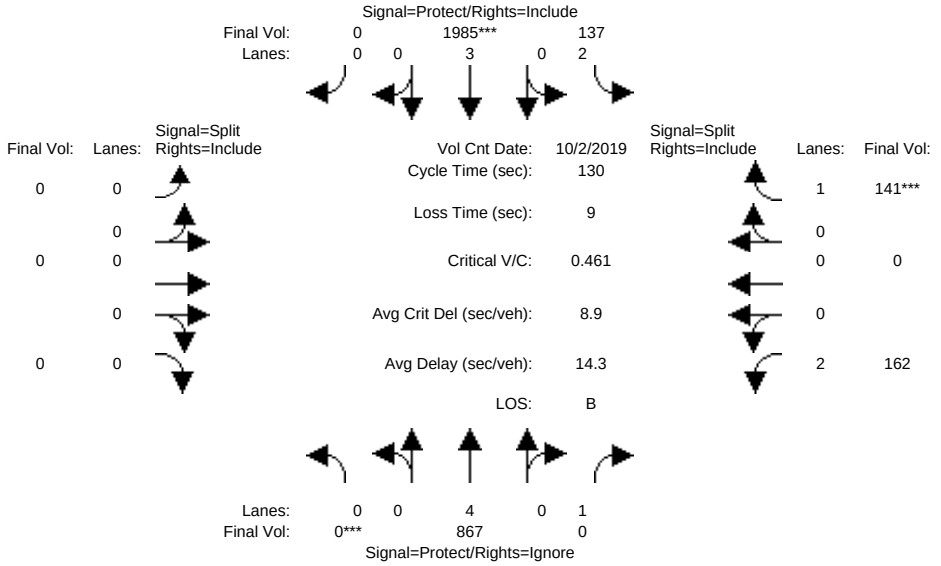
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

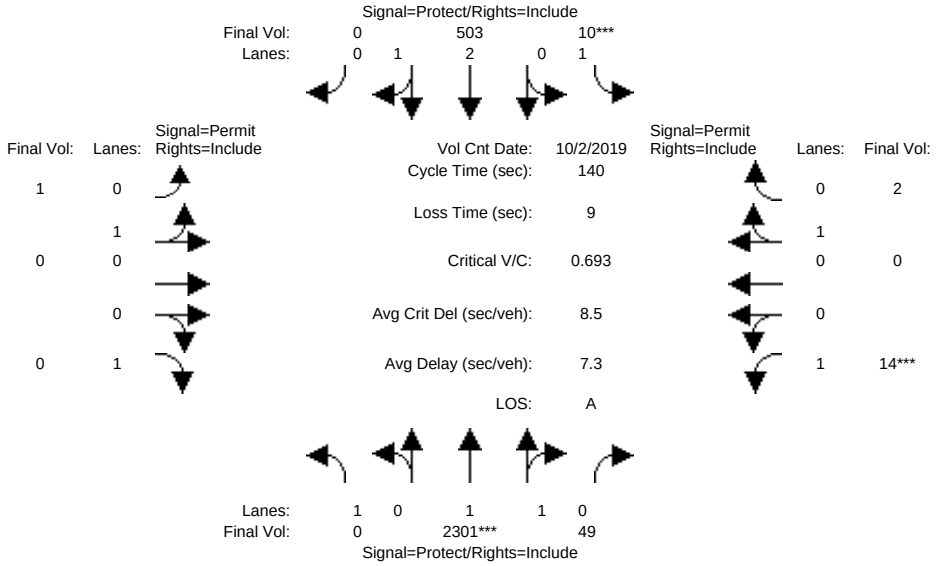
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

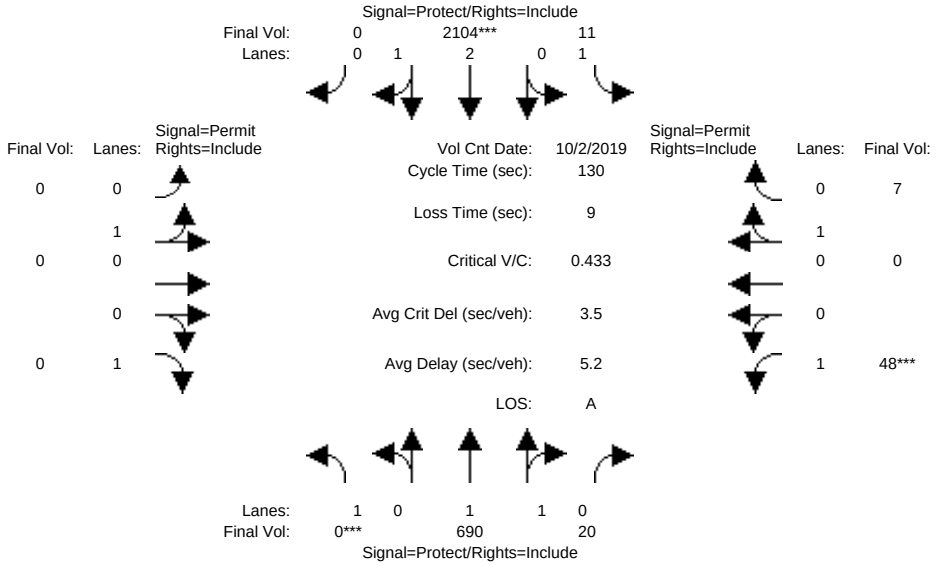
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

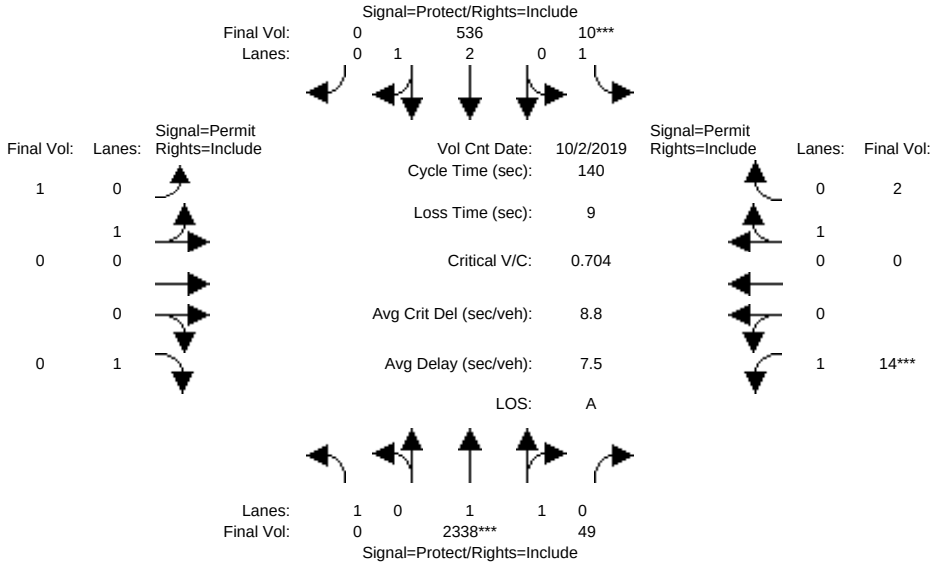
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

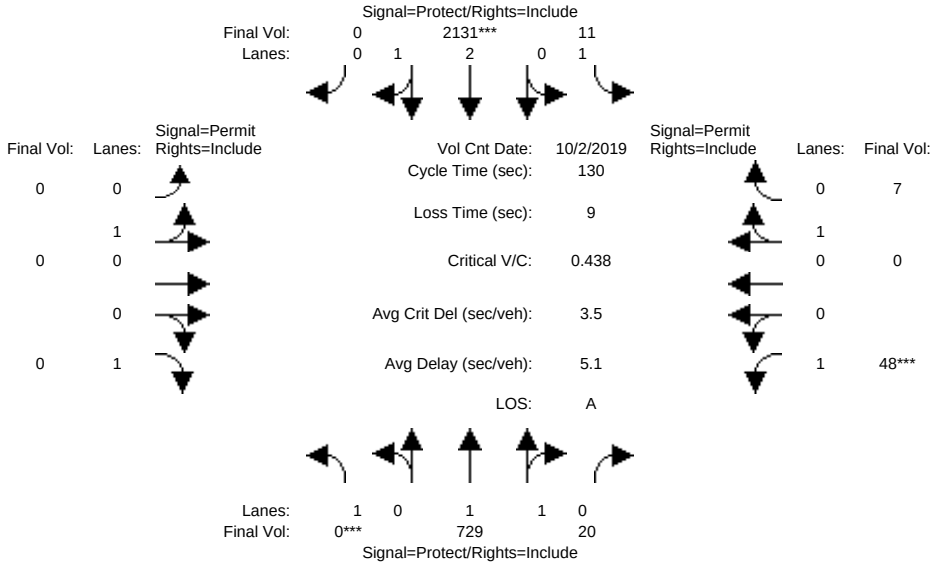
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

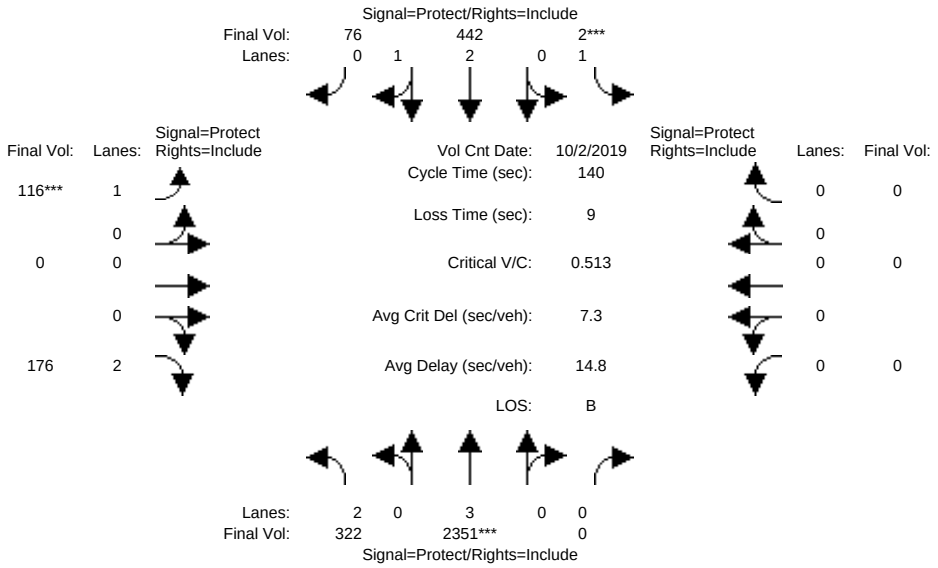
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

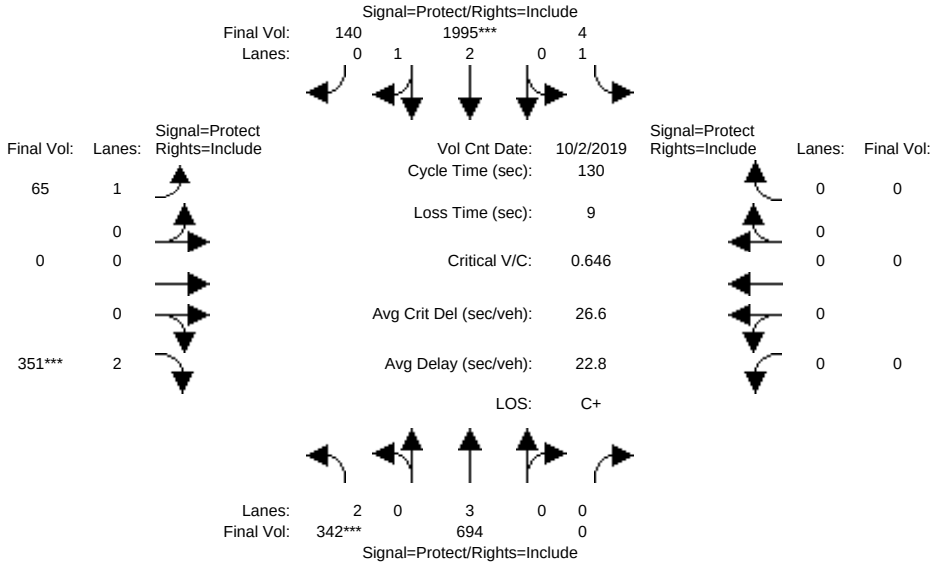
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

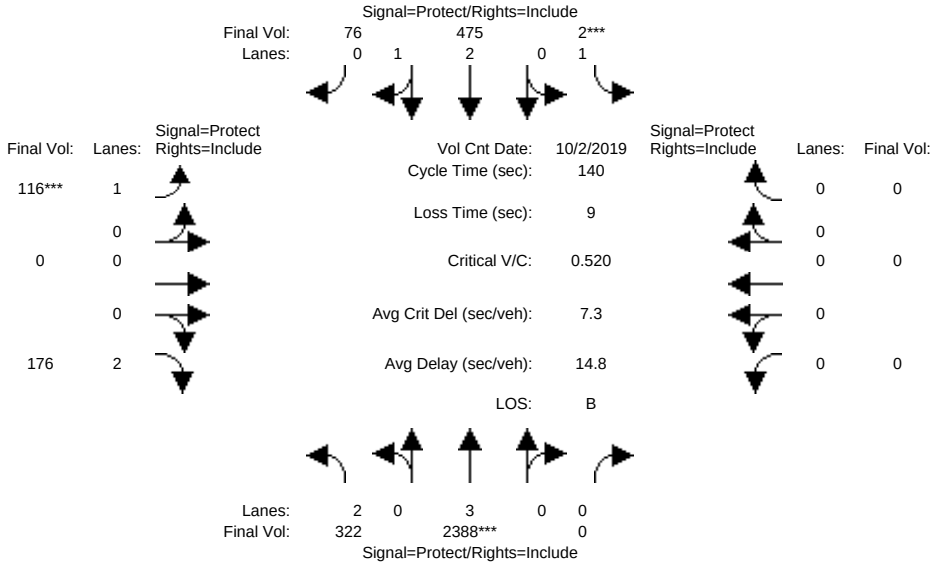
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

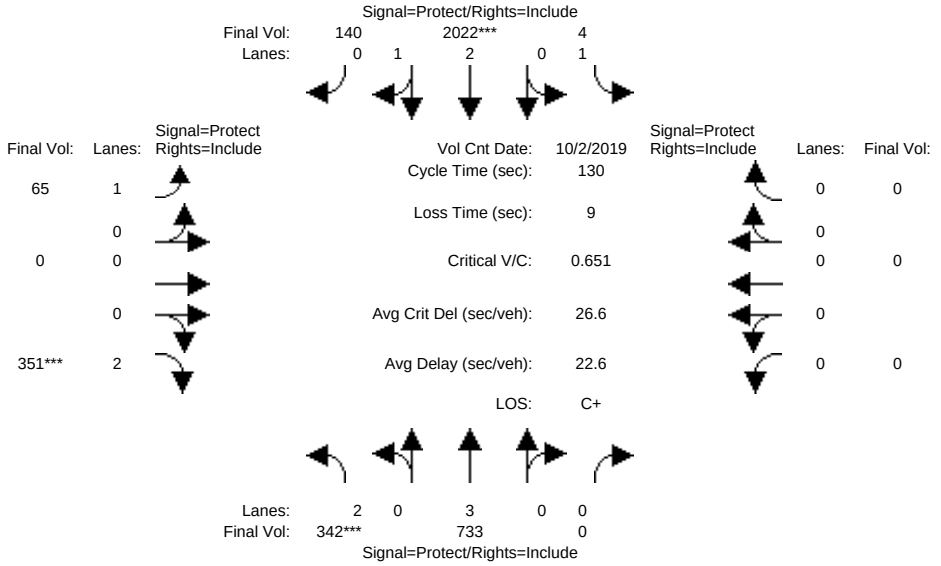
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

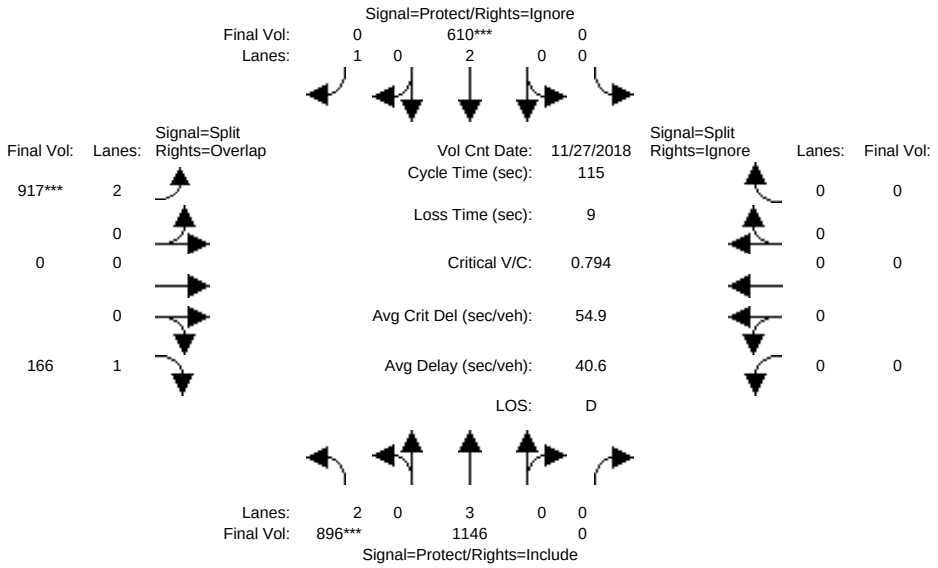
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

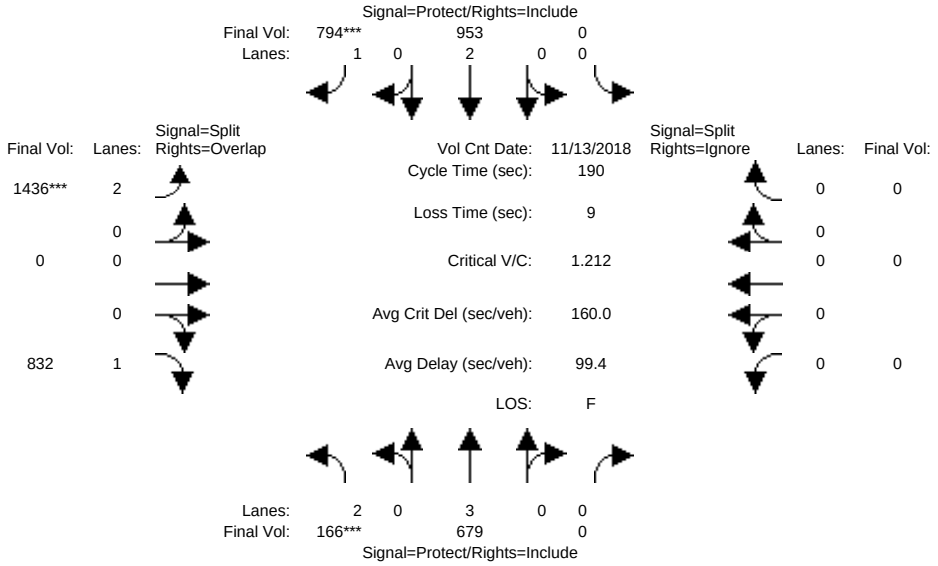
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

