1-G

First Amendment
to the Final Environmental Impact Report

Pacific Mall

City of Milpitas

December 2013

PREFACE

This First Amendment to the Final Environmental Impact Report (FEIR) addresses a modification to the proposed project that would allow for a phased development which may or may not include the hotel component of the project. Overall, development would be the same or less than that identified in the Notice of Preparation of the Draft EIR and the Draft EIR for the Pacific Mall Project located on the east side of McCarthy Boulevard just north of State Route 237 in the City of Milpitas, California.

An FEIR for the Pacific Mall project was initially circulated on October 25, 2013. For the sake of clarity, this First Amendment to the Final EIR includes the original Final EIR text in the October 2013 document. Modifications to the project and project analysis associated with a phased development are shown in strikeout and underline text.

This document, together with the Draft Environmental Impact Report (Draft EIR), constitutes the Final Environmental Impact Report (FEIR) for the Pacific Mall project. The Draft EIR was circulated to affected public agencies and interested parties for a 45-day review period from May 8 to June 21, 2013. This volume consists of comments received by the Lead Agency on the Draft EIR during the public review period, responses to those comments, and revisions to the text of the Draft EIR.

In conformance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the FEIR provides objective information regarding the environmental consequences of the proposed project. The FEIR also examines mitigation measures and alternatives to the project intended to reduce or eliminate significant environmental impacts. The FEIR is intended to be used by the City and any Responsible Agencies in making decisions regarding the project. The CEQA Guidelines advise that, while the information in the FEIR does not control the agency's ultimate discretion on the project, the agency must respond to each significant effect identified in the Draft EIR by making written findings for each of those significant effects.

According to the State Public Resources Code (Section 21081), no public agency shall approve or carry out a project for which an environmental impact report has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless both of the following occur:

(a) The public agency makes one or more of the following findings with respect to each significant effect:

(1) Changes or alterations have been required in, or incorporated into, the project which will mitigate or avoid the significant effect on the environment.

(2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

(3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities of highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

(b) With respect to significant effects which were subject to a finding under paragraph (3) of subdivision (a), the public agency finds that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment.

Changes to the Project

Additional Demolition

Subsequent to circulation of the Draft EIR, the project has been revised to include demolition of an additional 12,110 square feet of building area (partial demolition of Building D1) and construction of a landscaped courtyard between the proposed building and existing retail uses. The total retail and hotel area (in square feet) would not change. One of the basic questions the Lead Agency must address when there are changes to a proposed project after circulation of a Draft EIR is whether recirculation of the EIR is required. Under CEQA Guidelines Section 15088.5, recirculation of an EIR prior to certification is required if significant new information is added to an EIR that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of a project or a feasible way to mitigate or avoid such as effect that the project's proponents have declined to implement.

As described in the revisions to the text of the Draft EIR (Section 4.0), the proposed modification to the project is not substantial and would not result in new significant impacts, a substantial increase in the severity or an environmental impact, or identification of a feasible project alternative or mitigation measure considerably different from those previously analyzed in the EIR. Therefore, under CEQA Guidelines Section 15088.5, recirculation of the Draft EIR is not required.

Project Phasing and Development Scenarios

Subsequent to circulation of the Final EIR, the project has been further revised to allow for a phased development which may or may not include the hotel component of the project. This revision still includes the previous revision to the project discussed above.

Under the proposed phased project, the first phase of construction would be the two-story retail building and the second phase would be the hotel tower. If the applicant decides not to build the hotel, the second floor area slated for hotel amenity space would convert to 15,360 square feet of retail space.

As described in the revisions to the text of the Draft EIR (Section 4.0), the proposed phasing modification to the project is not substantial and would not result in new significant impacts, a substantial increase in the severity of an environmental impact, or identification of a feasible project

alternative or mitigation measure considerably different from those previously analyzed in the EIR. Therefore, under CEQA Guidelines Section 15088.5, recirculation of the Draft EIR is not required.

Overall, construction of the proposed retail building without the hotel would result in a lesser degree of impact than if the hotel were to be constructed. Where possible, the changes between the proposed mixed use project scenario and a strictly retail scenario (i.e., no hotel) have been quantified. For resources such as air quality, greenhouse gas emissions, and traffic, the difference in the level of impact between the proposed project scenario and a strictly retail project scenario are qualitatively discussed.

Format of the Final EIR (Including the First Amendment to the FEIR)

This document, which includes responses to comments and text revisions, has been prepared in accordance with Section 15088 of the CEQA Guidelines. The Final EIR included the following sections:

- **Section 1.0 List of Agencies and Organizations to Whom the Draft EIR was Sent**
  The agencies, organizations, and individuals who received copies of the Draft EIR are listed in this section.

- **Section 2.0 List of Comment Letters Received on the Draft EIR**
  This section contains a list of all parties who submitted written comments on the Draft EIR.

- **Section 3.0 Response to Comments Received on the Draft EIR**
  This section contains written comments received on the Draft EIR and the responses to those comments.

- **Section 4.0 Revisions to the Text of the Draft EIR**
  This section contains text revisions to the Draft EIR. Text revisions can be made as a result of comments received during the Draft EIR public review process, corrections or clarifications to the text, or to reflect modifications that have been made to the project.

- **Section 5.0 Copies of Comment Letters Received on the Draft EIR**
  This section contains copies of the full comments letters received.

In accordance with CEQA and the CEQA Guidelines, the FEIR (including the First Amendment to the FEIR) will be made available to the public prior to consideration of the Environmental Impact Report. All documents referenced in this FEIR are available for public review in the Milpitas City Hall at 455 E. Calaveras Boulevard, on weekdays during normal business hours.

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SECTION 1.0 LIST OF AGENCIES AND ORGANIZATIONS TO WHOM THE DRAFT EIR WAS SENT

State Agencies

California Department of Fish and Wildlife – Region 3
California Department of Parks and Recreation
California Resources Agency
California Department of Resources, Recycling, and Recovery
California Department of Water Resources
California Department of Transportation – District 4
California Highway Patrol
Department of Toxic Substances Control
Native American Heritage Commission

Regional Agencies

Metropolitan Transportation Commission
Regional Water Quality Control Board – Region 2
Santa Clara County Department of Roads and Airports
Santa Clara County Department of Planning
Santa Clara Valley Transportation Authority

Cities/Local Agencies

City of San Jose
City of Fremont
Milpitas Unified School District

Other Organizations or Interested Parties

AT&T
Northern California Carpenters
Pacific Gas & Electric

SECTION 2.0 LIST OF COMMENT LETTERS RECEIVED ON THE DRAFT EIR

State Agencies

A.	California Department of Transportation	June 20, 2013

Regional Agencies

B.	County of Santa Clara Roads and Airports Department	June 13, 2013
C.	Santa Clara Valley Transportation Authority	June 24, 2013

Organizations and Individuals

D.	Briscoe Ivester & Bazel, LLP	June 20, 2013
E.	Jorgenson, Siegel, McClure & Flegel, LLP	June 20, 2013

SECTION 3.0 RESPONSES TO COMMENTS RECEIVED ON THE DRAFT EIR

The following section includes all the comments on the Draft EIR that were received by the City in letters and emails during the 45-day review period. The comments are organized under headings containing the source of the letter and the date submitted. The specific comments from each of the letters or emails are presented as "Comment" with each response to that specific comment directly following. Each of the letters and emails submitted to the City of Milpitas are attached in their entirety (with any enclosed materials) in Section V of this document.

CEQA Guidelines Section 15086 requires that a local lead agency consult with and request comments on the Draft EIR prepared for a project of this type from responsible agencies (government agencies that must approve or permit some aspect of the project), trustee agencies for resources affected by the project, adjacent cities and counties, and transportation planning agencies. Section I of this document lists all of the recipients of the Draft EIR.

Three of the five comment letters received are from public agencies, some of whom could be Responsible Agencies under CEQA for the proposed project. The CEQA Guidelines require that:

> A responsible agency or other public agency shall only make substantive comments regarding those activities involved in the project that are within an area of expertise of the agency or which are required to be carried out or approved by the responsible agency. Those comments shall be supported by specific documentation. [§15086(c)]

Regarding mitigation measures identified by commenting public agencies, the CEQA Guidelines state that:

> Prior to the close of the public review period, a responsible agency or trustee agency which has identified what the agency considers to be significant environmental effects shall advise the lead agency of those effects. As to those effects relevant to its decisions, if any, on the project, the responsible or trustee agency shall either submit to the lead agency complete and detailed performance objectives for mitigation measures addressing those effects or refer the lead agency to appropriate, readily available guidelines or reference documents concerning mitigation measures. If the responsible or trustee agency is not aware of mitigation measures that address identified effects, the responsible or trustee agency shall so state. [§15086(d)]

The CEQA Guidelines state that the Lead Agency shall evaluate comments on the environmental issues received from persons who reviewed the Draft EIR and shall prepare a written response to those comments. The lead agency is also required to provide a written proposed response to a public agency on comments made by that public agency at least 10 days prior to certifying an environmental impact report. This FEIR contains written responses to all comments made on the Draft EIR received during the advertised 45-day review period. Copies of this FEIR have been supplied to all persons and agencies that submitted comments.

A. RESPONSE TO COMMENTS FROM THE CALIFORNIA DEPARTMENT OF TRANSPORTATION, JUNE 20, 2013:

Comment A-1: Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. We have reviewed the Draft Environmental Impact Report (Draft EIR) and have the following comments to offer.

Traffic Impact Analysis

Page 35, Table 8 (Background Plus Project Conditions): The degradation of the Level of Service (LOS) as measured in increase in seconds of critical volume to capacity (0.010) and in critical delay (2.9 seconds during the AM Peak Hour) will have a significant impact at the E. Calaveras Boulevard/Abel Street intersection (No. 13). Queues at this intersection have the potential to create significant secondary impacts to State Route (SR) 237. We request that mitigation be provided for impacts to this intersection with the implementation of the proposed project.

Response A-1: The aforementioned intersection is a Congestion Management Program (CMP) intersection that operates at an acceptable LOS (LOS D) under background plus project conditions during both the AM and PM Peak Hours. An impact at this intersection would occur if the addition of project traffic associated with the project would cause the following:

- Intersection operations to deteriorate from an acceptable level (LOS E or better) to an unacceptable LOS F; or
- Exacerbate existing unacceptable operations by increasing the average critical delay by more than four seconds and increasing the critical volume-to-capacity (V/C) ratio by 0.01 or more at an intersection operating at LOS F; or
- The V/C ratio to increase by 0.01 or more at an intersection with unacceptable operations (LOS F) which the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

Based on the thresholds listed above, the proposed project would not have a significant impact at this intersection and no mitigation is required or proposed.

The project is projected to increase the maximum queues (95th percentile) by one vehicle during the AM Peak Hour during each of the three project scenarios. Similarly, during the PM Peak Hour, five or less vehicles are added to the 95th percentile queue (less than a 10 percent increase in the maximum queue). The increased queue length due to the project trips would not extend to an additional upstream intersection; therefore, additional intersection improvements were not identified.

Comment A-2: Page 38, 4.2.3.4 Existing Plus Project Freeway Segment Operations: The proposed project is expected to increase freeway traffic by more than one percent on Eastbound SR 237 between McCarthy Boulevard and Interstate (I-)880 during PM peak, which meets the local

Congestion Management Agency's (Santa Clara Valley Transportation Authority/VTA) threshold for significant impacts. The Draft EIR states that mitigation for impacts to SR 237 is infeasible, which requires a finding of overriding considerations for significant, unavoidable impacts. We disagree that mitigation is infeasible. VTA is currently designing a project to convert High Occupancy Vehicle (HOV) lanes to Express Lanes, which will improve traffic conditions on SR 237. It is feasible for the proposed project to provide a fair-share payment as *ad hoc* mitigation to VTA's improvement project for this segment of freeway.

> **Response A-2:** As suggested by the commentor, the mitigation for freeway impacts is increased capacity in the form of additional mainline or auxiliary lanes. Several freeway improvements were identified in the Valley Transportation Plan (VTP) 2035 to improve freeway operations on the affected segments including the conversion of HOV lanes to express lanes on SR 237 from I-880 to Mathilda Avenue (VTP ID H9). The conversion of HOV lanes to express lanes is an operational improvement that that would make more efficient use of existing lane capacity but would not add capacity to the freeway segment itself, and therefore would not mitigate the project's impacts to a less than significant level.
>
> As the express lane improvements on SR 237 would not increase freeway mainline capacity, they would not change the results of the freeway analysis set forth in Section 4.2.3.4 of the Draft EIR. Additionally, the Express Lanes project would not directly mitigate freeway impacts to the project found to be significant because the proposed development is projected to add trips equal to or greater than one percent of the freeway segment's capacity to a freeway segment currently operating at LOS F.
>
> Fees provided toward the identified operational improvements would fund worthwhile and necessary highway improvements, but would not be applicable as project mitigation measures under CEQA. It is the City's understanding that Caltrans and the VTA are currently conducting the required environment review for the express lane project, and therefore the express lane project is not an approved, committed project that could be relied upon by the City in making required CEQA Guidelines Section 15091(a) findings for the Pacific Mall project. Payment of fair share fees by the project as suggested by the comment will not guarantee the express lanes improvement will be built on any specific timeframe relative to the project.

Comment A-3: ***Existing Ramp Metering***

All existing and operational Traffic Operations System (TOS) elements (loop detectors, etc) and ramp metering equipment must be kept operational throughout the construction phase. Any TOS elements that may be affected by the project must be relocated, modified, or fully replaced as necessary.

> **Response A-3:** The above comment does not speak to any specific aspects of the environmental review in the Draft EIR or TIA. In addition, the project does not include construction near existing ramp metering equipment or other TOS elements. The comment is noted and will be included in the documentation provided to the City Council on this project.

Comment A-4: The additional traffic demands generated by the proposed project would exacerbate the operations of the following freeway on-ramp intersections and/or local streets and roads if no effective mitigations are provided:

1. Westbound (WB) SR 237/McCarthy Boulevard on-ramp – This location is metered between 6:00 AM and 10:00 AM, Monday through Friday. The current AM on-ramp demand exceeds the capacity of the ramp and its queue spills back onto Southbound (SB) McCarthy Boulevard and WB Calaveras Boulevard. Any additional WB SR 237 traffic demand on this on-ramp would lengthen the queue which may affect the operations of the local arterials.

2. Northbound (NB) I-880/Calaveras Boulevard – This location is metered between 3:00 PM and 7:00 PM, Monday through Friday. Any additional NB I-880 traffic demand to this on-ramp would lengthen the queue which may affect the operations of the local arterials.

3. NB I-880/Dixon Landing Road on-ramp – This location is metered between 6:00 AM and 9:00 AM and between 3:00 PM and 7:00 PM. It has been observed that the end of the queue in the afternoon extends to the collector. Any additional NB I-880 traffic demand to the on-ramp would lengthen the queue which may affect the operations collector off-ramp and of the local arterials.

4. SB I-880/Tasman Drive on-ramp – This location is metered between 3:00 PM and 7:00 PM. Any additional SB I-880 traffic demand to on-ramp would lengthen the queue, which may affect the operations of the local arterials.

Response A-4: The effects of the project on individual on-ramps during their metered time periods are discussed below.

Ramp metering occurs during the morning peak period (6:00 AM to 10:00 AM) during the work week at the following locations in the vicinity of the project:

- Westbound SR 237 on-ramp from McCarthy Boulevard: At the westbound SR 237 on-ramp from McCarthy Boulevard, the left lane is a high occupancy vehicle (HOV) lane with a metering rate of 900 vehicles per hour per lane (vphpl). The right lane is a mixed-flow lane with a fixed metering rate of 900 vphpl. Currently, the queue for this ramp reaches the McCarthy Boulevard and Westbound SR 237 Ramps intersection. The maximum observed queue for southbound right turns at this intersection extends approximately 550 feet north of this intersection to Ranch Drive. The project is estimated to add 16 morning peak hour vehicles to the Westbound SR 237 on-ramp from McCarthy Boulevard, for a total of 1,027 vehicles (combined HOVs and SOVs) during the peak hour. This is less than 2 percent of the total on-ramp volume. The queue along southbound McCarthy Boulevard would increase by 1-2 vehicles with the addition of project trips.

- Northbound I-880 on-ramp from Dixon Landing Road: The ramp meter for the northbound I-880 collector-distributor road at Dixon Landing Road was observed by

Fehr & Peers to be operating on a steady green (vehicles were not required to stop) as northbound I-880 was freely flowing during the morning peak hour in July 2013. The project will add five vehicle trips to this ramp in the morning peak hour to the existing volume of 104 vehicles; this represents a growth in traffic of 4.8 percent. The added trips will not contribute to a lengthening of a queue as the meter rests on a green signal.

Similarly, during a typical work week the ramp metering occurs during the evening peak period (3:00 PM to 7:00 PM) at the following locations:

- Northbound I-880 on-ramp from Dixon Landing Road: The ramp meter for the northbound I-880 collector-distributor road at Dixon Landing Road operates at flow rates between 310 and 900 vphpl. The observed maximum queue for this ramp extended back to the start of the collector-distributor road weave section near California Circle (about 1,175 feet), but the average queue was observed to be just past the overcrossing (about 700 feet). The ramp currently serves 367 vehicles; the project will add 13 vehicles or 3.5 percent of the current volume and increase the queue length by fewer than 3 vehicles. The increased queue length due to the project trips would not extend onto local streets, and therefore, would not result in a safety impact.

- Northbound I-880 on-ramp from eastbound Calaveras Boulevard (SR 237): The ramp meter for the northbound I-880 on-ramp from eastbound Calaveras Boulevard operates at flow rates between 240 and 900 vphpl. The observed maximum queue for this ramp extended roughly 325 feet back from the ramp meter stop bar. The ramp currently serves a volume of approximately 248 vehicles. The project will add 13 vehicles, or 5.5 percent of the total existing volume. The queue would increase by four to five vehicles. The increased queue length due to the project trips would not extend onto Calaveras Boulevard.

- Southbound I-880 on-ramp from Tasman Drive: The ramp meter for the southbound I-880 on-ramp from Tasman Drive operates at flow rates between 450 and 900 vphpl. There are two lanes on the on-ramp. The maximum observed queue in either lane was 125 feet. The proposed project would add 12 vehicles to the current volume of 792 vehicles. This represents a growth of 1.5 percent and an increase in the vehicle queue by fewer than two vehicles. The increased queue length due to the project trips would not extend onto Tasman Drive.

For the purposes of this EIR, the City of Milpitas has not identified an environmental threshold for traffic queues. If additional project traffic would result in or substantially worsen a safety impact then that would be considered a significant environmental effect (refer to Section 4.2, page 30 of the Draft EIR for thresholds). As discussed above, the low volume of additional traffic would not cause an appreciable effect on the ramp operations or vehicle queuing.

Comment A-5: ***Mitigation Measures***

For segments of State Routes where the proposed project did not exceed VTA's one percent threshold for mitigation requirements but where project traffic contributes to unacceptable standards on State facilities, voluntary fair-share mitigation measures should be considered. Projects that may provide a nexus for voluntary mitigation include, but are not limited to the proposed I-880 HOV lane widening from SR 237 in Milpitas to US 101 in San Jose, and to the proposed Zanker Road widening project from 4-lanes to 6-lanes.

> **Response A-5:** The City of Milpitas would participate in the development and adoption of a regional fee to fund and construct future transportation improvements such as freeway capacity enhancements and high-occupancy toll lanes. To provide adequate funding over the long term, additional sources would be needed, which may include State Transportation Improvement Program funds for projects identified in the RTP, local impact fees, and/or a future regional impact fee. Unless complete funding is available, however, implementation of the necessary improvements is not assured. Additionally, since any roadway improvements would be located outside of the city of Milpitas' jurisdiction, their implementation cannot be guaranteed. The conclusion in the EIR that there is no feasible mitigation to offset the identified impact remains the same. Therefore, this impact would be significant and unavoidable.
>
> The applicant could consider a voluntary contribution to a VTA or Caltrans program. The City of Milpitas cannot, however, require such a contribution as a condition of project approval.

Comment A-6: We strongly support the recommended incorporation of Transportation Demand Management measures into the project as a means to make more efficient use of the existing transportation network and to reduce the need for costly public investments in road and highway improvements.

> **Response A-6:** The City of Milpitas acknowledges Caltrans support of the recommended Transportation Demand Managements measures. The City of Milpitas is working with the project applicant to implement measures such as bicycle parking spaces and the operation of a shuttle between the project site and the existing Great Mall transit center and future BART station.

Comment A-7: ***Encroachment Permit***

As a reminder, please be advised that any work of traffic control that encroaches onto the State Right of Way (ROW) requires an encroachment permit that is issued by Caltrans. Approval of encroachment permit applications will be based on the application's consistency with State standards. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the

construction plans prior to the encroachment permit process. See the Department's website for more information: http://www.dot.ca.gov/hq/traffops/developserv/permits.

Response A-7: If it is determined that an encroachment permit is required, the applicant will follow all applicable procedures and regulations.

B. RESPONSE TO COMMENTS FROM COUNTY OF SANTA CLARA – ROADS AND AIRPORTS DEPARMENT, JUNE 13, 2013

Comment B-1: The County of Santa Clara Roads and Airports Department appreciates the opportunity to comment on the Draft Environmental Impact Report and is submitting the following comments.

1. The Transportation Impact Analysis did not include the following CMP intersections:

Montague Expressway/South Main Street/Oakland Road
Montague Expressway/Zanker Road
Montague Expressway/Tradezone Boulevard

The TIA should confirm that the proposed project will not add 10 or more peak hour vehicles per lane to any intersection movement for these intersections. If the project will add more than 10 peak hour trips to one or more of these intersections, the TIA should be revised to analyze the impacts on the intersections and identify mitigation measures for the significant impacts per VTA CMP TIA guidelines.

Response B-1: The aforementioned intersections on Montague Expressway were not analyzed in the TIA because the project would not add 10 or more project vehicle trips per lane based on the project trip assignment (see Figure 9 of the TIA).

Comment B-2: The *Comprehensive County Expressway Planning Study – 2008 Update* adopted by the Board of Supervisors in March 2009 should be consulted for a list of mitigation measures for significant impacts to the expressways. Should the *Expressway Study* not include an improvement that would mitigate a significant impact, the TIA should identify mitigation measures that would address the significant impact. Mitigation measures listed in the TIA should be incorporated into the EIR document.

The mitigation measure identified in Transportation Section 4.2 for the McCarthy Boulevard/O'Toole Avenue and Montague Expressway (No. 28) intersection does not directly address the project's additional trips on Montague Expressway and is therefore not an adequate mitigation measure. The northbound O'Toole Avenue approach from Rincon to Montague Expressway cannot be restriped for a dedicated right-turn lane onto Montague Expressway without additional right-of-way; the resulting lane would be narrow and would not comply with County standard. Fair share contribution to the Montague Expressway Widening Project should be considered as a mitigation measure.

Response B-2: The addition of project traffic exacerbates unacceptable intersection operations during the PM Peak Hour at the intersection of McCarthy Boulevard-O'Toole Avenue/Montague Expressway. Three options are available to partially or to fully mitigate the impact. The City has decided to construct a northbound right-turn lane. With this improvement, the intersection would operate at LOS D in the AM Peak Hour and LOS F in the PM Peak Hour. The intersection of McCarthy Boulevard/O'Toole Avenue and Montague

Expressway has already been widened to accommodate the planned widening of Montague Expressway to eight lanes (VTP Project No. X14) between Lick Mill Road and Trade Zone Boulevard. The dedicated right-turn lane would add vehicle capacity and with signal modifications allow for the reallocation of green time to the eastbound and westbound through movements on Montague Expressway. This improvement can be constructed within the existing right of way and would not preclude future implementation of the Montague Expressway widening project. The right-turn lane would be 14 feet wide. While this width does not meet County standards of 16 feet, it is a common street width for curbside travel lanes without parking. In addition, a 14-foot wide right-turn lane will cause vehicles to travel slower than a 16-foot wide lane and improve safety for pedestrians and bicyclists. Pursuant to a recent conversation between the City and the County, this mitigation has been deemed acceptable.[1]

It should be noted that the Montague Expressway Widening Project is not a near-term improvement and the planned improvements are not in the vicinity of the intersection. As a result, the payment of fees to this improvement would not mitigate the identified project level impact. The County has concurred that the restriping is sufficient to mitigate project impacts and no additional mitigation on other Montague Expressway intersections is required.[2]

Comment B-3: The Existing Condition PM counts for Montague Expressway intersections conducted in May-June 2012 are not County/Congestion Management Agency (CMA) approved counts. The EIR should reanalyze Existing Conditions and therefore all subsequently affected conditions with County/CMA approved counts. The County can provide LOS data for PM existing conditions, if needed.

Response B-3: Intersection counts were conducted along Montague Expressway on typical weekdays during May and June 2012. At the time of the analysis, these intersection counts were the most recent counts available. The most recent CMP intersection monitoring was done only for the PM Peak Hour and the results were published after commencement of the TIA. The evening Peak Hour counts used in the TIA report are similar to the evening Peak Hour counts used in the *2012 Monitoring & Conformance Report* published in May of 2013 (Santa Clara Valley Transportation Authority) and are within typical observed variation. In addition, use of the new counts would not result in a new significant impact. Therefore, the counts used in the TIA are appropriate and acceptable.

Comment B-4: Minimum green time settings for Existing Conditions LOS analysis are incorrect. The County can provide timing data, if needed.

Response B-4: The TIA was updated (the updated TIA is provided in Appendix A of this report) to reflect the minimum green times from the *2012 Monitoring & Conformance Report* (Santa Clara Valley Transportation Authority, May 2013). These changes do not alter the conclusions of the TIA or Draft EIR. No additional intersection impacts were identified. Please see Section 4.0 for applicable text revisions.

[1] Personal Communication - Dan Collen, Deputy Director, Santa Clara County Roads and Airports Department.
[2] Personal Communication - Dan Collen, Deputy Director, Santa Clara County Roads and Airports Department.

C. RESPONSE TO COMMENTS FROM THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY, JUNE 24, 2013

Comment C-1: Freeway Impacts
According to the DRAFT EIR and TIA, this project will have significant impacts to Eastbound SR 237 from McCarthy to I-880 in the PM peak hour. The TIA notes that Express Lanes are identified for the corridor in VTP 2035, but states that "The mitigation for freeway impacts is typically the provision of increased capacity…the conversion of HOV lanes to express lanes is not a capacity-enhancing project but rather an operational improvement designed to manage volume on the freeway" (pg. 61).

However, VTA notes that the VTA Transportation Impact Analysis Guidelines and CEQA Statute provide lead agencies with latitude to define mitigation measures more broadly than capacity-enhancing project, and allow other measures such as operational improvements and multimodal improvements to constitute mitigation (see CEQA Guidelines Section 15370 and TIA Guidelines Chapter 10). Express Lane projects, currently operating, have shown to provide improved travel speeds, lower levels of congestion, high traffic throughput and overall improved traffic operations. Certain cities in Santa Clara County have identified fair share contributions to Express Lanes projects, transit and other regional improvements as mitigation measures for significant freeway impacts resulting from proposed land development projects.

Response C-1: As suggested by the commentor, the mitigation for freeway impacts is increased capacity in the form of additional mainline or auxiliary lanes. Several freeway improvements were identified in the Valley Transportation Plan (VTP) 2035 to improve freeway operations on the affected segments including the conversion of HOV lanes to express lanes on SR 237 from I-880 to Mathilda Avenue (VTP ID H9). The conversion of HOV lanes to express lanes is an operational improvement that that would make more efficient use of existing lane capacity but would not add capacity to the freeway segment itself, and therefore would not mitigate the project's impacts to a less than significant level.

As the express lane improvements on SR 237 would not increase freeway mainline capacity, they would not change the results of the freeway analysis set forth in Section 4.2.3.4 of the Draft EIR. Additionally, the Express Lanes project would not directly mitigate freeway impacts to the project found to be significant because the proposed development is projected to add trips equal to or greater than one percent of the freeway segment's capacity to a freeway segment currently operating at LOS F.

Fees provided toward the identified operational improvements would fund worthwhile and necessary highway improvements, but would not be applicable as project mitigation measures under CEQA. It is the City's understanding that Caltrans and the VTA are currently conducting the required environment review for the express lane project, and therefore the express lane project is not an approved, committed project that could be relied upon by the City in making required CEQA Guidelines Section 15091(a) findings for the Pacific Mall project. Payment of fair share fees by the project as suggested by the comment will not

guarantee the express lanes improvement will be built on any specific timeframe relative to the project.

Comment C-2: Transportation Demand Management Program
The TIA states that "partial mitigation" for the freeway impacts discussed above could include "efforts to reduce single occupant vehicle trips by implementing a comprehensive Transportation Demand Management (TDM) Program" (pg. 62). A TDM Program is also required for consistency with the Bay Area 2010 Clean Air Plan, as noted in the DRAFT EIR (pg. 53). However, the DRAFT EIR and TIA do not identify specific TDM measures to be implemented or a specific trip reduction target to be achieved by the TDM Program. VTA recommends that the City work with the project sponsor to incorporate these elements into the TDM Program as Conditions of Approval for the project.

Response C-2: The City of Milpitas acknowledges Caltrans support of the recommended Transportation Demand Managements measures. The City of Milpitas is working with the project applicant to implement measures such as bicycle parking spaces and the operation of a shuttle between the project site and the existing Great Mall transit center and future BART station.

Comment C-3: Queuing Analysis at Freeway On-Ramp Locations
The proposed development is within close proximity of I-880 and SR 237 freeways. Per *Section 2.3 - Determining Other Transportation Issues to Address* and *Section 9.1.2 Queuing Analysis of VTA Transportation Impact Analysis (TIA) Guidelines, March 2009*, a queuing analysis should be included in the TIA report for the intersections at the ramp locations.

Response C-3: Please refer to Response A-4.

Comment C-4: CMP Intersections
Table 4 – Existing Intersection Levels of Service of the TIA report states that Int # 13 W. Calaveras Boulevard and S. Abel Street is operating at LOS D in the pm peak. However, VTA Monitoring and Conformance report shows that this intersection has been operating at LOS E since 2010. Please verify LOS under existing conditions and analysis in the various scenarios.