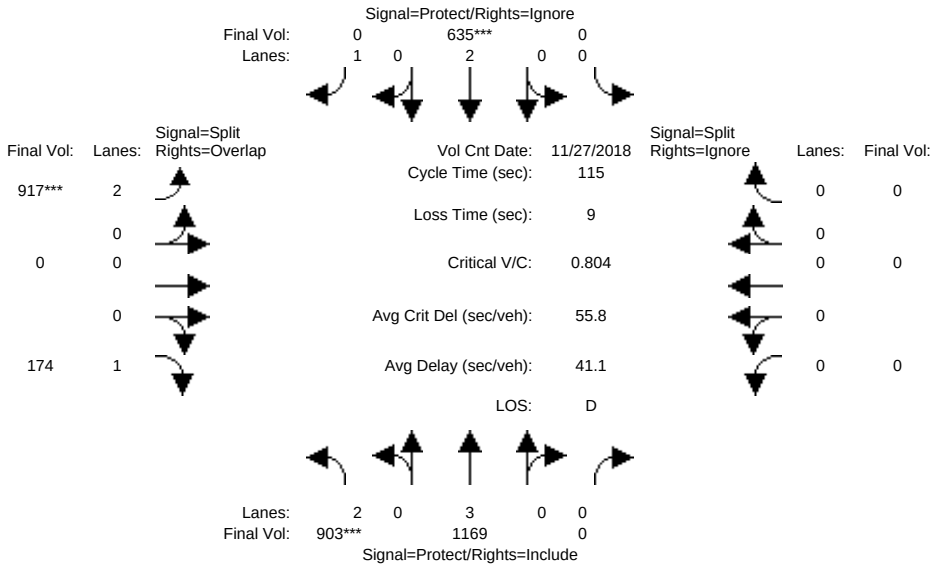
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1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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
FinalVolume:	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

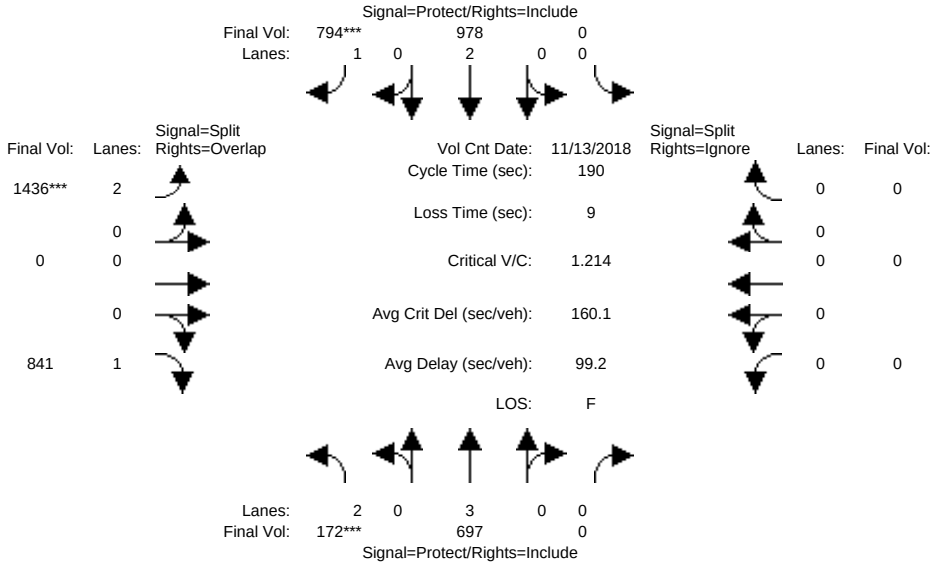
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Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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
FinalVolume:	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

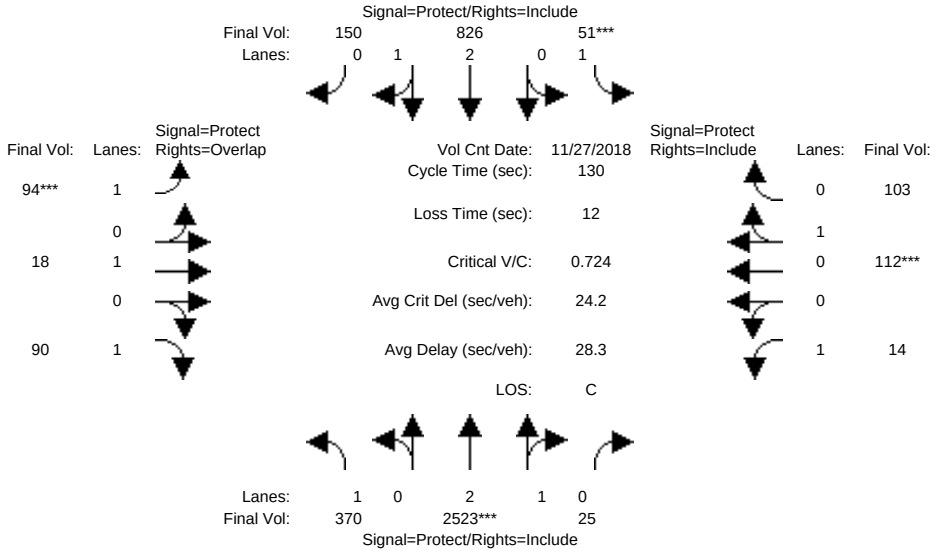
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

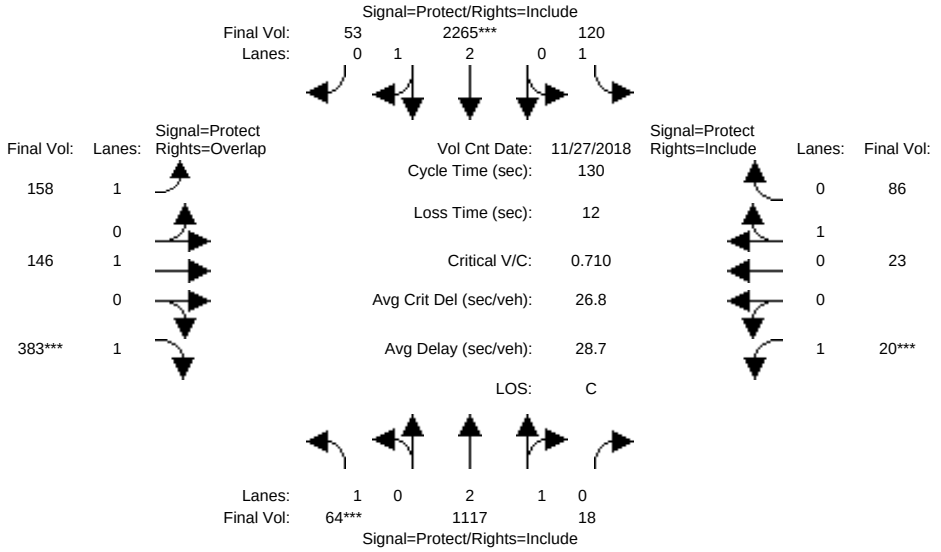
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

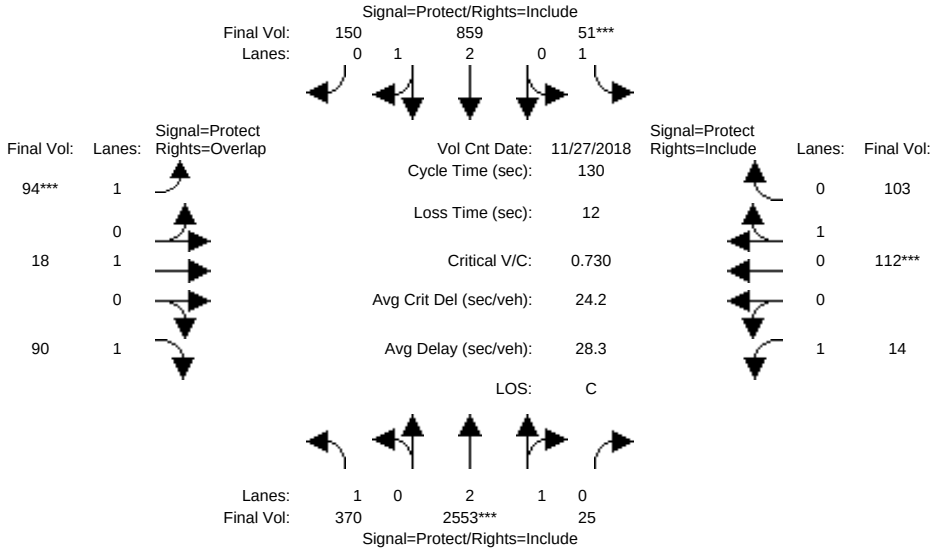
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

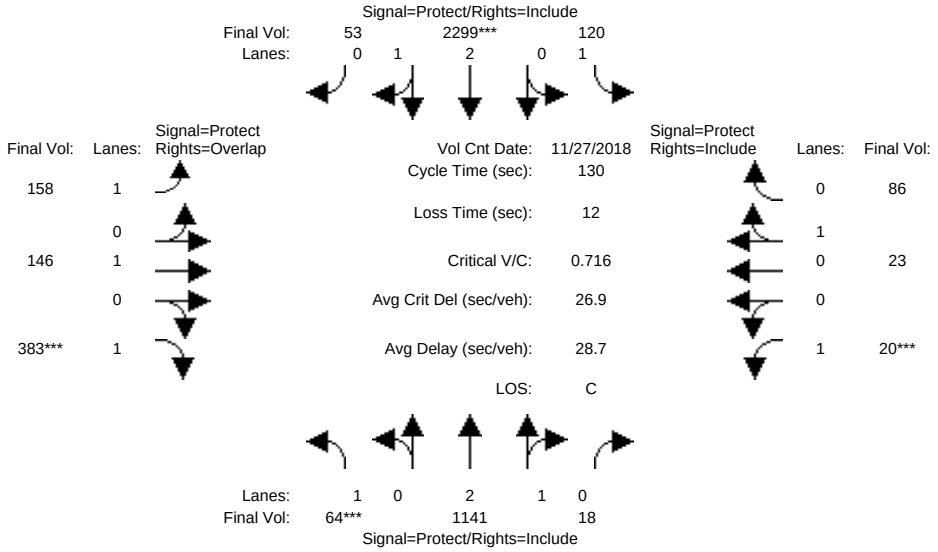
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

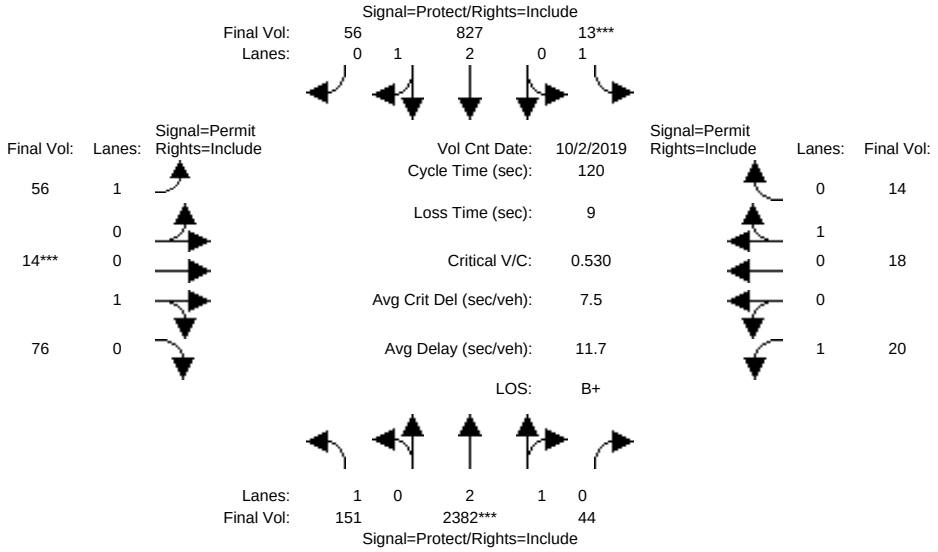
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

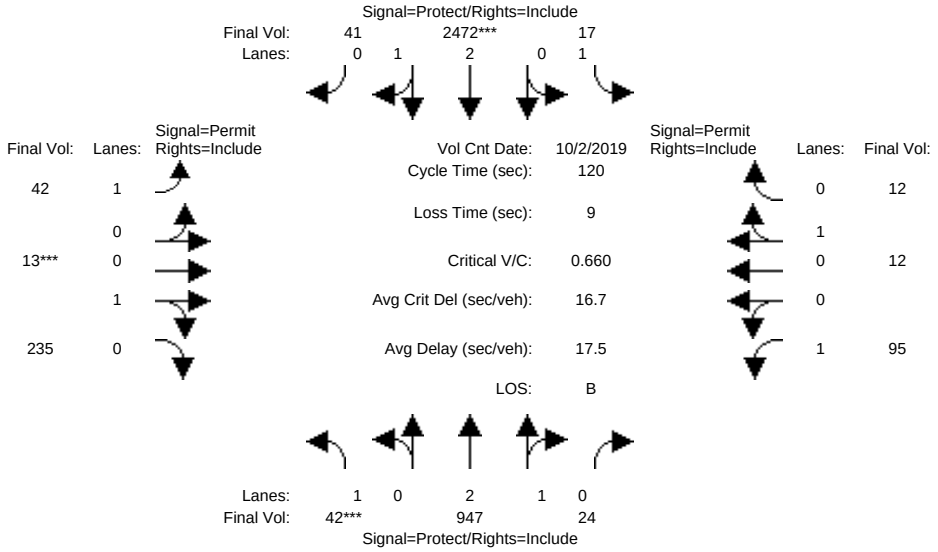
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

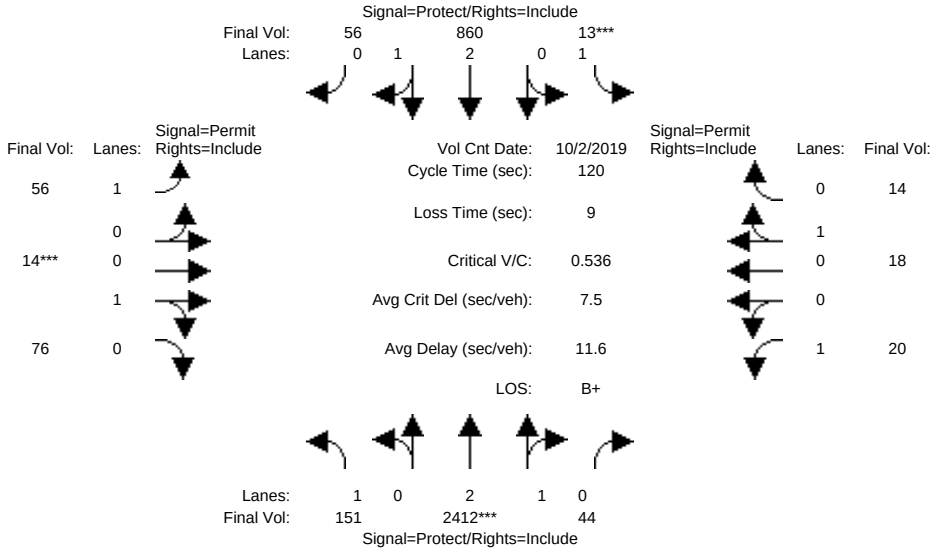
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

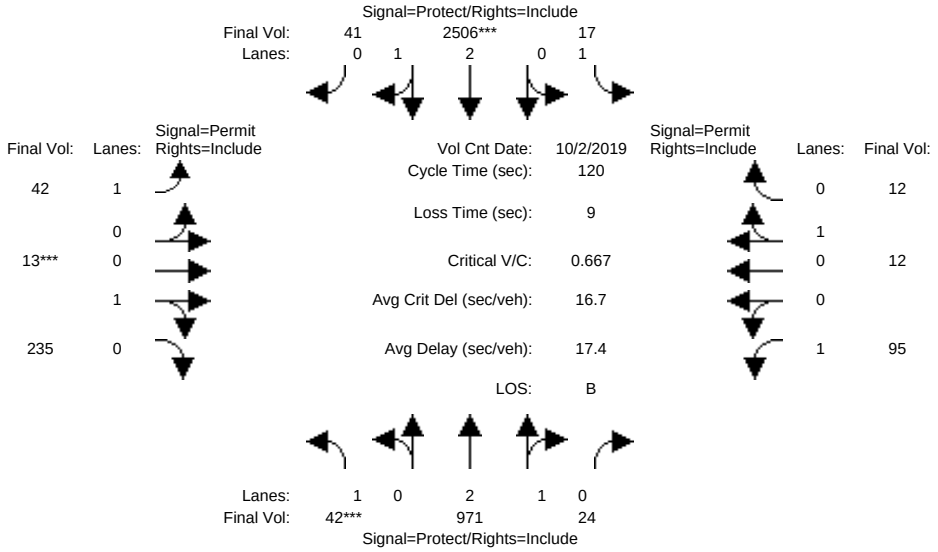
Note: Queue reported is the number of cars per lane.

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Santa Clara, CA
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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
FinalVolume:	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

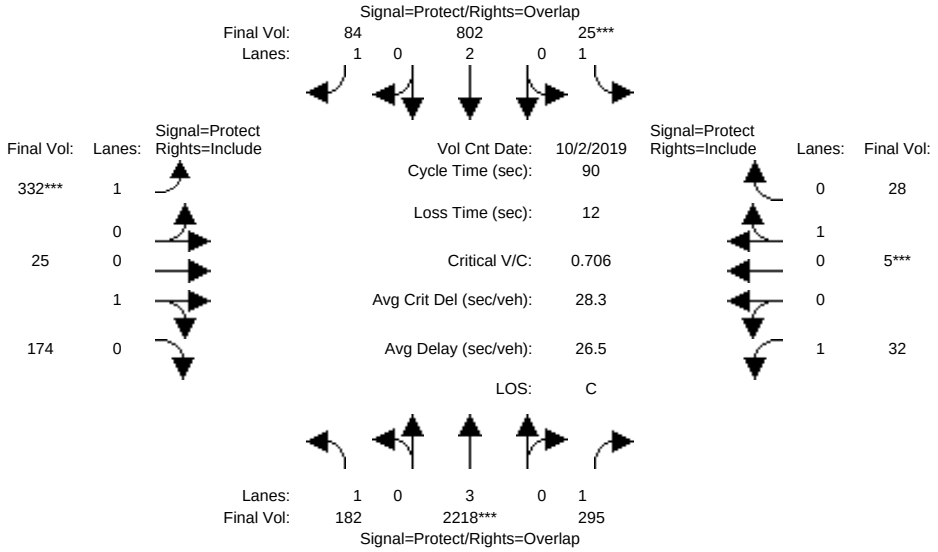
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1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #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	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: 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
FinalVolume:	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:	15.8	41.0	53.4	7.0	32.2	52.2	20.0	17.6	17.6	12.3	10.0	10.0
Volume/Cap:	0.59	0.85	0.28	0.18	0.59	0.08	0.85	0.56	0.56	0.13	0.17	0.17
Delay/Veh:	37.1	24.8	9.1	39.5	24.3	8.4	50.2	34.8	34.8	34.4	36.6	36.6
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:	37.1	24.8	9.1	39.5	24.3	8.4	50.2	34.8	34.8	34.4	36.6	36.6
LOS by Move:	D+	C	A	D	C	A	D	C-	C-	C-	D+	D+
HCM2k95thQ:	11	35	9	2	18	2	23	12	12	2	2	2

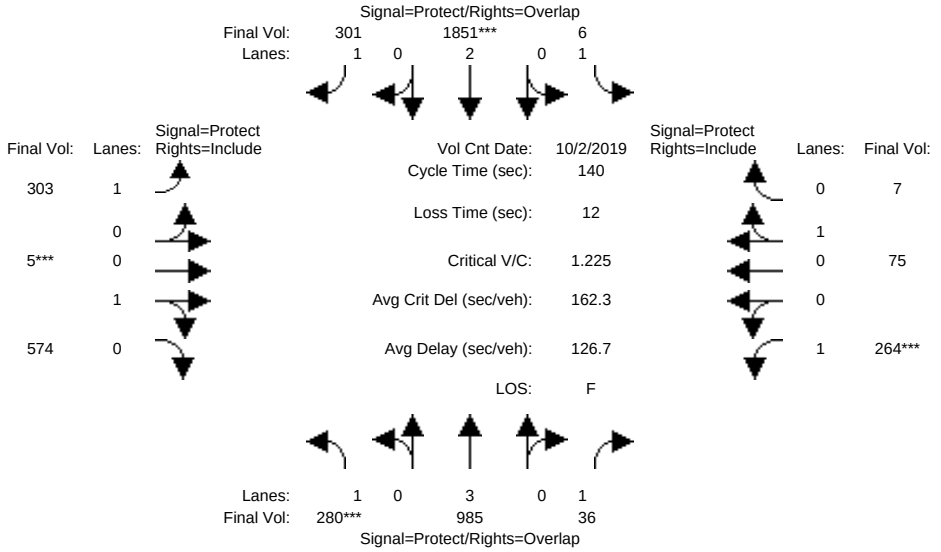
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Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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
FinalVolume:	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

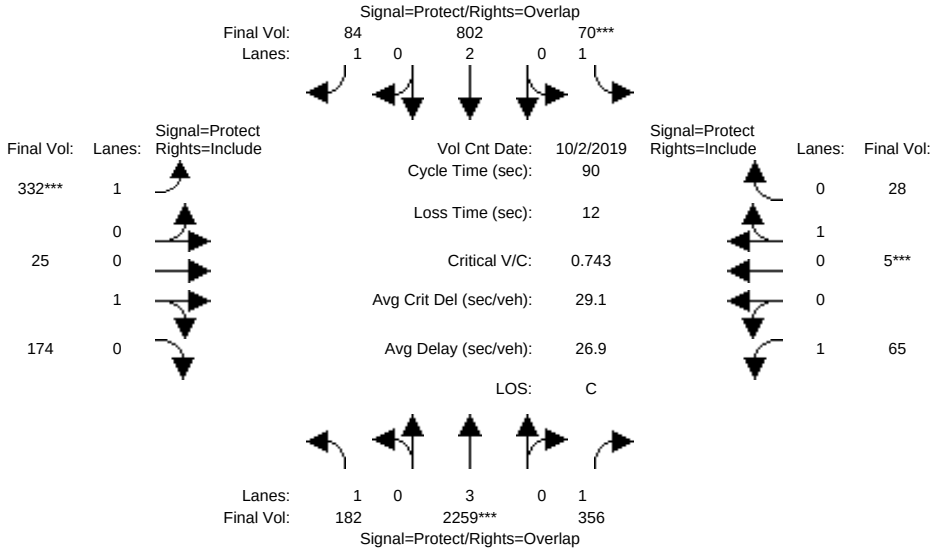
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2000 HCM Operations (Base Volume Alternative)
Background Plus Project AM

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	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: 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
FinalVolume:	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:	15.9	41.3	53.5	7.0	32.3	52.1	19.7	17.5	17.5	12.2	10.0	10.0
Volume/Cap:	0.59	0.86	0.34	0.51	0.59	0.08	0.86	0.57	0.57	0.27	0.17	0.17
Delay/Veh:	37.0	25.1	9.5	43.2	24.1	8.4	51.9	35.0	35.0	35.5	36.6	36.6
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:	37.0	25.1	9.5	43.2	24.1	8.4	51.9	35.0	35.0	35.5	36.6	36.6
LOS by Move:	D+	C	A	D	C	A	D-	D+	D+	D+	D+	D+
HCM2k95thQ:	11	36	11	6	18	2	23	12	12	4	2	2

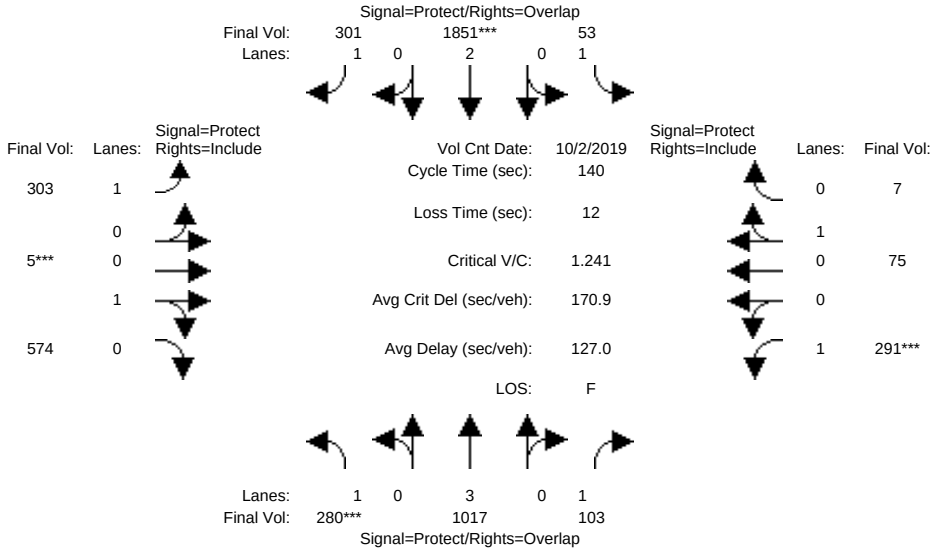
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

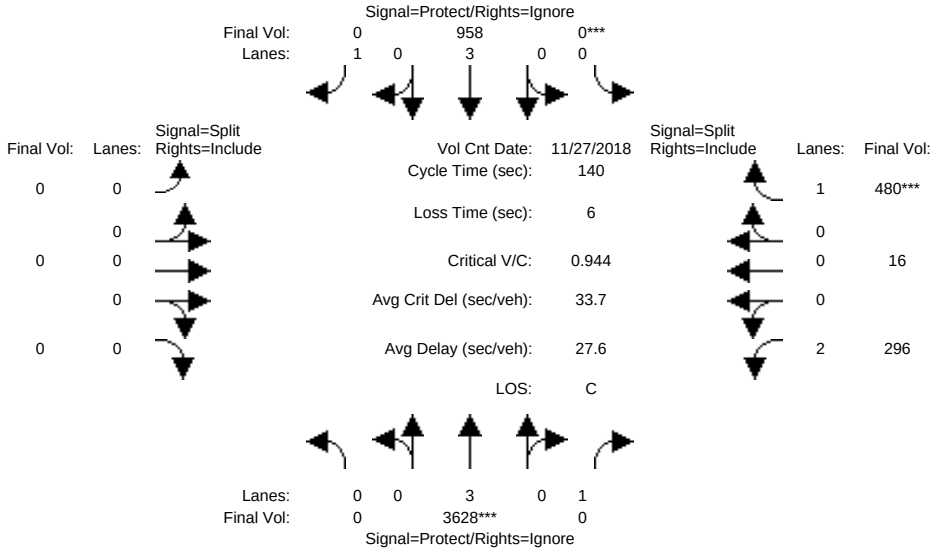
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

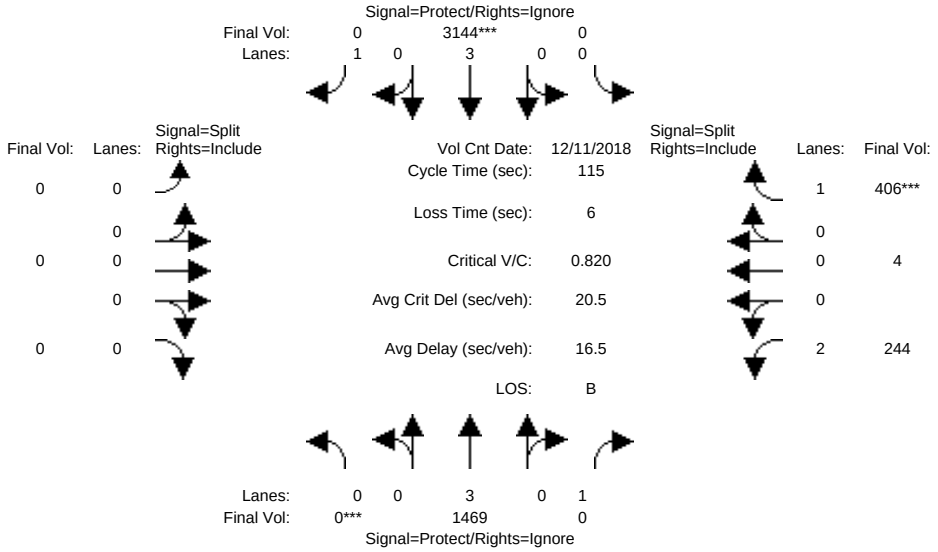
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

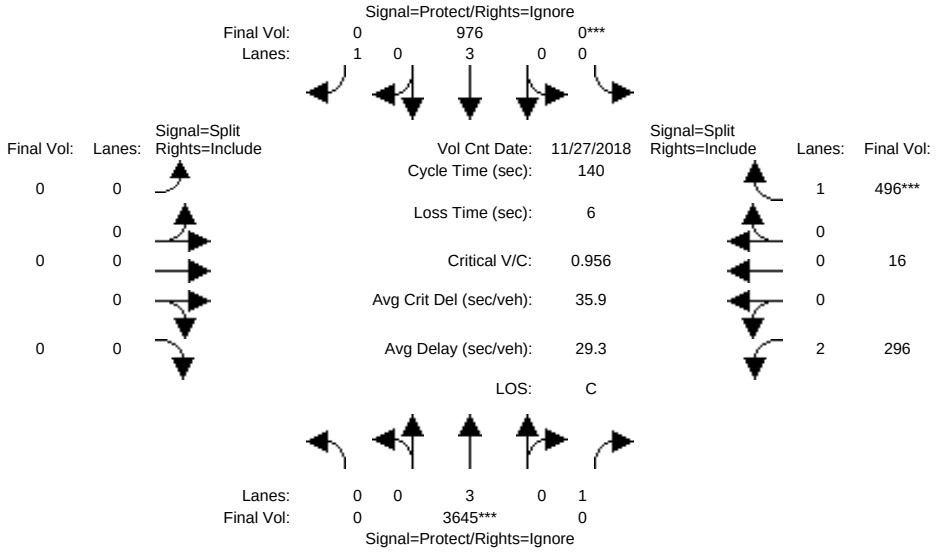
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

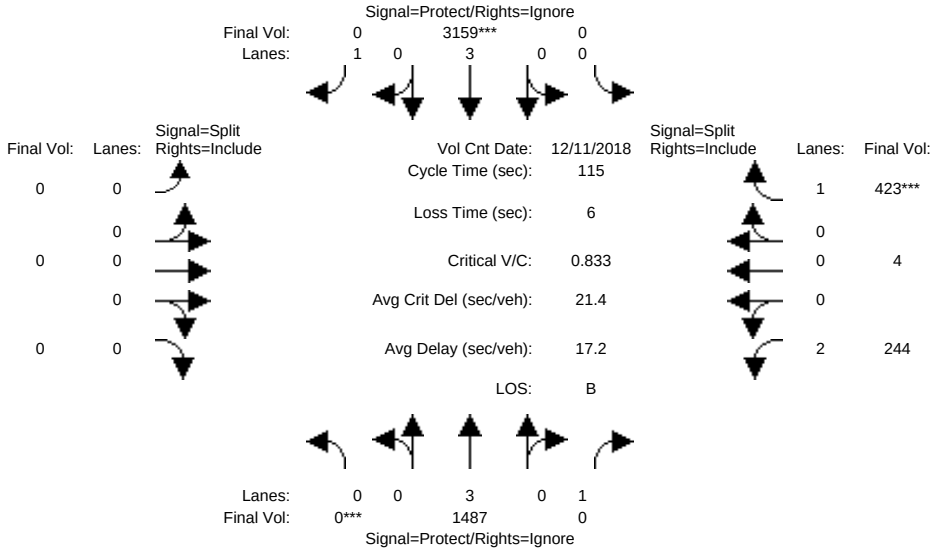
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

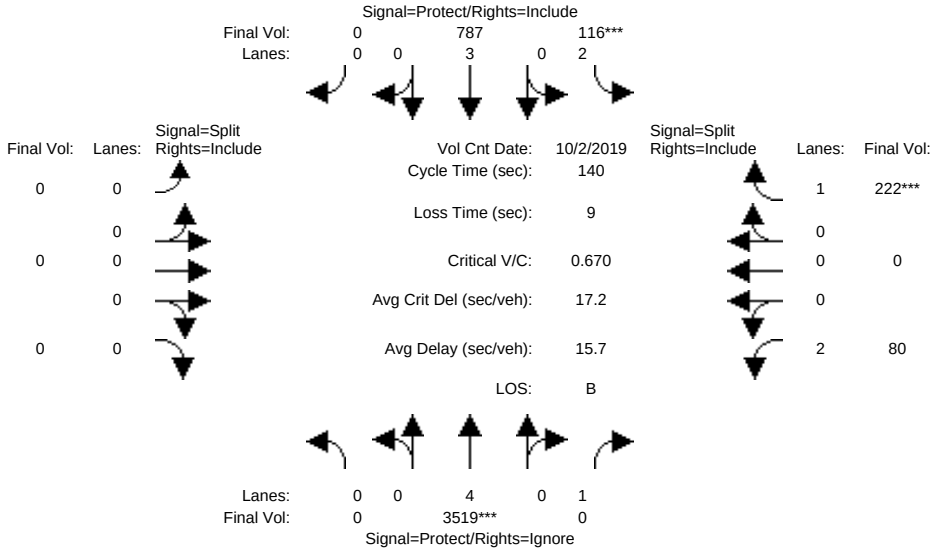
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

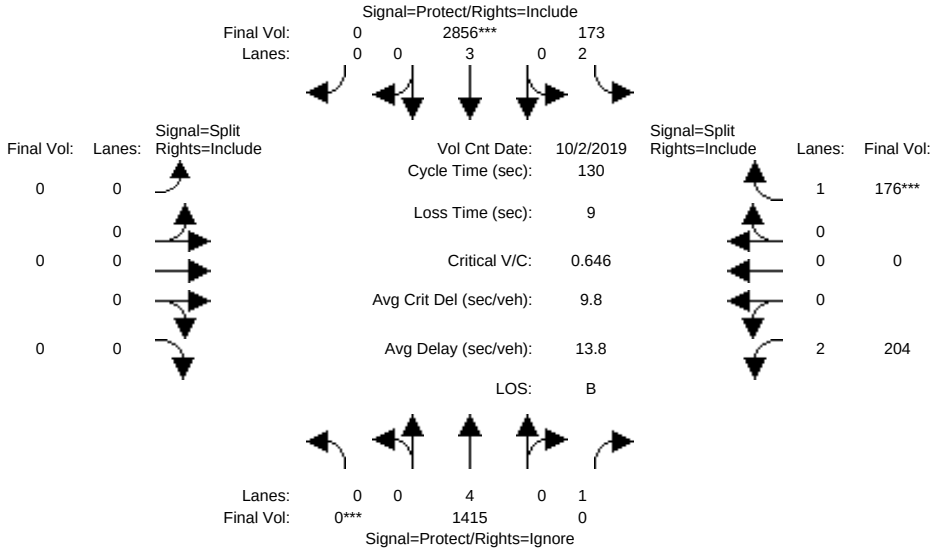
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

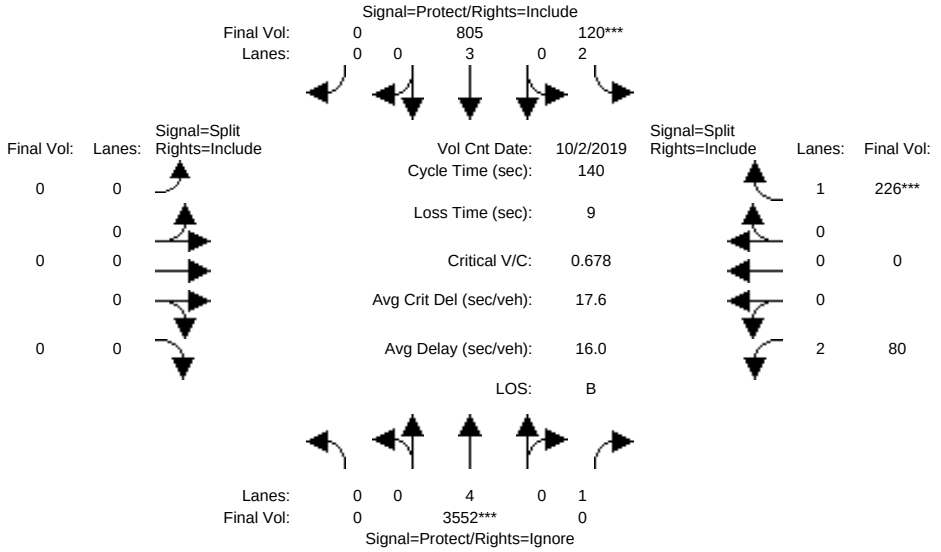
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