Response C-4: The TIA was completed and the environmental review started (the NOP was released on February 1, 2013) prior to the *2012 Monitoring & Conformance Report* (Santa Clara Valley Transportation Authority, May 2013) being published. The turning movement counts used in the analysis for the intersection of Calaveras Boulevard and Abel Street were collected on June 5, 2012. The PM Peak Hour intersection volumes used in the TIA are similar to the 2012 CMP counts and are within typical observed variation. Therefore, the intersection volumes are acceptable for use in the TIA.

The CMP coding of the Calaveras Boulevard and Able Street intersection includes a northbound shared through/right-turn lane. The intersection was evaluated as having a separate northbound right-turn lane and overlap signal phase which is consistent with field observations. This could cause the level of service reported in the TIA to differ from the LOS

reported in the CMP monitoring report. It is, however, standard practice to use field confirmed lane configurations and signal phasing and, therefore, the LOS reported in the Draft EIR and TIA accurately reflects baseline environmental conditions at the time the analysis was completed.

Comment C-5: Pedestrian Accommodations

VTA supports the project inclusion of sidewalks along the project frontage and along mall entrance roads.

Response C-5: The City of Milpitas acknowledges VTA's support of the required pedestrian improvements.

Comment C-6: Bus Service

VTA recommends that the project update the existing bus stop at the intersection of southbound N. McCarthy Boulevard, south of Ranch Drive in order to improve pedestrian access to transit and reduce peak hour trips. We recommend including the following improvements:

- PCC Bus Duckout (per VTA standards)
- 8' x 40' concrete sidewalk boarding area
- Shelter pad
- Solar bus stop light mounted on VTA bus pole with ADA compliant activation button
- All trees and landscape items designed outside bus stop area

Response C-6: The TIA estimates that, on average, approximately three to 11 additional peak hour riders will board VTA buses serving the project site as a result of the proposed project. Projected increases in ridership is minimal and can be accommodated with the existing service. The City has concluded that with installation of new sidewalks, there is not sufficient room to include all the improvements recommended by the VTA. The City will, however, require the applicant to implement the last improvement which is trees and landscaping outside the bus stop area.

D. RESPONSES TO COMMENTS FROM BRISCOE IVESTER & BAZEL, JUNE 20, 2013

Comment D-1:
Thank you for the opportunity to offer our comments regarding the Draft Environmental Impact Report for the Pacific Mall Project (SCH # 201302200006) ("Draft EIR"). Briscoe Ivester and Bazel LLP (the "Firm") represents Milpitas Square, LLC, a property owner located within the vicinity of the Pacific Mall Project who owns and operates various commercial and retail uses near the Pacific Mall Property. Our client is concerned not only about the significant environmental impacts of the Pacific Mall Project on the surrounding commercial and retail uses as reported in the Draft EIR, but those effects that the Draft EIR fails to analyze.

On behalf of our client, we offer the following comments on the Draft EIR. The comments identify significant issues regarding the adequacy of the analysis such that the City of Milplitas ("City") must revise and recirculate the revised Draft EIR for another 45-day public review and comment period for the reasons set forth below.

Background

My client has operated the Milpitas Square Shopping Center in the City of Milpitas for many years, and we are concerned about the impacts the proposed Pacific Mall (McCarthy Ranch) development will have on the surrounding commercial center. Based on our review of the Draft EIR, the EIR fails to provide a meaningful analysis of environmental impacts associated with the Project. The City must revise the EIR and recirculate the revised EIR for further public review and comment.

> **Response D-1:** In these introductory paragraphs, no specific examples from the Draft EIR are mentioned, so this comment is acknowledged. Responses to the specific issues raised in this comment letter are provided in the following pages.

Comment D-2: General Comment
The California Environmental Quality Act (Pub. Resources Code §§21000 et seq.) ("CEQA") as implemented through the CEQA Guidelines (14 Cal. Code Reg. §§15000 *et seq.*) states that EIRs should provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences" (14 Cal. Code Reg. §§15144-15145,15151 *et seq.*). Even if the analysis is not required to be exhaustive under CEQA, this Draft EIR nonetheless fails to provide a reasonable, good faith disclosure and analysis of the environmental impacts to inform the decision-makers and the public of the true consequences of the Pacific Mall Project (see e.g., *Laurel Heights Improvement Ass'n v. Regents of Univ. of Cal.* (1988) 47 Cal. 3d 376); *Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova* (2007) 40 Cal. 4th 412, 428)).

When new information is added to an EIR concerning changes in the project, or new information indicating that the project will result in a new, significant environmental impact, an EIR must be recirculated. In this case, the Draft EIR contains so many deficiencies regarding the project and the actual scope of the project's impacts, CEQA requires that the City substantially revise the Draft EIR

to include significant new information and recirculate the EIR for public review and comment in accordance with Public Resources Code section 21092.1 and CEQA Guidelines section 15088.5 (see e.g., *Laurel Heights Improvement Ass'n v. Regents of Univ. of Cal.* (1993) 6 Cal. 4th 1112). The following comments on the Draft EIR highlight specific examples of the flaws in the EIR warranting that the EIR be revised and recirculated so that the public and decisionmakers may have a meaningful opportunity to review and comment on the Draft EIR.

> **Response D-2:** No specific examples of deficiencies in the Draft EIR are mentioned, and so this comment is acknowledged. Responses to the specific issues raised in this comment letter are provided in the following pages.

Comment D-3: Project Description

The Project Description raises several significant concerns under CEQA. First, CEQA and its interpretive case law require that an EIR contain an accurate, stable and finite project description (see e.g., *County of Inyo v. City of Los Angeles* (1977) 71 Cal. App. 3d 185)). The project description in this EIR is neither stable nor consistent, and it results in a confusing and inconsistent analysis. Moreover, it is misleading as it seems to suggest that the project is smaller than it actually is.

1. *Project Site Acreage.* For example, the acreage of the project site varies from 25.1 acres on page 5 of the Draft EIR to 37.9 acres on page 1 of the Draft EIR. The EIR should be revised to clarify the correct site acreage, and to indicate whether or not the entire McCarthy Ranch property is included in the project site. The discussion of the proposed FAR overlay, for example, appears to apply to the entire McCarthy Ranch site, but the proposed project apparently only covers a portion of the site. If the entire McCarthy Ranch site acreage is included in the project (which appears to be the case based on the discussion of FAR), then the City must revise the Draft EIR project description and accompanying analyses in order to cover the entire site.

> **Response D-3:** The acreage listed on page 1, Section 1.2, *Project Location*, of the Draft EIR has been corrected in Section 4.0, Text Amendments, page 34. The analysis provided throughout the Draft EIR is based on the accurate project site size of 25.1 acres listed in the project description.
>
> The text, graphic, and table in the project description on page 5 of the Draft EIR clearly define the project site. The project is confined to those parcels and buildings specifically identified as being on the project site. For example, Table 1 specifically notes that buildings 10, 11, and 14 are not within the project boundary.
>
> The increase in FAR proposed by the project only applies to the project site as it is defined in the project description and does not apply to the entire McCarthy Ranch site. No additional analysis on the proposed increase in FAR is required.

Comment D-4: 2. *Project Development*

The amount of proposed development varies through the EIR. For example, on page 1, the Draft EIR states that the EIR evaluates the impacts of development of up to 292,186 square feet, which is a net increase of 152,476 square feet of retail and a 250-room hotel. On page 4 of the Draft EIR, Project

Objective #7 states that the 12-story hotel will consist of approximately 172,000 square feet. On page 8 of the Draft EIR, the Project Description states that there is a net increase of 152,476 square feet and a 178,692 square foot hotel with the total building area increasing to 598,774 square feet. In contrast, the site plan prepared by Steinberg Architects ("Site Plan") indicates that the project will consist of 583,053 square feet of total building area. (Site Plan at A0.1) The description of project square footage differs depending on the page in the Draft EIR and the specific document, but it appears that the net increase is not 292,186 square feet, but somewhere on the order of 598,774 square feet of new commercial/retail space for either a 25.1 acre or 37.9 acre site. Because the site acreage will impact the floor area ratio, the Draft EIR must be revised and recirculated with the correct project site data. Otherwise, the public and decisionmakers will not be able to make an informed decision about the true scope and impacts of the project.

Response D-4: As noted in the comment above, the total building square footages discussed on pages 1 and 8 of the Draft EIR are consistent and represent the project analyzed in the Draft EIR. As noted on page 1 of the Draft EIR, the project applicant must identify the objectives sought by the project consist with CEQA Guidelines Section 15124. The objectives of the project proponent (as listed on pages 1 and 4 of the Draft EIR) identify what the proponent hopes to achieve with the project and help to refine possible feasible alternatives to the proposed project. The objectives are not the specific project description on which the analysis in the Draft EIR is based, however.

In citing the value of 598,774 square feet, the commenter mistakenly includes existing buildings D1 and D2 in their calculations of the net increase in building area under the project. The above statement is correct that the final site plan with 583,053 square feet represents a slightly smaller project than what is analyzed in the Draft EIR. This does not, however, invalidate the analysis in the Draft EIR in that the Draft EIR's analysis of 598,774 square feet also covers the smaller project on the final site plan.

As clarified in Response D-3, the project site is 25.1 acres in size. As stated on page 8 of the Draft EIR, the proposed increase in FAR is a direct result of the proposed increase in retail/hotel square footage on-site.

As noted on page 5 and in Table 1 of the Draft EIR, the project site currently contains 267,606 square feet of commercial buildings. The demolition of buildings A1, A2, B and C (which total 139,710 square feet) would reduce the total square footage of existing buildings on-site to 127,896. The analysis in the Draft EIR assumes 292,186 square feet of new retail space and a 178,692 square foot hotel. The remaining 11 buildings on-site total 127,896 square feet plus the proposed retail and hotel development equals 598,774 square feet of total building space on the project site with implementation of the proposed project. The square footages of existing (267,606 square feet of which 127,896 square feet will remain with the project) and proposed (470,878 square feet) building space are consistent throughout the project description and the analysis in the Draft EIR.

Comment D-5: 3. *Scope of the Project*
CEQA requires that an EIR describe the broadly-defined "whole of a project," and prohibits agencies from "piecemealing" a project by chopping a large project into smaller ones which cumulatively may have a significant impact. Thus, the project description must include all relevant parts of a project, including reasonably foreseeable future expansion or activities that are part of the project (see e.g., 14 Cal. Code Regs § 15126; *Laurel Heights Improvement Ass'n v. Regents of Univ. of Cal.* (1988) 47 Cal. 3d 376). Alternatively, an EIR must include an analysis of the environmental effects of future expansion of development if the expansion is a reasonably foreseeable consequence of the initial project. In a prior meeting with one of my colleagues, you indicated that while the project proponents are only currently redeveloping half of the mall, they may tear down and redevelop the other half in the near future if the initial phase of the Pacific Mall is successful. As such, the potential future expansion is a reasonably foreseeable consequence of the first phase of the Pacific Mall, and must be analyzed in the EIR. Analysis of the future potential redevelopment of Buildings D1, D2, E1, and E2 is particularly necessary considering that those buildings are explicitly part of the site area and are used for the calculation of the project's future FAR in order to justify the requested maximum FAR of 0.6. (See Site Plan at A1.1) If the potential future expansion of the Pacific Mall is not included as a part of the project itself, at a minimum, this analysis should be included in the EIR's analysis of cumulative impacts. The Draft EIR fails to include *any* analysis of the buildout of the entire site to an FAR of 0.6. Thus, the EIR must be revised and recirculated either to include an analysis of buildout of the McCarthy Ranch property with the Pacific Mall Project based on the actual project description (as shown in the site plans) and to correspond to the proposed 0.6 FAR, or, at a minimum, the EIR must be revised to include a more robust analysis of the cumulative impacts which takes into consideration the future phases of this project.

Response D-5: The City respectfully disagrees with the commenter's representation of the discussion with City staff. Mr. Sheldon Ah Sing, Senior Planner, had a discussion with a person not known to be affiliated with the commenter or the commenter's client regarding the proposed project. In the course of this discussion, Mr. Ah Sing responded to questioning that there was some potential for the remainder of the project site to be redeveloped sometime in the future. Mr. Ah Sing did not say the remainder of the site would be redeveloped in the near future. There is currently no proposal known to the City to redevelop the remainder of the project site and the project applicant has not discussed such actions with City staff. To contemplate such an action at this time would be speculative.

If a proposal is submitted to redevelop the remainder of the site, it will be required to go through complete Environmental Review in accordance with CEQA and the policies of the City of Milpitas. At that time, the environmental analysis would be required to address the cumulative effects of the new development which would include the currently proposed Pacific Mall project, if it is pending approved and/or implemented.

The project, as proposed, would increase the FAR on the project site from 0.50 to 0.54. Any development proposed above the 0.54 FAR contemplated by the project and evaluated in the EIR would require supplemental environmental review.

Comment D-6: 4. *Scope of the FAR Overlay*
The Draft EIR states on page 4 that the Project includes approval of General Plan and Zoning text amendments to allow an FAR increase overlay in order to implement the project. The Draft EIR does not include a map showing the area of the overlay, but states that the FAR overlay applies to the entire site for a maximum FAR of.60. [sic] (*Id.* At 10.)

> **Response D-6:** On Page 4 Section 1.4, *Uses of the EIR*, the Draft EIR specifically states that "Approval of General Plan and Zoning text amendments to allow for an overlay to increase the allowable floor area ratio on the project site." The project site is specifically defined in Section 2.0 of the Draft EIR as parcels 22-053-002. -003, -006, and -007 and is shown graphically on pages 5 and 6 of the Draft EIR. The proposed 0.54 FAR does apply to the entire site, as defined in the project description. The reference on page 1, Section 3.0, *Consistency with Adopted Plans and Policies*, to increase the FAR on-site to 0.60 has been removed. The proposed FAR increase is 0.54, not 0.60. Please see the text amendment beginning on page 34 of this document.

Comment D-7: The Draft EIR further states that is "the overlay is not approved, the project cannot be approved as proposed and would have to be reduced in size." (*Id.* at 17.) Yet the Draft EIR also state that "When added to the existing retail space that will remain on-site, the total building area on the project site would increase to 598,774 square feet which equate to a floor area ratio (FAR) of 0.54." (*Id.*.at 8; see also Site Plan at A0.1)

This discussion raises a number of questions. First, does the project propose development beyond the amount of development potential identified in the project description such that an FAR of .60 is warranted? If not, why is a FAR of .60 needed when the proposed development results in a FAR of.54 [sic]? We presume that the overlay only applies to those buildings slated for demolition and replacement as shown on page 5 of the Draft EIR, as those impacts are the only ones analyzed in the Draft EIR. In other words, the Draft EIR does not evaluate the impacts of buildout of the project site with a 0.6 FAR which would result in considerably greater development potential than what is included in the project description (an amount we have been unable to ascertain because the square footage deviates depending on the page and the document at which the project is described).

> **Response D-7:** The project applicant is proposing an increase in FAR from 0.50 to 0.54 as specified on Page 8, Section 2.0, *Project Description.* The increase proposed would allow for the additional square footage currently proposed on the 25.1-acre site. It does not account for or assume any future growth on the site and all references to 0.60 FAR gave been removed from the Draft EIR. Please see the text amendment beginning on page 34 of this document. The EIR addresses the actual project as described in Section 2.0 of the Draft EIR. Please refer back to Response D-4.

Comment D-8: Secondly, please clarify if the general plan amendment and the zoning text amendments apply only to the project site or more broadly to the general commercial land use designation and C-2 zoning that apply city-wide. If the former, the Draft EIR should be revised to provide an exhibit depicting the location of the proposed FAR overlay on the entire McCarthy Ranch site, and address all of the corresponding impacts due to the amount of development that could occur

on the McCarthy Ranch site with the increase FAR. If the General Plan amendment and zoning amendment apply citywide, then the Draft EIR must be revised and recirculated to include an analysis of the environmental impacts of the FAR increase throughout Milpitas. Moreover, we request that the Draft EIR be revised to include the actual proposed text amendments to the General Plan and Zoning Code so that the public and the decisionmakers understand the scope of the project.

> **Response D-8:** On Page 4 Section 1.4, *Uses of the EIR*, the Draft EIR specifically states that "Approval of General Plan and Zoning text amendments to allow for an overlay to increase the allowable floor area ratio on the project site." It is unclear how it could be assumed that the general plan amendment and the zoning text amendment would apply to a greater area or even Citywide when the Draft EIR specifically states that it applies to the project site. As previously stated, the analysis in the Draft EIR applies only to the 25.1-acre project site which is defined as parcels 22-053-002, -003, -006, AND -007 and is shown graphically on pages 5 and 6 of the Draft EIR. No additional analysis is required.

Comment D-9: 5. *Vague Description of the Project Uses.*
The Draft EIR is also vague on its description of the uses that will occupy the mall's condominium units. One Page 1 of the Draft EIR, the units are described as "retail" and in another section they are described as "small businesses." One Page 2 they are described as "small unique retail shops, and some personal and business services," and on Page 8 as "small 'condo' shops". We understand from a review of Table 9 on page 40 of the Draft EIR, that the Pacific Mall Project will include 6,907 square feet of sit down restaurant uses and 12,519 square feet with 340 seats of restaurant/take out type uses. Other commercial and retail space includes service, entertainment uses for a total of 171,711 square feet plus the unspecific square footage for the lodging uses. We note that this description is inconsistent with the discussion regarding project square footages provided above. Also, at 171,111 square feet, the square footages reported for service, commercial and entertainment-type uses hardly seem "small condo shops."

> **Response D-9:** The reference on page 1 of the Draft EIR, which provides a general overview of the project, specifically states that "This EIR evaluates the impacts of the currently proposed project, development of up to 292,186 square feet (a net increase of 152,476 square feet) of retail space and a 250-room hotel, on the project site." This statement is true and correct as the proposed building will be utilized for retail uses. As defined by the Milpitas General Plan, the General Commercial classification provides for a wide range of retail sales, and personal and business services.
>
> The reference to page 2 of the Draft EIR appears to be incorrect because page 2 of the Draft EIR is a Regional Map. It is assumed that the commenter meant to reference Objective 8 on Page 4 of the Draft EIR which is included in the list of the project proponent's objectives of the project. The objective specifically states the following, "Provide a wide variety of small unique retail shops, and some personal and business services, that are designed to look and feel like an open air market that encourages people to walk and browse from store to store within the shopping center."

The reference on page 8 of the Draft EIR, which provides the details of the project description, specifically states that "The new retail space will not operate as traditional big-box stores but will have an open interior with more than 400 small "condo" shops laid out in a grid pattern. The "condos" would range in size from approximately 130 to 450 square feet."

These descriptions are consistent and are meant to generally reference the proposed building and/or the individual retail shops within the building which can also include service uses such as food sales like a food court in a shopping mall. In addition, the 171,711 square feet referenced (which based on Table 9 in Section 4.2, *Transportation*, accounts for the retail/service, sit down and take out restaurant space, and entertainment space for estimated parking requirements) is mostly within the open interior that is discussed in the project description on page 8 of the Draft EIR. The sit-down restaurant referenced in Table 9 is noted in the project description on page 5 and is part of the proposed hotel. The reference to "unspecified square footage for the lodging use" is irrelevant because Table 9 lists the City's parking code requirements which are based on the number of hotel rooms, not the square footage of the hotel.

Comment D-10: Nonetheless, a clear understanding of the condo units is particularly vital because determinations of significance hinge on the nature of the uses. Some uses, such as restaurants, have different requirements than retail under the Municipal Code as further explained in the Draft EIR on page 40. Without knowing what the condo uses will be, it is difficult to confirm the accuracy of the traffic analysis' determination of the number of trips generated for the Project. Uncertainty about the number of trips generated not only calls into question the results of the traffic analysis but it impacts the Initial Study's determination that traffic noise impacts will be less than significant. [Footnote – We note that the Initial Study appended to the Draft EIR was used to "scope out" noise among other environmental impact categories, but there was no actual analysis demonstrating how the noise impacts would not be significant, particularly, in light of some of the discrepancies in the project description. For example, if pile driving is proposed as recommended in the geotechnical report, then how it is that construction-related noise impacts would not be significant?]

Our client is particularly concerned about traffic, parking and noise impacts associated with this project. Moreover, with respect to the noise impacts, a noise sensitive receptor located 300 feet from the southern edge of the project site could be adversely impacts by the project. (Initial study at 59.)

Response D-10: The Initial Study, included as Appendix A of the Draft EIR, fully addresses the potential noise impacts of the proposed project consistent with the requirements of CEQA. As explained in Response D-9, the condo spaces would be small retail shops. The trip generation rates used in the TIA analysis are accurate estimates for retail and food sales uses and the traffic noise associated with the project is correctly quantified.

The sensitive receptors noted on page 59 of Appendix A (Initial Study) are two hotels. Hotels are not as sensitive to noise as more traditional sensitive receptors such as residential properties because the inhabitants are transitory and are typically in the hotel for a limited period of time. As specifically noted on in Section 4.11.2.2, page 63, *Construction Noise*

Impacts, while construction activities may interfere with hotel operations, any temporary loss of business due to perceived nuisance issues would not be considered an environmental impact under CEQA. Furthermore, as a Condition of Approval, specific noise control measures including limitations on construction hours, will be required to be implemented during construction consistent with applicable City codes.

Comment D-11: Since an EIR is required to evaluate a project's consistency with adopted plans and policies, we request that the City revise the EIR to (1) clarify the description of the condominium units, (2) clarify the nature of the project, and (3) explain how the condominium units would comply with the allowable land uses under the existing zoning. For example, if the retail space is intended to be comprised of condominium units, can an owner of a condominium unit change the retail use from a storefront to take-out food/concession stand? Is it possible that at some point (assuming the market supports this), the project could be developed with 171,711 square feet of just restaurants or 598,000 square feet of movie theaters and entertainment-type uses without the need for any further discretionary approvals? If the existing zoning would allow changes in land use of this nature, the EIR should be revised to include an analysis of the impacts associated with such changes in land use.

The EIR should be revised to specify the actual nature of the condominium space and the City should consider conditioning the project approvals to a limit on the use of that space to just retail and service uses, with some limited restaurant type use as quantified in Table 9, and not allow restaurants or the sale of food for immediate consumption restaurants beyond the amount described in the EIR. Similarly, because the environmental impacts of a 598,000 square foot movie theater or entertainment use could vary substantially from 598,000 square feet of restaurants, the City should impose conditions of approval that limit the nature of the uses and ability to convert those uses in the future.

Response D-11: Any substantive change in the use of the interior space of the proposed hotel and retail buildings would require appropriate permits from the City. In particular, it would be impossible for the hotel (which would comprise approximately 178,692 square feet of the total 598,774 square feet of existing and new buildings) to be changed into a retail, restaurant, or entertainment space without City approval. The project being presented to City Council is the project described in the Draft EIR. No variations on this project are proposed and any assumptions on major changes to the interior uses of the new hotel or retail space would be speculative. Therefore, no additional analysis is required.

The proposed building square footage may be used in a manner consistent with the City's zoning, which establishes allowed uses and certain requirements and performance standards, including parking. The property owner would, however, have to show as part of the appropriate permit application of a given allowed use to the satisfaction of the Planning Department that there is sufficient parking and infrastructure to support any substantial changes in the retail configuration on-site.

Comment D-13: Traffic and Circulation
Please find enclosed an analysis conducted by TJKM regarding the Pacific Mall Project Draft EIR traffic analysis. As you will see from the attached comment letter, the Pacific Mall Project Draft EIR

traffic analysis is inadequate and must be revised and recirculated with the revised Draft EIR. First, the traffic analysis assumed that the existing buildings that would be demolished are fully occupied and functioning. By contrast, when the traffic counts were performed a year ago, the buildings were largely vacant as they are today. Secondly, although the Draft EIR traffic analysis may have overestimated the trip rate of the buildings to be demolished, the traffic analysis appears to have underestimated the replacement trips but not nearly to the degree that the analysis overestimated the removed trips. Additionally, due to the lack of clarification regarding the project land uses, the proposed condominium units may not operate as a traditional shopping center, in which case the traffic analysis improperly relies on trip generation rates that do not appear to apply to the project. Moreover, the TJKM analysis shows that the proposed mitigation for one impacted roadway intersection is potentially unworkable. Finally, with respect to the parking analysis, the parking needs for the remaining (existing) uses and the proposed project are understated.

In addition to the comments raised by TJKM, the following highlights several key concerns regarding the deficiencies in the traffic analysis.

1. *Flawed Baseline Conditions.* The Draft EIR's analysis of traffic impacts is flawed. Under CEQA, the general rule is that the existing environmental setting should normally constitute the baseline against which agencies should assess the significance of project impacts. The Draft EIR, however, acknowledges that the existing retail buildings to be demolished are currently vacant in the course of evaluating the background traffic conditions, but nevertheless "assumes that the retail space is currently occupied" for the purpose of estimating traffic trips (Draft EIR at 31.). The Draft EIR's only explanation for this assumption is that "the buildings could be occupied at any time without discretionary approval." (*Id.)* The Draft EIR offers no substantial evidence to support this assumption or why it may deviate from the general CEQA rule for determining baseline conditions. Moreover, the assumption that the buildings are currently occupied in no way reflects existing conditions in which the buildings are largely vacant, as further discussed in the attached TJKM comment letter. Accordingly, the Draft EIR traffic analysis must be revised to reflect the corrected baseline condition.

   Response D-13: Please refer to Responses D-16 to D-26 below regarding the general traffic comments noted above.

   The commenter is correct that the CEQA Guidelines state that existing environmental setting should normally constitute the baseline condition. Lead Agencies have discretion under CEQA, however, to establish a modified baseline when appropriate, based on substantial evidence. This has been recognized in a number of appellate cases, and most recently in the August 2013 *Neighbors for Smart Rail* California Supreme Court decision. As stated in the document, the baseline assumed that the vacate buildings on the project site were occupied due to the fact that they could be occupied at any time without discretionary approval. This is a true and correct statement as the buildings are in good working order (i.e., they are not functionally obsolete, are not seismically unsafe, and have been and could be occupied in the future with minimal tenant improvements) and any retail/commercial business consistent with the existing land use regulations could lease and occupy the vacant square footage on-

site without discretionary approval from the City. In other words, if the current project does not go forward, it is reasonably foreseeable the existing buildings will be reoccupied without discretionary approval by the City (e.g., only ministerial building permits or business licenses). As such, the traffic trips associated with those buildings could be on the roadway at any time and must be accounted for in the analysis as reflecting environmental conditions without the proposed project. This methodology is consistent with the 2010 *Cherry Valley Pass Acres* appellate court decision.

Comment D-14: 2. *Flawed Trip Generation Assumptions*
The Draft EIR similarly does not explain the basis for its assumption that 10% of the mall's patrons will be walking from the hotel, rather than driving from elsewhere (Draft EIR at 32; Appendix B at 44, 46). If a mall is likely to draw a certain number of visitors from the surrounding community, there is no reason why having a hotel next door would reduce the number of local visitors. If anything, having a hotel next door should *increase* the number of traffic trips, since the mall will be attracting visitors both from the local community and the mall. The traffic study may be imagining that some hotel guests will be staying at the hotel for purpose of visiting the mall, and thus does not want to double count such a guest as generating trips both for the hotel and the mall. But it is hard to imagine that 204 of the hotel's 250 rooms would be regularly booked for that reason. (See Appendix B at 46.) The trip reduction estimates seem to assume that the project itself is the destination. In other words, people would be going to the hotel, just to eat at the restaurants at the project site, and so the trip generation, again, seems artificially low. If our understanding is correct regarding the cumulative effect of the trip reduction assumptions, is it true that the project could have as much as a 40% reduction in trips using the EIR's assumption?

Response D-14: A 10 percent mixed-use reduction between hotel and retail land uses was applied to the gross trip estimates to reflect the internalization of vehicle trips due to the complementary land uses. This mixed-use trip reduction was applied to the smaller trip generator (the hotel) for a reduction of 15 peak hour vehicle trips. These trips would instead be made by patrons walking between each facility hotel and retail uses. This reduction is consistent with the trip reductions presented in "Table 4: Maximum Vehicle Trip Reduction Rates" of the Santa Clara County Transportation Authority Congestion Management Program "Transportation Impact Analysis Guidelines" (updated March 2009).

Comment D-15: 3. *Flawed Assumptions Regarding Occupied and Vacant Retail Space.*
In Section 4.2.3.1, the Draft EIR states that the traffic trips estimated for the existing development assumes that the retail space is currently occupied. The intersection level of service analysis, however, takes into consideration the fact that the buildings are vacant. Consequently, the Existing + Project impact analysis is based on less traffic occurring under existing conditions. The increased traffic associated with the proposed project accounts for a smaller reduction, however, because the maximum number of trips allowed under the existing entitlements have been deducted from the total number of project trips. As further discussed in the attached letter from TJKM, the proposed project is assumed to have an artificially smaller impact than would actually occur because it benefits from the existing conditions with no trips generated from the vacant buildings and a smaller percentage increase in the number of trips proposed with the project. The traffic analysis must be revised and recirculated to reflect the actual impacts of the proposed project.

Response D-15: Please see Response D-19 below.

Comment D-16: 4. *Questionable Traffic Analysis Conclusions.*
Section 4.2.3 and 4.2.4 of the Draft EIR seem to suggest that the Pacific Mall Project would have few if any, significant impacts. Because of the approach to the intersection LOS analysis, it appears that the project has very few significant impacts and for those impacts that do occur, only limited signalization and restriping improvements would be necessary, which is hard to believe given the regional traffic levels in the project vicinity. We note that in Section 4.2.4 – Freeway Segments Impacts, no feasible mitigation measures are identified. It seems that given the significant impacts on the regional freeway operations that the project should at least be obligated to contribute funding of its fair share of any regional roadway improvements. Are any such improvements available to mitigate regional roadway impacts? Further, as discussed in the TJKM comments, the effectiveness of some of the recommended intersection [sic] is questionable, at best.