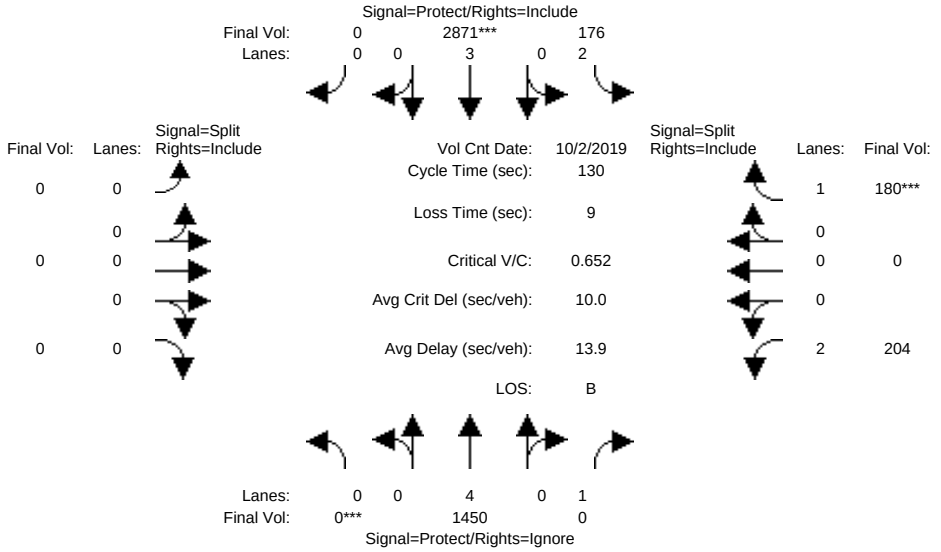
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

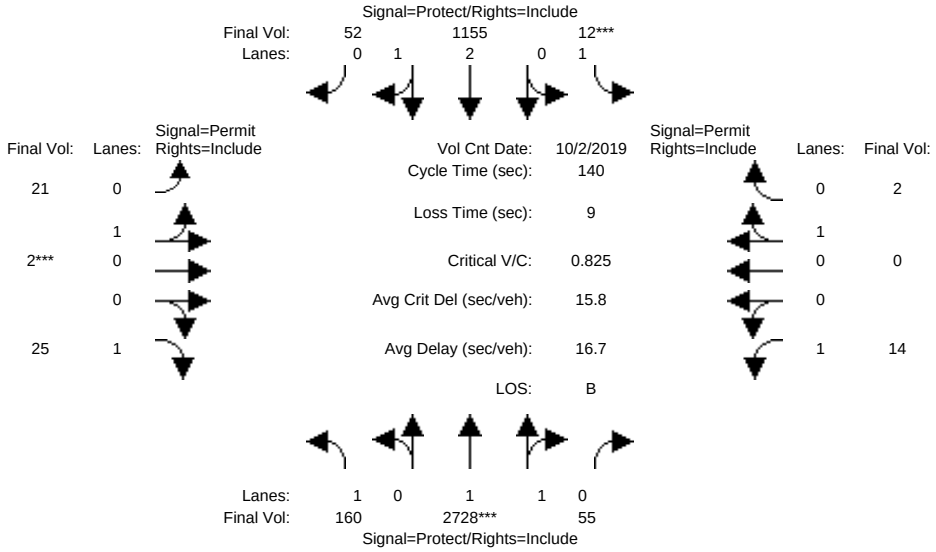
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1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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
FinalVolume:	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

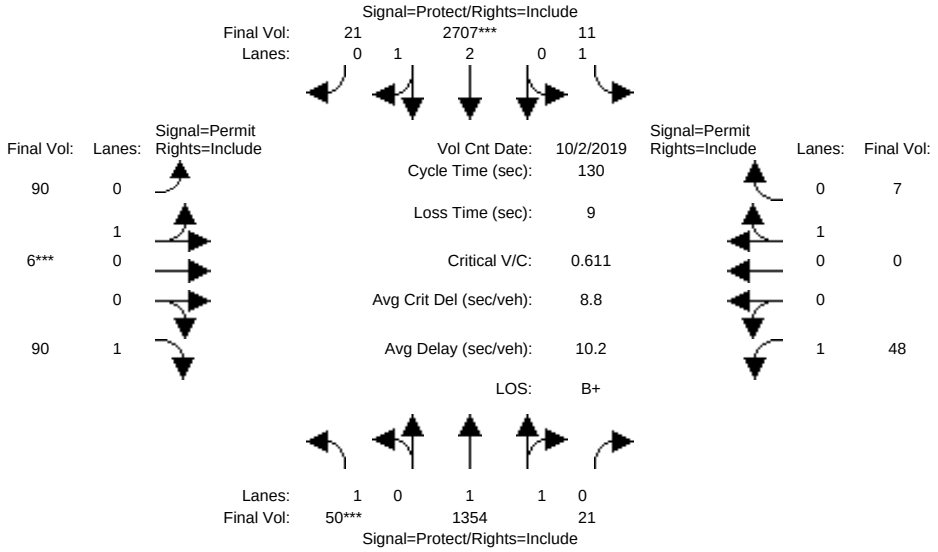
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1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #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
FinalVolume:	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

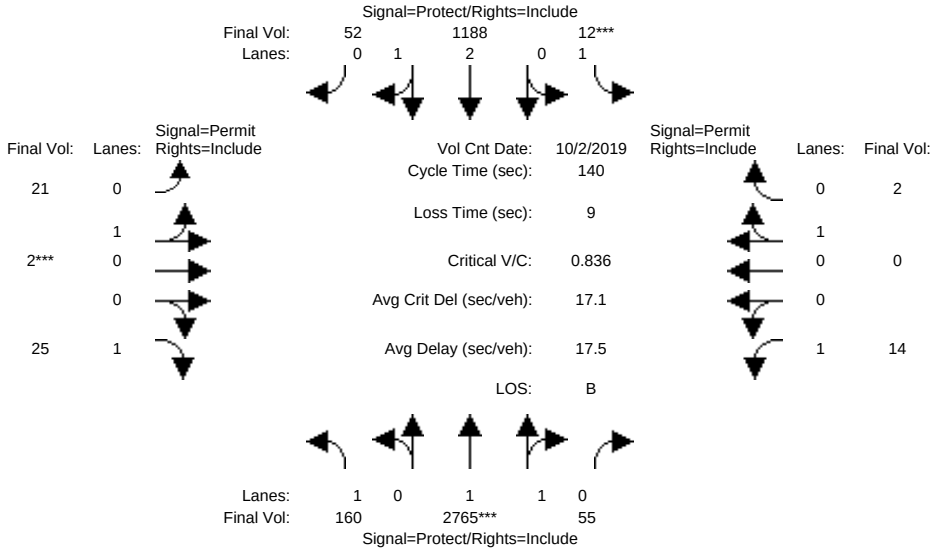
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Santa Clara, CA
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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Background Plus Project AM

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
FinalVolume:	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

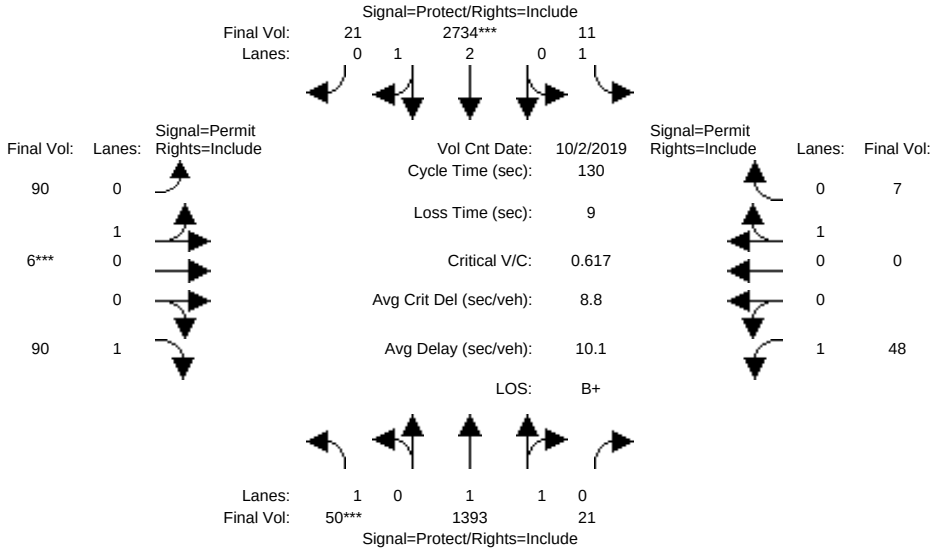
Note: Queue reported is the number of cars per lane.

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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 #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
FinalVolume:	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

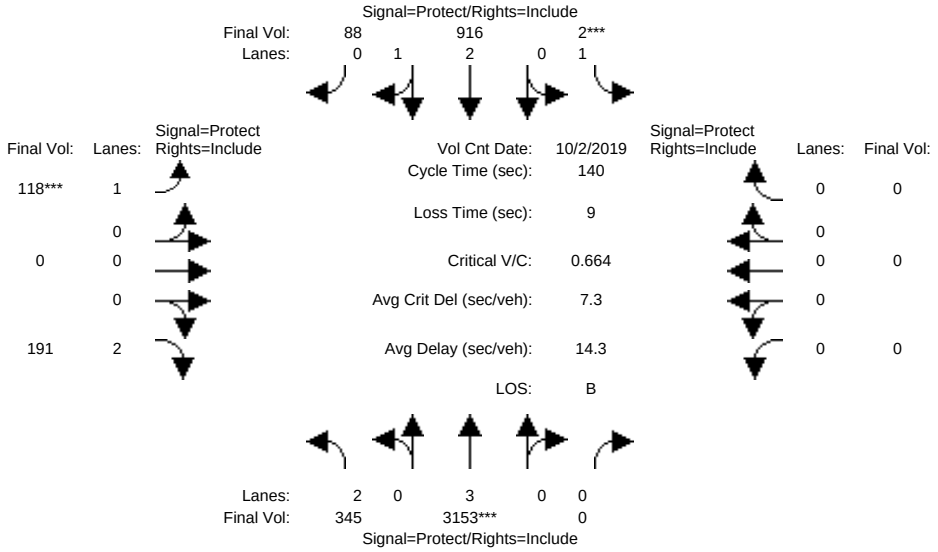
Note: Queue reported is the number of cars per lane.

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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 #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
FinalVolume:	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

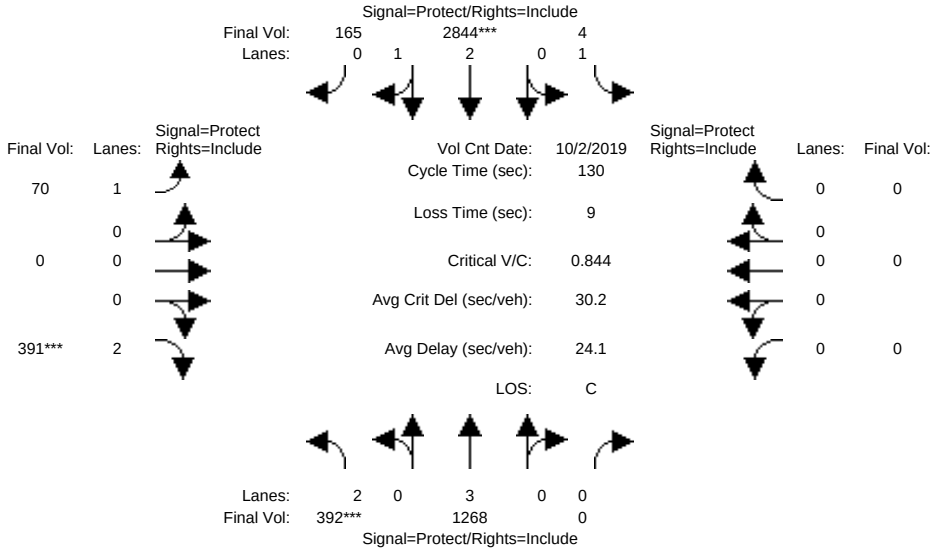
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1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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
FinalVolume:	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

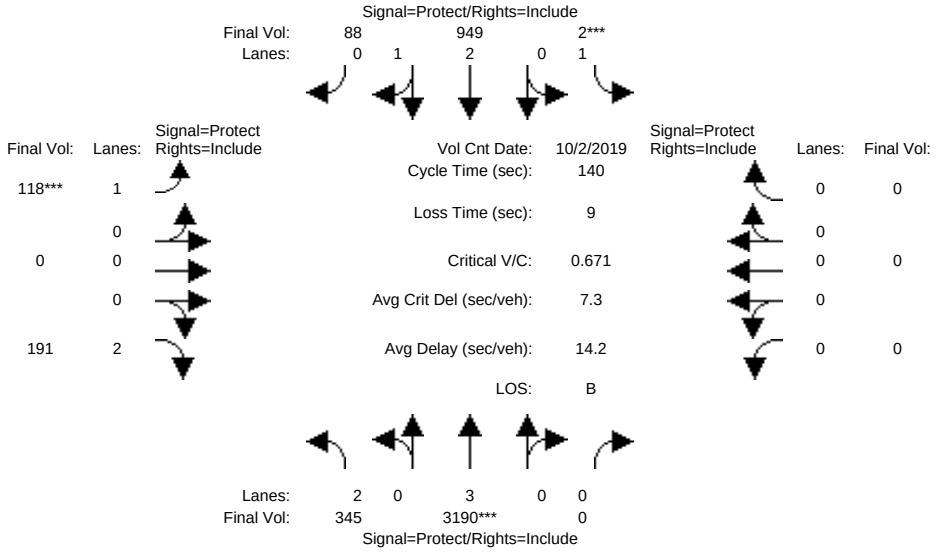
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Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

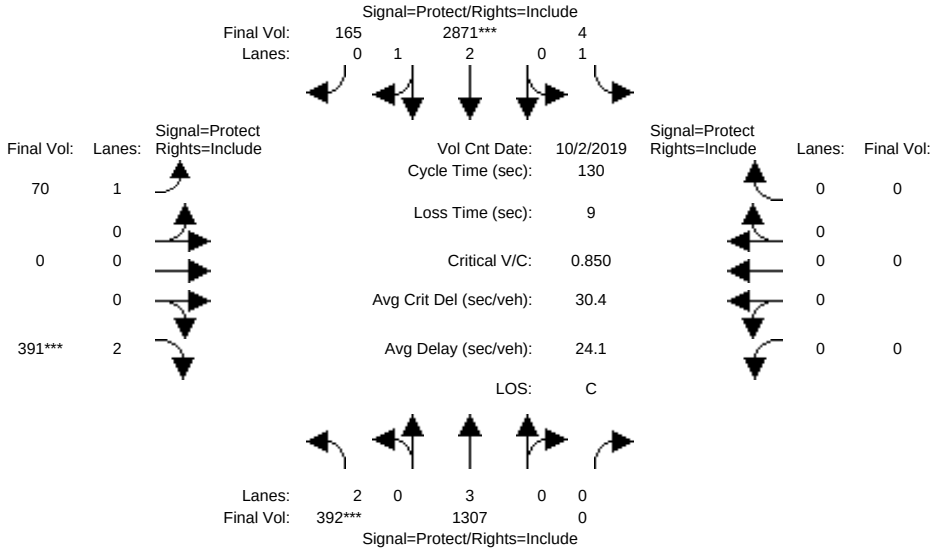
Note: Queue reported is the number of cars per lane.

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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 #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
FinalVolume:	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

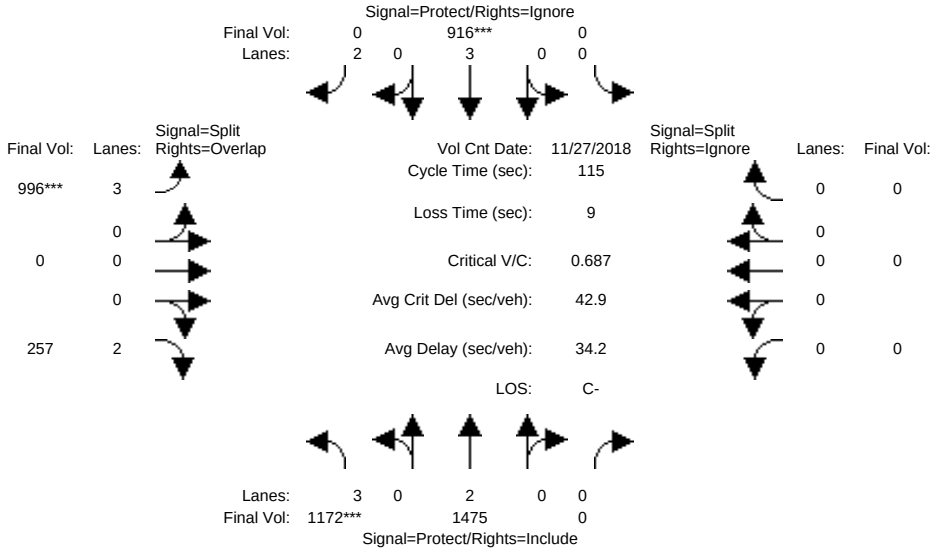
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

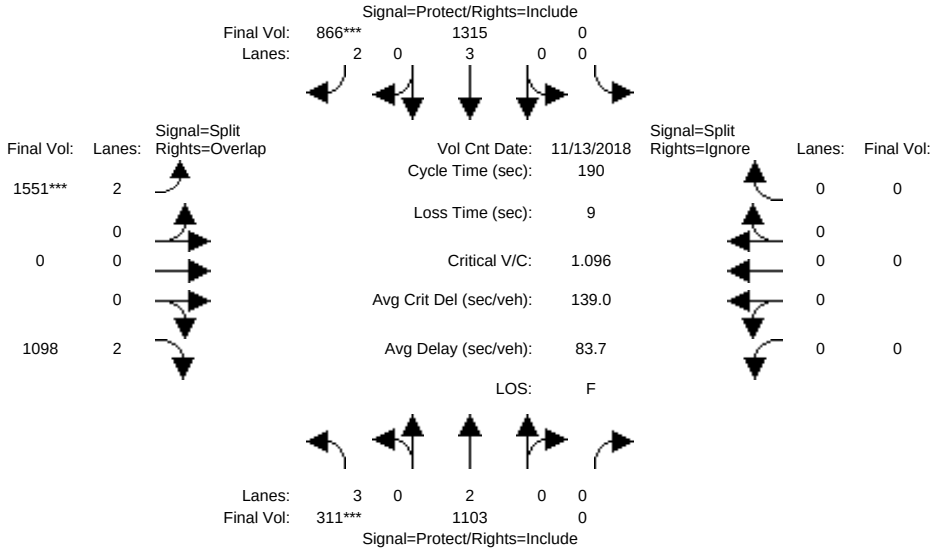
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

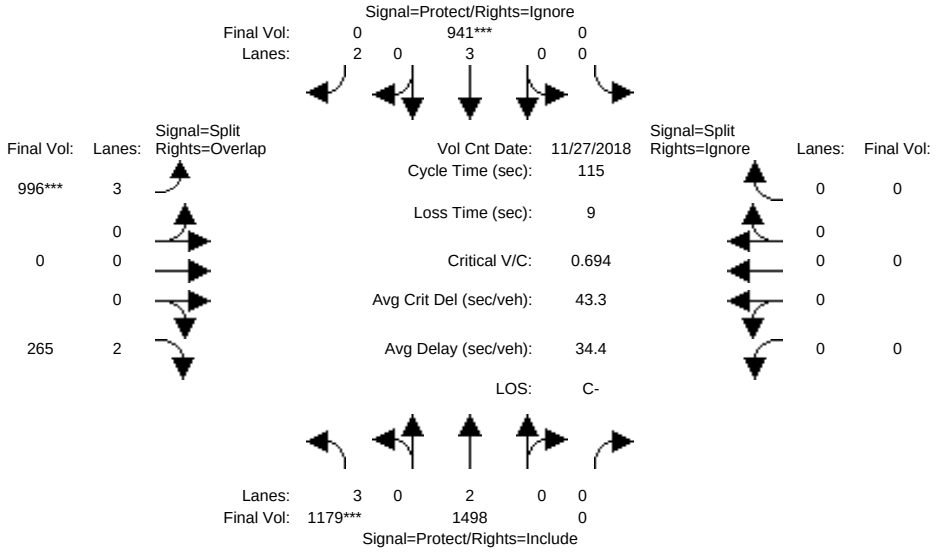
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