The Draft EIR should also explain what traffic mitigation fees, if any, the project proponents will be required to pay for the project.

Response D-16: As demonstrated in the Draft EIR and TIA and this Final EIR, the methodology used in the TIA is appropriate and the findings reasonable and supportable by the available data.

As for the significant, unavoidable freeway impacts, there are no adopted capital improvement projects identified with environmental clearance and approved plans, as well as an appropriate funding mechanism that would increase the overall capacity of the impacted freeway and thereby reduce the identified freeway impact. The payment of fees without a specific identified improvement is not considered mitigation under CEQA. (see Response A-2)

It is assumed that the statement regarding the effectiveness of recommended intersection was meant to refer to intersection improvements. The commenter mentions no specific examples from the Draft EIR, so this comment is acknowledged.

Comment D-17: Parking
1. *Flawed Parking Calculations.* The Draft EIR's discussion of parking must be revised in two significant ways. First, in assessing the site's need for parking, the Draft EIR appears to have failed to account for the hotel's restaurant. (Appendix B at 117.)

Secondly, the Project Description in the Draft EIR does not account for the specific square footages assigned to each retail and commercial use identified in Table 9 on page 40. The parking analysis assumptions should be based on the Project Description on page 5 of the Draft EIR or the Project Description should be revised on page 5 to limit the amount of restaurant type uses, and other specific types of retail uses to the amounts specified in Table 9. If that change is not made, then the Project Description in the EIR actually could result in a demand for a greater amount of parking than the amount projected in the traffic and parking analysis.

Third, the Draft EIR parking analysis appears to be based on assumption that the proposed project will result in a total of 173,163 square feet plus a 250 hotel for a total of 1,496 required parking spaces. {Footnote – This is yet another instance in which the project square footage deviates from the project description.] We note, however, that with a 0.6 maximum FAR proposed for the entire McCarthy Ranch site, the actual number of required parking spaces would be substantially greater. It is hard to believe that the project will be over-parked by 14 parking spaces given the amount of development proposed on the site given that only, 1,300 [sic] new spaces will be provided according to page 40 of the Draft EIR. Accordingly, the Draft EIR should be revised and recirculated to address the actual impacts of the proposed project.

2. *Questionable Parking Ratio.* Although the parking ratio allocated to the retail/restaurant uses in consistent with the Municipal Code parking requires, the project results in 14 excess parking spaces. For the reasons discussed in item 1, above, the conclusions of the parking analysis appear valid only if the retail/commercial uses and restaurant space are limited to square footage amounts specified in Table 9.

Response D-17: Please see Responses D-24 and D-25 below.

Comment D-18: Geotechnical
The description of the Pacific Mall Project also affects the analysis of potential geotechnical impacts resulting from the Project. Appendix E – Geotechnical Report recommends that the buildings can be supported on mat foundations or deep foundations suitable for supporting large structural loads associated with the hotel, "particularly if the hotel is more than a few stories in height."

Response D-18: The comment raises no specific concerns regarding the environmental analysis. The size and height of the proposed buildings are provided in the project description and the project, if approved, would be constructed in accordance with the Building Code and recommendations of a design-level geotechnical investigation, as noted on page 38 of the Draft EIR Appendix A.

Comment D-19: Attachment A – Review of Traffic Section of Pacific Mall Project Draft EIR in Milpitas, CA by TJKM Transportation Consultants for Briscoe Ivester & Bazel LLP.

At your request, TJKM has conducted a review of the traffic portion of the Pacific Mall Project Draft EIR in the City of Milpitas. TJKM's review was focused on Appendix B of the Draft EIR, *Draft Transportation Impact Analysis Pacific Mall Silicon Valley in Milpitas, California,* prepared for Steinberg Architects, March 2013. TJKM comments are as follows:

1. Trip Generation Concepts – *The Traffic Study wrongly assumes the building to be demolished are full and generating large volumes of traffic* – Table 6 on page 48 describes the trip generation for the 140,000 square feet of existing retail. This retail space is known to only partially occupied, perhaps mostly or entirely vacant. The report determined the trip generation rate for the entire 140,000 square foot development and subtracted it from the trips generated by the proposed development. This process would only be correct if the four buildings were fully occupied at the time that the intersection counts were made. The counts were made during the

week of June 4, 2012. The proportion of occupancy should be determined on the dates that the counted were made and the actual trip generation in June of 2012 should be determined. If the spaces were underperforming, as indicated elsewhere in the Draft EIR as justification for the project, this should be reflected in the actual trip generation. Based on the Draft EIR characterization of the buildings, it seems unlikely that the 140,000 square feet of retail would generate 8,440 trips per day, compared with the new generation of 13,620 trips per day. The net new daily trips reported in Table 6 are 4,014, less than half the trips reported for the existing uses.

Response D-19: In the City of Milpitas, the estimate of new trips generated by a proposed development project includes credit for trips associated with existing used on the site. Land uses are considered as existing if they are actively in use at the time that data is gathered for the transportation impact analysis (TIA) or can be re-occupied with a ministerial City building permit or business license. At the time of the intersection counts, a Best Buy store occupied 51,000 of the 140,000 square feet of the existing shopping center to be replaced by the proposed project. Therefore, its traffic was included in the traffic counts. Traffic projections representing re-occupancy of the remaining shopping center space (89,000 square feet) were added under the Background Conditions and Near-Term Cumulative Conditions scenario in the final TIA. Therefore, as shown in the final TIA, traffic generated by the existing occupied space and vacant space is appropriately accounted for in the analysis.

As noted in Responses D-13, case law supports use of an alternate baseline when substantial evidence exists to do so. In this case, the buildings have been fully occupied in the past, and it is reasonable to assume they would be (i.e. there is nothing physically wrong with them) should the proposed project not be implemented. It is unreasonable to assume they would remain vacant or be demolished in the absence of the project, therefore the trips associated with the current buildings have been appropriately included in the baseline condition.

Comment D-20: 2. Trip Generation Details – Existing – *The Traffic Study miscalculates the amount of traffic generated by the buildings to be demolished by using incorrect procedures* – The report makes two errors in calculating existing trips, regardless of the occupancy of the existing 140,000 square feet. The Institute of Transportation Engineers (ITE) main references, *Trip Generation*, uses different trip rates for different size shopping centers accurately reflecting the fact that many of the trips made on larger trips are either made by foot, going from store to store or, in the case of on-site pad development, trips may be made by driving, but with no traffic leaving the center and using study intersections. The report uses a trip rate of 60.41 trips per thousand square feet, calculated as though the entire shopping center were only 140,000 square feet. The actual shopping center is much larger than that, so the daily trip rate is much smaller than 60.41. For example, the report uses a retail trip rate of 46.68 for the new development. (See discussion below.) The existing trip rate should be recalculated, based on actual occupancy in June of 2012, but based on the entire amount of retail square footage in the shopping center. It would appear that the retail square footage in the area bounded by Ranch Drive and McCarthy Boulevard should be included.

Response D-20: The amount of AM and PM peak hour traffic generated by the existing uses on the site was estimated using information from Shopping Center (ITE land use code 820)

developments published in Institute of Transportation Engineers' (ITE) *Trip Generation* (8th Edition, 2008). The trip generation estimates were developed by applying trip generation equations to the existing size of the retail square footage (140,000 square feet). As the commenter suggests, we prepared alternative trip estimates based on the entire size of the existing shopping center controlled by the applicant or 239,000 square feet. Trip generation estimates for the existing occupied space were evaluated using the two sets of rates. The results are shown in Attachment 1 (Table 1). Using the approach suggested by the commenter would result in fewer AM and PM Peak Hour trip "credits" for the existing occupied space. Specifically, this approach shows 13 fewer AM Peak Hour trips and 44 fewer PM Peak Hour trips. This alternative trip credit does not affect the conclusions of the transportation analysis. No additional intersection impacts were identified.

Comment D-21: 3. Trip Generation Details – Future – *The Traffic Study also miscalculates the amount of traffic from the new retail uses* – For the same reasons as stated in the paragraph above, the retail trip rate for the new retail should reflect that of the entire shopping center's size. Because the trip rates are different before and after the new development, the Pass-By and Diverted Link Trips should be calculated separately for the existing condition and the future condition and the differences between the before trips and the after trips would constitute the net difference in retail trips. However, the following paragraph questions the propriety of using the ITE category "Shopping Center" for the new retail development.

Response D-21: Fehr & Peers, the transportation engineering firm that prepared the TIA, prepared alternative trip estimates with trip rates for the existing project size, including the adjacent 99,300 square feet (total 239,000 square feet). The pass by and diverted linked trips are also estimated as suggested. The results are presented in Attachment 2 (Table 2). This approach would have generated 50 additional PM Peak Hour trips. Given the project traffic distribution, this would result in fewer than 20 vehicles being added to any single turn movement. This is a small change in traffic volumes. Therefore, the alternative trip estimates do not require additional study intersections nor would they result in new or significantly greater traffic impacts than were already identified.

Comment D-22: 4. Trip Generation – New Retail – *The Traffic Study may mischaracterize the new development as a "Shopping Center"* – The traffic study uses ITE Land Use 820 – Shopping Center – to determine the traffic generation of the new retail. The Shopping center category encompasses a very wide variety of retail-related uses in various shopping centers, including uses found in pads away from the main center, where applicable. However, the "400 small 'condo' shops laid out in a grid pattern (that) range in size from approximately 130 to 450 square feet" does not match up with the wide array of uses that might be included in the Shopping Center category defined by ITE. The report authors should provide justification for using this category. It is possible that generation studies of comparable uses elsewhere may be needed.

Response D-22: As shown in Appendix C of the TIA, local vehicle trip surveys were conducted at several retail locations in Milpitas and San Jose. These locations, however, had high proportions of restaurants (50 to 60 percent) compared to the proposed project (approximately 15 percent). The ITE shopping center rates/equations are based on a large

sample size of shopping centers with a wide variety of uses including stores, restaurants, kiosks, food courts, and movie theaters. Therefore, this ITE designation encompasses commercial uses such as the proposed project and was considered the best available i.e., most applicable) information to use in the project traffic analysis.

Comment D-23: 5. On-site Circulation – *The Traffic Study provides an incomplete, possibly unworkable, solution for the main signalized access driveway* – The discussion on page 114 of the traffic study discloses that study intersection 7, the main signalized access point to the proposed new development, will experience significant queuing. The study recommends restriping both Ranch Drive and the driveway itself to create a two-lane left turn lane into the site, plus restriping of the divided driveway to create two lanes in each direction. The prospect is for queuing both on-site and on Ranch Drive, even after the recommended improvements. The recommended improvements involve substandard 10 foot lanes in an area with two very popular fast food restaurants. As a minimum, the DRAFT EIR should include dimensioned sketches showing conceptual design for the area.

Response D-23: The width of a typical vehicle travel lane ranges from 10 to 12 feet. For private driveways with low speeds and occasional truck traffic, 10-foot travel lanes (as proposed) are appropriate (see Section 4.3 of the *AASHTO A Policy of Geometric Design of Highways and Streets*, 2011). The attached figure (see Attachment B) shows that the proposed improvements are within the existing curb-to-curb width on Ranch Drive and the outside curb-to-curb width project driveway entrance. It also shows how a truck can turn into the driveway and stay within its lane.

Comment D-24: 6. Surrounding Parking – The parking needs for the remaining land uses are not demonstrated and are possibly understated – On page 115 of the traffic report declares: "The project and adjacent uses will provide 2,061 stalls, of which 551 stalls are required for existing buildings north of the project site." There is no additional information supporting the designation of 551 stalls as being "required." In order to be complete, a breakdown of parking needed for remaining buildings needs to be amplified. There are buildings both north and east of the project that share the same parking lot. Which buildings are included in the 551? What is "required" based on? Codes? Parking occupancy studies? A building by building analysis of parking requirements should be listed, along with drawings that show the "required" parking for each building and the location of the parking stalls in the 'after' condition.

Response D-24: The project applicant provided the parking space summary within their site plan submittal, which included the proposed project and the five existing retail building immediately north of the project site (99,300 square feet of gross leasable shopping center space controlled by the applicant). This parking estimate is based on City Code requirements. The proposed project does not affect the parking supply of buildings not on the project site (such as Walmart, pad tenants such as McDonalds and Black Angus, etc.) as they have their own designated parking areas.

The project and adjacent uses will provide 2,061 stalls, of which 551 stalls are for the existing buildings that will remain at the north end of the project site. Therefore, the new

development will have a total parking supply of 1,510 spaces (210 surface spaces to remain, 465 new surface spaces, and 835 garage spaces) for employees, customers, and hotel guests. Parking requirements can be found in City Code Section XI-10-53.09.

The required parking for each proposed retail tenant space will be confirmed at the building permit stage according to the supply of on-site parking and the other uses present on the site. This is a standard procedure for multi-tenant shopping centers and ensures the cumulative parking demand for the center does not exceed the available on-site supply.

Comment D-25: 7. Proposed Parking – The study appears to underestimate the parking needed for the proposed development – Table 13 provides details on some of the square footage of the proposed development – the "size" column in Table 13 equals 176,000 square feet compared with an announced retail area of 292,000 square feet. The reason for the differences should be described, along with site plan details of the proposed uses. On page 116, the report indicates that the architect has discounted "walking aisles and auxiliary spaces" from the calculation. If the mall area with the 'small condos' is likened to a department store with various departments separated by walking aisles, it would not be the normal practice to discount internal department store aisles in calculating the parking requirements for the department store. These issues should be addressed in the parking section of the report.

Response D-25: The proposed parking requirement was calculated using the City Code, which includes parking ratio requirements and standards and the provision for shared parking analysis. Both parking estimates indicate a need for 1,496 parking spaces for the project site. The parking code requirements were calculated using the City Municipal Code Section XI-10-53.09 based on net building square footage. The commenter is correct in that it would not be normal practice to discount walking aisles within a tenant space for calculating parking; however, discounting the walking aisles within an enclosed mall is appropriate. It is not expected to include walkways outside of a building for purposes of calculating parking requirement and, therefore, the concept is the same for an interior mall where the primary use of the walking aisles is for ingress and egress.

A shared parking analysis between the retail and hotel was also completed and it used a project site of 292,000 gross leasable square feet and a 250-room hotel. The City considers the parking requirements, which are based on the City's Municipal Code, identified in the TIA and DEIR as sufficient to support the proposed project and the remaining buildings on-site. The specific mix of retail, food service, and other commercial space will be determined when building permits are issued to confirm the proposed mix meets the City's Code parking requirements based on the on-site supply. The standard requirement for a parking analysis prior to issuance of a building permit will ensure that as tenants change over time, as each new tenant applies for a building permit to accommodate the tenant improvements necessary for their use, that the cumulative parking demand in the center does not exceed the on-site supply.

Comment D-26: It is my feeling that addressing the trip generation and parking issues described in this letter will require a comprehensive update of all traffic and parking calculations and findings contained in the traffic study.

> **Response D-26:** Based on the comments directed towards the findings of the DEIR traffic study, the City disagrees with the commenter's opinion. Please refer to the Responses above.

E. RESPONSE TO COMMENTS FROM JORGENSON, SIEGEL, MCCLURE & FLEGEL, LLP, JUNE 20, 2013

Comment E-1: Applicant TMS McCarthy, Inc. ("TMS McCarthy") thanks you for the opportunity to review and comment on the Draft Environmental Impact Report ("EIR") for the Pacific Mall project ("Project"). As you know, the Project proposes to redevelop underutilized commercial property and establish a vibrant new retail mall for small business owners and a hotel. After reviewing the Draft EIR, TMS McCarthy offers the following comments:

1. Clarification of Requested Floor Area Ratio Increase – The project generally complies with the General Plan and Zoning designations for the property. TMS McCarthy is proposing a very slight increase (0.04) in the floor area ratio ("FAR") for the property, from 0.50 to 0.54 for the Project. The City of Milpitas ("City") is proposing the overlay to allow the larger 0.60 FAR on site. The Final EIR should clarify and make this distinction throughout the document.

   Response E-1: The project description specifically states that the project proposes to increase the FAR from 0.50 to 0.54. See Section 4.0 Text Revisions clarifying the proposed action does not involve 0.60 FAR.

Comment E-2: 2. Fair Share Should Be Applied to Transportation Mitigation Measures – An agency may assess a project its fair share of mitigation costs, based on the amount the project contributes to an environmental problem. The mitigation required of a project must be roughly proportional to its impact. An agency may not insist that the developers shoulder the bulk of the expense for mitigating a significant cumulative impact. Napa Citizens for Honest Government v. Napa County Board of Supervisors (2001) 91 Cal.App.4th 342; CEQA Guidelines Section 15126.4(a)(4(B).

There are a number of mitigation measures identified in the Draft EIR for impacts to intersections. These mitigation measures simply state the required mitigation measure. This suggests that TMS McCarthy is responsible to independently complete the mitigation. If the mitigation measures are applied as written in the Draft EIR without discussion of fair share, the City would be asking TMS McCarthy to shoulder the bulk of an expense and undertake a mitigation that is beyond rough proportionality. As is detailed on the attached spreadsheet, TMS McCarthy is not responsible for the entirety of the impact at these intersections, but only a percentage contribution to traffic. The mitigation measures should specify that TMS McCarthy is responsible for its fair share of the mitigation. Such a change should be reflected in the Final EIR and the Mitigation, Monitoring and Reporting Program.

Response E-2: As noted in the comment, payment of fair share fees can be appropriate mitigation for cumulative impacts. However, there is no fair share mentioned because the project is responsible for the impacts, and therefore the applicant is fully responsible for the identified mitigation. The Draft EIR identified project impacts at six intersections, not cumulative impacts. The impact at McCarthy Boulevard and S. Ranch Drive cannot be mitigated and was determined to be significant and unavoidable. For the following four

intersections, the mitigation identified was restriping of the roadway to change the current lane configuration:

- McCarthy Boulevard and SR 237 WB Ramps
- McCarthy Boulevard and Bellew Drive
- Tasman Drive and Alder Drive
- McCarthy Boulevard/O'Toole Avenue and Montague Expressway

It was determined that these measures could be implemented within the existing right-of-way. As such, the cost of implementation is minor and feasible for a single project responsible for the impact.

As originally proposed, the mitigation for the final intersection, McCarthy Boulevard and Alder Drive, did require right-of-way acquisition. The City Traffic Engineer, however, determined that the appropriate mitigation could be implemented within the existing right-of-way. As such, the applicant will also be fully responsible for implementation of this mitigation measure. Please see Section 4.0, *Text Revisions*, page 34 of this document for the revised mitigation language.

Comment E-3: 3. Need to Acquire Right-of-Way Makes Mitigation Measure Infeasible – Feasible mitigation measures are those capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors. CEQA Guidelines Section 15364. The mitigation measure for McCarthy Boulevard and Alder drive requires TMS McCarthy to acquire of property on the west side of McCarthy Drive. Neither the City nor TMS McCarthy own that property; it is owned by another development who has development plans for the property on the west side of McCarthy Drive. It is unlikely that the developer will want to sell the property, or sell it at a reasonable price, and the City cannot force the developer to do so. Because this is both unenforceable and not reasonably capable of being successfully accomplished, the mitigation measure is infeasible. Furthermore, if the City persists in applying this mitigation measure, the Pacific Mall project could be delayed or stymied entirely. Instead, the Final EIR should reflect that this mitigation is infeasible.

Response E-3: Please see Response E-2 above, indicating the measure can be feasibly implemented within existing right of way.

Comment E-4: 4. The Requirements for Additional Sidewalk is Unreasonable – The Draft EIR indicates as a condition of approval the City will require a minimum 6-foot sidewalk along the Project frontage and along mall entry access roads to connect adjacent pedestrian facilities. TMS McCarthy understands that this condition is to be imposed as a result of General Plan Policy 3.d-I-29 that states: "Where appropriate, require new development provide public access points to the trail system and/or contribute to staging areas" or General Plan Policy 3.d-I-29 that states: "Require sidewalks on both sides of the street as a condition of development approval, where appropriate with local conditions."

Both of these policies use language indicating that such a condition should be imposed only "where appropriate." TMS McCarthy asserts that the additional sidewalk is not appropriate for this project. First, pursuant to the Traffic Impact Analysis for the Project, the Project will result in a small number of pedestrian trips along the Project frontage. These trips can be safely accommodated in internal walkways. Second, the General Plan and Zoning designate the property as General Commercial. The General Plan describes the General Commercial designation as intended for "services accessed primarily by the automobile." The Zoning Ordinance describes General Commercial as "primarily oriented to the automobile customer." In this situation, where there are very few pedestrian trips that can all be safely accommodated on pedestrian walkways on-site and the property is designed as auto-oriented, there is no reason to apply such a condition, even under General Plan policies. This condition should be removed and appropriate changes made in the Final EIR.

> **Response E-4:** The City respectfully disagrees with the applicant's account of the sidewalk requirement. The City believes it is appropriate and necessary to provide fully connected pedestrian facilities along Ranch Drive where currently no sidewalk exists and has conditioned the proposed project accordingly. The fact that the proposed development would reduce pedestrian trips within the redeveloped area, it does not preclude the increase in pedestrian traffic from other areas of the McCarthy Ranch shopping center. In addition, because the project site is at the main "gateway" to the larger shopping area, it is imperative that safe and functional pedestrian facilities be provided to allow workers and customers full access to the project site and the surrounding commercial area.
>
> The fact that a regional shopping center is assumed to be primarily accessed by automobiles does not preclude the need for safe and efficient pedestrian access.

Comment E-5: 5. Need to Update Estimated Operational Year – In the Draft EIR the first full year of Project operations is estimated as 2015. This estimate was based upon having received full City approval for the project by early June 2013. As the Draft EIR is being circulated in June 2013 and the Final EIR remains to be completed as well as the public hearings on the Project, TMS McCarthy now anticipated that construction will begin in 2015, the project will be fully operational in 2016 and the first full year of operations will be 2017. Therefore, those analyses in the Draft EIR that use this anticipated operational date, such as the greenhouse gas section, should be updated in the Final EIR.

> **Response E-5:** The technical consultant for the project, *Illingworth & Rodkin*, has indicated that a delay of one year in opening the project (i.e., 2016) will not result in any changes to the conclusions of the air quality and greenhouse gas emissions analysis. The only significant air quality impact identified was during construction of the project. A delay of approximately one year in the start of construction would not result in any new impacts or impacts of greater severity than were already identified in the Draft EIR. As such, no revisions to the Draft EIR analysis are required.

SECTION 4.0 REVISIONS TO THE TEXT OF THE DRAFT EIR

The following section contains revisions/additions to the text of the *Draft Environmental Impact Report, Pacific Mall Project*, dated May 2013. Revised or new language is underlined. All deletions are shown ~~with a line through the text.~~

Overview of Changes to the Project

Subsequent to circulation of the Draft EIR, the project has been revised to include demolition of an additional 12,110 square feet of building area (partial demolition of Building D1) and construction of a landscaped courtyard between the proposed building and existing retail uses. The total retail and hotel area (in square feet) would not change.

Subsequent to circulation of the Final EIR, the project has been revised to allow for a phased development which may or may not include the hotel component of the project. This revision still includes the previous revision to the project discussed above.

Under the proposed phased project, the first phase of construction would be the two-story retail building and the second phase would be the hotel tower. If the applicant decides not to build the hotel, the second floor area slated for hotel amenity space would convert to 15,360 square feet of retail space.

All changes to the project combined would result in 12,110 square foot net decrease in retail space compared to the original project (if the hotel is built) or a 3,250 square foot net increase in retail space compared to the original project (with no hotel).

As described in the revisions to the text of the Draft EIR, below, these modifications to the project are not substantial and would not result in new significant impacts, a substantial increase in the severity or an environmental impact, or identification of a feasible project alternative or mitigation measure considerably different from those previously analyzed in the EIR. Therefore, under CEQA Guidelines Section 15088.5, recirculation of the Draft EIR is not required.

Page 1 Section 1.2, Project Location; the following paragraph will be **REVISED** as follows:

The ~~37.9~~ 25.1-acre project site is comprised of four parcels (APNs 22-053-002, -003, -006, and -007) located on east side of McCarthy Boulevard just north of State Route 237 in the City of Milpitas. The site is located at the northeast corner of the southern McCarthy Boulevard/Ranch Drive intersection. (see Figures 1 and 2)

Page 4 Section 1.3, Project Objectives; objective number 8 will be **REVISED** as follows:

8. Provide a wide variety of small unique retail shops, and some personal and business services, that are designed to look and feel like an open air market that encourages people to walk and browse ~~form~~ from store to store within the shopping center.

Page 5 Section 2.0, Project Description; the second paragraph will be **REVISED** as follows:

The project site is part of a larger irregularly shaped commercial center with shared parking that is defined by McCarthy Boulevard, Ranch Drive, and the adjacent Walmart site. The project site (which does not include buildings 10, 11, and 14) is currently developed with ~~267,606~~ 266,216 square feet of commercial buildings and a large surface parking lot. The commercial buildings are currently comprised of a mix of chain retail stores and restaurants. The project proposes to demolish four of the large commercial buildings (noted as Buildings A1, A2, B, and C on the existing site plan which total 139,710 square feet) and a portion of Building D1 (the southern half of the building totaling 12,110 square feet of the total building square footage of 23,780 square feet) and construct a phased project consisting of either a 12-story, 250 room hotel with ground floor and second floor retail, second floor hotel amenities (including a fitness room, conference facilities, and a restaurant), and one level of underground parking (mixed-use project scenario) or an entirely retail development of up to two-stories in height (all retail scenario). The maximum height of the hotel would be 170 feet. The surface parking lot in front of the hotel would also be modified slightly to account for the larger footprint of the proposed building. The remaining buildings on the project site would not be modified. Figures 3 and 4 below shows the proposed site plan and building elevation. Table 1 below lists the sizes of the buildings on-site and whether or not they are included within the project boundary.

Page 5 Section 2.0, Project Description; Table 1 will be **REVISED** as follows:

TABLE 1
Existing Buildings On-Site

Building No.	Building Size	Within Project Boundary	Status
A1	25,000	Yes	To Be Demolished
A2	21,000	Yes	To Be Demolished
B	51,000	Yes	To Be Demolished
C	42,710	Yes	To Be Demolished
D1	23,780	Yes	12,110 square feet to be Demolished 11,670 square feet To Remain
D2	25,416	Yes	To Remain
E1	12,000	Yes	To Remain
E2	27,100	Yes	To Remain
E3	11,000	Yes	To Remain
10	3,000	No	To Remain
11	2,000	No	To Remain

TABLE 1 Existing Buildings On-Site			
Building No.	**Building Size**	**Within Project Boundary**	**Status**
12	~~12,861~~ 12,000	Yes	To Remain
13	~~15,529~~ 15,000	Yes	To Remain
14	6,500	No	To Remain
Kiosk	210	Yes	To Remain
Total Existing Building Area to Remain			~~127,896~~ 114,396 square feet

Page 6 Figure 3, Conceptual Site Plan; Figure 3 has been revised and is shown as an attachment to this document (see Attachment A).

Page 8 Section 2.0, Project Description; the following paragraph will be **ADDED** after Table 1:

The applicant proposes to phase the development of hotel because of financing. As proposed, the applicant would construct the foundations of the mall and the hotel area; however, if financing is not available during the initial construction of the mall, the structure in the hotel footprint will be topped at two stories. Under an all retail scenario, the first floor of the hotel structure will remain the same as proposed (i.e., retail uses) and the second floor will be entirely retail with an additional 15,360 square feet of retail space in-lieu of hotel amenity space. The hotel may not be built and occupied as part of the project.

Page 8 Section 2.0, Project Description; the first paragraph will be **REVISED** as follows:

With the demolition of Buildings A1, A2, B, ~~and~~ C, and a portion of Building D1, the project site would have ~~127,896~~ 114,396 square feet of retail/commercial space remaining. The total new retail space would be 292,186 square feet with the hotel (a net increase of ~~152,476~~ 177,790 square feet) or 307,546 without the hotel (a net increase of 193,150 square feet). ~~and~~ The hotel, if constructed, would be 178,692 square feet. When added to the existing retail space that will remain on-site, the total building area on the project site would increase to ~~598,774~~ a maximum of 586,664 square feet which equates to a floor area ratio (FAR) of 0.54. The current zoning designation allows an FAR of 0.50 and the project proposes a maximum allowed FAR of 0.54 in the zoning. The new retail space will not operate as traditional big-box stores but will have an open interior with more than 400 small "condo" shops laid out in a grid pattern. The "condos" would range in size from approximately 130 to 450 square feet.

Page 8 Section 2.0, Project Description; the following language will be **ADDED** after the first paragraph:

The area between the new building and the remaining portion of Building D1 will be a landscaped courtyard with multiple seating areas.

Page 10 Section 3.0, Consistency With Plans and Policies, Subsection 3.4.1; the consistency discussion pertaining to City policy 2.a.I-1 will be **REVISED** as follows:

Consistency: The project, as proposed, would exceed the allowable FAR on-site. The project proposes an overlay to increase the FAR to ~~0.60~~ 0.54. While this is not a substantive increase in terms of the mass and scale of allowed development, it does exceed the building intensity limits established in the General Plan.

Page 14 Section 4.1.1.1, Existing Land Use; the first paragraph will be **REVISED** as follows:

The ~~37.9 acre~~ 25.1-acre project site is comprised of four parcels (APNs 22-053-002, -003, -006, and -007) located on the east side of McCarthy Boulevard just north of SR 237 in the City of Milpitas. The project site is located in an existing urban/commercial area and the entire site is currently developed with 267,606 square feet of commercial buildings. The buildings are a mix of chain retails stores, small shops, and restaurants. Nine large, attached stores are located along the western boundary of the site and five smaller detached stores are located along the eastern boundary. Four of the nine large buildings are currently vacant. The project site is part of a larger shopping center that extends north and east of the site (as described in Section 4.1.1.2 below).