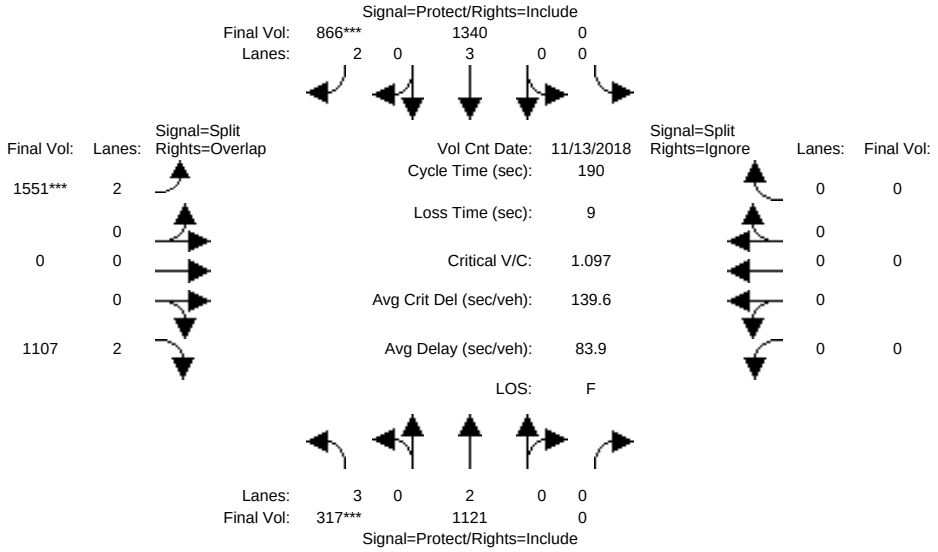
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

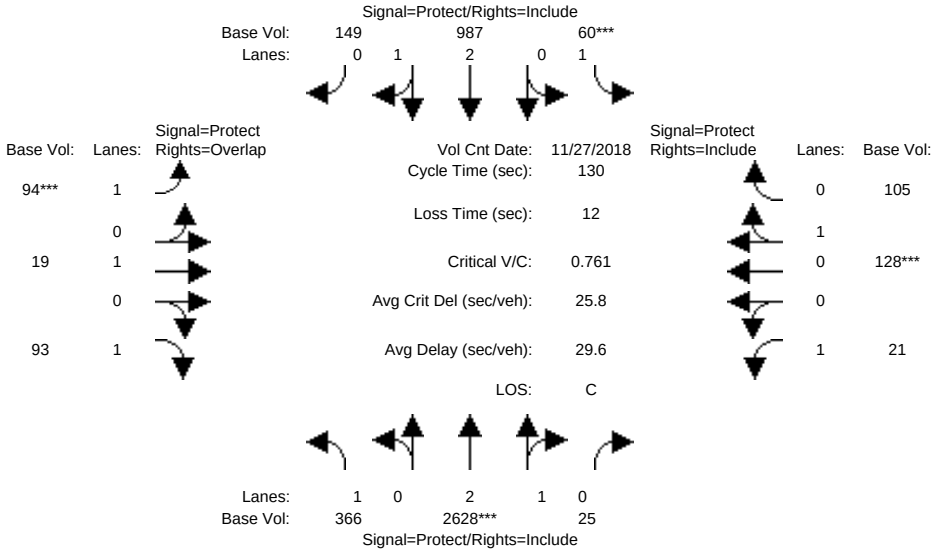
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

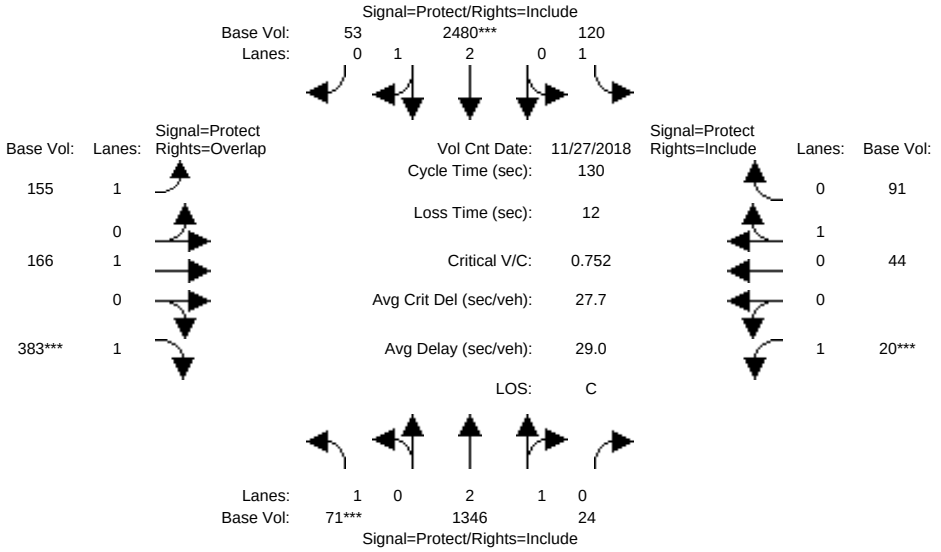
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

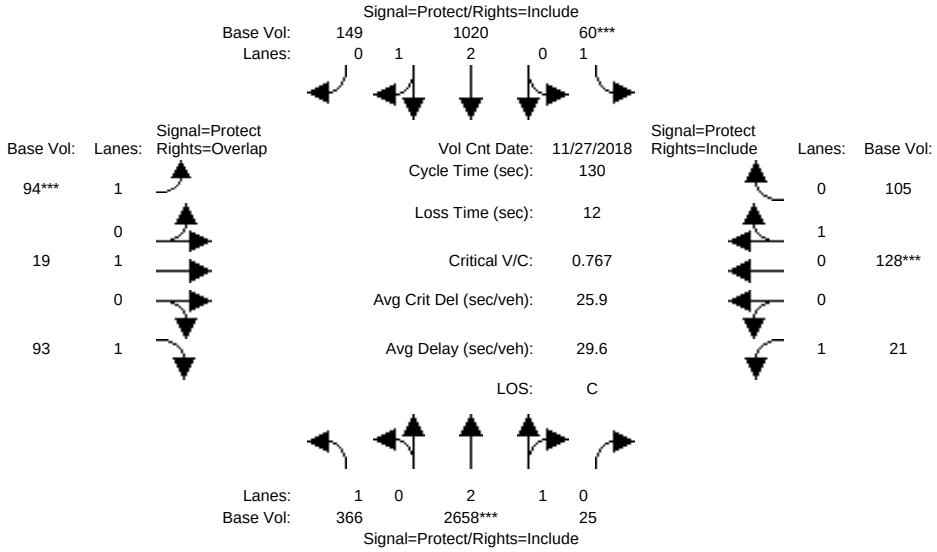
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1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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
FinalVolume:	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

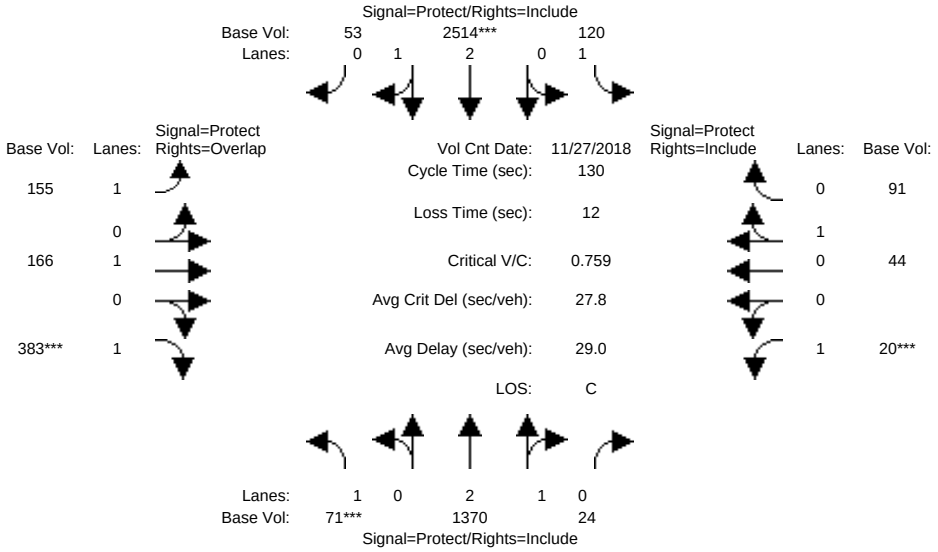
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1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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
FinalVolume:	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

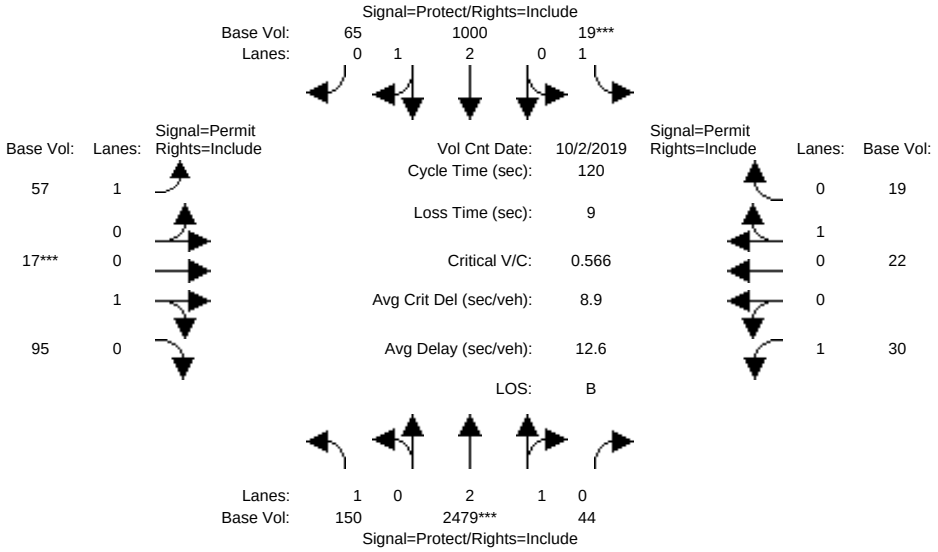
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1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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
FinalVolume:	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

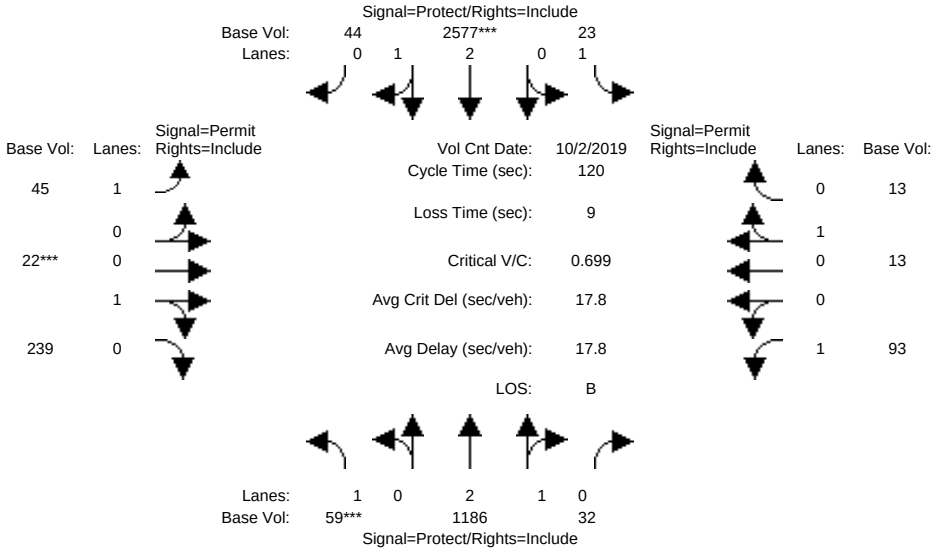
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1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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
FinalVolume:	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

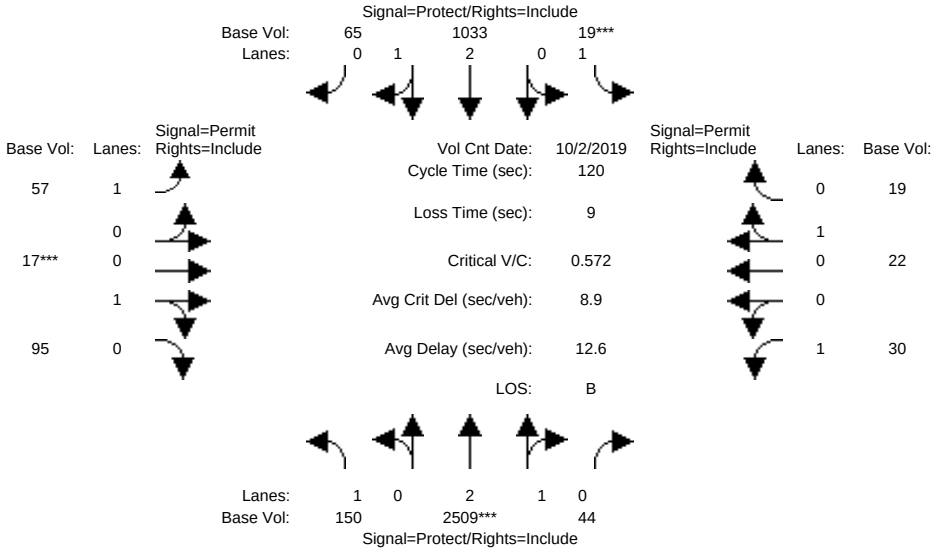
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Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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
FinalVolume:	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

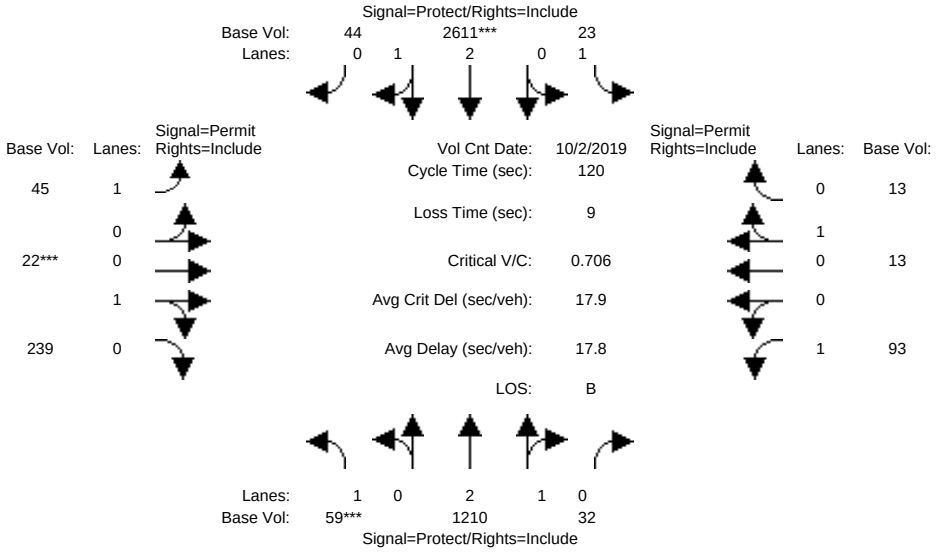
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

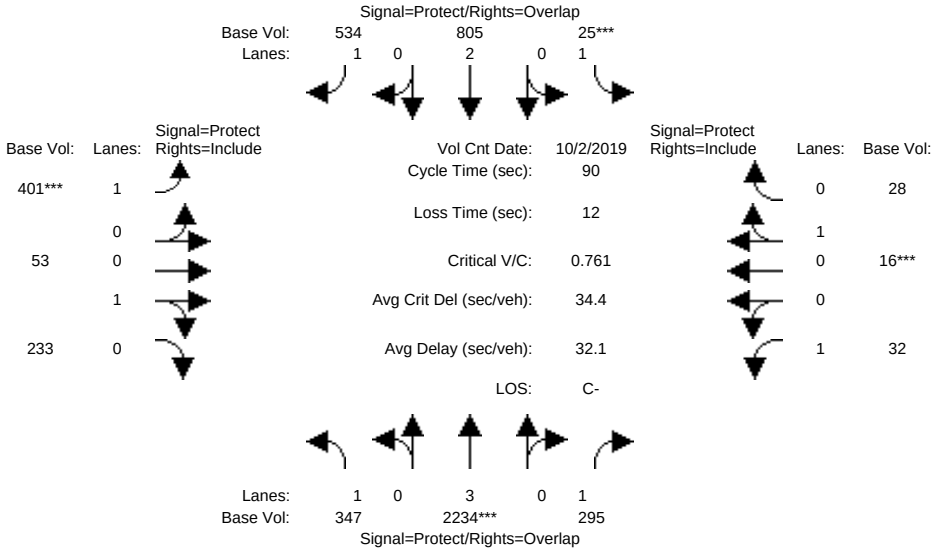
Note: Queue reported is the number of cars per lane.

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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	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: 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
FinalVolume:	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:	22.0	38.5	49.2	7.0	23.5	46.0	22.5	21.8	21.8	10.7	10.0	10.0
Volume/Cap:	0.81	0.92	0.31	0.18	0.81	0.60	0.92	0.66	0.66	0.15	0.22	0.22
Delay/Veh:	43.2	30.3	11.3	39.5	36.3	16.6	56.7	34.3	34.3	35.9	37.0	37.0
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:	43.2	30.3	11.3	39.5	36.3	16.6	56.7	34.3	34.3	35.9	37.0	37.0
LOS by Move:	D	C	B+	D	D+	B	E+	C-	C-	D+	D+	D+
HCM2k95thQ:	22	40	9	2	23	21	28	16	16	2	3	3

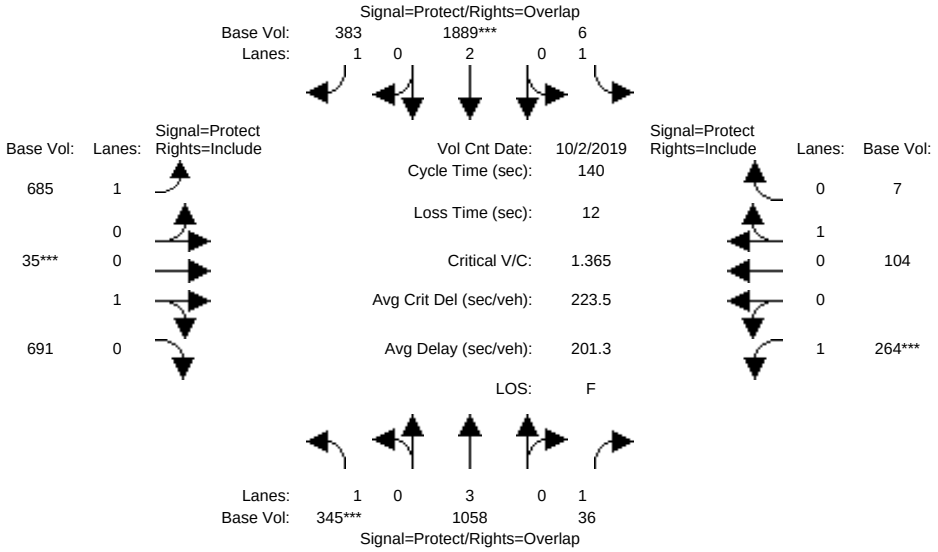
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

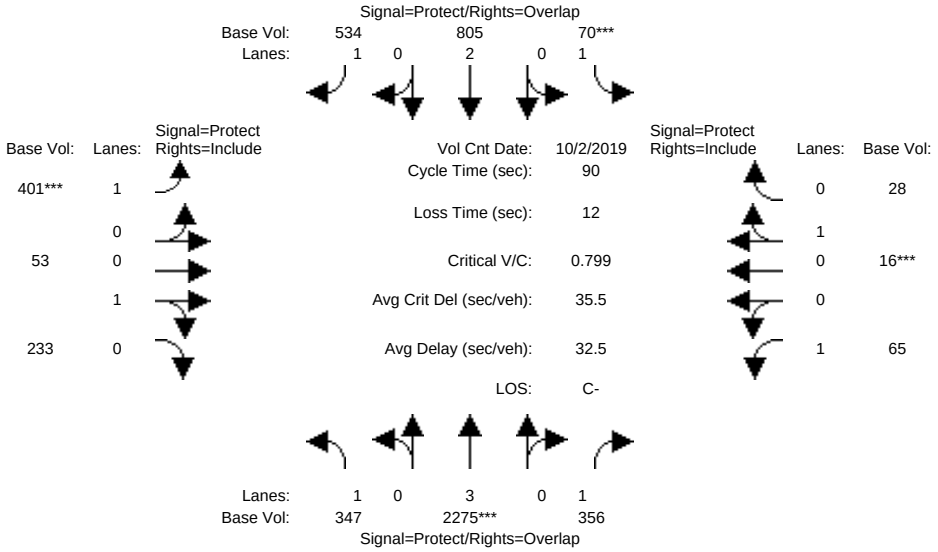
Note: Queue reported is the number of cars per lane.

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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	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: 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
FinalVolume:	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:	22.1	38.8	49.3	7.0	23.6	45.9	22.2	21.7	21.7	10.6	10.0	10.0
Volume/Cap:	0.81	0.93	0.37	0.51	0.81	0.60	0.93	0.66	0.66	0.32	0.22	0.22
Delay/Veh:	42.7	31.1	11.8	43.2	36.0	16.7	59.1	34.6	34.6	37.3	37.0	37.0
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:	42.7	31.1	11.8	43.2	36.0	16.7	59.1	34.6	34.6	37.3	37.0	37.0
LOS by Move:	D	C	B+	D	D+	B	E+	C-	C-	D+	D+	D+
HCM2k95thQ:	22	41	12	6	23	21	28	16	16	4	3	3

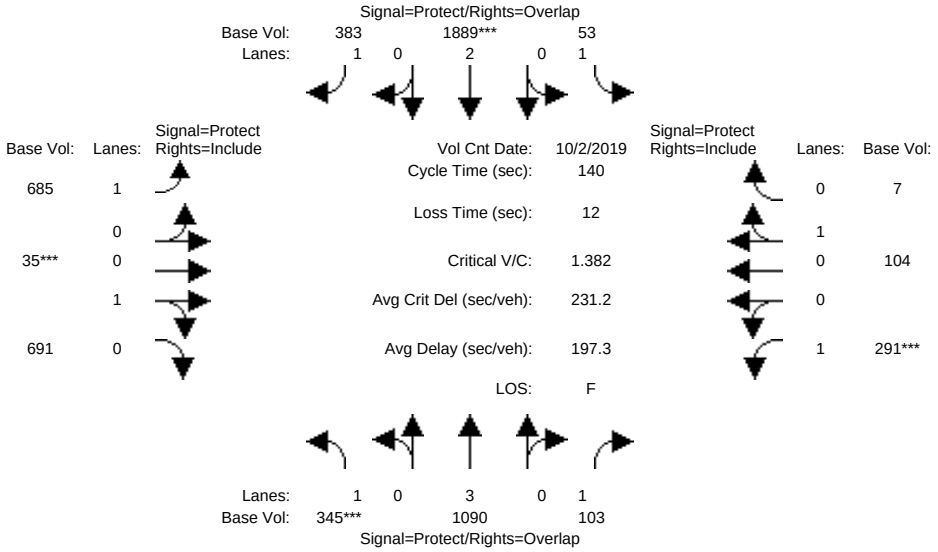
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

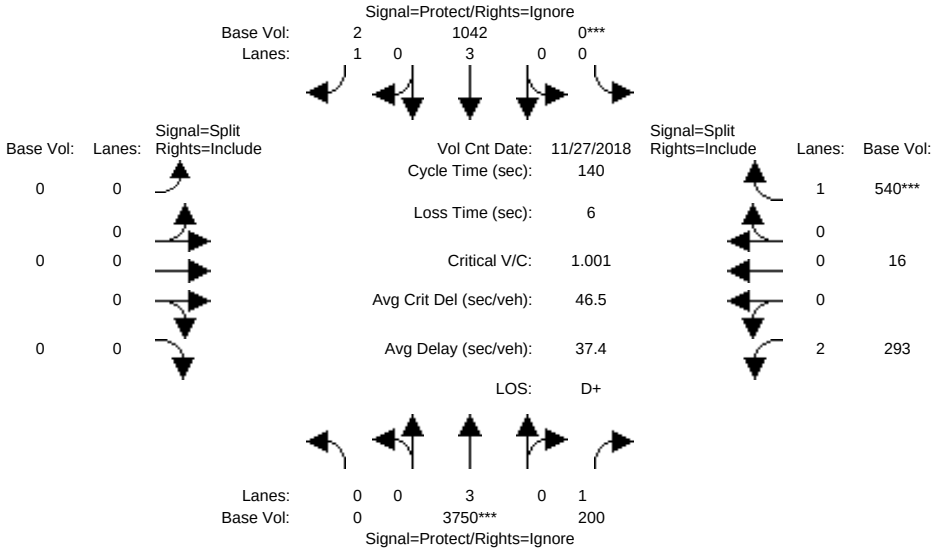
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

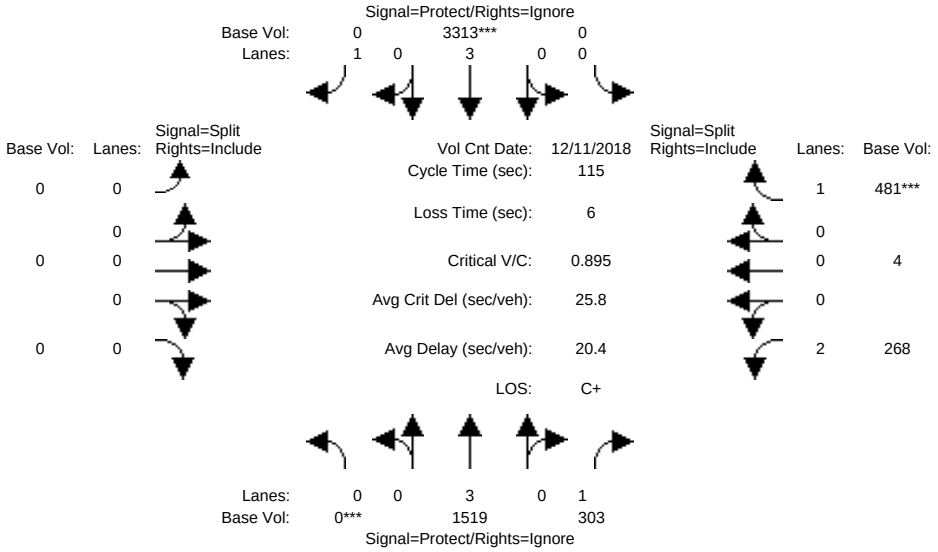
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

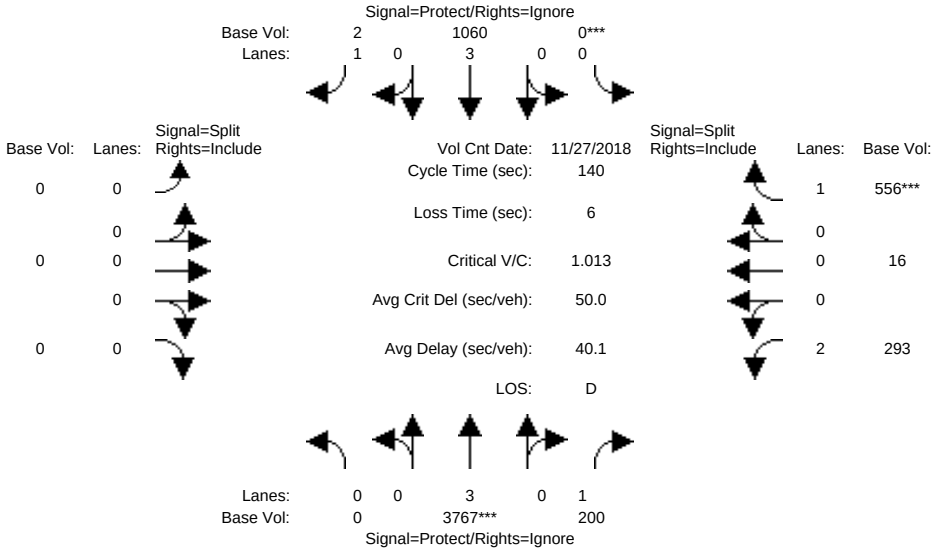
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

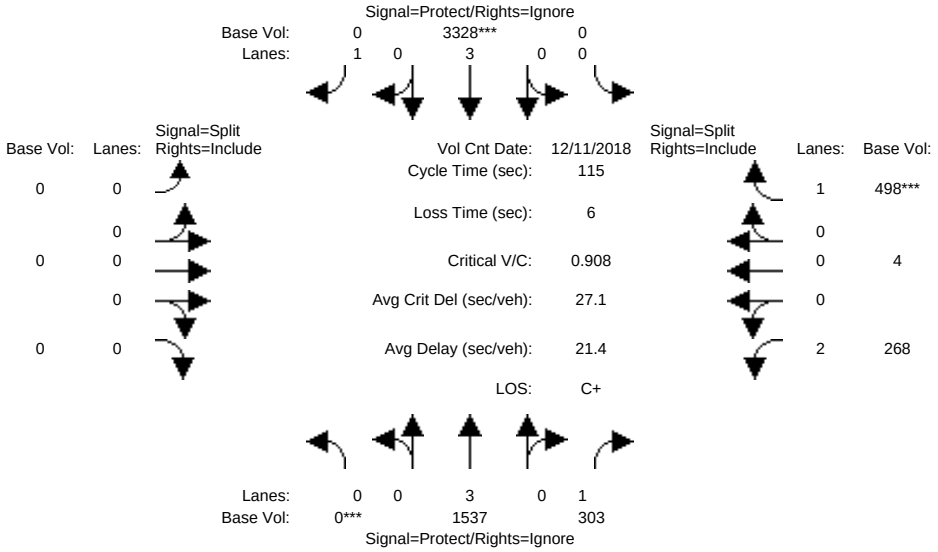
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

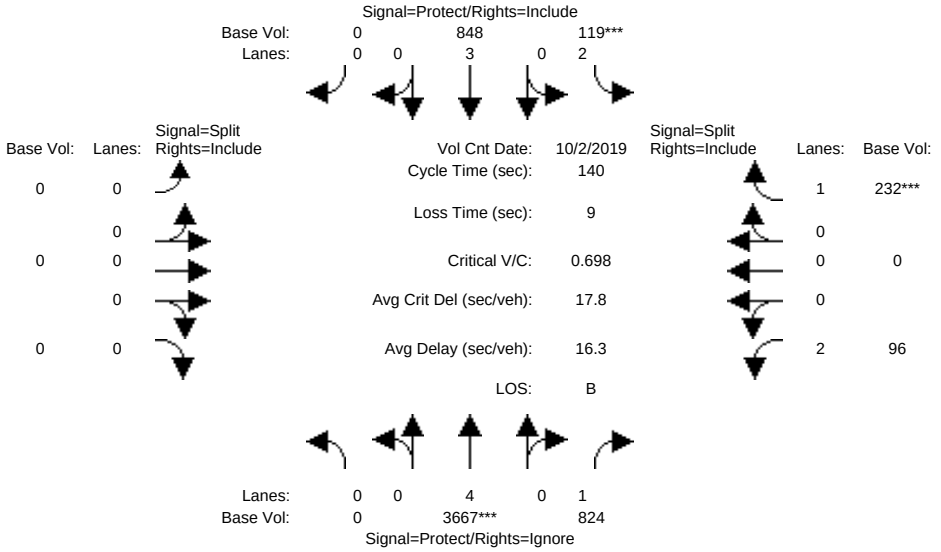
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

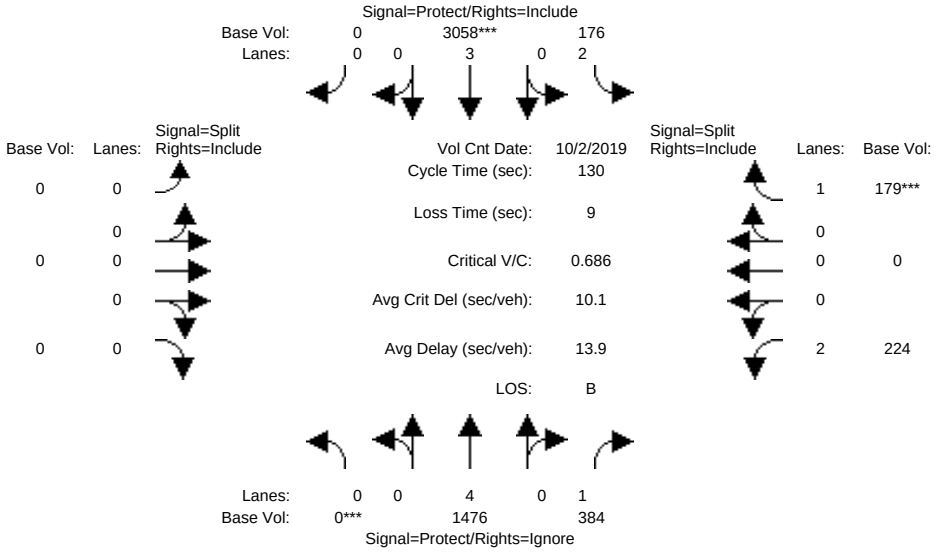
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

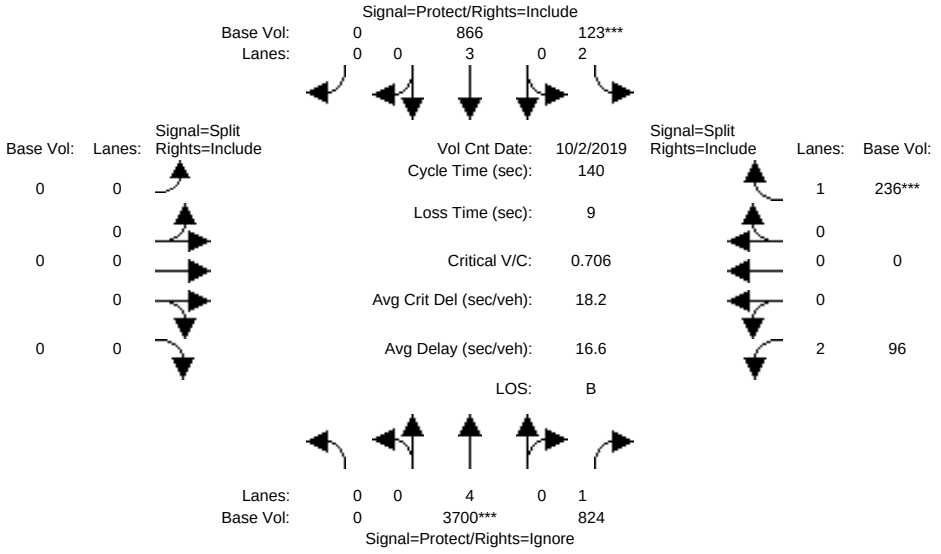
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

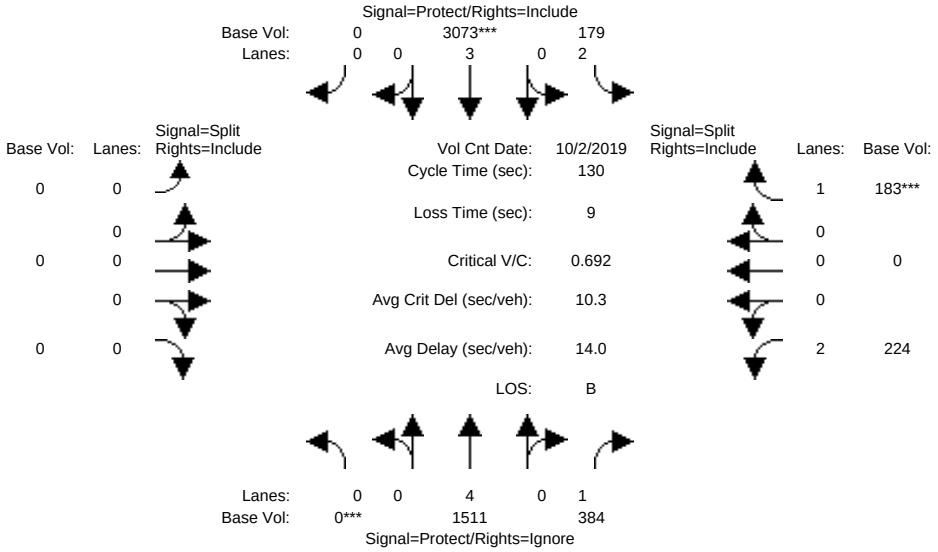
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