Page 17 Section 4.1.2.2, Land Use Conflicts; the second paragraph will be **REVISED** as follows:

The proposed hotel and retail uses are consistent with the *General Commercial* land use designation in the City's General Plan. The project is inconsistent with the current zoning designation because the proposed FAR would exceed the maximum allowed under the *C2* zone. The project proposes an overlay to allow for an increased FAR of ~~0.60~~ 0.54 to allow for the demolition of ~~139,710~~ 151,820 square feet of existing commercial space and construction of up to 292,186 square feet of new retail space and a 250-room hotel. With approval of the proposed overlay, the project would be consistent with all applicable City land use regulations. If the overlay is not approved, the project cannot be approved as proposed and would have to be reduced in size. **(Less Than Significant Impact)**

Page 22 Section 4.2.1.4, Existing Intersection Operations; the following language will be **ADDED** to the list of intersections currently operating at an unacceptable LOS in one or more Peak Hours:

- No. 28 – McCarthy Boulevard/O'Toole Avenue and Montague Expressway (PM Peak Hour)

Page 22 Section 4.2.1.4, Existing Intersection Operations; Table 3 will be **REVISED** as follows:

TABLE 3
Study Intersections Level of Service – Existing Conditions

No.	Intersection	Peak Hour	Delay	LOS
1	Dixon Landing Road and McCarthy Boulevard (F)[3]	AM PM	11.4 13.1	B+ B
2	Dixon Landing Road and I-880 SB Ramps (M)	AM PM	7.4 6.1	A A
3	Dixon Landing Road and I-880 NB Ramps (M)	AM PM	15.0 16.4	B B
4	California Circle and I-880 NB Ramps (M)	AM PM	10.5 16.6	B+ B
5	Dixon Landing Road and Milpitas Boulevard (M)	AM PM	>180 66.3	F E
6	McCarthy Boulevard and North Ranch Drive (M)	AM Midday PM	6.8 13.0 12.7	A B B
7	Ranch Drive and Mall Access Driveway (M)	AM Midday PM	15.9 20.4 11.7	B C+ B+
8	McCarthy Boulevard and South Ranch Drive (M)	AM Midday PM	17.7 24.1 30.8	B C C
9	McCarthy Boulevard and SR 237 WB Ramps (M)	AM Midday PM	19.3 25.8 16.5	B- C B
10	McCarthy Boulevard and SR 237 EB Ramps (M)	AM Midday PM	17.1 27.2 18.1	B C B-
11	SR 237 Ramps and I-880 SB Ramps (M)	AM PM	16.1 11.1	B B+
12	SR 237 Ramps and I-880 NB Ramps (M)	AM PM	~~18.5~~ 19.4 17.3	B- B-
13	Calaveras Boulevard and Abel Street (CMP/M)	AM PM	~~42.2~~ 42.9 ~~45.5~~ 46.0	D D
14	Calaveras Boulevard and Milpitas Boulevard (CMP/M)	AM PM	48.0 40.5	D D
15	Calaveras Boulevard and Hillview Drive (M)	AM PM	27.6 40.3	C D

[3] The City or agency that has jurisdiction over the study intersection is notated as follows: (CMP) – County, (F) – Fremont, (M) – Milpitas, (SJ) – San José.

TABLE 3 *Continued* Study Intersections Level of Service – Existing Conditions				
No.	**Intersection**	**Peak Hour**	**Delay**	**LOS**
16	McCarthy Boulevard and Bellew Drive (M)	AM PM	21.7 45.6	C+ D
17	McCarthy Boulevard and Alder Drive (M)	AM PM	13.2 19.3	B B-
18	McCarthy Boulevard and Tasman Drive (M)	AM PM	33.9 35.1	C- D+
19	Tasman Drive and Alder Drive (M)	AM PM	13.4 40.8	B D
20	Tasman Drive and I-880 SB Ramps (M)	AM PM	~~19.6~~ 19.8 17.4	B- B
21	Great Mall Parkway and I-880 NB Ramps (M)	AM PM	29.0 28.8	C C
22	Great Mall Parkway and Abel Street (M)	AM PM	40.1 29.8	D C
23	Great Mall Parkway and Main Street (M)	AM PM	24.8 32.5	C C-
24	Great Mall Parkway/ Capitol Avenue and Montague Expressway (CMP/CoSC)	AM PM	~~45.5~~ 46.5 ~~49.6~~ 48.2	D D
25	Capitol Avenue and Cropley Avenue/Trade Zone Boulevard (SJ)	AM PM	31.8 59.3	C E+
26	Montague Expressway and Trimble Road (CMP/SJ)	AM PM	~~24.5~~ 26.4 ~~41.3~~ 39.9	C D
27	McCarthy Boulevard and Barber Lane (M)	AM PM	16.7 31.4	B C
28	McCarthy Boulevard/O'Toole Avenue and Montague Expressway (CMP/SJ/M)	AM PM	~~33.0~~ 34.2 ~~58.9~~ 96.3	C- ~~E+~~ F
29	SR 237 WB Ramps and Zanker Road (SJ)	AM PM	10.2 10.2	B+ B+
30	SR 237 EB Ramps and Zanker Road (SJ)	AM PM	14.5 11.0	B B+
31	Holger Way and Zanker Road (SJ)	AM PM	20.0 23.0	B- C+

Page 26 Section 4.3.1.5, Background Intersection Operations; Table 4 will be **REVISED** as follows:

TABLE 4 Study Intersections Level of Service – Background Conditions						
No.	**Intersection**	**Peak Hour**	**Existing**		**Background**	
			Delay	**LOS**	**Delay**	**LOS**
1	Dixon Landing Road and McCarthy Boulevard (F)	AM PM	11.4 13.1	B+ B	14.9 ~~18.8~~ 19.3	B B-
2	Dixon Landing Road and I-880 SB Ramps (M)	AM PM	7.4 6.1	A A	7.5 6.5	A A
3	Dixon Landing Road and I-880 NB Ramps (M)	AM PM	15.0 16.4	B B	15.7 17.0	B B
4	California Circle and I-880 NB Ramps (M)	AM PM	10.5 16.6	B+ B	10.6 ~~15.8~~ 15.9	B+ B
5	Dixon Landing Road and Milpitas Boulevard (M)	AM PM	>180 66.3	F E	>180 ~~84.0~~ 84.8	F F
6	McCarthy Boulevard and North Ranch Drive (M)	AM PM	6.8 12.7	A B	~~20.6~~ 20.7 ~~29.1~~ 29.7	C+ C
7	Ranch Drive and Mall Access Driveway (M)	AM PM	15.9 11.7	B B+	~~15.8~~ 15.9 ~~11.9~~ 15.5	B B+
8	McCarthy Boulevard and South Ranch Drive (M)	AM PM	17.7 30.8	B C	~~18.7~~ 19.3 ~~47.0~~ 57.6	B- ~~D~~ E+
9	McCarthy Boulevard and SR 237 WB Ramps (M)	AM PM	19.3 16.5	B- B	~~23.5~~ 24.3 ~~35.6~~ 59.0	C ~~D+~~ E+
10	McCarthy Boulevard and SR 237 EB Ramps (M)	AM PM	17.1 18.1	B B-	~~20.5~~ 20.6 ~~23.9~~ 26.8	C+ C
11	SR 237 Ramps and I-880 SB Ramps (M)	AM PM	16.1 11.1	B B+	~~20.5~~ 20.7 ~~16.7~~ 17.0	C+ B

TABLE 4 *Continued* Study Intersections Level of Service – Background Conditions						
No.	**Intersection**	**Peak Hour**	**Existing**		**Background**	
			Delay	**LOS**	**Delay**	**LOS**
12	SR 237 Ramps and I-880 NB Ramps (M)	AM PM	~~18.5~~ 19.4 17.3	B- B-	~~23.5~~ 23.8 ~~19.4~~ 19.9	C B-
13	Calaveras Boulevard and Abel Street (CMP/M)	AM PM	~~42.2~~ 42.9 ~~45.5~~ 46.0	D D	~~49.0~~ 49.5 ~~49.2~~ 50.3	D D
14	Calaveras Boulevard and Milpitas Boulevard (CMP/M)	AM PM	48.0 40.5	D D	~~65.4~~ 66.3 ~~42.7~~ 43.0	E D
15	Calaveras Boulevard and Hillview Drive (M)	AM PM	27.6 40.3	C D	28.7 ~~43.1~~ 43.2	C D
16	McCarthy Boulevard and Bellew Drive (M)	AM PM	21.7 45.6	C+ D	~~26.2~~ 26.3 ~~81.8~~ 85.9	C F
17	McCarthy Boulevard and Alder Drive (M)	AM PM	13.2 19.3	B B-	~~45.9~~ 47.0 ~~81.5~~ 92.0	D F
18	McCarthy Boulevard and Tasman Drive (M)	AM PM	33.9 35.1	C- D+	~~40.5~~ 40.9 ~~37.1~~ 37.4	D D+
19	Tasman Drive and Alder Drive (M)	AM PM	13.4 40.8	B D	~~18.4~~ 18.6 ~~90.6~~ 95.6	B- F
20	Tasman Drive and I-880 SB Ramps (M)	AM PM	~~19.6~~ 19.8 17.4	B- B	22.5 ~~21.6~~ 22.3	C+ C+
21	Great Mall Parkway and I-880 NB Ramps (M)	AM PM	29.0 28.8	C C	~~39.2~~ 32.4 ~~31.9~~ 32.1	D ~~C~~ C-

TABLE 4 *Continued* Study Intersections Level of Service – Background Conditions						
No.	**Intersection**	**Peak Hour**	**Existing**		**Background**	
			Delay	**LOS**	**Delay**	**LOS**
22	Great Mall Parkway and Abel Street (M)	AM PM	40.1 29.8	D C	~~42.2~~ 42.3 31.4	D C
23	Great Mall Parkway and Main Street (M)	AM PM	24.8 32.5	C C-	24.0 ~~32.4~~ 32.3	C C-
24	Great Mall Parkway/ Capitol Avenue and Montague Expressway (CMP/CoSC)	AM PM	~~45.5~~ 46.5 ~~49.6~~ 48.2	D D	~~51.8~~ 50.6 57.6	D- E+
25	Capitol Avenue and Cropley Avenue/Trade Zone Boulevard (SJ)	AM PM	31.8 59.3	C E+	32.4 ~~67.4~~ 67.6	C- E
26	Montague Expressway and Trimble Road (CMP/SJ)	AM PM	~~24.5~~ 26.4 ~~41.3~~ 39.9	C D	~~28.9~~ 32.6 ~~67.4~~ 77.5	C- E-
27	McCarthy Boulevard and Barber Lane (M)	AM PM	16.7 31.4	B C	16.3 ~~39.5~~ 40.1	B D
28	McCarthy Boulevard/O'Toole Avenue and Montague Expressway (CMP/SJ/M)	AM PM	~~33.0~~ 34.2 ~~58.9~~ 96.3	C- ~~E+~~ F	~~44.0~~ 50.0 ~~103.3~~ 111.8	D F
29	SR 237 WB Ramps and Zanker Road (SJ)	AM PM	10.2 10.2	B+ B+	13.1 ~~16.4~~ 16.5	B B
30	SR 237 EB Ramps and Zanker Road (SJ)	AM PM	14.5 11.0	B B+	15.8 ~~15.1~~ 15.0	B B
31	Holger Way and Zanker Road (SJ)	AM PM	20.0 23.0	B- C+	21.1 24.9	C+ C

Page 32 Section 4.2.3.1, Trip Generation Estimates; the second full paragraph will be **REVISED** as follows:

A summary of the project trip generation estimates with the hotel component of the project is shown in Table 6 below.

Page 32 Section 4.2.3.1, Trip Generation Estimates; the title of Table 6 will be **REVISED** as follows:

Project Trip Generation Estimates <u>With the Hotel</u>

Page 32 Section 4.2.3.1, Trip Generation Estimates; the following paragraph will be **ADDED** after Table 6:

<u>A summary of the project trip generation estimates without the hotel component (but with the increase in retail square footage) is shown in Table 6A. Without the hotel, the project would no longer be mixed-use and no mixed-use trip reduction credit is possible. Nevertheless, the overall daily trips and peak hour trips would be less under this scenario, compared to the mixed-use project scenario (retail and hotel).</u>

Page 32 Section 4.2.3.1, Trip Generation Estimates; a new table 6A will be **ADDED** after Table 6:

TABLE 6A
Project Trip Generation Estimates Without the Hotel

Land Use	Daily Trips	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Proposed Retail	14082	182	117	299	1,026	1,158	2,184	661	688	1,349
Existing Retail*	-8,908	-120	-77	-197	-642	-723	-1,365	-413	-429	-842
Diverted Trip Reduction	-388	-3	-2	-5	-38	-44	-82	-25	-26	-51
Pass-by Reduction	-776	-6	-4	-10	-77	-87	-164	-50	-51	-101
Net New Trips**	**4,010**	**53**	**34**	**87**	**269**	**304**	**573**	**173**	**182**	**355**

*Retail to be removed
**Net new retail trips equal proposed retail minus existing retail that will be demolished as a part of the site redevelopment.

Source: Fehr & Peers Transportation Consultants

Page 33 Section 4.2.3.2, Existing Plus Project Intersection Operations; the following language will be **ADDED** to the list of intersections currently operating at an unacceptable LOS in one or more Peak Hours:

- <u>No. 28 – McCarthy Boulevard/O'Toole Avenue and Montague Expressway (PM Peak Hour)</u>

Page 33 Section 4.2.3.2, Existing Plus Project Intersection Operations; Table 7 will be **REVISED** as follows:

TABLE 7
Study Intersections Level of Service – Existing Plus Project Conditions

No.	Intersection	Peak Hour	Existing		Existing Plus Project			
			Delay	LOS	Delay	LOS	Δ in Critical V/C	Δ in Critical Delay
1	Dixon Landing Road and McCarthy Boulevard (F)	AM	11.4	B+	11.5	B+	0.006	0.1
		PM	13.1	B	13.5	B	0.016	0.4
2	Dixon Landing Road and I-880 SB Ramps (M)	AM	7.4	A	7.3	A	0.001	0.0
		PM	6.1	A	6.2	A	0.005	0.0
3	Dixon Landing Road and I-880 NB Ramps/California Circle (M)	AM	15.0	B	15.0	B	0.000	0.0
		PM	16.4	B	16.4	B	0.012	0.1
4	California Circle and I-880 NB Ramps (M)	AM	10.5	B+	10.6	B+	0.002	0.0
		PM	16.6	B	16.7	B	0.006	0.1
5	Dixon Landing Road and N. Milpitas Boulevard (M)	AM	>180	F	>180	F	0.001	0.5
		PM	66.3	E	67.5	E	0.006	2.3
6	McCarthy Boulevard and N. Ranch Drive (M)	AM	6.8	A	7.0	A	0.006	0.5
		MID	13.0	B	13.3	B	0.023	0.3
		PM	12.7	B	12.8	B	0.018	0.2
7	Ranch Drive and Mall Access Driveway (M)	AM	15.9	B	15.7	B	0.123	0.0
		MID	20.4	C+	47.5	D	0.527	46.8
		PM	11.7	B+	16.8	B	0.329	7.6
8	McCarthy Boulevard and S. Ranch Drive (M)	AM	17.7	B	18.3	B-	0.028	1.2
		MID	24.1	C	24.8	C	0.123	1.0
		PM	30.8	C	35.2	D+	0.085	8.7
9	McCarthy Boulevard and SR 237 WB Ramps (M)	AM	19.3	B-	19.5	B-	0.054	1.4
		MID	25.8	C	55.8	E+	0.196	43.9
		PM	16.5	B	22.8	C+	0.148	8.8
10	McCarthy Boulevard and SR 237 EB Ramps (M)	AM	17.1	B	17.3	B	0.014	0.2
		MID	27.2	C	28.2	D	0.055	2.4
		PM	18.1	B-	19.6	B-	0.058	2.2
11	SR 237 Ramps and I-880 SB Ramps (M)	AM	16.1	B	16.3	B	0.016	0.4
		PM	11.1	B+	11.1	B+	0.016	0.0
12	SR 237 Ramps and I-880 NB Ramps (M)	AM	~~18.5~~	B-	19.1	B-	~~0.015~~	~~0.8~~
		PM	19.4	B	18.2	B-	-0.002	-0.3
			17.3				0.023	1.2
13	W. Calaveras Boulevard and S. Abel Street (CMP/M)	AM	~~42.2~~	D	~~42.4~~	D	0.007	0.4
			42.9		43.1			
		PM	~~45.5~~	D	~~45.8~~	D	0.012	0.6
			46.0		46.4			
14	E. Calaveras Boulevard and S. Milpitas Boulevard (CMP/M)	AM	48.0	D	48.8	D	0.010	1.4
		PM	40.5	D	40.6	D	0.013	0.2
15	E. Calaveras Boulevard and Hillview Drive (M)	AM	27.6	C	27.5	C	0.006	-0.1
		PM	40.3	D	40.2	D	0.011	0.3

TABLE 7 *Continued* Study Intersections Level of Service – Existing Plus Project Conditions								
No.	**Intersection**	**Peak Hour**	**Existing**		**Existing Plus Project**			
			Delay	LOS	Delay	LOS	Δ in Critical V/C	Δ in Critical Delay
16	McCarthy Boulevard and Bellew Drive (M)	AM PM	21.7 45.6	C+ D	21.7 46.5	C+ D	0.009 0.013	0.1 1.8
17	McCarthy Boulevard and Alder Drive (M)	AM PM	13.2 19.3	B B-	13.4 20.7	B C+	0.013 0.021	0.3 2.6
18	McCarthy Boulevard and Tasman Drive (M)	AM PM	33.9 35.1	C- D+	34.3 35.7	C- D+	0.007 0.027	0.6 0.3
19	Tasman Drive and Alder Drive (M)	AM PM	13.4 40.8	B D	13.5 41.2	B D	0.007 0.010	0.3 0.6
20	Tasman Drive and I-880 SB Ramps (M)	AM PM	~~19.6~~ 19.8 17.4	B- B	19.6 17.3	B- B	~~0.002~~ -0.006 0.009	~~0.0~~ -0.3 0.1
21	Great Mall Parkway and I-880 NB Ramps (M)	AM PM	29.0 28.8	C C	29.0 28.9	C C	0.002 0.004	0.0 0.1
22	Great Mall Parkway and Abel Street (M)	AM PM	40.1 29.8	D C	40.2 29.8	D C	0.003 0.004	0.1 -0.1
23	Great Mall Parkway and Main Street (M)	AM PM	24.8 32.5	C C-	24.8 32.4	C C-	0.001 0.003	-0.1 -0.1
24	Great Mall Parkway/E. Capitol Ave and Montague Expressway (CMP)	AM PM	~~45.5~~ 46.5 ~~49.6~~ 48.2	D D	~~45.6~~ 46.6 ~~49.7~~ 48.3	D D	0.002 ~~0.000~~ 0.002	0.1 ~~0.0~~ 0.1
25	Capitol Ave and Cropley Ave/Tradezone Boulevard (SJ)	AM PM	31.8 59.3	C E+	31.6 59.5	C E+	0.010 0.002	-4.1 0.2
26	Montague Expressway and Trimble Road (CMP/SJ)	AM PM	~~24.5~~ 26.4 ~~41.3~~ 39.9	C D	~~24.6~~ 26.4 ~~40.5~~ 40.0	~~C~~ C- D	0.000 ~~-0.046~~ 0.003	0.0 ~~-0.9~~ 0.2
27	McCarthy Boulevard and Barber Lane (M)	AM PM	16.7 31.4	B C	16.7 33.5	B C-	0.002 0.017	0.0 2.7
28	McCarthy Boulevard/O'Toole Ave and Montague Expressway (CMP/SJ/M)	AM PM	~~33.0~~ 34.2 ~~58.9~~ 96.3	C- ~~E+~~ F	~~33.4~~ 34.6 ~~61.0~~ 102	C- ~~E~~ F	~~0.006~~ 0.008 0.014	~~0.6~~ 0.5 ~~3.0~~ 7.1
29	SR 237 WB Ramps and Zanker Road (SJ)	AM PM	10.2 10.2	B+ B+	10.2 10.2	B+ B+	0.000 0.003	0.0 0.0
30	SR 237 EB Ramps and Zanker Road (SJ)	AM PM	14.5 11.0	B B+	14.5 11.0	B B+	0.000 0.000	0.0 0.0
31	Holger Way and Zanker Road (SJ)	AM PM	20.0 23.0	B- C	20.0 23.0	B- C	0.000 0.002	0.0 0.0

Page 35 Section 4.2.3.2, Existing Plus Project Intersection Operations; the following text will be **ADDED** to the list of intersection impacts at the end of the section**:**

- McCarthy Boulevard/O'Toole Avenue and Montague Expressway (No. 28) – A 0.014 increase in V/C and a 7.1 second increase in critical delay in the PM Peak Hour exacerbating the LOS F under existing conditions.

Page 35 Section 4.2.3.2, Existing Plus Project Intersection Operations; the following text will be **ADDED** after the last paragraph:

If the hotel is not constructed, the impact to intersections No. 9 and 28 would be the same or less than those identified for the full project because the overall net increase in traffic trips (daily and during the peak hour) will be less, resulting in less traffic volume through the study intersections. Refer to trip generation Tables 6 and 6A for traffic trips with and without the hotel.

Page 36 Section 4.2.3.3, Background Plus Project Intersection Operations; Table 8 will be **REVISED** as follows:

TABLE 8
Study Intersections Level of Service – Background Plus Project Conditions

No.	Intersection	Peak Hour	Background		Background Plus Project			
			Delay	LOS	Delay	LOS	Δ in Critical V/C	Δ in Critical Delay
1	Dixon Landing Road and McCarthy Boulevard (F)	AM PM	14.9 ~~18.8~~ 19.3	B B-	~~15.1~~ 15.2 ~~19.9~~ 20.5	B ~~B-~~ C+	0.006 0.018	0.2 ~~1.1~~ 1.2
2	Dixon Landing Road and I-880 SB Ramps (M)	AM PM	7.5 6.5	A A	7.5 6.5	A A	0.001 0.005	0.0 0.0
3	Dixon Landing Road and I-880 NB Ramps/California Circle (M)	AM PM	15.7 17.0	B B	15.7 ~~17.1~~ 17.2	B B	0.000 0.012	0.0 ~~0.4~~ 0.45
4	California Circle and I-880 NB Ramps (M)	AM PM	10.6 ~~15.8~~ 15.9	B+ B	10.6 ~~15.9~~ 16.0	B+ B	0.002 0.003	0.0 0.0
5	Dixon Landing Road and N. Milpitas Boulevard (M)	AM PM	>180 ~~84.0~~ 84.8	F F	>180 ~~85.4~~ 86.3	F F	0.003 0.006	1.1 2.6
6	McCarthy Boulevard and N. Ranch Drive (M)	AM PM	~~20.6~~ 20.7 ~~29.1~~ 29.7	C+ C	~~20.7~~ 20.8 ~~30.3~~ 30.9	C+ C	0.001 0.029	0.0 1.8

TABLE 8 *Continued*
Study Intersections Level of Service – Background Plus Project Conditions

No.	Intersection	Peak Hour	Background		Background Plus Project			
			Delay	LOS	Delay	LOS	Δ in Critical V/C	Δ in Critical Delay
7	Ranch Drive and Mall Access Driveway (M)	AM PM	~~15.8~~ 15.9 ~~11.9~~ 15.5	B B+	~~15.8~~ 15.9 ~~16.9~~ 25.3	B ~~B~~ C	0.120 ~~0.328~~ 0.354	~~0.2~~ 0.1 ~~7.5~~ 15.1
8	McCarthy Boulevard and S. Ranch Drive (M)	AM PM	~~18.7~~ 19.3 ~~47.0~~ 57.6	B- ~~D~~ E+	~~19.9~~ 20.5 ~~63.4~~ 77.3	~~B-~~ C+ E	0.028 0.088	2.4 ~~29.7~~ 35.5
9	McCarthy Boulevard and SR 237 WB Ramps (M)	AM PM	~~23.5~~ 24.3 ~~35.6~~ 59.0	C ~~D+~~ E+	~~25.4~~ 26.8 ~~72.3~~ 101.2	C E F	0.054 0.144 0.145	~~4.9~~ 6.5 ~~53.7~~ 60.8
10	McCarthy Boulevard and SR 237 EB Ramps (M)	AM PM	~~20.5~~ 20.6 ~~23.9~~ 26.8	C+ C	~~20.7~~ 20.8 ~~27.3~~ 31.9	C+ C	0.014 ~~0.021~~ 0.027	0.3 ~~3.4~~ 6.0
11	SR 237 Ramps and I-880 SB Ramps (M)	AM PM	~~20.5~~ 20.7 ~~16.7~~ 17.0	C+ B	21.0 ~~17.4~~ 17.8	C+ B	0.016 0.026	0.6 ~~1.3~~ 1.4
12	SR 237 Ramps and I-880 NB Ramps (M)	AM PM	~~23.5~~ 23.8 ~~19.4~~ 19.9	C B-	~~24.2~~ 24.5 ~~18.6~~ 19.0	C B-	0.014 -0.005	0.9 -0.8
13	W. Calaveras Boulevard and S. Abel Street (CMP/M)	AM PM	~~49.0~~ 49.5 ~~49.2~~ 50.3	D D	~~49.6~~ 50.2 ~~50.1~~ 52.3	D D-	0.007 ~~0.012~~ 0.021	~~1.1~~ 1.2 ~~1.4~~ 3.3
14	E. Calaveras Boulevard and S. Milpitas Boulevard (CMP/M)	AM PM	~~65.4~~ 66.3 ~~42.7~~ 43.0	E D	~~67.1~~ 68.1 ~~43.0~~ 43.4	E D	0.010 0.013	~~2.9~~ 3.0 ~~0.5~~ 0.6
15	E. Calaveras Boulevard and Hillview Drive (M)	AM PM	28.7 ~~43.1~~ 43.2	C D	28.6 ~~43.6~~ 43.8	C D	0.006 0.018	-0.1 ~~1.2~~ 1.4
16	McCarthy Boulevard and Bellew Drive (M)	AM PM	~~26.2~~ 26.3 ~~81.8~~ 85.9	C F	~~26.4~~ 26.6 ~~88.0~~ 93.7	C F	0.009 0.013	0.5 ~~4.7~~ 4.8

TABLE 8 *Continued* Study Intersections Level of Service – Background Plus Project Conditions								
No.	**Intersection**	**Peak Hour**	**Background**		**Background Plus Project**			
			Delay	LOS	Delay	LOS	Δ in Critical V/C	Δ in Critical Delay
17	McCarthy Boulevard and Alder Drive (M)	AM PM	~~45.9~~ 47.0 ~~81.5~~ 92.0	D F	~~47.8~~ 49.0 ~~90.4~~ 101.6	D F	0.012 0.039	~~2.6~~ 2.8 ~~15.2~~ 16.3
18	McCarthy Boulevard and Tasman Drive (M)	AM PM	~~40.5~~ 40.9 ~~37.1~~ 37.4	D D+	~~41.3~~ 41.7 ~~37.8~~ 38.1	D D+	0.007 0.024	~~1.2~~ 1.3 0.6
19	Tasman Drive and Alder Drive (M)	AM PM	~~18.4~~ 18.6 ~~90.6~~ 95.6	B- F	~~18.7~~ 18.9 ~~94.9~~ 100.0	B- F	0.007 0.015	~~0.6~~ 0.5 ~~5.4~~ 5.6
20	Tasman Drive and I-880 SB Ramps (M)	AM PM	22.5 ~~21.6~~ 22.3	C+ C+	~~22.5~~ 22.6 ~~21.7~~ 22.4	C+ C+	0.002 0.007	0.1 ~~0.8~~ 1.0
21	Great Mall Parkway and I-880 NB Ramps (M)	AM PM	~~39.2~~ 32.4 ~~31.9~~ 32.1	D ~~C~~ C-	39.4 39.6 32.1 32.3	D C-	0.002 0.005	0.3 0.3
22	Great Mall Parkway and Abel Street (M)	AM PM	~~42.2~~ 42.3 31.4	D C	~~42.3~~ 42.4 31.4	D C	0.003 0.004	0.1 0.0
23	Great Mall Parkway and Main Street (M)	AM PM	24.0 ~~32.4~~ 32.3	C C-	24.0 32.3	C C-	0.001 0.008	0.0 -0.1
24	Great Mall Parkway/E. Capitol Ave and Montague Expressway (CMP)	AM PM	~~51.8~~ 50.6 57.6	D- E+	~~51.9~~ 50.7 ~~57.8~~ 57.9	D- E+	0.002 ~~0.000~~ 0.006	~~0.2~~ 0.1 ~~0.0~~ 0.5
25	Capitol Ave and Cropley Ave/Tradezone Boulevard (SJ)	AM PM	32.4 ~~67.4~~ 67.6	C- E	32.4 ~~68.3~~ 68.5	C- E	0.002 0.007	0.0 ~~1.3~~ 1.4
26	Montague Expressway and Trimble Road (CMP/SJ)	AM PM	~~28.9~~ 32.6 ~~67.4~~ 77.5	C- E-	~~28.9~~ 32.6 ~~68.0~~ 78.4	C- E-	0.001 0.003	~~0.0~~ 0.1 ~~0.8~~ 1.2
27	McCarthy Boulevard and Barber Lane (M)	AM PM	16.3 ~~39.5~~ 40.1	B D	16.4 ~~47.2~~ 47.9	B D	0.002 0.029	0.0 ~~10.1~~ 10.3

TABLE 8 *Continued* Study Intersections Level of Service – Background Plus Project Conditions								
No.	**Intersection**	**Peak Hour**	**Background**		**Background Plus Project**			
			Delay	LOS	Delay	LOS	Δ in Critical V/C	Δ in Critical Delay
28	McCarthy Boulevard/O'Toole Ave and Montague Expressway (CMP/SJ/M)	AM PM	~~44.0~~ 50.0 ~~103.3~~ 111.8	D F	~~45.4~~ 50.5 ~~108.3~~ 116.6	D F	0.006 ~~0.015~~ 0.018	~~2.0~~ 0.8 ~~6.7~~ 6.79
29	SR 237 WB Ramps and Zanker Road (SJ)	AM PM	13.1 ~~16.4~~ 16.5	B B	13.1 ~~16.5~~ 16.6	B B	0.000 0.003	0.0 0.1
30	SR 237 EB Ramps and Zanker Road (SJ)	AM PM	15.8 ~~15.1~~ 15.0	B B	15.8 15.0	B B	0.000 0.000	0.0 0.0
31	Holger Way and Zanker Road (SJ)	AM PM	21.1 24.9	C+ C	21.1 24.9	C+ C	0.000 0.006	0.0 0.1

Page 38 Section 4.2.3.3, Background Plus Project Intersection Operations; the following text will be **ADDED** after the last paragraph:

If the hotel is not constructed, the impact to the aforementioned intersections would be the same or less than those identified for the full project because the overall net increase in traffic trips will be less (daily and trips during peak hours), resulting in less traffic volume through the study intersections. Refer to trip generation Tables 6 and 6A for traffic trips with and without the hotel.