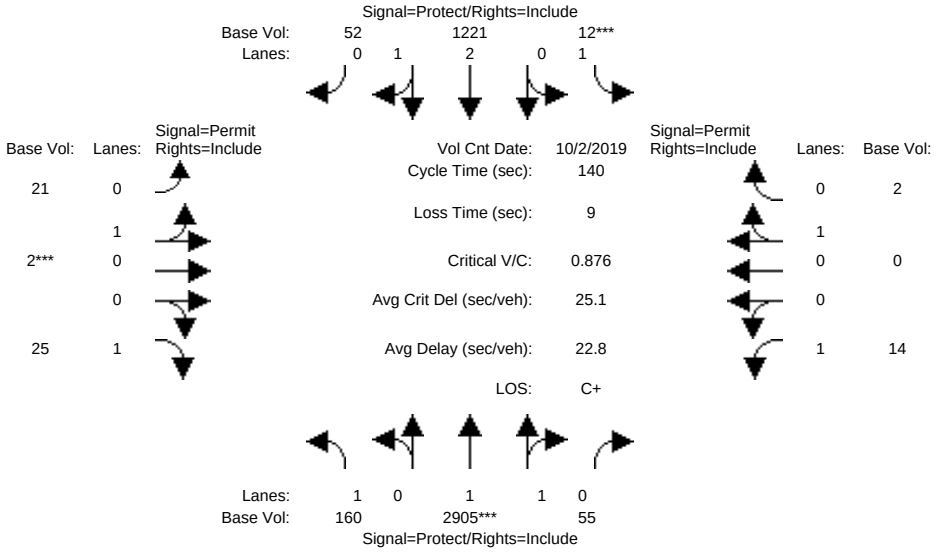
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1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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
FinalVolume:	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

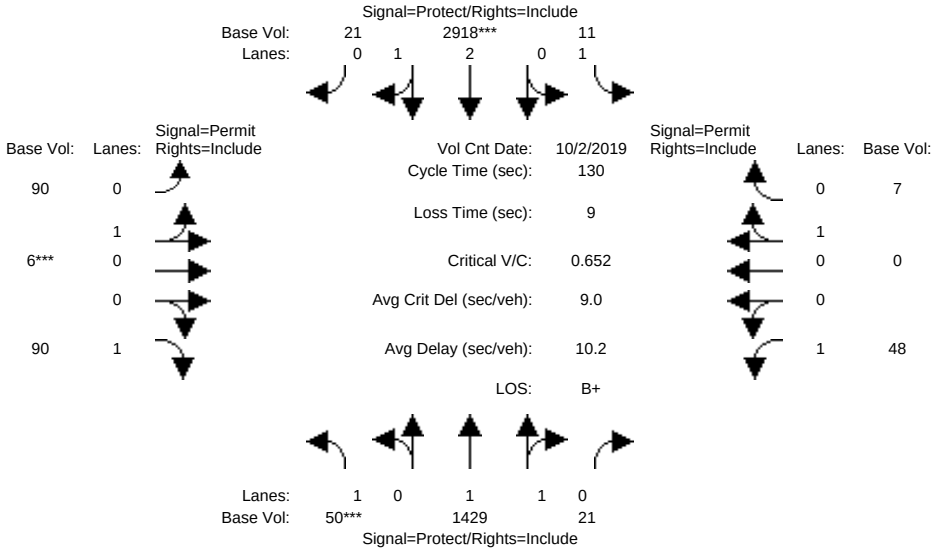
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

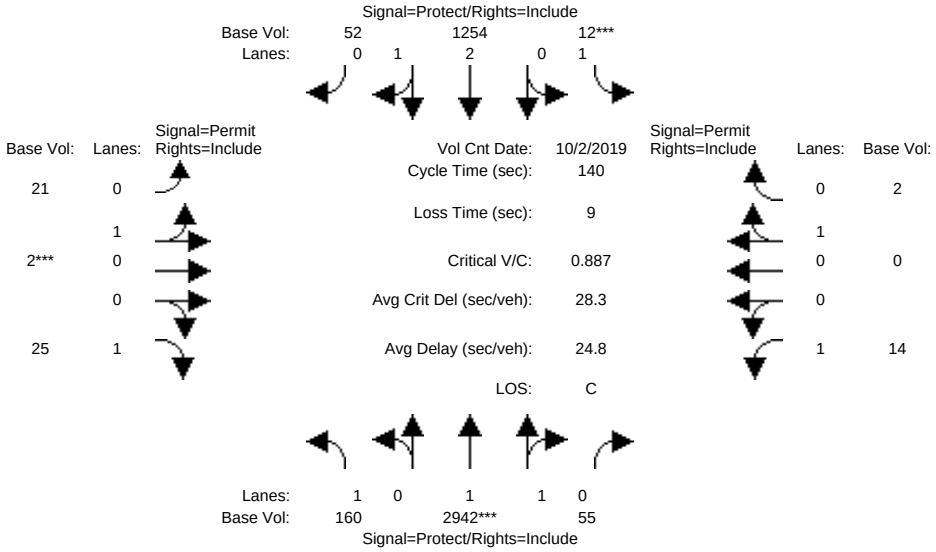
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Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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
FinalVolume:	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

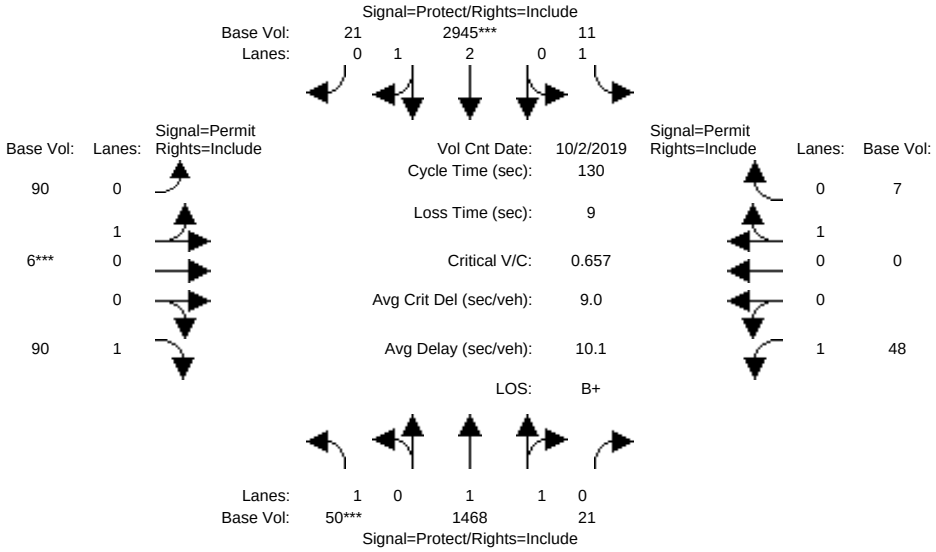
Note: Queue reported is the number of cars per lane.

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Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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
FinalVolume:	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

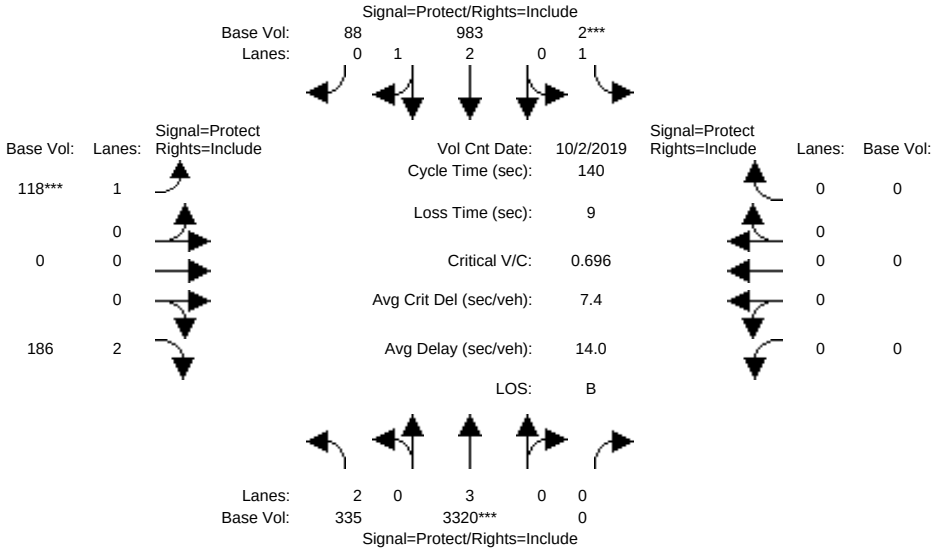
Note: Queue reported is the number of cars per lane.

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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 #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
FinalVolume:	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

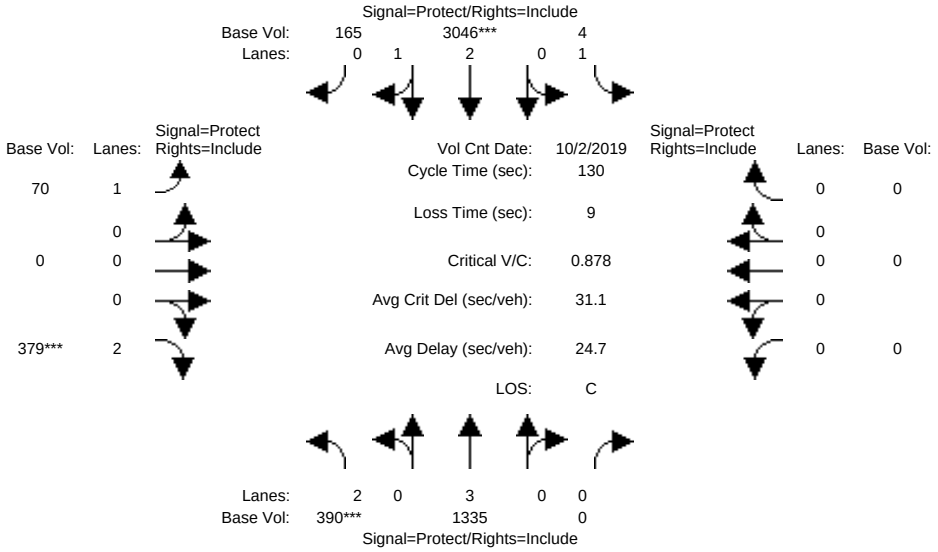
Note: Queue reported is the number of cars per lane.

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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 #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
FinalVolume:	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

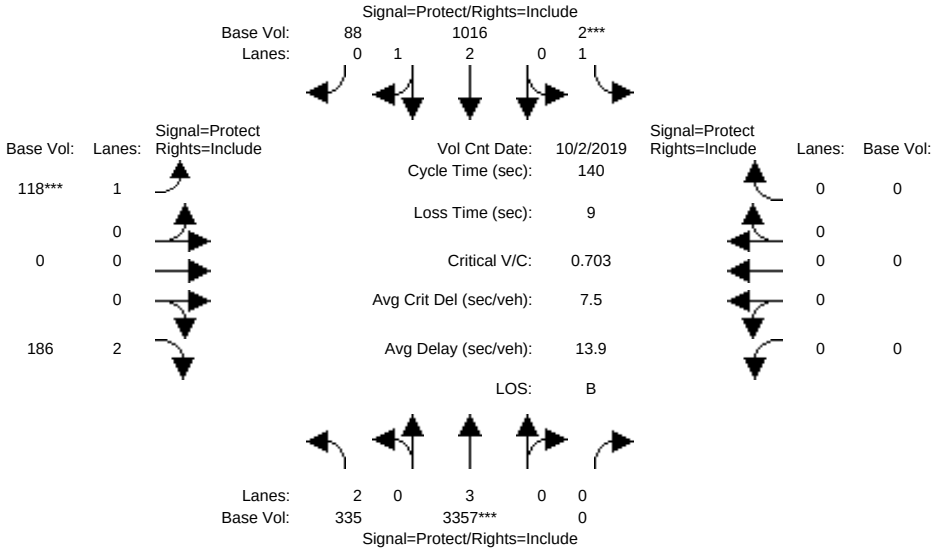
Note: Queue reported is the number of cars per lane.

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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 #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
FinalVolume:	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

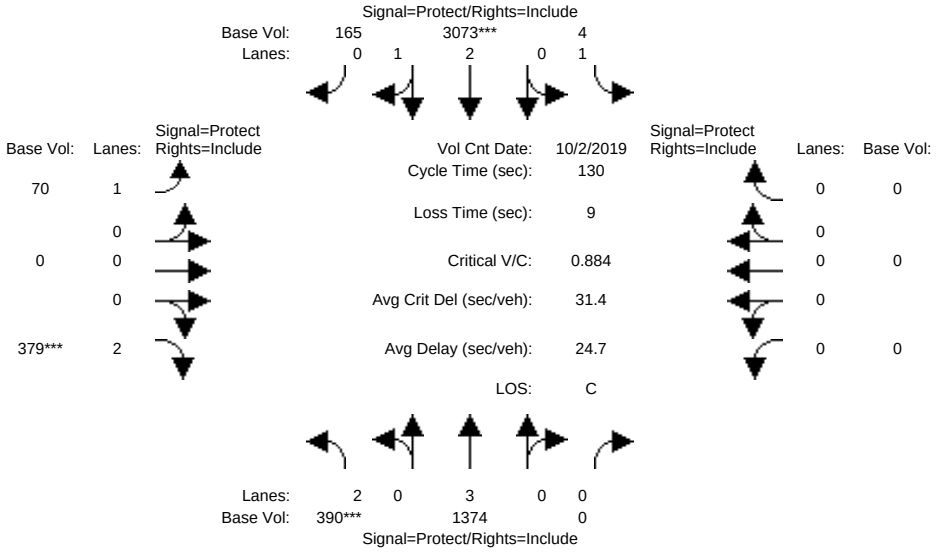
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1290 Coleman Avenue Hotel Development TIA
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #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
FinalVolume:	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

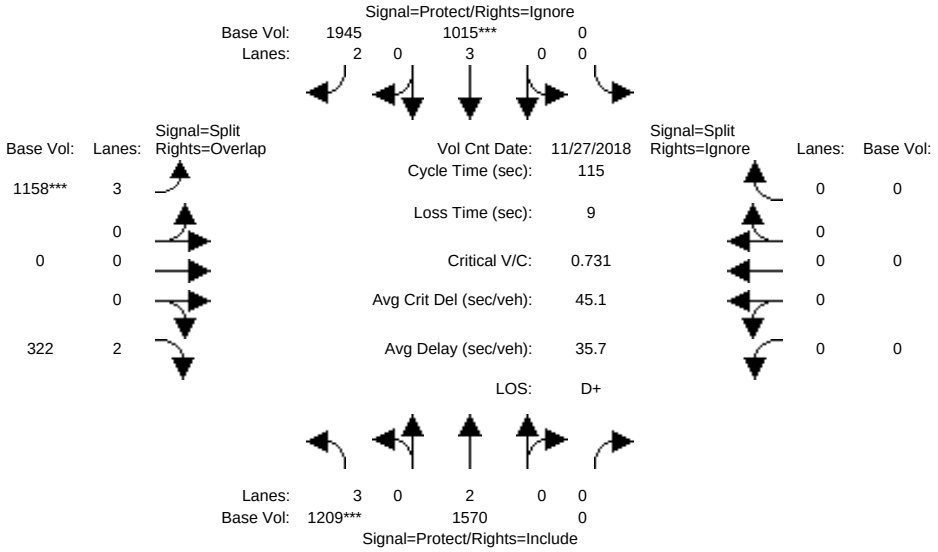
Note: Queue reported is the number of cars per lane.

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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	
FinalVolume:	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	

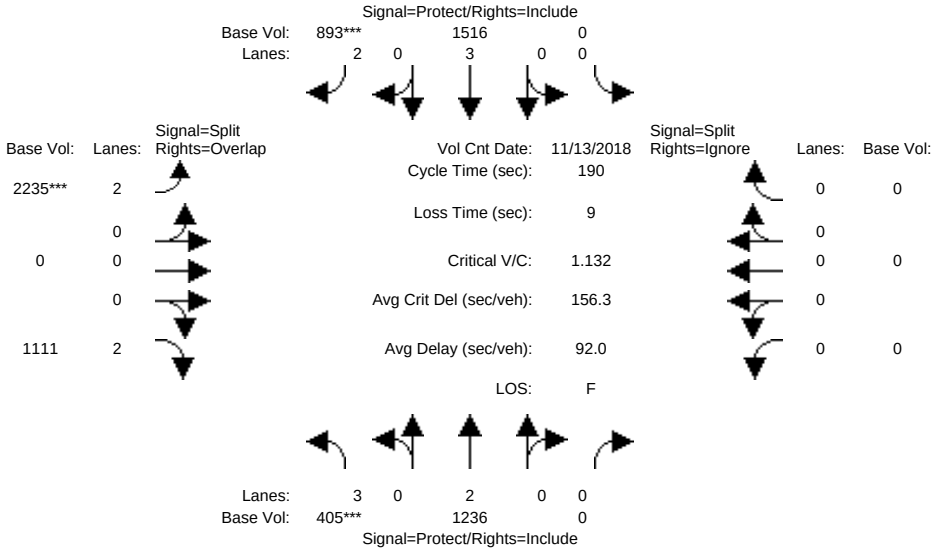
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

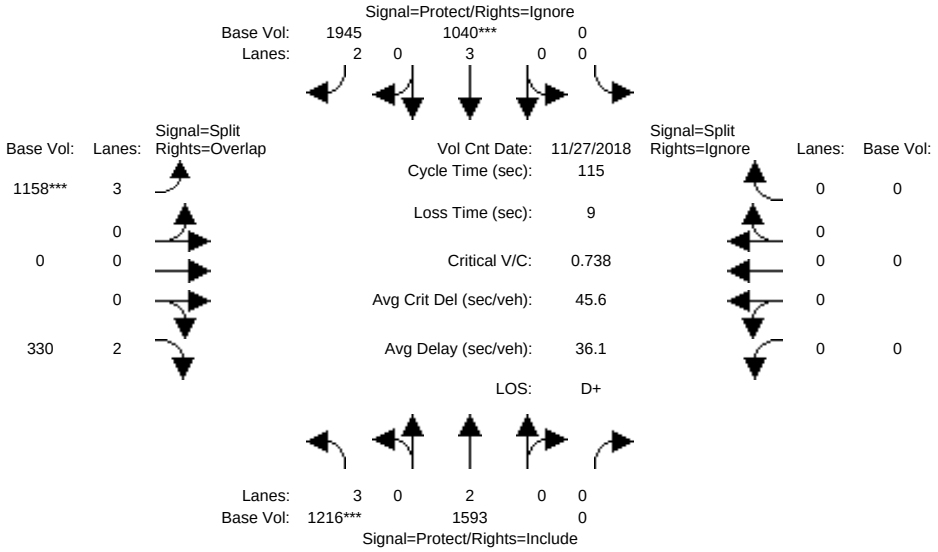
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

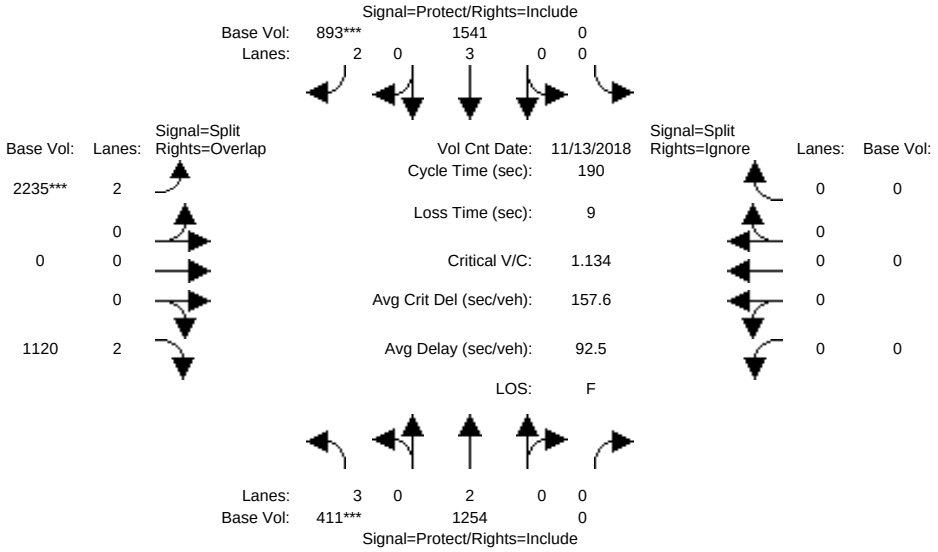
Note: Queue reported is the number of cars per lane.