Page 38 Section 4.2.3.4, Existing Plus Project Freeway Segment Operations; the following text will be **ADDED** after the last paragraph.

If the hotel is not constructed, the freeway impact to SR 237 would be the same or less than that identified for the full project because the overall net increase in traffic trips will be less (daily and trips during peak hours), resulting in less traffic volume on SR 237. Refer to trip generation Tables 6 and 6A for traffic trips with and without the hotel.

Page 40 Section 4.2.4, Mitigation and Avoidance Measures for Transportation Impacts; the following text will be **ADDED**:

CMP Intersection Impacts – Existing Plus Project

1. McCarthy Boulevard/O'Toole Avenue and Montague Expressway (No. 28): The McCarthy Boulevard/O'Toole Avenue and Montague Expressway intersection has already been widened to a maximum eight-lane configuration as part of the 2008 Expressway Planning Study. Based on communication between City staff

and the County, the effects of the proposed project will be mitigated by restriping the northbound O'Toole Avenue approach from Rincon to Montague Expressway to provide a dedicated right-turn lane from O'Toole Avenue onto Montague Expressway. Associated traffic signal modification would also be implemented. No right-of-way acquisition would be required. These improvements will be completed prior to final occupancy of the project. With implementation of this mitigation the intersection would operate at LOS D in the AM Peak Hour, but would continue to operate at LOS F in the PM Peak Hour. The improvement would, however, reduce the delay below background conditions, thereby improving the functionality of the intersection and reducing the projects impact to less than significant.

Page 41 Section 4.2.4, Mitigation and Avoidance Measures for Transportation Impacts; the third mitigation measure under *City of Milpitas Intersection Impacts – Background Plus Project* will be **REVISED** as follows:

McCarthy Boulevard and Alder Drive (No. 17): A second southbound left-turn lane from McCarthy Boulevard to Alder Drive will be constructed prior to issuance of occupancy permits for the proposed project. The lane will be added within the existing right-of-way, thereby reducing the width of the travel lanes by approximately one foot. ~~Right-of-way acquisition from the property on the west side of McCarthy Drive will be required by the applicant. This improvement will result in a lengthening of the crosswalk and/or modification of signal phasing that could increase the crossing distance/time for pedestrians. The traffic engineer determined that this would have no significant impact on pedestrian facilities.~~ Implementation of this mitigation would result in the intersection operations improving from LOS F to D in the PM Peak Hour.

Page 53 Section 4.3.2.3, Impacts to Regional and Local Air Quality; the second paragraph will be **REVISED** as follows:

As shown in Tables 14 and 15, based on the demolition of 139,710 square feet of the existing buildings, the average daily or annual emissions of ROG, NO_X, PM_{10} exhaust, and $PM_{2.5}$ exhaust associated with the project would not exceed the BAAQMD significance thresholds. Demolition of an additional 12,110 square feet of existing building area (Building D1) will not result in any substantial change in net emissions and would not result in any criteria pollutant emissions in excess of established thresholds. ~~and, as a result~~ Therefore, the project would not have a significant operational air quality impact. **(Less Than Significant Impact)**

Page 54 Section 4.3.2.4, Construction Impacts; the third paragraph will be **REVISED** as follows:

Construction of the project would involve the complete demolition of four of the existing buildings, partial demolition of a fifth building ~~and a portion of~~ the parking

lot, excavation for the underground parking structure, site grading, trenching, paving, building construction, and architectural coatings. As shown in Table 16, the emissions of ROG, PM_{10} exhaust, and $PM_{2.5}$ exhaust associated with construction of the project would not exceed the significance thresholds. NO_X, emissions would, however, exceed the threshold. Demolition of an additional 12,110 square feet of existing building area (Building D1) will slightly increase the average daily construction emissions compared to the total emissions shown in Table 16.

Page 55 Section 4.3.2.4, Construction Impacts; the last paragraph will be **REVISED** as follows:

With the inclusion of the BAAQMD dust and exhaust control measures, NOx emissions would be reduced to approximately 57.21 pounds per day. This still exceeds the threshold of 54 pounds per day. The demolition of 12,110 square feet of Building D1 will slightly increase these emissions which are already over the established threshold. The additional building demolition will not cause any other criteria pollutant emissions to exceed the established thresholds.[4] As a result, project construction activities would have a significant NOx impact. All other criteria pollutants would be below BAAQMD thresholds and would have a less than significant impact. **(Significant Impact)**

Page 55 Section 4.3.2.4, Construction Impacts; the following text will be **ADDED** after the conclusion statement:

If the hotel is not constructed, overall emissions may be reduced but the project would still be required to implement the dust and exhaust control measures identified above as a condition of approval.

Page 63 Section 4.4.3.3, Construction Greenhouse Gas Emissions (Short Term Emissions); the second paragraph will be **REVISED** as follows:

Neither the City of Milpitas nor BAAQMD have quantified thresholds for construction activities. The OFFROAD model was used to calculate CO_2 emissions generated from construction of the proposed project over a period of 17 months starting in 2013 and ending in 2014. It was estimated that construction of the project would emit 1,658 MT of CO_2. The demolition of 12,110 square feet of Building D1 will slightly increase these emissions.

Page 65 Section 4.5.2, Existing Setting; the second paragraph will be **REVISED** as follows:

The ~~four~~ five buildings to be demolished total ~~139,710~~ 151,820 square feet of commercial retail space. The site also has a large surface parking lot, landscaping, and driveways. Existing energy use primarily consists of fuel for vehicle trips to and

[4] Personal Communication – James Reyff, Illingworth & Rodkin. Phone conversation regarding the proposed changes to the previously analyzed site plan. September 12, 2013.

from the site, electricity for lighting and cooling, and natural gas for heating and operations within the buildings. Given the nature of land uses on the site, the remainder of this discussion will focus on the three most relevant sources of energy: electricity, natural gas, and gasoline for vehicle trips.

Page 66 Section 4.5.2.1, Electricity; the fifth paragraph will be **REVISED** as follows:

Electricity usage for differing land uses varies substantially by the type of uses in a building, the type of construction materials used, and the efficiency of the electricity-consuming devices used. Electricity used in the PG&E Planning Area within which the project is located, is consumed primarily by the commercial sector (41 percent), the residential sector (33 percent), and the industrial sector (approximately 16 percent).[5] Based on BAAQMD's BGM User's Manual, the average annual electricity usage for retail buildings is 12.8 kWh per square foot (sf) per year.[6] The project proposes to demolish four of the existing buildings on-site which total 139,710 square feet and a portion of another building for a total demolition of 151,820 square feet. At 12.8 kWh/sf/year, the four existing buildings plus the portion of the building to be demolished use approximately ~~1.8~~ 1.9 million kWh of electricity per year.[7] In 2011, Santa Clara County consumed approximately 16,384 million kWh of electricity.

Page 68 Section 4.5.2.3, Gasoline for Motor Vehicles; the third paragraph will be **REVISED** as follows:

The BAAQMD URBEMIS 2007 model, which takes into account the land use type, size, and location, estimates that the average length of vehicle trips to and from the existing mall for employees and customers is 7.4 miles. The four buildings that the project proposes to demolish plus the area of Building D1 proposed for demolition generate approximately ~~8,440~~ 9,171 daily trips (see Table 6 of TIA, Appendix B of the EIR). Thus the daily total vehicle miles travelled (VMT) to and from the ~~four~~ five buildings on the project site is approximately ~~62,397~~ 67,865 miles. Based on the 2011 EPA estimated average fuel economy of 22.6 miles per gallon the existing retail development results in the consumption of approximately ~~2,761~~ 3,003 gallons of gasoline per day. Annually, the existing ~~139,710~~ 151,820 square feet of retail space accounts for the use of ~~1,008,428~~ 1,096,806 gallons of gasoline.

Page 73 Section 5.1.2, Cumulative Transportation Impacts; the following language will be **ADDED** to the list of intersections currently operating at an unacceptable LOS in one or more Peak Hours:

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[5] California Energy Commission, Energy Consumption Data Management System. "Electricity Consumption by Planning Area, 2011." Accessed March 13, 2013. Available at: http://ecdms.energy.ca.gov/elecbyplan.aspx

[6] Bay Area Air Quality Management District. "Draft BAAQMD Greenhouse Gas Model User's Manual." Accessed March 13, 2013. Available at: http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/BGM%20Users%20Manual.ashx?la=en

[7] All calculations of annual consumption treat one year as 365.25 days to account for leap years.

- Montague Expressway and Trimble Road (No. 26) – PM Peak Hour

Page 73 Section 5.1.2, Cumulative Transportation Impacts; Table 20 will be **REVISED** as follows:

TABLE 20
Study Intersections Level of Service – Cumulative Plus Project Conditions

No.	Intersection	Peak Hour	Cumulative		Cumulative With Project			
			Delay	LOS	Delay	LOS	Δ in Critical V/C	Δ in Critical Delay
1	Dixon Landing Road and McCarthy Boulevard (F)	AM PM	~~158.9~~ 159.7 ~~152.7~~ 155.1	F F	~~161.3~~ 162.1 ~~157.4~~ 160.0	F F	0.008 0.018	2.4 ~~4.7~~ 4.9
2	Dixon Landing Road and I-880 SB Ramps (M)	AM PM	~~63.0~~ 63.1 8.0	E A	63.1 63.2 8.1	E A	0.001 0.005	0.6 0.1
3	Dixon Landing Road and I-880 NB Ramps/California Circle (M)	AM PM	19.3 ~~27.9~~ 28.7	B- C	19.6 ~~29.6~~ 30.5	B- C	0.003 0.014	0.3 ~~5.0~~ 5.2
4	California Circle and I-880 NB Ramps (M)	AM PM	10.9 ~~27.7~~ 28.7	B+ C	10.9 ~~27.4~~ 28.3	B+ C	0.002 ~~-0.002~~ 0.003	0.0 ~~-0.8~~ 0.9
5	Dixon Landing Road and N. Milpitas Boulevard (M)	AM PM	>180 ~~97.7~~ 98.6	F F	>180 ~~99.2~~ 100.0	F F	0.004 0.006	1.7 2.7
6	McCarthy Boulevard and N. Ranch Drive (M)	AM PM	17.2 ~~26.6~~ 27.1	B C	~~17.3~~ 17.4 ~~27.6~~ 28.2	B C	0.007 0.030	0.0 1.9
7	Ranch Drive and Mall Access Driveway (M)	AM PM	~~15.8~~ 15.9 ~~11.9~~ 15.5	B B+	~~15.8~~ 15.9 ~~16.9~~ 25.3	B ~~B~~ C	0.121 ~~0.328~~ 0.354	~~0.2~~ 0.1 ~~7.5~~ 15.1
8	McCarthy Boulevard and S. Ranch Drive (M)	AM PM	~~51.9~~ 51.7 ~~83.2~~ 98.6	D- F	~~52.1~~ 53.9 ~~105.9~~ 121.4	D- F	0.028 0.088	1.9 ~~41.0~~ 41.6
9	McCarthy Boulevard and SR 237 WB Ramps (M)	AM PM	~~36.3~~ 39.4 ~~78.2~~ 96.4	D+ E- F	~~43.3~~ 47.0 ~~109.7~~ 138.0	D F	0.054 0.132	~~19.5~~ 20.8 ~~58.6~~ 58.9

TABLE 20 *Continued*
Study Intersections Level of Service – Cumulative Plus Project Conditions

No.	Intersection	Peak Hour	Cumulative		Cumulative With Project			
			Delay	LOS	Delay	LOS	Δ in Critical V/C	Δ in Critical Delay
10	McCarthy Boulevard and SR 237 EB Ramps (M)	AM PM	~~20.5~~ 20.6 ~~23.9~~ 27.1	C+ C	~~20.0~~ 20.1 ~~27.6~~ 32.7	B- C+ C-	-0.002 0.023 0.032	-0.9 ~~3.8~~ 7.0
11	SR 237 Ramps and I-880 SB Ramps (M)	AM PM	~~20.6~~ 20.8 ~~17.3~~ 17.6	C+ B	~~21.0~~ 21.2 ~~18.0~~ 18.4	C+ B	0.016 0.026	0.6 ~~1.3~~ 1.4
12	SR 237 Ramps and I-880 NB Ramps (M)	AM PM	~~30.5~~ 31.0 ~~20.2~~ 20.6	C C+	~~29.1~~ 29.5 ~~19.3~~ 19.8	C B-	-0.013 -0.006	-1.6 -0.9
13	W. Calaveras Boulevard and S. Abel Street (CMP/M)	AM PM	~~56.2~~ 57.1 ~~52.0~~ 53.3	E+ D-	~~57.3~~ 58.2 ~~53.1~~ 55.9	E+ D- E+	0.007 0.012 0.021	~~1.8~~ 1.7 ~~1.8~~ 4.4
14	E. Calaveras Boulevard and S. Milpitas Boulevard (CMP/M)	AM PM	~~69.9~~ 71.0 ~~42.9~~ 43.3	E D	~~71.8~~ 72.9 ~~43.4~~ 43.8	E D	0.010 0.013	~~3.2~~ 3.3 0.6
15	E. Calaveras Boulevard and Hillview Drive (M)	AM PM	~~28.6~~ 28.5 ~~43.3~~ 43.4	C D	28.5 ~~43.9~~ 44.2	C D	0.006 0.018	-0.1 ~~1.4~~ 1.6
16	McCarthy Boulevard and Bellew Drive (M)	AM PM	~~26.2~~ 26.4 ~~86.6~~ 92.5	C F	~~26.5~~ 26.6 ~~95.2~~ 101.9	C F	0.009 0.013	~~0.5~~ 0.6 ~~4.7~~ 4.8
17	McCarthy Boulevard and Alder Drive (M)	AM PM	47.8 49.1 84.2 94.9	D F	50.8 52.2 93.2 104.6	D- F	0.016 0.017 0.039	4.2 4.6 15.7 16.6
18	McCarthy Boulevard and Tasman Drive (M)	AM PM	~~41.2~~ 41.6 ~~37.9~~ 38.1	D D+	~~42.1~~ 42.5 ~~38.6~~ 38.9	D D+	0.007 0.024	1.3 0.8

TABLE 20 *Continued* Study Intersections Level of Service – Cumulative Plus Project Conditions								
No.	**Intersection**	**Peak Hour**	**Cumulative**		**Cumulative With Project**			
			Delay	LOS	Delay	LOS	Δ in Critical V/C	Δ in Critical Delay
19	Tasman Drive and Alder Drive (M)	AM PM	~~18.8~~ 19.0 ~~92.6~~ 97.7	B- F	~~19.1~~ 19.3 ~~96.9~~ 102.1	B- F	0.007 0.015	0.6 ~~5.5~~ 1.1
20	Tasman Drive and I-880 SB Ramps (M)	AM PM	~~23.2~~ 23.3 ~~22.8~~ 23.6	C C+	~~22.7~~ 22.8 ~~22.9~~ 23.7	C+ C+	-0.007 0.007	-0.7 ~~0.9~~ 1.1
21	Great Mall Parkway and I-880 NB Ramps (M)	AM PM	~~39.4~~ 39.5 ~~32.5~~ 32.6	D C-	~~40.1~~ 40.3 ~~32.7~~ 32.9	D C-	0.006 0.005	0.9 0.3
22	Great Mall Parkway and Abel Street (M)	AM PM	~~42.3~~ 42.4 31.3	D C	~~42.4~~ 42.5 31.3	D C	0.003 0.004	0.1 0.0
23	Great Mall Parkway and Main Street (M)	AM PM	23.9 32.1	C C-	23.9 32.1	C C-	0.001 0.008	0.0 -0.1
24	Great Mall Pkway/E. Capitol Ave and Montague Expressway (CMP)	AM PM	~~52.3~~ 50.8 ~~57.9~~ 58.1	D- E+	~~52.4~~ 50.9 ~~58.1~~ 58.4	D- E+	0.002 ~~0.000~~ 0.006	~~0.2~~ 0.1 ~~0.0~~ 0.6
25	Capitol Ave and Cropley Ave/Tradezone Boulevard (SJ)	AM PM	32.4 ~~68.4~~ 68.7	C- E	32.5 ~~69.4~~ 69.4	C- E	0.008 0.007	0.2 1.4
26	Montague Expressway and Trimble Road (CMP/SJ)	AM PM	~~29.1~~ 32.9 ~~67.5~~ 80.0	C E	~~29.1~~ 32.9 ~~68.1~~ 80.9	C E F	0.001 0.003	~~0.0~~ 0.1 ~~0.9~~ 1.2
27	McCarthy Boulevard and Barber Lane (M)	AM PM	16.0 ~~44.7~~ 45.4	B D	~~16.0~~ 16.1 ~~53.7~~ 54.6	B D-	0.002 0.030	0.0 ~~11.7~~ 12.0
28	McCarthy Boulevard/O'Toole Ave and Montague Expressway (CMP/SJ/M)	AM PM	~~49.6~~ 52.8 ~~113.1~~ 118.7	D F	~~51.5~~ 53.4 ~~117.9~~ 123.4	D- F	0.008 ~~0.015~~ 0.011	~~2.7~~ 2.8 ~~6.8~~ 6.1
29	SR 237 WB Ramps and Zanker Road (SJ)	AM PM	13.1 ~~17.8~~ 17.9	B B	13.1 17.9 18.0	B B-	0.000 0.003	0.0 0.1

TABLE 20 *Continued* Study Intersections Level of Service – Cumulative Plus Project Conditions								
No.	**Intersection**	**Peak Hour**	**Cumulative**		**Cumulative With Project**			
			Delay	LOS	Delay	LOS	Δ in Critical V/C	Δ in Critical Delay
30	SR 237 EB Ramps and Zanker Road (SJ)	AM PM	15.8 14.6	B B	15.8 ~~14.6~~ 14.5	B B	0.000 0.000	0.0 0.0
31	Holger Way and Zanker Road (SJ)	AM PM	21.1 25.0	C+ C	21.1 25.0	C+ C	0.000 0.006	0.0 0.1

Page 76 Section 5.1.2, Cumulative Transportation Impacts; the following language will be **ADDED** after the second full paragraph:

If the hotel is not constructed, the cumulative impacts to the aforementioned intersections would be the same or less than those identified for the full project because the overall net increase in traffic trips will be less, resulting in less traffic volume through the study intersections.

Page 76 Section 5.1.2, Cumulative Transportation Impacts, Cumulative Freeway Impacts; the following language will be **ADDED** at the end of the section:

If the hotel is not constructed, the cumulative impacts to the aforementioned freeway segments of SR 237 would be the same or less than those identified for the full project because the overall net increase in traffic trips will be less, resulting in less traffic volume on the freeway.

Appendix A

Page 1 Section 2.0, Project Description; the second paragraph will be **REVISED** as follows:

The project site is part of a larger irregularly shaped commercial center with shared parking that is defined by McCarthy Boulevard, Ranch Drive, and the adjacent Walmart site. The project site (which does not include buildings 10, 11, and 14) is currently developed with ~~267,606~~ 266,216 square feet of commercial buildings and a large surface parking lot. The commercial buildings are currently comprised of a mix of chain retail stores and restaurants. The project proposes to demolish four of the large commercial buildings (noted as Buildings A1, A2, B, and C on the existing site plan which total 139,710 square feet) and a portion of Building D1 (the southern half of the building totaling 12,110 square feet of the total building square footage of 23,780 square feet) and construct a phased project consisting of a either a 12-story, 250 room hotel with ground floor and second floor retail, second floor hotel amenities (including a fitness room, conference facilities, and a restaurant), and one level of underground parking (mixed-use project scenario) or an entirely retail development up to two-stories in height (all retail scenario). The maximum height of

the hotel would be 170 feet. The surface parking lot in front of the hotel would also be modified slightly to account for the larger footprint of the proposed building. The remaining buildings on the project site would not be modified. Figures 3 and 4 below shows the proposed site plan and building elevation. Table 1 below lists the sizes of the buildings on-site and whether or not they are included within the project boundary.

Page 1 Section 2.0, Project Description; Table 1 will be **REVISED** as follows:

TABLE 1 Existing Buildings On-Site			
Building No.	**Building Size**	**Within Project Boundary**	**Status**
A1	25,000	Yes	To Be Demolished
A2	21,000	Yes	To Be Demolished
B	51,000	Yes	To Be Demolished
C	42,710	Yes	To Be Demolished
D1	23,780	Yes	12,110 square feet to be Demolished 11,670 square feet To Remain
D2	25,416	Yes	To Remain
E1	12,000	Yes	To Remain
E2	27,100	Yes	To Remain
E3	11,000	Yes	To Remain
10	3,000	No	To Remain
11	2,000	No	To Remain
12	~~12,861~~ 12,000	Yes	To Remain
13	~~15,529~~ 15,000	Yes	To Remain
14	6,500	No	To Remain
Kiosk	210	Yes	To Remain
Total Existing Building Area to Remain			~~127,896~~ 115,786 square feet

Page 2 Figure 3, Conceptual Site Plan; Figure A1 has been revised and is shown as an attachment to this document (See Attachment A).

Page 4 Section 2.0, Project Description; the following paragraph will be **ADDED** after Table 1:

The applicant proposes to phase the development of hotel because of financing. As proposed, the applicant would construct the foundations of the mall and the hotel area; however, if financing is not available during the initial construction of the mall, the structure in the hotel footprint will be topped at two stories. Under the all retail scenario, the first floor will remain the same as proposed (i.e., retail uses) and the

second floor will be entirely retail with an additional 15,360 square feet of retail space in-lieu of hotel amenity space. Under this all retail project scenario, the hotel may not be built and occupied as part of the proposed project.

Page 4 Section 2.0, Project Description; the first paragraph will be **REVISED** as follows:

With the demolition of Buildings A1, A2, B, ~~and~~ C, and a portion of Building D1, the project site would have ~~127,896~~ 114,396 square feet of retail/commercial space remaining. The total new retail space would be 292,186 square feet with the hotel (a net increase of ~~152,476~~ 177,790 square feet) or 307,546 without the hotel (a net increase of 193,150 square feet). ~~and~~ The hotel, if constructed, would be 178,692 square feet. When added to the existing retail space that will remain on-site, the total building area on the project site would increase to ~~598,774~~ a maximum of 586,664 square feet which equates to a floor area ratio (FAR) of 0.54. The current zoning designation allows an FAR of 0.50 and the project proposes a maximum allowed FAR of 0.54 in the zoning. The new retail space will not operate as traditional big-box stores but will have an open interior with more than 400 small "condo" shops laid out in a grid pattern. The "condos" would range in size from approximately 130 to 450 square feet.

Page 4 Section 2.0, Project Description; the following language will be **ADDED** after the first paragraph:

The area between the new building and the remaining portion of Building D1 will be a landscaped courtyard with multiple seating areas.

Page 9 Section 4.1.2.1, Aesthetic Impacts; the first and second paragraphs will be **REVISED** as follows:

Implementation of the project would result in the demolition of four of the large one-story retail buildings and a portion of a fifth building on-site and construction of a combined two-story retail building and 12-story hotel. The footprint of the new retail building will be slightly larger than the existing buildings and the hotel will be substantially taller than the other buildings in the immediate area (i.e., north of SR 237).

The proposed building will be more visually prominent than the existing buildings and will have a more modern architectural style with an undulating roofline and a substantial amount of glass panels that will differentiate it from the rest of the shopping center. A small, landscaped courtyard will separate the new building from the existing structures that will remain on-site.

Page 14 Section 4.3.3, Conclusion; the first paragraph will be **REVISED** as follows:

As proposed, the project would demolish ~~139,710~~ 151,820 square feet of the existing commercial space and construct a 12-story, 250 room hotel with ground floor and second floor retail. The total net new retail space would be 292,186 square feet and

the hotel would be 178,692 square feet. The net increase in commercial space on-site plus a new hotel could significantly increase daily traffic trips to and from the project site.

Page 39 Section 4.7.2, Conclusion; the first paragraph will be **REVISED** as follows:

As proposed, the project would demolish ~~139,710~~ 151,820 square feet of the existing commercial space and construct a 12-story, 250 room hotel with ground floor and second floor retail. The total net new retail space would be 292,186 square feet and the hotel would be 178,692 square feet. The net increase in commercial space on-site plus a new hotel could significantly increase daily traffic trips to and from the project site.

Page 51 Section 4.9.2.1, Flooding and Storm Drainage Impacts; the first paragraph will be **REVISED** as follows:

Implementation of the project would result in the disturbance of approximately ~~9.8~~ 10.0 acres of impervious surfaces (building foundations and other pavement) and 1.9 acres of ~~impervious~~ pervious surfaces on the project site.

Page 51 Section 4.9.2.1, Flooding and Storm Drainage Impacts; the following language will be **ADDED** after Table 4:

Demolition of an additional 12,110 square feet of building area (partial demolition of Building D1) and construction of a landscaped courtyard will slightly increase the pervious surfaces on-site relative to the numbers shown in Table 4. The net decrease in impervious surface area will not, however, increase above six percent.

Page 52 Section 4.9.2.3, Water Quality – Operational Impacts; the second paragraph will be **REVISED** as follows:

The existing and proposed square footages of pervious and impervious surfaces are shown on Table 4, above. The area of the project site to be modified is approximately ~~509,655~~ 521,765 square feet, of which approximately 84 percent is currently comprised of impervious surfaces. The proposed project will increase impervious surfaces on-site by ~~approximately~~ a minimum of 31,550 square feet. Most of the impervious surfaces will be buildings and surface parking. The increase in cars parked on-site each day will increase the amount of pollutant flowing into the storm drainage system.

Page 55 Section 4.10.3, Conclusion; the first paragraph will be **REVISED** as follows:

As proposed, the project would demolish ~~139,710~~ 151,820 square feet of the existing commercial space and construct a 12-story, 250 room hotel with ground floor and second floor retail. The total net new retail space would be 292,186 square feet and the hotel would be 178,692 square feet. The net increase in commercial space on-site plus a new hotel would exceed the allowable FAR on the project site.

Page 62 Section 4.11.2.1, Noise Impacts to the Project; the following paragraph will be **ADDED** after the second paragraph:

If the hotel tower is not constructed, there would be no noise impact to the proposed project.

Page 65 Section 4.13.2.1, Impacts from the Project; the first paragraph will be **REVISED** as follows:

The project will develop land already designated and utilized as job lands. The project site has not been used for residential purposes in the past; therefore, the proposed project will not displace existing housing or people. Redevelopment of this site and intensification of commercial uses result in a net increase in jobs citywide. There is currently a shortage of available housing within the City of Milpitas compared to the number of jobs within the City. The increase in jobs will incrementally increase the overall jobs/housing imbalance within the City but represents a minimal percentage increase and will not be a substantial change. If the hotel is not constructed, the total number of jobs generated by the project would decrease and the increase to the jobs/housing imbalance would be less.

Page 71 Section 4.16.3, Conclusion; the first paragraph will be **REVISED** as follows:

As proposed, the project would demolish ~~139,710~~ 151,820 square feet of the existing commercial space and construct a 12-story, 250 room hotel with ground floor and second floor retail. The total net new retail space would be 292,186 square feet and the hotel would be 178,692 square feet. The net increase in commercial space on-site plus a new hotel could significantly increase daily traffic trips to and from the project site.

Page 75 Section 4.17.2.2, Water Supply Impacts; the first paragraph will be **REVISED** as follows:

It is estimated that the proposed retail and hotel space will use approximately 52,900 gallons per day. If the hotel is not constructed, the water usage would be reduced to 28,150 gallons per day. Recycled water will continue to be utilized for landscape irrigation.

Page 75 Section 4.17.2.4, Storm Drainage Impacts; the first paragraph will be **REVISED** as follows:

The project site is currently 84 percent pervious. The proposed project, with or without the hotel, will result in approximately 90 percent of the site being covered with impervious surfaces such as parking lots, buildings, and other hardscape. The remaining 10 percent of the site will be covered by landscaping and other pervious surfaces. The project will implement required stormwater treatment in compliance with the City's Stormwater C.3 Guidebook. Please see Section 4.9., *Hydrology & Water Quality* of this Initial Study for a complete discussion of the proposed C.3 Stormwater Control Plan for this project.

Page 76 Section 4.17.2.5, Solid Waste Impacts; the first paragraph will be **REVISED** as follows:

This equate to a net increase in solid waste of ~~861~~ 941 pounds per day with the hotel over existing conditions or 479 pounds per day without the hotel. The existing landfill has capacity to handle the additional ~~861~~ 941 pounds per day of waste produced from the proposed project.

SECTION 5.0 Copies of the Comment Letters Received on the Draft EIR

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
OAKLAND, CA 94612
PHONE (510) 286-6053
FAX (510) 286-5559
TTY 771

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June 20, 2013

SCL237197
SCL/237/PM 8.93
SCH# 2013022006

Mr. Sheldon S. Ah Sing
Planning Division
City of Milpitas
455 E. Calaveras Boulevard
Milpitas, CA 95035

Dear Mr. Sing:

Pacific Mall – Draft Environmental Impact Report

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. We have reviewed the Draft Environmental Impact Report (DEIR) and have the following comments to offer.

Traffic Impact Analysis

- Page 35, Table 8 (Background Plus Project Conditions); The degradation of the Level of Service (LOS) as measured in increase in seconds of critical volume to capacity (0.010) and in critical delay (2.9 seconds during the AM Peak Hour) will have a significant impact at the E. Calaveras Boulevard/Abel Street intersection (No. 13). Queues at this intersection have the potential to create significant secondary impacts to State Route (SR) 237. We request that mitigation be provided for impacts to this intersection with the implementation of the proposed project.

- Page 38, 4.2.3.4 Existing Plus Project Freeway Segment Operations; The proposed project is expected to increase freeway traffic by more than one percent on Eastbound SR 237 between McCarthy Boulevard and Interstate (I-)880 during PM peak, which meets the local Congestion Management Agency's (Santa Clara Valley Transportation Authority/VTA) threshold for significant impacts. The DEIR states that mitigation for impacts to SR 237 is infeasible, which requires a finding of overriding considerations for significant, unavoidable impacts. We disagree that mitigation is infeasible. VTA is currently designing a project to convert High Occupancy Vehicle (HOV) lanes into Express Lanes, which will improve traffic conditions on SR 237. It is feasible for the proposed project to provide a fair-share payment as *ad hoc* mitigation to VTA's improvement project for this segment of freeway.

Existing Ramp Metering

- All existing and operational Traffic Operations System (TOS) elements (loop detectors, etc) and ramp metering equipment must be kept operational throughout the construction phase. Any TOS elements that may be affected by the project must be relocated, modified, or fully replaced as necessary.

- The additional traffic demands generated by the proposed project would exacerbate the operations of the following freeway on-ramp intersections and/or local streets and roads if no effective mitigations are provided:

    1. Westbound (WB) SR 237/McCarthy Boulevard on-ramp – This location is metered between 6:00 AM and 10:00 AM, Monday through Friday. The current AM on-ramp demand exceeds the capacity of the ramp and its queue spills back onto Southbound (SB) McCarthy Boulevard and WB Calaveras Boulevard. Any additional WB SR 237 traffic demand to this on-ramp would lengthen the queue which may affect the operations of the local arterials.

    2. Northbound (NB) I-880/Calaveras Boulevard – This location is metered between 3:00 PM and 7:00 PM, Monday through Friday. Any additional NB I-880 traffic demand to this on-ramp would lengthen the queue which may affect the operations of the local arterials.

    3. NB I-880/Dixon Landing Road on-ramp – This location is metered between 6:00 AM and 9:00 AM and between 3:00 PM and 7:00 PM. It has been observed that the end of the queue in the afternoon extends to the collector. Any additional NB I-880 traffic demand to the on-ramp would lengthen the queue which may affect the operations collector off-ramp and of the local arterials.

    4. SB I-880/Tasman Drive on-ramp – This location is metered between 3:00 PM and 7:00 PM. Any additional SB I-880 traffic demand to on-ramp would lengthen the queue, which may affect the operations of the local arterials.

Mitigation Measures

- For segments of State Routes where the proposed project did not exceed VTA's one percent threshold for mitigation requirements but where project traffic contributes to unacceptable standards on State facilities, voluntary fair-share mitigation measures should be considered. Projects that may provide a nexus for voluntary mitigation include, but are not limited to the proposed I-880 HOV lane widening from SR 237 in Milpitas to US 101 in San Jose, and to the proposed Zanker Road widening project from 4-lanes to 6-lanes.

- We strongly support the recommended incorporation of Transportation Demand Management measures into the project as a means to make more efficient use of the existing transportation network and to reduce the need for costly public investments in road and highway improvements.

Encroachment Permit

As a reminder, please be advised that any work or traffic control that encroaches onto the State Right of Way (ROW) requires an encroachment permit that is issued by Caltrans. Approval of encroachment permit applications will be based on the application's consistency with State standards. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See the Department's website for more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits>.

Should you have any questions regarding this letter, please contact Jesse Robertson of my staff at 510-286-5535 or by email at: <jesse_robertson@dot.ca.gov>.

Sincerely,

for
ERIK ALM, AICP
District Branch Chief
Local Development - Intergovernmental Review

c: Scott Morgan, State Clearinghouse
Rob Swierk, Santa Clara Valley Transportation Authority (VTA)

County of Santa Clara
Roads and Airports Department

101 Skyport Drive
San Jose, California 95110-1302
1-408-573-2400

June 13, 2013

Sheldon S. Ah Sing, Senior Planner
Milpitas Planning Division
455 East Calaveras Blvd.
Milpitas, CA 95035

SUBJECT: Notice of Availability of Draft Environmental Impact Report (DEIR)
Pacific Mall Project

Dear Mr. Ah Sing:

The County of Santa Clara Roads and Airports Department appreciates the opportunity to comment on the Draft Environmental Impact Report and is submitting the following comments.

1. The Transportation Impact Analysis did not include the following CMP intersections:

   Montague Expressway/South Main Street/Oakland Road
   Montague Expressway/Zanker Road
   Montague Expressway/Tradezone Boulevard

   The TIA should confirm that the proposed project will not add 10 or more peak hour vehicles per lane to any intersection movement for these intersections. If the project will add more than 10 peak hour trips to one or more of these intersections, the TIA should be revised to analyze the impacts on the intersections and identify mitigation measures for the significant impacts per VTA CMP TIA Guidelines.

   The *Comprehensive County Expressway Planning Study – 2008 Update* adopted by the Board of Supervisors in March 2009 should be consulted for a list of mitigation measures for significant impacts to the expressways. Should the *Expressway Study* not include an improvement that would mitigate a significant impact, the TIA should identify mitigation measures that would address the significant impact. Mitigation measures listed in the TIA should be incorporated into the EIR document.

2. The mitigation measure identified in Transportation Section 4.2 for the McCarthy Boulevard/O'Toole Avenue and Montague Expressway (No. 28) intersection does not directly address the project's additional trips on Montague Expressway and is therefore not an adequate mitigation measure.

Board of Supervisors: Mike Wasserman, District 2 Vacant, Dave Cortese, Ken Yeager, S. Joseph Simitian
County Executive: Jeffrey V. Smith

2. *(continued)* The northbound O'Toole Avenue approach from Rincon to Montague Expressway cannot be restriped for a dedicated right-turn lane onto Montague Expressway without additional right-of-way; the resulting lane would be narrow and would not comply with County standard. Fair share contribution to the Montague Expressway Widening Project should be considered as a mitigation measure.

3. The Existing Condition PM counts for Montague Expressway intersections conducted in May-June 2012 are not County/Congestion Management Agency (CMA) approved counts. The EIR should reanalyze Existing Condition and therefore all subsequently affected conditions with County/CMA approved counts. The County can provide LOS data for PM existing condition, if needed.

4. Minimum green time settings for Existing Condition LOS analysis are incorrect. The County can provide timing data, if needed.

Thank you for the opportunity to comment on the DEIR. If you have any questions about these comments, please contact me at 408-573-2465 or dawn.cameron@rda.sccgov.org.

Sincerely,

Dawn S. Cameron
County Transportation Planner

c: MA, AP

SANTA CLARA
Valley Transportation Authority

June 24, 2013

City of Milpitas
Planning Division
455 East Calaveras Boulevard
Milpitas, CA 95035-5479

Attention: Sheldon Ah Sing

Subject: City File No.: PP12-0002 / Pacific Mall

Dear Mr. Ah Sing:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Draft EIR for a 240-room hotel and 145,000 net new square feet of retail space at the northeast corner of Ranch Drive and McCarthy Boulevard. We have the following comments.

Freeway Impacts

According to the DEIR and TIA, this project will have significant impacts to Eastbound SR 237 from McCarthy to I-880 in the PM peak hour. The TIA notes that Express Lanes are identified for the corridor in VTP 2035, but states that "The mitigation for freeway impacts is typically the provision of increased capacity… the conversion of HOV lanes to express lanes is not a capacity-enhancing project but rather an operational improvement designed to manage volume on the freeway" (pg. 61).

However, VTA notes that the VTA Transportation Impact Analysis Guidelines and CEQA Statute provide lead agencies latitude to define mitigation measures more broadly than capacity-enhancing projects, and allow other measures such as operational improvements and multimodal improvements to constitute mitigation (see CEQA Guidelines Section 15370 and TIA Guidelines Chapter 10). Express Lane projects, currently operating, have shown to provide improved travel speeds, lower levels of congestion, higher traffic throughput and overall improved traffic operations. Certain cities in Santa Clara County have identified fair share contributions to Express Lanes projects, transit and other regional improvements as mitigation measures for significant freeway impacts resulting from proposed land development projects.

Transportation Demand Management Program

The TIA states that "partial mitigation" for the freeway impacts discussed above could include "efforts to reduce single occupant vehicle trips by implementing a comprehensive Transportation Demand Management (TDM) Program" (pg. 62). A TDM Program is also required for consistency with the Bay Area 2010 Clean Air Plan, as noted in the DEIR (pg. 53). However, the DEIR and TIA do not identify specific TDM measures to be implemented or a specific trip reduction target to be achieved by the TDM Program. VTA recommends that the City work with

the project sponsor to incorporate these elements into the TDM Program as Conditions of Approval for the project.

Queuing Analysis at Freeway On-Ramp locations
The proposed development is within close proximity of I-880 and SR 237 freeways. Per *Section 2.3 – Determining Other Transportation Issues to Address* and *Section 9.1.2 Queuing Analysis* of *VTA Transportation Impact Analysis (TIA) Guidelines, March 2009,* a queuing analysis should be included in the TIA report for the intersections at the ramp locations.

CMP Intersection
Table 4 – Existing Intersection Levels of Service of the TIA report states that Int # 13 W. Calaveras Boulevard and S. Abel Street is operating at LOS D in the pm peak. However, VTA Monitoring and Conformance report shows that this intersection has been operating at LOS E since 2010. Please verify LOS under existing conditions and analysis in the various scenarios.

Pedestrian Accommodations
VTA supports the project inclusion of sidewalks along the project frontage and along mall entrance access roads.

Bus Service
VTA recommends that the project update the existing bus stop at the intersection of southbound N. McCarthy Boulevard, south of Ranch Drive in order to improve pedestrian access to transit and reduce peak hour trips. We recommend including the following improvements:

- PCC Bus Duckout (per VTA standards)
- 8' X 40' concrete sidewalk boarding area
- Shelter pad
- Solar bus stop light mounted on VTA bus pole with ADA compliant activation button
- All trees and landscape items designed outside bus stop area

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,

Roy Molseed
Senior Environmental Planner

cc: Erik Alm, Caltrans
Jesse Robertson, Caltrans

ML1301

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Alicia Guerra
Partner
aguerra@briscoelaw.net

June 20, 2013

Via E-Mail and Federal Express
Mr. Sheldon S. Ah Sing, Senior Planner
Milpitas Planning Division
455 East Calaveras Boulevard
Milpitas, CA 95035

Re: Draft Environmental Impact Report for the Pacific Mall Project
SCH # 201302200006

Dear Mr. Ah Sing:

Thank you for the opportunity to offer our comments regarding the Draft Environmental Impact Report for the Pacific Mall Project (SCH # 201302200006) ("Draft EIR"). Briscoe Ivester and Bazel LLP (the "Firm") represents Milpitas Square, LLC, a property owner located within the vicinity of the Pacific Mall Project who owns and operates various commercial and retail uses near the Pacific Mall Property. Our client is concerned not only about the significant environmental impacts of the Pacific Mall Project on the surrounding commercial and retail uses as reported in the Draft EIR, but those effects that the Draft EIR fails to analyze.

On behalf of our client, we offer the following comments on the Draft EIR. The comments identify significant issues regarding the adequacy of the analysis such that the City of Milpitas ("City") must revise and recirculate the revised Draft EIR for another 45-day public review and comment period for the reasons set forth below.

Background

My client has operated the Milpitas Square Shopping Center in the City of Milpitas for many years, and we are concerned about the impacts the proposed Pacific Mall (McCarthy Ranch) development will have on the surrounding commercial center. Based on our review of the Draft EIR, the EIR fails to provide a meaningful analysis of environmental impacts associated with the Project. The City must revise the EIR and recirculate the revised EIR for further public review and comment.

General Comment

The California Environmental Quality Act (Pub. Resources Code §§ 21000 et seq.) ("CEQA") as implemented through the CEQA Guidelines (14 Cal. Code Reg. §§ 15000 *et seq.*) states that EIRs should provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences" (14 Cal. Code Reg. §§ 15144-15145, 15151 *et seq.*). Even if the analysis is not required to be exhaustive under CEQA, this Draft EIR nonetheless fails to provide a reasonable, good faith disclosure and analysis of the environmental impacts to inform the decision-makers and the public of the true consequences of the Pacific Mall Project (see e.g., *Laurel Heights Improvement Ass'n v. Regents of Univ. of Cal.* (1988) 47 Cal. 3d 376); *Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova* (2007) 40 Cal. 4th 412, 428)).

When new information is added to an EIR concerning changes in the project, or new information indicating that the project will result in a new, significant environmental impact, an EIR must be recirculated. In this case, the Draft EIR contains so many deficiencies regarding the project and the actual scope of the project's impacts, CEQA requires that the City substantially revise the Draft EIR to include significant new information and recirculate the EIR for public review and comment in accordance with Public Resources Code section 21092.1 and CEQA Guidelines section 15088.5 (see e.g., *Laurel Heights Improvement Ass'n v. Regents of Univ. of Cal.* (1993) 6 Cal.4th 1112). The following comments on the Draft EIR highlight specific examples of the flaws in the EIR warranting that the EIR be revised and recirculated so that the public and decisionmakers may have a meaningful opportunity to review and comment on the Draft EIR.

Project Description

The Project Description raises several significant concerns under CEQA. First, CEQA and its interpretative case law require that an EIR contain an accurate, stable and finite project description (see e.g., *County of Inyo v. City of Los Angeles* (1977) 71 Cal.App. 3d 185)). The project description in this EIR is neither stable nor consistent, and it results in a confusing and inconsistent analysis. Moreover, it is misleading as it seems to suggest that the project is smaller than it actually is.

1. *Project Site Acreage*. For example, the acreage of the project site varies from 25.1 acres on page 5 of the Draft EIR to 37.9 acres on page 1 of the Draft EIR. The EIR should be revised to clarify the correct site acreage, and to indicate whether or not the entire McCarthy

Ranch property is included in the project site. The discussion of the proposed FAR overlay, for example, appears to apply to the entire McCarthy Ranch site, but the proposed project apparently only covers a portion of the site. If the entire McCarthy Ranch site acreage is included in the project (which appears to be the case based on the discussion of FAR), then the City must revise the Draft EIR project description and accompanying analyses in order to cover the entire site.

2. *Project Development.* The amount of proposed development varies through the EIR. For example, on page 1, the Draft EIR states that the EIR evaluates the impacts of development of up to 292,186 square feet which is a net increase of 152,476 square feet of retail and a 250-room hotel. On page 4 of the Draft EIR, Project Objective #7 states that the 12-story hotel will consist of approximately 172,000 square feet. On page 8 of the Draft EIR, the Project Description states that there is a net increase of 152,476 square feet and a 178,692 square foot hotel with the total building area increasing to 598,774 square feet. In contrast, the site plan prepared by Steinberg Architects ("Site Plan") indicates that the project will consist of 583,052 square feet of total building area. (Site Plan at A0.1.) The description of project square footage differs depending on the page in the Draft EIR and the specific project document, but it appears that the net increase is not 292,186 square feet, but somewhere on the order of 598,774 square feet of new commercial/retail space for either a 25.1 acre or 37.9 acre site. Because the site acreage will impact the floor area ratio, the Draft EIR must be revised and recirculated with the correct project site data. Otherwise, the public and decisionmakers will not be able to make an informed decision about the true scope and impacts of the project.

3. *Scope of the Project.* CEQA requires that an EIR describe the broadly-defined "whole of a project," and prohibits agencies from "piecemealing" a project by chopping a large project into smaller ones which cumulatively may have a significant impact. Thus, the project description must include all relevant parts of a project, including reasonably foreseeable future expansion or activities that are part of the project (see e.g., 14 Cal. Code Regs § 15126; *Laurel Heights Improvement Ass'n v. Regents of Univ. of Cal.* (1988) 47 Cal. 3d 376). Alternatively, an EIR must include an analysis of the environmental effects of future expansion of development if the expansion is a reasonably foreseeable consequence of the initial project. In a prior meeting with one of my colleagues, you indicated that while the project proponents are only currently redeveloping half of the mall, they may tear down and redevelop the other half in the near future if the initial phase of the Pacific Mall is successful. As such, the potential future expansion is a reasonably foreseeable consequence of the first phase of the Pacific Mall, and must be analyzed in the EIR. Analysis of the future potential redevelopment of Buildings D1, D2, E1, and E2 is particularly necessary considering that those buildings are explicitly part of the site area and are used for the calculation of the project's future FAR in order to justify the requested maximum

FAR of 0.6. (See Site Plan at A1.1.) If the potential future expansion of the Pacific Mall is not included as a part of the project itself, at a minimum, this analysis should be included in the EIR's analysis of cumulative impacts. The Draft EIR fails to include *any* analysis of the buildout of the entire site to an FAR of 0.6. Thus, the EIR must be revised and recirculated either to include an analysis of buildout of the McCarthy Ranch property with the Pacific Mall Project based on the actual project description (as shown in the site plans) and to correspond to the proposed 0.6 FAR, or, at a minimum, the EIR must be revised to include a more robust analysis of cumulative impacts which takes into consideration the future phases of this project.

4. *Scope of the FAR Overlay.* The Draft EIR states on page 4 that the Project includes approval of General Plan and Zoning text amendments to allow an FAR increase overlay in order to implement the project. The Draft EIR does not include a map showing the area of the overlay, but states that the FAR overlay applies to the entire site for a maximum FAR of.60. (*Id.* at 10.) The Draft EIR further states that if "the overlay is not approved, the project cannot be approved as proposed and would have to be reduced in size." (*Id.* at 17.) Yet the DEIR also states that "When added to the existing retail space that will remain on-site, the total building area on the project site would increase to 598,774 square feet which equates to a floor area ratio (FAR) of 0.54." (*Id.*.at 8; see also Site Plan at A0.1.)

This discussion raises a number of questions. First, does the project propose development beyond the amount of development potential identified in the project description such that an FAR of .60 is warranted? If not, why is a FAR of .60 needed when the proposed development results in a FAR of.54? We presume that the overlay only applies to those buildings slated for demolition and replacement as shown on page 5 of the Draft EIR, as those impacts are the only ones analyzed in the Draft EIR. In other words, the Draft EIR does not evaluate the impacts of buildout of the project site with a 0.6 FAR which would result in considerably greater development potential than what is included in the project description (an amount that we have been unable to ascertain because the square footage deviates depending on the page and the document at which the project is described).

Secondly, please clarify if the general plan amendment and the zoning text amendments apply only to the project site or more broadly to the general commercial land use designation and C-2 zoning that apply city-wide. If the former, the Draft EIR should be revised to provide an exhibit depicting the location of the proposed FAR overlay on the entire McCarthy Ranch site, and address all of the corresponding impacts due to the amount of development that could occur on the McCarthy Ranch site with the increased FAR. If the General Plan amendment and zoning amendment apply citywide, then the Draft EIR must be revised and recirculated to include an

analysis of the environmental impacts of the FAR increase throughout Milpitas. Moreover, we request that the Draft EIR be revised to include the actual proposed text amendments to the General Plan and Zoning Code so that the public and the decisionmakers understand the scope of the project.

5. *Vague Description of the Project Uses*. The Draft EIR also is vague in its description of the uses that will occupy the mall's condominium units. On Page 1 of the Draft EIR, the units are described as "retail" and in another section they are described as "small businesses." On Page 2 they are described as "small unique retail shops, and some personal and business services," and on Page 8 as "small 'condo' shops". We understand from a review of Table 9 on page 40 of the Draft EIR, that the Pacific Mall Project will include 6,907 square feet of sit down restaurant uses and 12,519 square feet with 340 seats of restaurant/take out type uses. Other commercial and retail space includes service, entertainment uses for a total of 171,711 square feet plus the unspecified square footage for the lodging uses. We note that this description is inconsistent with the discussion regarding project square footages provided above. Also, at 171,711 square feet, the square footages reported for service, commercial and entertainment –type uses hardly seem "small condo shops."

Nonetheless, a clear understanding of the condo units is particularly vital because determinations of significance hinge on the nature of uses. Some uses, such as restaurants, have different requirements than retail under the Municipal Code as further explained in the Draft EIR on page 40. Without knowing what the condo uses will be, it is difficult to confirm the accuracy of the traffic analysis' determination of the number of trips generated for the Project. Uncertainty about the number of trips generated not only calls into question the results of the traffic analysis but it impacts the Initial Study's determination that traffic noise impacts will be less than significant[1]. Our client is particularly concerned about the traffic, parking and noise impacts associated with this project. Moreover, with respect to the noise impacts, a noise sensitive receptor located 300 feet from the southern edge of the project site could be adversely impacted by the Project. (Initial Study at 59.)

Since an EIR is required to evaluate a project's consistency with adopted plans and policies, we request that the City revise the EIR to (1) clarify the description of the condominium

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[1] We note that the Initial Study appended to the Draft EIR was used to "scope out" noise among other environmental impact categories, but there was no actual analysis demonstrating how the noise impacts would not be significant, particularly, in light of some of the discrepancies in the project description. For example, if pile driving is proposed as recommended in the geotechnical report, then how is it that construction-related noise impacts would not be significant?

units, (2) clarify the nature of the project, and (3) explain how the condominium units would comply with the allowable land uses under the existing zoning. For example, if the retail space is intended to be comprised of condominium units, can an owner of a condominium unit change the retail use from a storefront to take-out food/concession stand? Is it possible that at some point (assuming the market supported this), the project could be developed with 171,711 square feet of just restaurants or 598,000 square feet of movie theaters and entertainment-type uses without the need for any further discretionary approvals? If the existing zoning would allow changes in land use of this nature, the EIR should be revised to include an analysis of the impacts associated with such changes in land uses.

The EIR should be revised to specify the actual nature of the condominium space and the City should consider conditioning the project approvals to a limit on the use of that space to just retail and service uses, with some limited restaurant type use as quantified in Table 9, and not allow restaurants or the sale of food for immediate consumption restaurants beyond the amount described in the EIR. Similarly, because the environmental impacts of a 598,000 square foot movie theater or entertainment use could vary substantially from 598,000 square feet of restaurants, the City should impose conditions of approval that limit the nature of the uses and ability to convert those uses in the future.

Traffic and Circulation

Please find enclosed an analysis conducted by TJKM regarding the Pacific Mall Project Draft EIR traffic analysis. As you will see from the attached comment letter, the Pacific Mall Project Draft EIR traffic analysis is inadequate and must be revised and recirculated with the revised Draft EIR. First, the traffic analysis assumes that the existing buildings that would be demolished are fully occupied and functioning. By contrast, when the traffic counts were performed a year ago, the buildings were largely vacant as they are today. Secondly, although the Draft EIR traffic analysis may have overestimated the trip rate of the buildings to be demolished, the traffic analysis appears to have underestimated the replacement trips but not nearly to the degree that the analysis overestimated the removed trips. Additionally, due to the lack of clarification regarding the project land uses, the proposed condominium units may not operate as a traditional shopping center, in which case the traffic analysis improperly relies on trip generation rates that do not appear to apply to the project. Moreover, the TJKM analysis shows that the proposed mitigation for one impacted roadway intersection is potentially unworkable. Finally, with respect to the parking analysis, the parking needs for the remaining (existing) uses and the proposed project are understated.

In addition to the comments raised by TJKM, the following highlights several key concerns regarding the deficiencies in the traffic analysis.

1. *Flawed Baseline Conditions.* The Draft EIR's analysis of traffic impacts is flawed. Under CEQA, the general rule is that the existing environmental setting should normally constitute the baseline against which agencies should assess the significance of project impacts. The Draft EIR, however, acknowledges that the existing retail buildings to be demolished are currently vacant in the course of evaluating the background traffic conditions, but nevertheless "assumes that the retail space is currently occupied" for the purpose of estimating traffic trips (DEIR at 31). The Draft EIR's only explanation for this assumption is that "the buildings could be occupied at any time without discretionary approval." (*Id.*) The Draft EIR offers no substantial evidence to support this assumption or why it may deviate from the general CEQA rule for determining baseline conditions. Moreover, the assumption that the buildings are currently occupied in no way reflects existing conditions in which the buildings are largely vacant, as further discussed in the attached TJKM comment letter. Accordingly, the Draft EIR traffic analysis must be revised to reflect the corrected baseline conditions.

2. *Flawed Trip Generation Assumption.* The Draft EIR similarly does not explain the basis for its assumption that 10% of the mall's patrons will be walking from the hotel, rather than driving from elsewhere (DEIR at 32; Appendix B at 44, 46). If a mall is likely to draw a certain number of visitors from the surrounding community, there is no reason why having a hotel next door would reduce the number of local visitors. If anything, having a hotel next door should *increase* the number of traffic trips, since the mall will be attracting visitors both from the local community and the mall. The traffic study may be imagining that some hotel guests will be staying at the hotel for the purpose of visiting the mall, and thus does not want to double count such a guest as generating trips both for the hotel and the mall. But it is hard to imagine that 204 of the hotel's 250 rooms would be regularly booked for that reason. (See Appendix B at 46.) The trip reduction estimates seem to assume that the project itself is the destination. In other words, people would be going to the hotel, just to eat at the restaurants at the project site, and so the trip generation, again, seems artificially low. If our understanding is correct regarding the cumulative effect of the trip reduction assumptions, is it true that the project could have as much as a 40% reduction in trips using the EIR's assumption?

3. *Flawed Assumptions Regarding Occupied and Vacant Retail Space.* In Section 4.2.3.1, the Draft EIR states that the traffic trips estimated for the existing development assumes that the retail space is currently occupied. The intersection level of service analysis, however, takes into consideration the fact that the buildings are vacant. Consequently, the Existing +

Project impact analysis is based on less traffic occurring under existing conditions. The increased traffic associated with the proposed project accounts for a smaller reduction, however because the maximum number of trips allowed under the existing entitlements have been deducted from the total number of project trips. As further discussed in the attached letter from TJKM, the proposed project is assumed to have an artificially smaller impact than would actually occur because it benefits from the existing conditions with no trips generated from the vacant buildings and a smaller percentage increase in the number of trips proposed with the project. The traffic analysis must be revised and recirculated to reflect the actual impacts of the proposed project.

4. *Questionable Traffic Analysis Conclusions.* Section 4.2.3 and 4.2.4 of the Draft EIR seem to suggest that the Pacific Mall Project would have few if any, significant impacts. Because of the approach to the intersection LOS analysis, it appears that the project has very few significant impacts and for those impacts that do occur, only limited signalization and restriping improvements would be necessary, which is hard to believe given the regional traffic levels in the project vicinity. We note that in Section 4.2.4 – Freeway Segment Impacts, no feasible mitigation measures are identified. It seems that given the significant impacts on the regional freeway operations that the project should at least be obligated to contribute funding of its fair share of any regional roadway improvements. Are any such improvements available to mitigate regional roadway impacts? Further, as discussed in the TJKM comments, the effectiveness of some of the recommended intersection is questionable, at best.

The Draft EIR should also explain what traffic mitigation fees, if any, the project proponents will be required to pay for the project.

Parking

1. *Flawed Parking Calculations.* The Draft EIR's discussion of parking must be revised in two significant ways. First, in assessing the site's need for parking, the Draft EIR appears to have failed to account for the hotel's restaurant. (Appendix B at 117.)

Secondly, the Project Description in the Draft EIR does not account for the specific square footages assigned to each retail and commercial use identified in Table 9 on page 40. The parking analysis assumptions should be based on the Project Description on page 5 of the Draft EIR or the Project Description should be revised on page 5 to limit the amount of restaurant type uses, and other specific types of retail uses to the amounts specified in Table 9. If that change is

not made, then the Project Description in the EIR actually could result in a demand for a greater amount of parking than the amount projected in the traffic and parking analysis.

Third, the Draft EIR parking analysis appears to be based on assumption that the proposed project will result in a total of 173,163 square feet plus a 250 room hotel for a total of 1,496 required parking spaces.[2] We note, however, that with a 0.6 maximum FAR proposed for the entire McCarthy Ranch site, the actual number of required parking spaces would be substantially greater. It is hard to believe that the project will be over-parked by 14 parking spaces given the amount of development proposed on the site given that only, 1,300 new spaces will be provided according to page 40 of the Draft EIR. Accordingly, the Draft EIR should be revised and recirculated to address the actual impacts of the proposed project.

2. *Questionable Parking Ratio*. Although the parking ratio allocated to the retail/ restaurant uses is consistent with the Municipal Code parking requirements, the project results in 14 excess parking spaces. For the reasons discussed in item 1, above, the conclusions of the parking analysis appear valid only if the retail/commercial uses and restaurant space are limited the square footage amounts specified in Table 9.

Geotechnical

The description of the Pacific Mall Project also affects the analysis of potential geotechnical impacts resulting from the Project. Appendix E - Geotechnical Report recommends that the buildings can be supported on mat foundations or deep foundations suitable for supporting large structural loads associated with the hotel, "particularly if the hotel is more than a few stories in height." Page 4 of the Geotechnical Report further indicates that "driven piles would be an example of an appropriate deep foundation. The Draft EIR Project Description does not include any information regarding the proposed building foundation. Moreover, the EIR impact analysis does not include an analysis of whether or not the 12-story hotel will be supported on pile foundations. Further, there is no evaluation of potential noise impacts, groundwater impacts, geotechnical impacts and land use incompatibility impacts associated with pile driving. If the hotel is proposed to be supported on a pile foundation, the project would result in new significant impacts that were not evaluated in the Initial Study or the EIR, and the EIR must be revised to provide an analysis of all of the impacts of pile driving, and recirculated for public review and comment. If the Project requires additional on-site parking because of the deficiencies in its analysis, then additional geotechnical impacts could occur as a result of the need for expanded subsurface parking structures. Again, this is of particular concern considering

[2] This is yet another instance in which the project square footage deviates from the project description.

that businesses in the surrounding area will be impacted single-event noise levels generated by ongoing pile driving, and noise sensitive receptors located 300 feet from the southern edge of the project site and 520 feet away may experience significant noise impacts (see e.g., Initial Study at 59). The Draft EIR should be revised to address the noise impacts of pile driving if a pile-supported foundation is proposed.