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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
FinalVolume:	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

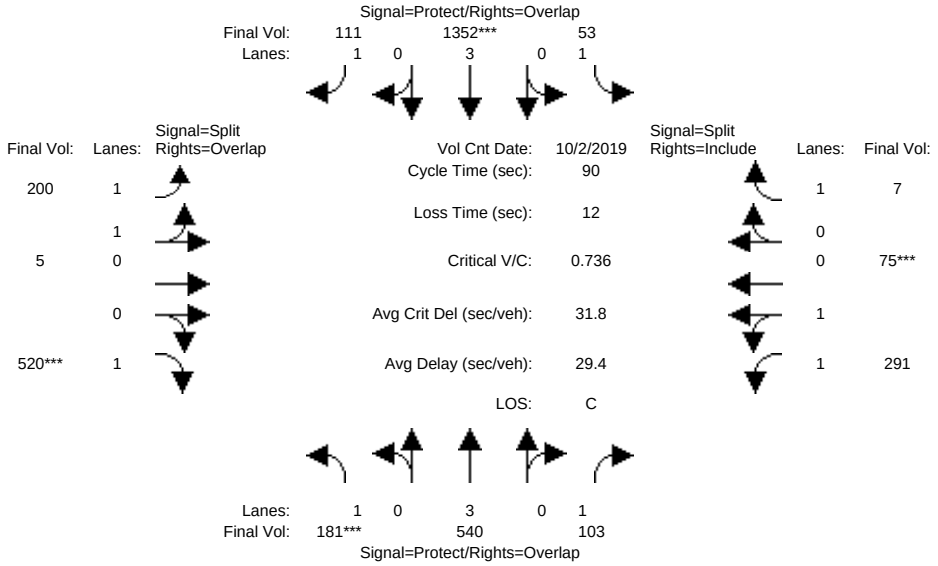
Note: Queue reported is the number of cars per lane.

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Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing 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	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:	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
FinalVolume:	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	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.95	0.05	1.00	1.60	0.40	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3463	87	1750	2822	727	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.06	0.03	0.24	0.06	0.06	0.06	0.30	0.10	0.10	0.00
Crit Moves:	****				****				****		****	
Green Time:	12.7	24.5	37.1	17.2	29.0	52.7	23.7	23.7	36.4	12.6	12.6	12.6
Volume/Cap:	0.74	0.35	0.14	0.16	0.74	0.11	0.22	0.22	0.74	0.74	0.74	0.03
Delay/Veh:	48.0	26.5	16.6	30.6	28.7	8.3	26.0	26.0	26.8	42.8	42.8	33.4
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:	48.0	26.5	16.6	30.6	28.7	8.3	26.0	26.0	26.8	42.8	42.8	33.4
LOS by Move:	D	C	B	C	C	A	C	C	C	D	D	C-
HCM2k95thQ:	13	8	4	3	22	3	5	5	26	13	13	0

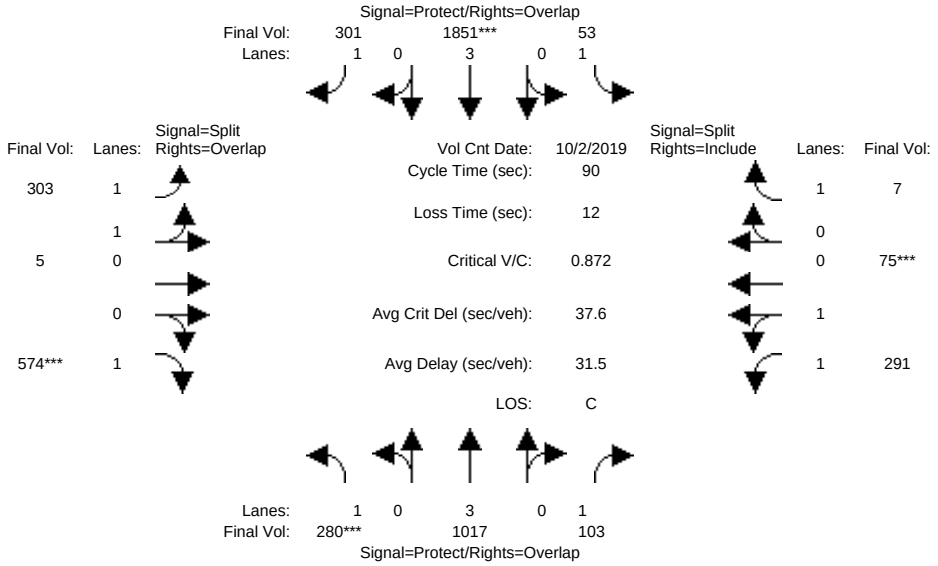
Note: Queue reported is the number of cars per lane.

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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 - 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	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:	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
FinalVolume:	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	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.97	0.03	1.00	1.60	0.40	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3492	58	1750	2822	727	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.18	0.06	0.03	0.32	0.17	0.09	0.09	0.33	0.10	0.10	0.00
Crit Moves:	****				****				****		****	
Green Time:	16.5	34.8	45.5	15.2	33.5	50.8	17.3	17.3	33.8	10.6	10.6	10.6
Volume/Cap:	0.87	0.46	0.12	0.18	0.87	0.30	0.45	0.45	0.87	0.87	0.87	0.03
Delay/Veh:	57.7	20.7	11.8	32.4	30.5	10.5	32.6	32.6	38.3	56.8	56.8	35.2
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:	57.7	20.7	11.8	32.4	30.5	10.5	32.6	32.6	38.3	56.8	56.8	35.2
LOS by Move:	E+	C+	B+	C-	C	B+	C-	C-	D+	E+	E+	D+
HCM2k95thQ:	21	14	3	3	33	9	9	9	33	16	16	0

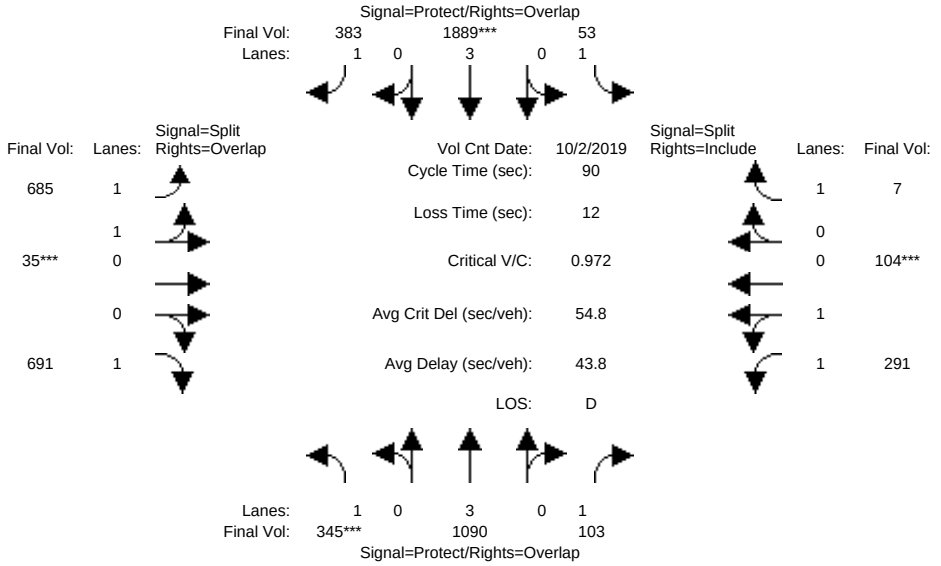
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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Plus Project PM - Mitigated

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	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:	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
FinalVolume:	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	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.90	0.10	1.00	1.48	0.52	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3377	173	1750	2615	935	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.19	0.06	0.03	0.33	0.22	0.20	0.20	0.39	0.11	0.11	0.00
Crit Moves:	****				****			****			****	
Green Time:	18.2	34.8	45.1	14.1	30.7	49.5	18.8	18.8	37.0	10.3	10.3	10.3
Volume/Cap:	0.97	0.49	0.12	0.19	0.97	0.40	0.97	0.97	0.96	0.97	0.97	0.03
Delay/Veh:	75.9	21.1	12.0	33.3	43.7	12.0	61.6	61.6	49.8	77.0	77.0	35.5
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:	75.9	21.1	12.0	33.3	43.7	12.0	61.6	61.6	49.8	77.0	77.0	35.5
LOS by Move:	E-	C+	B+	C-	D	B+	E	E	D	E-	E-	D+
HCM2k95thQ:	27	15	3	3	39	13	28	28	43	19	19	0

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

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Appendix B-4

List of Approved and Pending Projects

AM PROJECT TRIPS

10/04/2019

Intersection of : Airport Bl & Coleman Av

Traffix 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 NORTH SAN JOSE	0	23	8	3	14	0	0	0	0	16	0	9
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**

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

PM PROJECT TRIPS

10/04/2019

Intersection of : Airport Bl & Coleman Av

Traffix 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	16	19	13	0	0	0	0	16	0	19
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	8	3	1	27	0	0	0	0	7	0	1
NSJ LEGACY NORTH SAN JOSE	0	5	1	2	61	0	0	0	0	19	0	3
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	0	64	0	0	42	0	0	0	0	0	0	0
PP10-155 (3-18531) Retail/Commercial COLEMAN SOCCER COMPLEX	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:	**0**	**159**	**20**	**22**	**514**	**0**	**0**	**0**	**0**	**42**	**0**	**23**

	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

Traffix 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 NORTH SAN JOSE	0	38	6	2	48	0	5	0	4	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	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

Traffix 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 NORTH SAN JOSE	0	51	1	0	46	0	3	0	1	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	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

Traffix 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

Traffix 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

Traffix 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 NORTH SAN JOSE	0	52	1	0	54	0	0	0	0	14	0	27
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

Traffix 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 COLEMAN SOCCER COMPLEX	0	23	0	5	10	0	0	0	0	0	0	11
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	2	0	0	26	0	0	0	0	0	0	0
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

PM PROJECT TRIPS

11/13/2019

Intersection of : Coleman Av & SB 880 to Coleman Rp

Traffix 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	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 NORTH SAN JOSE	0	14	3	0	47	0	0	0	0	35	4	61
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

Traffix 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 COLEMAN SOCCER COMPLEX	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	23	0	0	3	0	0	0	0	0	0	0
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 buidlings 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 fropm 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 develolpment (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 futher 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 develolpment (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/Occupied	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/Occupied	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/Occupied	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/Occupied	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 restuarant (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, approximiately 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 modificaiton 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	Algined 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 paking 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 tiop 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		Kylii	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 coversion 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 (Addendun 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/offic 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 1,1155 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.

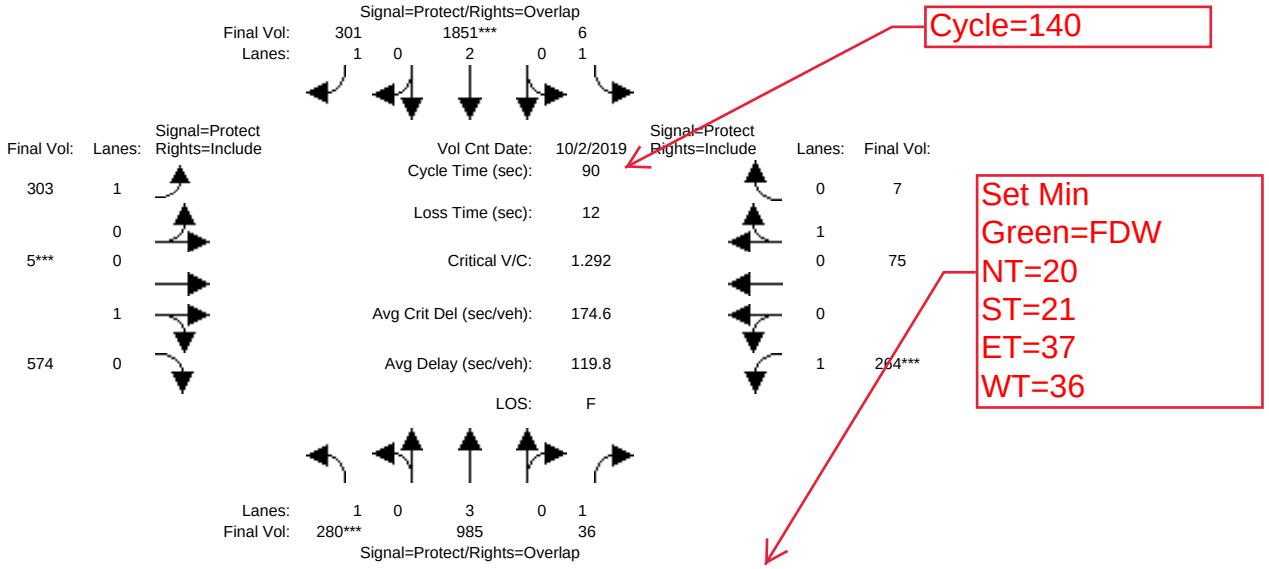
Appendix E

Proposed Improvements at Brokaw Road/Coleman Avenue and De La Cruz Boulevard/Central Expressway Intersections

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	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: 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
FinalVolume:	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:	11.1	31.1	41.6	14.0	33.9	54.0	20.1	22.4	22.4	10.5	12.9	12.9
Volume/Cap:	1.29	0.50	0.04	0.02	1.29	0.29	0.78	1.29	1.29	1.29	0.32	0.32
Delay/Veh:	200.7	23.5	13.3	32.2	165	8.9	42.4	181	181.0	202.5	35.3	35.3
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:	200.7	23.5	13.3	32.2	165	8.9	42.4	181	181.0	202.5	35.3	35.3
LOS by Move:	F	C	B	C-	F	A	D	F	F	F	D+	D+
HCM2k95thQ:	33	14	1	0	81	9	19	57	57	32	5	5

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

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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	SCl	101	40.4/41.0	276	506

REGISTERED CIVIL ENGINEER DATE

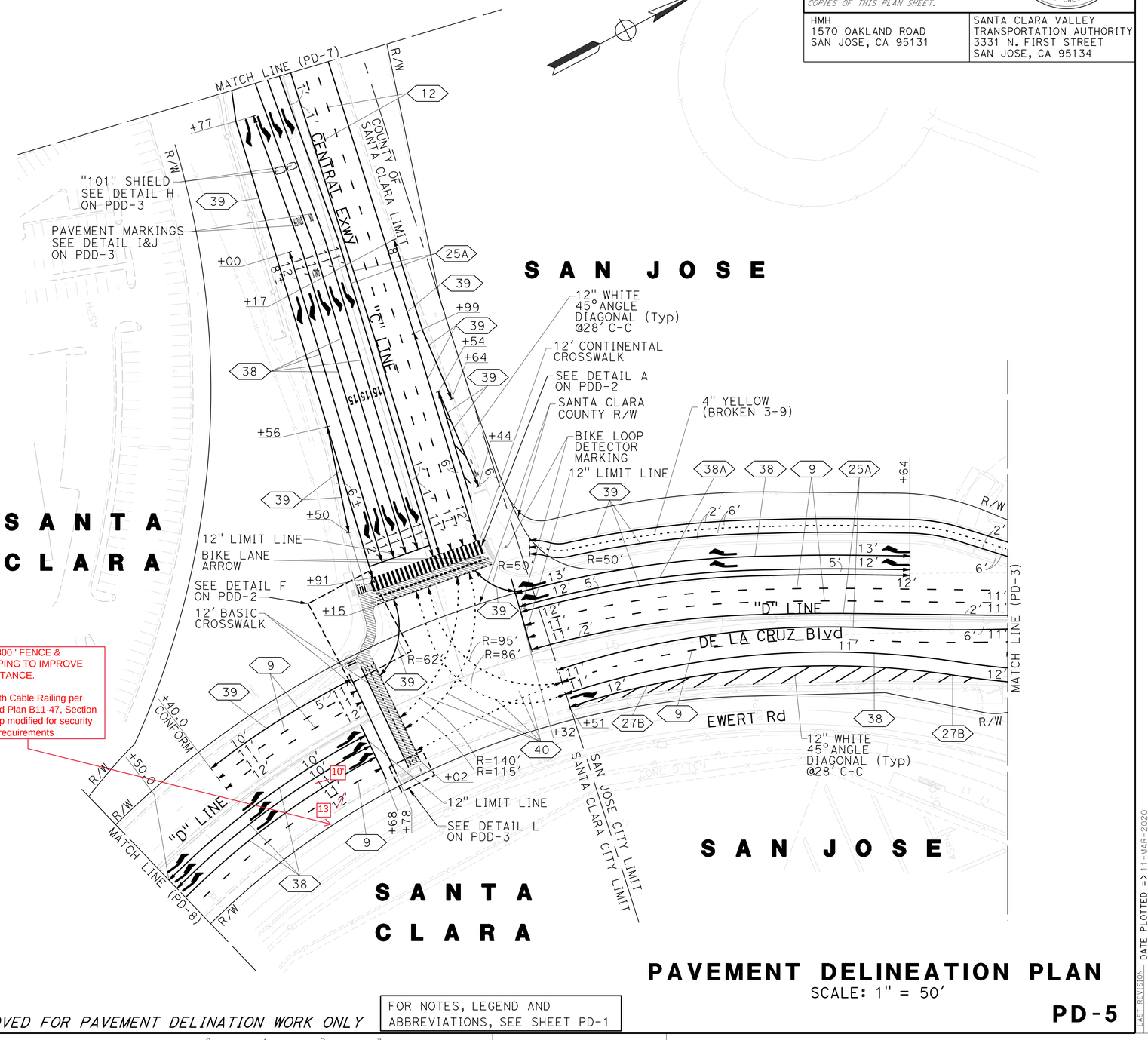
PLANS APPROVAL DATE

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



PAVEMENT DELINEATION PLAN

SCALE: 1" = 50'

PD-5

APPROVED FOR PAVEMENT DELINATION WORK ONLY

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

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

CONSULTANT FUNCTIONAL SUPERVISOR: ANTHONY SILVA

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION: DATE PLOTTED => 11-MAR-2020
00-00-00 TIME PLOTTED => 10:38

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