Economic Impacts

The Draft EIR contains no analysis of the economic impact of the project on local businesses. While a project's economic and social impacts are not considered environmental effects under CEQA, an EIR nonetheless must evaluate the physical impacts on the environment in accordance with CEQA Guidelines Sections 15131 and 15064(e). Specifically, the EIR should be revised and recirculated with an analysis of the following physical impacts in accordance with CEQA Guidelines Appendix C:

A shortage of parking spaces is expected due to the EIR's methodology in calculating parking requirements which underestimates the number of parking spaces required for the Project (see comments on the Parking section of the Traffic and Circulation Chapter). Given the fact that the EIR analysis appears to rely on existing parking spaces that serve other uses to provide the parking for the Pacific Mall Project (without some kind of shared parking agreement), the shortage of parking for the Pacific Mall Project also could impact existing businesses in the surrounding vicinity. The Pacific Mall Project fails to evaluate the true secondary environmental impacts resulting from the actual parking deficits, nor does it identify any mitigation for such impacts (see e.g., *Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal. App. 4th 656). Consequently, the physical effects associated with constructing additional subsurface parking spaces, or obtaining off-site parking should be addressed in the EIR in accordance with CEQA.

With the development of the new Pacific Mall Project, the City can expect that there will be a greater supply of restaurants and retail space in a limited area. The EIR presumes that the development surrounding the project site is compatible with the proposed project, but does not consider the physical effects of the proposed Pacific Mall Project on the existing land uses.

For example, the EIR did not include an analysis of urban decay caused by the Pacific Mall Project to the surrounding retail and commercial uses. This is no idle worry; the Canadian mall that this project is modeled after has experienced problems with crime, traffic congestion, and parking shortages. The crime issues have been bad enough to warrant intervention by the

Royal Canadian Mounted Police on at least five occasions (See http://en.wikipedia.org/wiki/Pacific_Mall). The Draft EIR should explain why the project does not require additional police and fire services, particularly, since there is no analysis in the Initial Study attached to the Draft EIR explaining why the impacts are not significant.

Further, there is no evidence in this EIR demonstrating that the surrounding retail, restaurant and commercial uses will *not* be impacted by the Pacific Mall Project. If a significant number of existing retail and commercial buildings currently remain vacant at the McCarthy Ranch Shopping Center today, it would seem that either there is an oversupply of commercial/retail/restaurant space such that the new condominium retail shops will compete with the existing retail space, or the new retail space will create additional parking and traffic/circulation impacts to the surrounding businesses. We request that the EIR be revised to include this analysis and identify mitigation measures to address the corresponding land use, transportation and parking-related impacts. Possible mitigation measures to address the physical impacts to the surrounding businesses could include:

- Include a condition in the project approvals that limits the number of restaurants that may occupy the premises at any given time to the square footage set forth in Table 9 of the Draft EIR.
- Require, as a condition of project approval, that the Pacific Mall Project enter into shared parking agreements with the owners of the surrounding commercial/retail to provide for dedicated parking to serve the proposed businesses without compromising the existing parking which serves existing commercial uses.
- Include a condition in the project approvals imposing a deed restriction on the Pacific Mall Project so that the proposed development does not provide more than the square footage indicated in Table 9 of the Draft EIR for restaurant and retail/service uses on the property.

Our client is interested in working with the City to ensure that the Pacific Mall Project does not impact the viability of the existing businesses and services located within the area surrounding the Pacific Mall Project. We appreciate the City's consideration of our comments and efforts to work with us to prevent undue harm to the existing businesses. Our client supports the City's vision of economic revitalization of the McCarthy Ranch property, only it must be in a manner that does not compromise the viability of the existing businesses. We appreciate

receiving future notice from the City regarding the availability of the Revised and Recirculated Draft EIR.

Sincerely yours,

BRISCOE IVESTER & BAZEL LLP

Alicia Guerra
Partner

AG/ct
Enclosure
cc: Tony Morici
Philip Su
Chris Kinzel
William Most

TJKM
Vision That Moves Your Community
Transportation Consultants

June 20, 2013

Alicia Guerra
Partner
Briscoe Ivester & Bazel LLP
155 Sansome Street
Seventh Floor
San Francisco, CA 94104

Re: Review of Traffic Section of Pacific Mall Project DEIR in Milpitas, CA

Dear Ms. Guerra:

At your request, TJKM has conducted a review of the traffic portion of the Pacific Mall Project DEIR in the City of Milpitas. TJKM's review was focused on Appendix B of the DEIR, *Draft Transportation Impact Analysis Pacific Mall Silicon Valley in Milpitas California,* prepared for Steinberg Architects, March 2013. TJKM comments are as follows:

1. **Trip Generation Concepts –** *The Traffic Study wrongly assumes the buildings to be demolished are full and generating large volumes of traffic* – Table 6 on page 48 describes the trip generation for the 140,000 square feet of existing retail. This retail space is known to be only partially occupied, perhaps mostly or entirely vacant. The report determined the trip generation rate for the entire 140,000 square foot development and subtracted it from the trips generated by the proposed development. This process would only be correct if the four buildings were fully occupied at the time that the intersection counts were made. The counts were made during the week of June 4, 2012. The proportion of occupancy should be determined on the dates that the counts were made and the actual trip generation in June of 2012 should be determined. If the spaces were underperforming, as indicated elsewhere in the DEIR as justification for the project, this should be reflected in the actual trip generation. Based on the DEIR characterization of the buildings, it seems unlikely that the 140,000 square feet of retail would generate 8,440 trips per day, compared with the new generation of 13,620 trips per day. The net new daily trips reported in Table 6 are 4,014, less than half the trips reported for the existing uses.

2. **Trip Generation Details – Existing** – *The Traffic Study miscalculates the amount of traffic generated by the buildings to be demolished by using incorrect procedures* --The report makes two errors in calculating existing trips, regardless of the occupancy of the existing 140,000 square feet. The Institute of Transportation Engineer's (ITE) main reference, *Trip Generation*, uses different trip rates for different size shopping centers accurately reflecting the fact that many of the trips made on larger trips are either made by foot, going from store to store or, in the case of on-site pad development, trips may be made by driving, but with no traffic leaving the center and using study intersections. The report uses a trip rate of 60.41 trips per thousand square feet, calculated as though the entire shopping center were only 140,000 square feet. The actual shopping center is much larger than that, so the daily trip rate is much smaller than 60.41. For example, the report uses a retail trip rate of 46.68 for the new development. (See discussion below.) The existing trip rate should be recalculated, based on actual occupancy in June of 2012, but based on the entire amount of retail square footage in the shopping center. It would appear that the retail square footage in the area bounded by Ranch Drive and McCarthy Boulevard should be included.

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3. **Trip Generation Details – Future** – *The Traffic Study also miscalculates the amount of traffic from the new retail uses* -- For the same reasons stated in the paragraph above, the retail trip rate for the new retail should reflect that of the entire shopping center's size. Because the trip rates are different before and after the new development, the Pass-By and Diverted Link Trips should be calculated separately for the existing condition and the future condition and the differences between the before trips and the after trips would constitute the net difference in retail trips. However, the following paragraph questions the propriety of using the ITE category "Shopping Center" for the new retail development.

4. **Trip Generation – New Retail** – *The Traffic Study may mischaracterize the new development as a "Shopping Center"* --The traffic study uses ITE Land Use 820 – Shopping Center -- to determine the traffic generation of the new retail. The Shopping Center category encompasses a very wide variety of retail-related uses in various shopping centers, including those found in most neighborhood, community or regional shopping centers, including uses found in pads away from the main center, where applicable. However, the "400 small 'condo' shops laid out in a grid pattern (that) range in size from approximately 130 to 450 square feet" does not match up with the wide array of uses that might be included in the Shopping Center category defined by ITE. The report authors should provide justification for using this category. It is possible that generation studies of comparable uses elsewhere may be needed.

5. **On-site Circulation** – *The Traffic Study provides an incomplete, possibly unworkable, solution for the main signalized access driveway* -- The discussion on page 114 of the traffic study discloses that study intersection 7, the main signalized access point to the proposed new development, will experience significant queuing. The study recommends restriping both Ranch Drive and the driveway itself to create a two-lane left turn lane into the site, plus restriping of the divided driveway to create two lanes in each direction. The prospect is for queuing both on-site and on Ranch Drive, even after the recommended improvements. The recommended improvements involve substandard 10 foot lanes in an area with two very popular fast food restaurants. As a minimum, the DEIR should include dimensioned sketches showing conceptual design for the area.

6. **Surrounding Parking** – *The parking needs for the remaining land uses are not demonstrated and are possibly understated* -- On page 115 of the traffic report declares: "The project and adjacent uses will provide 2,061 stalls, of which 551 stalls are required for existing buildings north of the project site." There is no additional information supporting the designation of 551 stalls as being "required." In order to be complete, a breakdown of parking needed for remaining buildings needs to be amplified. There are buildings both north and east of the project that share the same parking lot. Which buildings are included in the 551? What is "required" based on? Codes? Parking occupancy studies? A building by building analysis of parking requirements should be listed, along with drawings that show the "required" parking for each building and the location of the parking stalls in the 'after' condition.

7. **Proposed Parking** – *The study appears to underestimate the parking needed for the proposed development* -- Table 13 provides details of some of the square footage of the proposed development – the "size" column in table 13 totals about 176,000 square feet compared with an announced retail area of 292,000 square feet. The reason for the differences should be described, along with site plan details of the proposed uses. On page 116, the report indicates that the architect has discounted "walking aisles and auxiliary

spaces" from the calculation. If the mall area with the 'small condos' is likened to a department store with various departments separated by walking aisles, it would not be the normal practice to discount internal department store aisles in calculating the parking requirements for the department store. These issues should be addressed in the parking section of the report.

It is my feeling that addressing the trip generation and parking issues described in this letter will require a comprehensive update of all traffic and parking calculations and findings contained in the traffic study.

Please contact me if there are questions about this review.

Very truly yours,

Chris D. Kinzel, P.E.
Vice President

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June 20, 2013

VIA U.S. MAIL & EMAIL: sahsing@ci.milpitas.ca.gov

Sheldon AhSing, Senior Planner
Milpitas Planning Division
455 East Calaveras Boulevard
Milpitas, California 95035

RE: Draft Environmental Impact Report for Pacific Mall Project

Dear Mr. AhSing:

Applicant TMS McCarthy, Inc. ("TMS McCarthy") thanks you for the opportunity to review and comment on the Draft Environmental Impact Report ("EIR") for the Pacific Mall project ("Project"). As you know, the Project proposes to redevelop underutilized commercial property and establish a vibrant new retail mall for small business owners and a hotel. After reviewing the Draft EIR, TMS McCarthy offers the following comments:

1. Clarification of Requested Floor Area Ratio Increase

The Project generally complies with the General Plan and Zoning designations for the property. TMS McCarthy is proposing a very slight increase (0.04) in the floor area ratio ("FAR") for the property, from 0.50 to 0.54 for the Project. The City of Milpitas ("City") is proposing the overlay to allow the larger 0.60 FAR on site. The Final EIR should clarify and make this distinction throughout the document.

2. Fair Share Should Be Applied to Transportation Mitigation Measures

An agency may assess a project its fair share of mitigation costs, based on the amount the project contributes to an environmental problem. The mitigation required of a project must be roughly proportional to its impact. An agency may not insist that the developers shoulder the bulk of the expense for mitigating a significant cumulative impact. Napa Citizens for Honest Government v. Napa County Board of Supervisors (2001) 91 Cal.App.4th 342; CEQA Guidelines Section 15126.4(a)(4(B).

There are a number of mitigation measures identified in the Draft EIR for impacts to intersections. These mitigation measures simply state the required mitigation measure. This suggests that TMS McCarthy is responsible to independently complete the mitigation. If the mitigation measures are applied as written in the Draft EIR without discussion of fair share, the City would be asking TMS McCarthy to shoulder the bulk of an expense and undertake a mitigation that is beyond rough proportionality. As is detailed on the attached spreadsheet, TMS McCarthy is not responsible for the entirety of the impact at these intersections, but only a percentage contribution to traffic. The mitigation measures should specify that TMS McCarthy is responsible for its fair share of the mitigation. Such a change should be reflected in the Final EIR and the Mitigation, Monitoring and Reporting Program.

3. Need to Acquire Right-of-Way Makes Mitigation Measure Infeasible

Feasible mitigation measures are those capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors. CEQA Guidelines Section 15364. The mitigation measure for McCarthy Boulevard and Alder drive requires TMS McCarthy to acquire of property on the west side of McCarthy Drive. Neither the City nor TMS McCarthy own that property; it is owned by another developer who has development plans for the property on the west side of McCarthy Drive. It is unlikely that the developer will want to sell the property, or sell it at a reasonable price, and the City cannot force the developer to do so. Because this is both unenforceable and not reasonably capable of being successfully accomplished, the mitigation measure is infeasible. Furthermore, if the City persists in applying this mitigation measure, the Pacific Mall project could be delayed or stymied entirely. Instead, the Final EIR should reflect that this mitigation measure is infeasible.

4. The Requirement for Additional Sidewalk is Unreasonable

The Draft EIR indicates that as a condition of approval the City will require a minimum 6-foot sidewalk along the Project frontage and along mall entry access roads to connect adjacent pedestrian facilities. TMS McCarthy understands that this condition is to be imposed as a result of General Plan Policy 3.d-I-27 that states: "Where appropriate, require new development provide public access points to the trail system and/or contribute to staging areas" or General Plan Policy 3.d-I-29 that states: "Require sidewalks on both sides of the street as a condition of development approval, where appropriate with local conditions."

Both of these policies use language indicating that such a condition should be imposed only "where appropriate." TMS McCarthy asserts that the additional sidewalk is not appropriate for this Project. First, pursuant to the Traffic Impact Analysis for the Project, the Project will result in a small number of pedestrian trips along the Project frontage. These trips can be safely accommodated in internal walkways. Second, the General Plan and Zoning designate the property as General Commercial. The General Plan describes the General Commercial designation as intended for "services accessed primarily by the automobile." The Zoning Ordinance describes General Commercial as "primarily oriented to the automobile customer." In this situation, where there are very few pedestrian trips that can all be safely accommodated on pedestrian walkways on-site and the property is designated as auto-oriented, there is no reason to apply such a condition, even under General Plan policies. This condition should be removed and appropriate changes made in the Final EIR.

5. Need to Update Estimated Operational Year

In the Draft EIR the first full year of Project operations is estimated as 2015. This estimate was based upon having received full City approval for the project by early June 2013. As the Draft EIR is being circulated in June 2013 and the Final EIR remains to be completed as well as the public hearings on the Project, TMS McCarthy now anticipates that construction will begin in 2015, the project will be fully operational in 2016 and the first full year of operations will be 2017. Therefore, those analyses in the Draft EIR that use this anticipated operational date, such as the greenhouse gas section, should be updated in the Final EIR.

Thank you for your time and attention to this matter.

Sincerely,

Leigh Prince

Leigh F. Prince

Enclosure

cc: Client

Pacific Mall Intersection Fair-Share Contributions

Existing plus Project Conditions Impact Contributions

Study Int #	Intersection	Juristiction[1]	Peak Hour	Total Existing Intersection Volume (V_E)	Total Project Intersection Volume (V_{EP})	Project Trips (V_P)	Contribution of Growth Increment[3]	Contribution based on Total Traffic[4]	Recommended Mitigation	ROW Required	Signal Modification
9	McCarthy Boulevard and SR 237 WB Ramps	M	AM	3213	3400	187	100.00%	5.50%	Conversion of a westbound through lane to a second right turn-lane with an overlap phase.	No	Yes
			MID	**4221**	**4883**	**662**	**100.00%**	**13.56%**			
			PM	3915	4393	478	100.00%	10.88%			

Notes:
1 M=City of Milpitas
2 **Bold text** indicates impacted time period
3 Contribution of Growth Increment = (V_P/(V_{EP}-V_E)
4 Contribution based on total traffic = (V_P/(V_B)

Background Conditions Impact Contributions

Study Int #	Intersection	Juristiction[1]	Peak Hour	Total Existing Intersection Volume (V_E)	Total Background Intersection Volume (V_B)	Project Trips (V_P)	Contribution of Growth Increment[5]	Contribution based on Total Traffic[6]	Recommended Mitigation	ROW Required	Signal Modification
8	McCarthy Boulevard and S. Ranch Drive	M	AM	1935	3135	193	16.08%	6.16%	Significant and unavoidable	N/A	N/A
			PM	**3399**	**4850**	**512**	**35.29%**	**10.56%**			
9	McCarthy Boulevard and SR 237 WB Ramps	M	AM	3213	4646	187	13.05%	4.02%	Conversion of a westbound through lane to a second right turn-lane with an overlap phase.	No	Yes
			PM	**3915**	**5676**	**478**	**27.14%**	**8.42%**			
16	McCarthy Boulevard and Bellew Drive	M	AM	2727	3692	50	5.18%	1.35%	Restriping eastbound approach to two left-turn lanes, and a shared through-right lane.	No	Yes
			PM	**3274**	**4710**	**142**	**9.89%**	**3.01%**			
17	McCarthy Boulevard and Alder Drive	M	AM	1793	2657	49	5.67%	1.84%	Addition of a second southbound left-turn lane.	Yes*	Yes
			PM	**2236**	**3362**	**142**	**12.61%**	**4.22%**			
19	Tasman Drive and Alder Drive	M	AM	3403	4054	18	2.76%	0.44%	Conversion of a southbound through lane to a third southbound left-turn lane.	No	Yes
			PM	**3398**	**4364**	**54**	**5.59%**	**1.24%**			
28	McCarthy Boulevard and Montague Expressway	M/SJ/SCC	AM	6791	8594	22	1.22%	0.26%	Addition of a northbound right-turn lane or square-loop interchange identified in NSJADP.	Yes*	No
			PM	**7199**	**9215**	**64**	**3.17%**	**0.69%**			

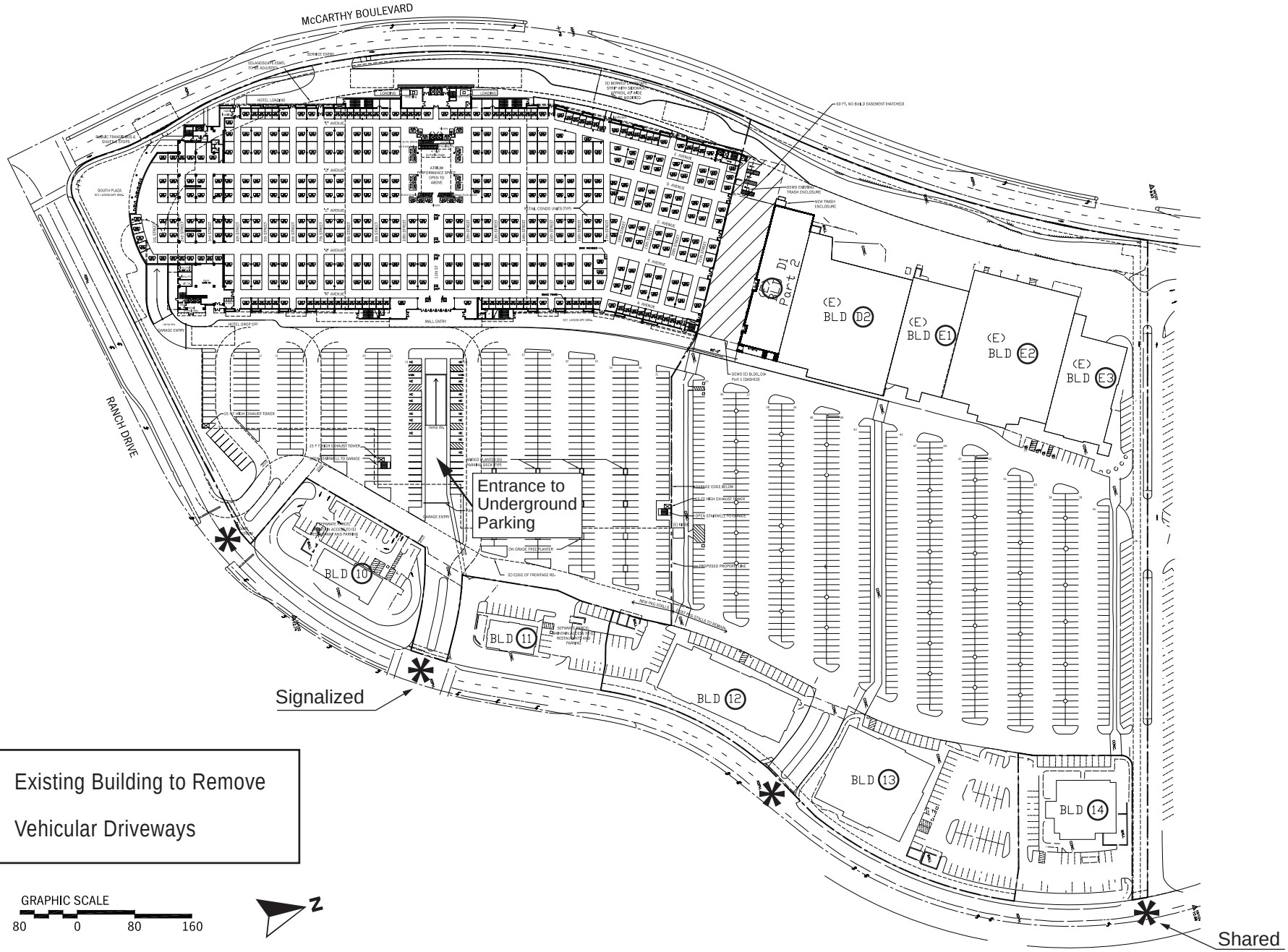
Notes:
1 M=City of Milpitas
2 SJ=City of San Jose
3 SCC=Santa Clara County
4 **Bold text** indicates impacted time period
5 Contribution of Growth Increment = (V_P/(V_B-V_E)
6 Contribution based on total traffic = (V_P/(V_B)

Near-Term Cumulative Conditions Impact Contributions

Study Int #	Intersection	Juristiction[1]	Peak Hour	Total Existing Intersection Volume (V_E)	Total Near-Term Cumulative Intersection Volume (V_C)	Project Trips (V_P)	Contribution of Growth Increment[6]	Contribution based on Total Traffic[7]	Recommended Mitigation	ROW Required	Signal Modification
1	Dixon Landing Road and McCarthy Boulevard	F	AM	1172	2553	17	1.23%	0.67%	Significant and unavoidable (signal modifications)	N/A	N/A
			PM	**1543**	**2807**	**44**	**3.48%**	**1.57%**			
8	McCarthy Boulevard and S. Ranch Drive	M	AM	1935	3850	193	10.08%	5.01%	Significant and unavoidable	N/A	N/A
			PM	**3399**	**5476**	**512**	**24.65%**	**9.35%**			
9	McCarthy Boulevard and SR 237 WB Ramps	M	AM	3213	5362	187	8.70%	3.49%	Conversion of a westbound through lane to a second right turn-lane with an overlap phase.	No	Yes
			PM	**3915**	**6301**	**478**	**20.03%**	**7.59%**			
16	McCarthy Boulevard and Bellew Drive	M	AM	2727	3808	50	4.63%	1.31%	Restriping eastbound approach to two left-turn lanes, and a shared through-right lane. And widen McCarthy Blvd. to three lanes northbound and southbound.	Yes*	Yes
			PM	**3274**	**4811**	**142**	**9.24%**	**2.95%**			
17	McCarthy Boulevard and Alder Drive	M	AM	1793	2772	49	5.01%	1.77%	Addition of a second southbound left-turn lane.	Yes*	Yes
			PM	**2236**	**3463**	**142**	**11.57%**	**4.10%**			
19	Tasman Drive and Alder Drive	M	AM	3403	4092	18	2.61%	0.44%	Conversion of a southbound through lane to a third southbound left-turn lane.	No	Yes
			PM	**3398**	**4398**	**54**	**5.40%**	**1.23%**			
28	McCarthy Boulevard and Montague Expressway	M/SJ/SCC	AM	6791	8675	22	1.17%	0.25%	Addition of a northbound right-turn lane or square-loop interchange identified in NSJADP.	Yes*	No
			PM	**7199**	**9286**	**64**	**3.07%**	**0.69%**			

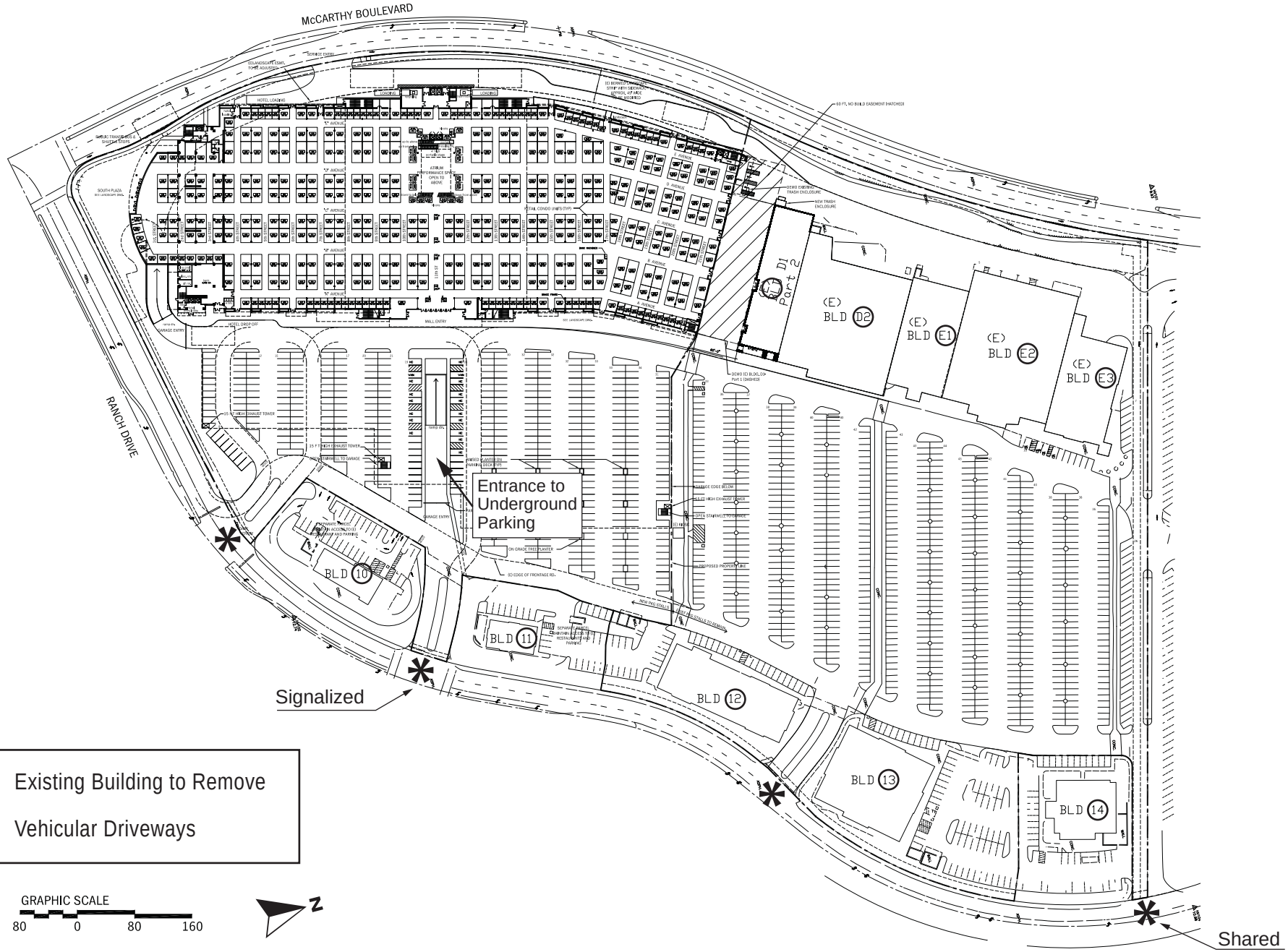
Notes:
1 F=City of Fremont
2 M=City of Milpitas
3 SJ=City of San Jose
4 SCC=Santa Clara County
5 **Bold text** indicates impacted time period
6 Contribution of Growth Increment = (V_P/(V_C-V_E)
7 Contribution based on total traffic = (V_P/(V_C)
* ROW acquisition is not feasible

Attachment A



CONCEPTUAL SITE PLAN

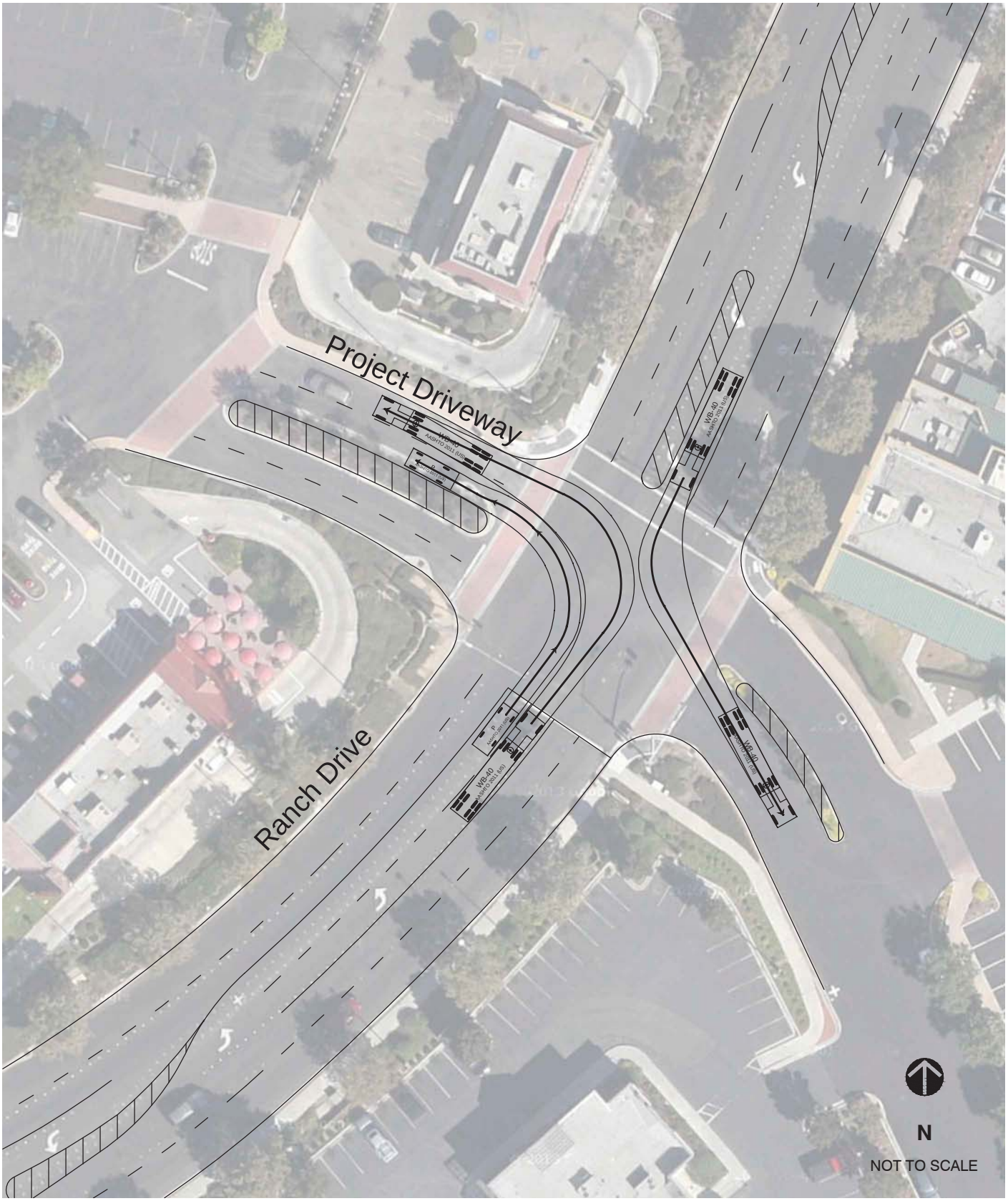
FIGURE A1 (REVISED)



CONCEPTUAL SITE PLAN

FIGURE 3 (REVISED)

Attachment B



Pacific Mall - Silicon Valley

Figure 1

Ranch Drive and Project Driveway Conceptual Intersection Overlay

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NOTICE OF AVAILABILITY OF THE DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR PACIFIC MALL PROJECT, SCH # 20130220006

Date: May 6, 2013

Name of Project: Pacific Mall Project

Location: The project is located at the intersection of McCarthy Boulevard and Ranch Drive in the City of Milpitas. The site is 37.9 acres near Interstate 880 and SR 237.

Description of Project: The project proposes to demolish 139,710 square feet of existing commercial space and construct 292,186 square feet of retail and 178,692 square feet of hotel space (a net increase of 152,476 square feet). The project requests site and architectural review, a tentative map for condominium purposes, a general plan and zoning amendment to allow for an overlay to accommodated the additional Floor Area Ratio.

Lead Agency: City of Milpitas

Lead Agency Contact Person: Sheldon S. Ah Sing, Senior Planner - phone: (408) 586.3278 or email: sahsing@ci.milpitas.ca.gov.

Review Period: Begins May 8, 2013 – Ends June 24, 2013

Where Documents are Available for Review:

Milpitas City Hall Public Service Counter 455 E. Calaveras Blvd. Milpitas, CA 95035	Milpitas Library 160 N. Main St. Milpitas, CA 95035	City of Milpitas Website http://www.ci.milpitas.ca.gov/government/planning/environmental.asp

Where to Send Comments: All written comments on the Draft EIR must be submitted by June 24, 2013 to:

Sheldon S. Ah Sing, Senior Planner
Milpitas Planning Division
455 East Calaveras Blvd.
Milpitas, CA 95035

sahsing@ci.milpitas.ca.gov

Public Comment Session: No public hearings are scheduled for the project at this time.

Anticipated Significant Impacts: The proposed Plan would have significant and unavoidable impacts in the following issue area: Traffic.

Signature: Sheldon Sah Sing Date: May 6, 2013

Sheldon S. Ah Sing, Senior Planner
City of Milpitas

DRAFT
Environmental Impact Report

Pacific Mall

City of Milpitas

May 2013

PREFACE

The document has been prepared by the City of Milpitas as the Lead Agency, in conformance with the California Environmental Quality Act (CEQA). The purpose of this Environmental Impact Report (EIR) is to inform decision makers and the general public of the environmental effects of the proposed project.

This document provides environmental review appropriate for the approval of the proposed Pacific Mall Project in accordance with CEQA Guidelines Sections 15121, 15145, and 15151.

Purpose of the EIR

In accordance with CEQA, this EIR provides objective information regarding the environmental consequences of the proposed project to the decision makers who will be considering and reviewing the proposed project. The CEQA Guidelines contain the following general information on the role of an EIR and its contents:

> **§15121(a). Informational Document**. An EIR is an informational document, which will inform public agency decision makers, and the public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR, along with other information that may be presented to the agency.
>
> **§15145. Speculation.** If, after thorough investigation, a Lead Agency finds that a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact.
>
> **§15151. Standards for Adequacy of an EIR**. An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information that enables them to make a decision that intelligently considers environmental consequences. An evaluation of the environmental effects of the proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection, but for adequacy, completeness, and a good-faith effort at full disclosure.

Focusing the EIR

The City of Milpitas prepared an Initial Study (provided in Appendix A of this EIR) that determined that preparation of an EIR was needed for the proposed project. The Initial Study concluded that the EIR should focus on Land Use, Transportation, Air Quality, and Greenhouse Gas Emissions. In addition to these resource issues, the EIR also analyzes energy impacts, which is not a required element of an Initial Study, but is a required element of an EIR.

Analysis of the following resources areas in the Initial Study determined that the project's impacts would be less than significant: Aesthetics, Agricultural and Forestry Resources, Geology

and Soils, Hydrology and Water Quality, Mineral Resources, Population and Housing, Public Services, Recreation, and Utilities and Service Systems. These resource areas are not addressed further in the EIR. Impacts in the following resources areas would be less than significant with mitigation measures included in the project and identified in the Initial Study and in the *Summary* of significant impacts and mitigation measures on pages iv-x of this EIR:

- Biological Resources
- Hazardous Materials
- Noise

The extent to which project alternatives would reduce significant impacts identified in both the Initial Study and EIR are also addressed in *Section 6.0. Project Alternatives*.

In accordance with Section 15082 of the CEQA Guidelines, a Notice of Preparation (NOP) was circulated to the public and responsible agencies for input regarding the analysis in this EIR. This EIR addresses those issues which were raised by the public and responsible agencies in response to the NOP where relevant. Specific responses to the comment letters are provided in Section 10.0. The NOP and copies of the comments letters received are provided in Appendix I of this EIR.

This EIR and all documents referenced in it are available for public review in the Planning Department at Milpitas City Hall, 455 E. Calaveras Boulevard, during normal business hours.

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B – Transportation Impact Analysis
C – Air Quality and Greenhouse Gas Emissions Analysis
D – Tree Survey
E – Geotechnical Report
F – Phase I Environmental Site Assessment
G – Noise
H – Notice of Preparation & Comment Letters

SUMMARY

The project proposes to demolish four large commercial buildings on the project site and construct a 12-story, 250 room hotel with ground floor and second floor retail, second floor hotel amenities (including a fitness room, conference facilities, and a restaurant), and one level of underground parking.

The following is a summary of the significant impacts and mitigation measures addressed within this EIR, including the Initial Study in Appendix A. The project description and discussion of impacts and mitigation measures can be found in *Section 2.0 Description of the Proposed Project, Section 4.0 Environmental Setting, Impacts, & Mitigation, and Section 5.0 Cumulative Impacts* of this EIR and Appendix A.

Significant Impacts	Mitigation Measures
Transportation – Section 4.2 of the EIR	
Implementation of the proposed project would cause the LOS of the McCarthy Boulevard/SR 237 WB Ramps intersection to degrade from C to E+ in the mid-day peak hour under existing plus project conditions.	McCarthy Boulevard and SR 237 WB Ramps (No. 9): Restriping the westbound through lane to a right turn lane to provide two right-turn lanes will be completed prior to issuance of occupancy permits for the proposed project. Signal modification would also occur to create a right-turn overlap phase. No right-of-way acquisition would be required. Implementation of this mitigation would result in an improvement in intersection operations in the mid-day Peak Hour. **Less Than Significant With Mitigation**
Implementation of the proposed project would cause the LOS of the McCarthy Boulevard/S. Ranch Drive intersection to degrade from D to E in the PM Peak Hour.	There are no feasible mitigation measures to reduce the impact to the McCarthy Boulevard and S. Ranch Drive intersection. **Significant Unavoidable Impact**
Implementation of the proposed project would cause the LOS of the McCarthy Boulevard/SR 237 WB Ramps intersection to degrade from D to E in the PM peak hour under background plus project conditions.	McCarthy Boulevard and SR 237 WB Ramps (No. 9): Restriping the westbound through lane to a right turn lane to provide two right-turn lanes will be completed prior to issuance of occupancy permits for the proposed project. Signal modification would also occur to create a right-turn overlap phase. No right-of-way acquisition would be required. Implementation of this mitigation would result in the intersection operations improving from LOS E to LOS C in the PM Peak Hour. **Less Than Significant With Mitigation**

Significant Impacts	Mitigation Measures
Transportation – Section 4.2 of the EIR	
Implementation of the proposed project would result in an increase in critical delay of 4.7 seconds and an increase in the volume to capacity ratio (V/C) of 0.013 in the PM Peak Hour at the McCarthy Boulevard/Bellew Drive intersection under background plus project conditions.	McCarthy Boulevard and Bellew Drive (No. 16): Restriping the eastbound approach of Bellew Drive to provide two left-turn lanes and one shared through/right-turn lane will be completed prior to issuance of occupancy permits for the proposed project. No right-of-way acquisition would be required. Implementation of this mitigation would result in the intersection operations improving from LOS F to D- in the PM Peak Hour. **Less Than Significant With Mitigation**
Implementation of the proposed project would result in an increase in critical delay of 15.2 seconds and an increase in the volume to capacity ratio (V/C) of 0.039 in the PM Peak Hour at the McCarthy Boulevard/Alder Drive intersection under background plus project conditions.	McCarthy Boulevard and Alder Drive (No. 17): A second southbound left-turn land from McCarthy Boulevard to Alder Drive will be constructed prior to issuance of occupancy permits for the proposed project. Right-of-way acquisition from the property on the west side of McCarthy Drive will be required by the applicant. This improvement will result in a lengthening of the crosswalk and/or modification of signal phasing that could increase the crossing distance/time for pedestrians. The traffic engineer determined that this would have no significant impact on pedestrian facilities. Implementation of this mitigation would result in the intersection operations improving from LOS F to D in the PM Peak Hour. **Less Than Significant With Mitigation**
Implementation of the proposed project would result in an increase in critical delay of 5.4 seconds and an increase in the volume to capacity ratio (V/C) of 0.015 in the PM Peak Hour at the Tasman Drive/Alder Drive intersection under background plus project conditions.	Conversion of one southbound through lane on Alder Drive to a left-turn lane, which will result in a total of three southbound left-turn lanes, will be completed prior to issuance of occupancy permits. No right-of-way acquisition would be required. Implementation of this mitigation would result in the intersection operations improving from LOS F to E and a decrease in delay to 60.1 seconds, thereby improving the operation of the intersection compared to background conditions without the project. **Less Than Significant With Mitigation**

Significant Impacts	Mitigation Measures
Transportation – Section 4.2 of the EIR	
Implementation of the proposed project would result in an increase in critical delay of 6.7 seconds and an increase in the volume to capacity ratio (V/C) of 0.015 in the PM Peak Hour at the McCarthy Boulevard-O'Toole Avenue/Montague Expressway intersection under background plus project conditions.	McCarthy Boulevard/O'Toole Avenue and Montague Expressway (No. 28): Restripe northbound O'Toole Avenue approach from Rincon to Montague Expressway to provide a dedicated right-turn lane from O'Toole Avenue onto Montague Expressway. Associated traffic signal modification would also be implemented. No right-of-way acquisition would be required. With implementation of this mitigation the intersection would operate at LOS D in the AM Peak Hour, but would continue to operate at LOS F in the PM Peak Hour. **Less Than Significant With Mitigation**
Implementation of the proposed project would result in an increase in traffic volumes of more than one percent on eastbound SR 237 between McCarthy Boulevard and I-880 in the PM Peak Hour under existing plus project conditions.	There is no feasible mitigation to reduce the project's freeway impacts to a less than significant level. **Significant Unavoidable Impact**
Air Quality – Section 4.3 of the EIR	
Construction of the proposed project will result in NOx emissions in excess of the 54 pounds per day threshold, even with inclusion of Bay Area Air Quality Management District (BAAQMD) dust and exhaust control measures.	There is no additional mitigation measures, other than the aforementioned BAAQMD dust and exhaust control measures. This impact would be temporary but would remain significant. **Significant Unavoidable Temporary Impact**
Biological Resources – Section 4.4 of the Initial Study (Appendix A)	
Construction activities associated with the proposed project could result in the loss of fertile eggs, nesting raptors or other migratory birds, or nest abandonment.	1. Construction shall be scheduled to avoid the nesting season to the extent feasible. The nesting season for most birds, including most raptors in the San Francisco Bay area, extends from February through August. *Mitigation continued on next page.*

Significant Impacts	Mitigation Measures
Biological Resources – Section 4.4 of the Initial Study (Appendix A)	
See Previous Page	2. If it is not possible to schedule demolition and construction between September and January, pre-construction surveys for nesting birds shall be completed by a qualified ornithologist to ensure that no nests will be disturbed during project implementation. This survey shall be completed no more than 14 days prior to the initiation of construction activities during the early part of the breeding season (February through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). During this survey, the ornithologist will inspect all trees and other possible nesting habitats immediately adjacent to the construction areas for nests. If an active nest is found sufficiently close to work areas to be disturbed by construction, the ornithologist, in consultation with CDFW, will determine the extent of a construction-free buffer zone to be established around the nest, typically 250 feet, to ensure that raptor or migratory bird nests will not be disturbed during project construction. **Less Than Significant Impact With Mitigation**
The loss of 226 trees on-site, including 50 ordinance sized trees, would be a significant impact.	1. In conformance with the City of Milpitas Municipal Code, all trees removed from the site that measure 37-inches or greater in circumference (12 inches in diameter) at 48 inches above the ground surface will be replaced at a 3:1 ratio within the project site. The species and size of the replacement trees will be determined by City staff. 2. Due to the proposed underground parking structure, it may not be possible to plant all replacement trees on-site. Trees that are removed but cannot be mitigated for on-site will be mitigated by fees paid to the City. The funds will be deposited in the City's Tree Replacement Fund and will be used to plant trees within the City of Milpitas. **Less Than Significant Impact With Mitigation**

Significant Impacts	Mitigation Measures
Hazards and Hazardous Materials – Section 4.8 of the Initial Study (Appendix A)	
Implementation of the proposed project could expose construction workers and future on-site maintenance workers to contaminated soil from historic agricultural operations on-site.	1. After demolition but prior to the issuance of grading permits, shallow soil samples shall be taken to determine if contaminated soil from previous agricultural land uses is located on-site with concentrations above established construction/trench worker thresholds. The soil sampling plan must be reviewed and approved by the Milpitas Fire Chief prior to initiation of work. 2. Once the soil sampling analysis is complete, a report of the findings will be provided to the Milpitas Fire Chief, Director of Planning and Neighborhood Services, and other applicable City staff for review. 3. If contaminated soils are found in concentrations above established thresholds, a Site Management Plan (SMP) will be prepared and implemented (as outlined below) and any contaminated soils found in concentrations above established thresholds shall be removed and disposed of according to California Hazardous Waste Regulations. The contaminated soil removed from the site shall be hauled off-site and disposed of at a licensed hazardous materials disposal site. A SMP will be prepared to establish management practices for handling impacted groundwater and/or soil material that may be encountered during site development and soil-disturbing activities. Components of the SMP will include: a detailed discussion of the site background; preparation of a Health and Safety Plan by an industrial hygienist; notification procedures if previously undiscovered significantly impacted soil or free fuel product is encountered during construction; on-site soil reuse guidelines based on the California Regional Water Quality Control Board, San Francisco Bay Region's reuse policy; sampling and laboratory analyses of excess soil requiring disposal at an appropriate off-site waste disposal facility; soil stockpiling protocols; and protocols to manage ground water that may be encountered during trenching and/or subsurface excavation activities. Prior to issuance of grading permits, a copy of the SMP must be approved by the SCCEHD, the City's Director of Planning and Neighborhood Services, and the Milpitas Fire Chief. **Less Than Significant Impact With Mitigation**
Significant Impacts	**Mitigation Measures**

Noise – Section 4.11 of the Initial Study (Appendix A)	
Implementation of the proposed project could expose future hotel guests to interior noise levels in excess of acceptable City and State standards.	1. A qualified acoustical consultant will review final site plans, building elevations, and floor plans prior to construction to calculate expected interior noise levels as required by City policies and state noise regulations. Project-specific acoustical analyses are required by the California Building Code to confirm that the design results in interior noise levels of 45 dBA or lower. The specific determination of what noise insulation treatments (i.e., sound rated windows and doors, sound rated wall construction, acoustical caulking, protected ventilation openings, etc.) are necessary will be conducted on a unit by unit basis. Results of the analysis, including the description of the necessary noise control treatment, will be submitted to the City along with the building plans and approved prior to issuance of any building permits. 2. All guest rooms will be equipped with forced-air mechanical ventilation so that windows can be kept closed at the discretion of the guests. 3. All noise insulation treatments identified during review of the final site plans will be incorporated into the proposed project. **Less Than Significant Impact With Mitigation**

Cumulative Impacts

Implementation of the proposed project would have a significant impact on six local intersections and one CMP intersection under cumulative with project conditions. Please see Section 5.0 of this EIR for a full discussion of the project's cumulative effects.

Alternatives to the Proposed Project

No Project Alternative:
Because the project site is completely developed and operational, the No Project alternative would be to maintain the site as is. This would avoid the significant unmitigatable freeway impacts as well as the biological, hazardous materials, noise, and temporary air quality impacts identified but would not meet the project objectives. Please see Section 6.1 of this EIR for a full discussion of the No Project Alternative.

Reduced Density Alternative:
The Reduced Density Alternative would reduce the overall size of the proposed development. The proposed retail space and the hotel would have to be reduced in size by 25 percent. Specifically, the new retail space would be reduced from 292,186 square feet to 219,139 square feet and the hotel would be reduced from 250 room to 187 rooms. Alternatively, the impact freeway impact could also be avoided by keeping the retail space at 292,186 square feet, but not constructing the hotel. The reduction in the overall size of the project would reduce the identified LOS impacts as well. Please see Section 6.2 of this EIR for a full discussion of the Reduced Density Alternative.

Areas of Known Controversy

There are no known areas of controversy for this project.

SECTION 1.0 INTRODUCTION AND PURPOSE

1.1 OVERVIEW

The project site is currently developed with multiple retail buildings and is part of a larger retail center (McCarthy Ranch). The retail center currently contains several big-box stores, restaurants, banks, service stores (such as cellular phone stores), and two hotels. Four of the nine large retail spaces on the project site are currently vacant. The intent of the proposed project is to demolish the underutilized retail space and create a new retail space and hotel. This EIR evaluates the impacts of the currently proposed project, development of up to 292,186 square feet (a net increase of 152,476 square feet) of retail space and a 250-room hotel, on the project site.

This EIR has been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) and the City of Milpitas. The purpose of this EIR is to provide objective information regarding the environmental consequences of the proposed retail/hotel project to the decision makers who will be reviewing and considering the proposed project.

1.2 PROJECT LOCATION

The 37.9-acre project site is comprised of four parcels (APNs 22-053-002, -003, -006, and -007) located on east side of McCarthy Boulevard just north of State Route 237 in the City of Milpitas. The site is located at the northeast corner of the southern McCarthy Boulevard/Ranch Drive intersection. (see Figures 1 and 2)

1.3 PROJECT OBJECTIVES

Pursuant to CEQA Guidelines Section 15124, the EIR must identify the objectives sought by the proposed project.

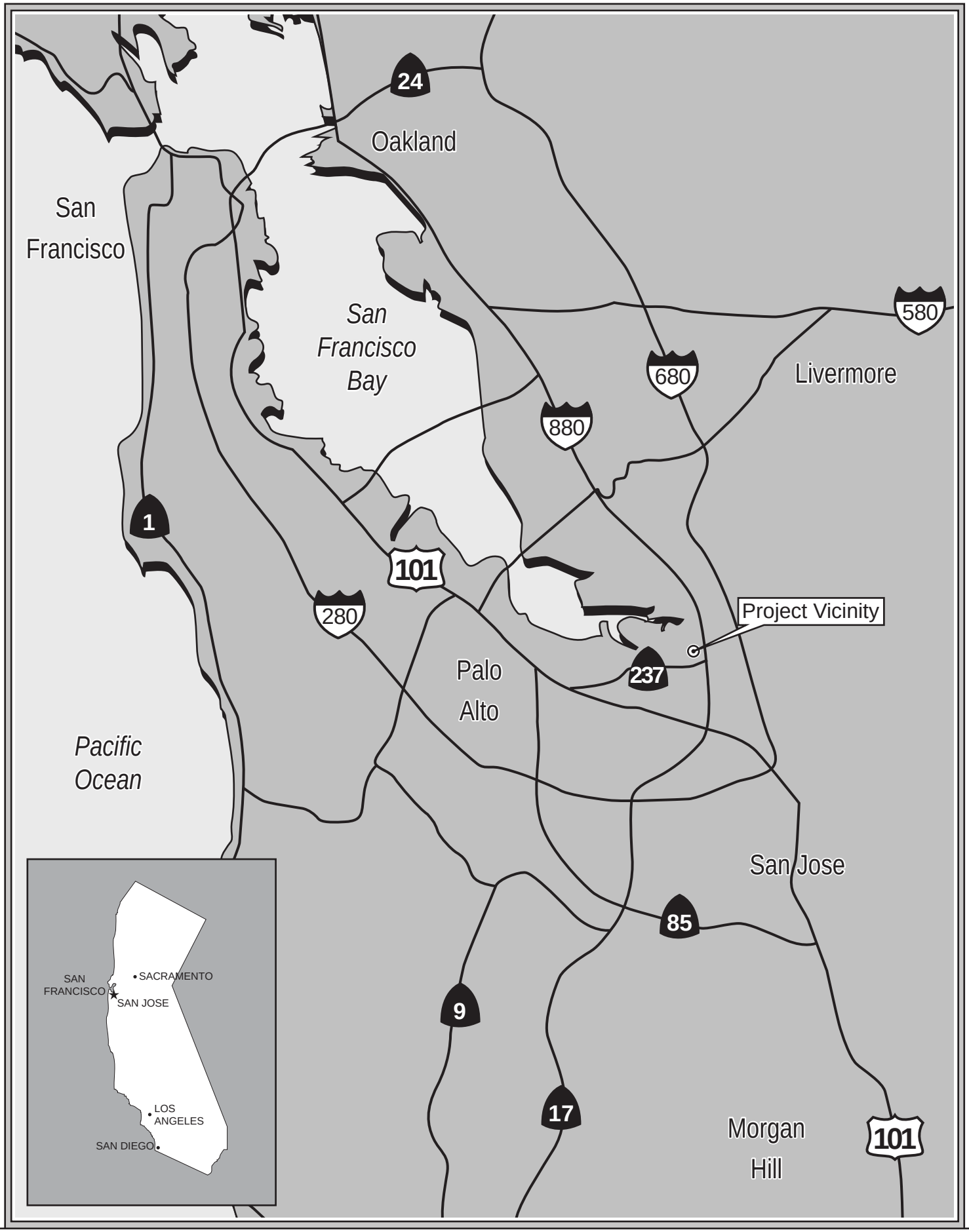
The stated objectives of the project proponent are to:

1. Redevelop approximately 140,000 square feet of 266,000 existing square feet of underutilized commercial buildings that are struggling to maintain chain retail stores, restaurants and financial services.

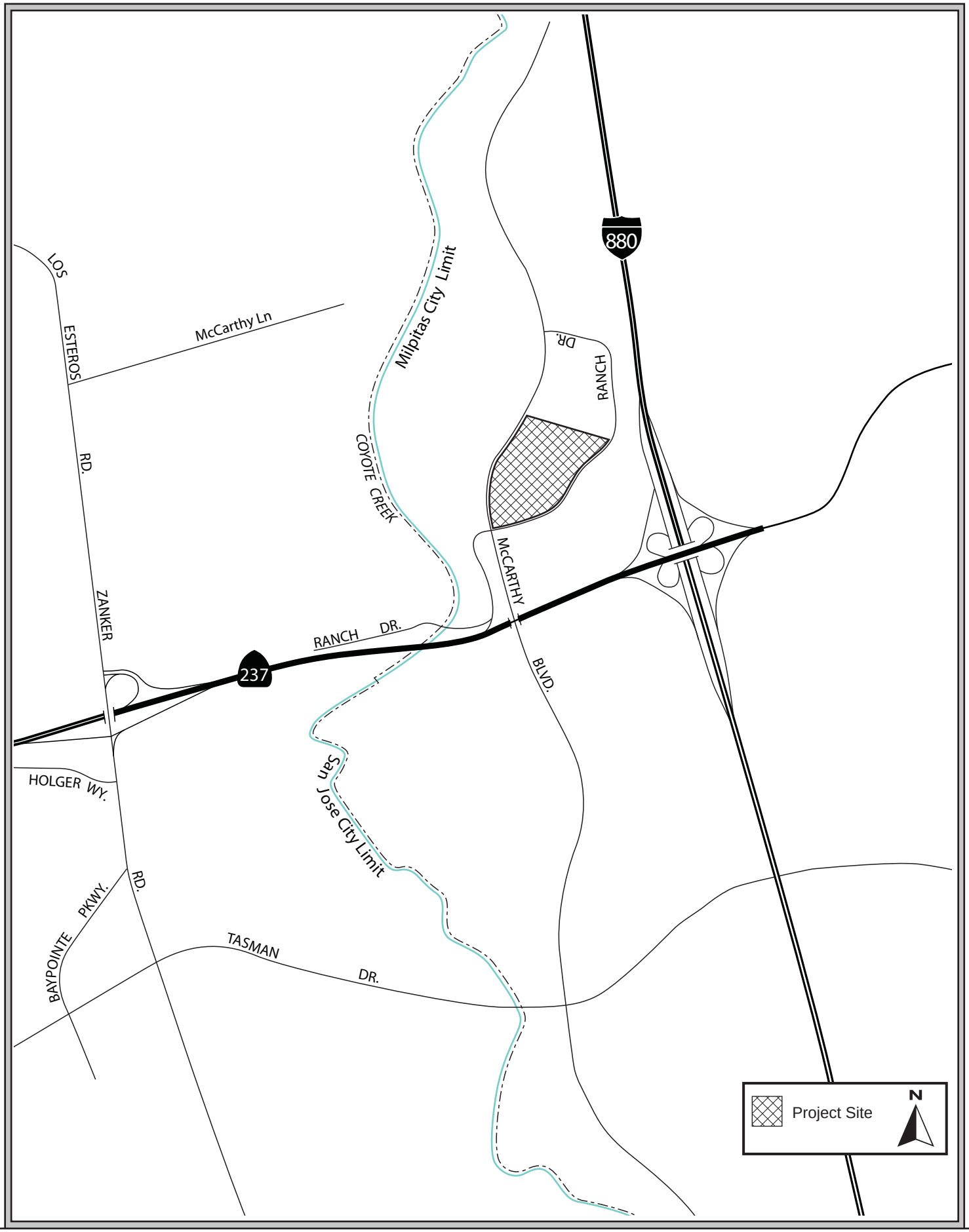
2. Construct, on mostly the same footprint as the existing underutilized commercial buildings, an additional approximately 145,000 net square feet of retail space.

3. Create a high quality multi-cultural indoor mall that consists of a ground floor and a partial second floor that is populated by approximately 500 small businesses.

4. Create an iconic shopping destination that will invest in the City of Milpitas, provide opportunities for small business owners and create jobs in the community.



REGIONAL MAP FIGURE 1



VICINITY MAP FIGURE 2

5. Provide an attractive multi-cultural, shopping and dining experience for customers that will help bring vitality to the existing mall and surrounding area.

6. Locate a vibrant mall within the City in order to reinvigorate the McCarthy Ranch shopping area and provide property and sales tax revenues to the City.

7. Develop a 12-story approximately 250-room hotel consisting of approximately 172,000 square feet that will generate transient occupancy taxes for the City.

8. Provide a wide variety of small unique retail shops, and some personal and business services, that are designed to look and feel like an open air market that encourages people to walk and browse form store to store within the shopping center.

9. Increase the floor area ratio (FAR) on the project site.

10. Further the purpose and intent of the General Commercial (C2) zoning designation and provide for a wide range of retail sales and personal and business services for general commercial needs of the City and to promote a stable, attractive commercial development which will afford a pleasant shopping environment.

11. Provide adequate additional parking through the construction of a single level of underground parking and make only minor changes to the south part of the existing surface parking to allow access to the underground parking.

12. Share parking between the mall and the hotel, which are anticipated to utilize the parking spaces at different and compatible times.

13. Encourage the use of alternative modes of transport including bicycle, shuttle and bus facilities.

1.4 USES OF THE EIR

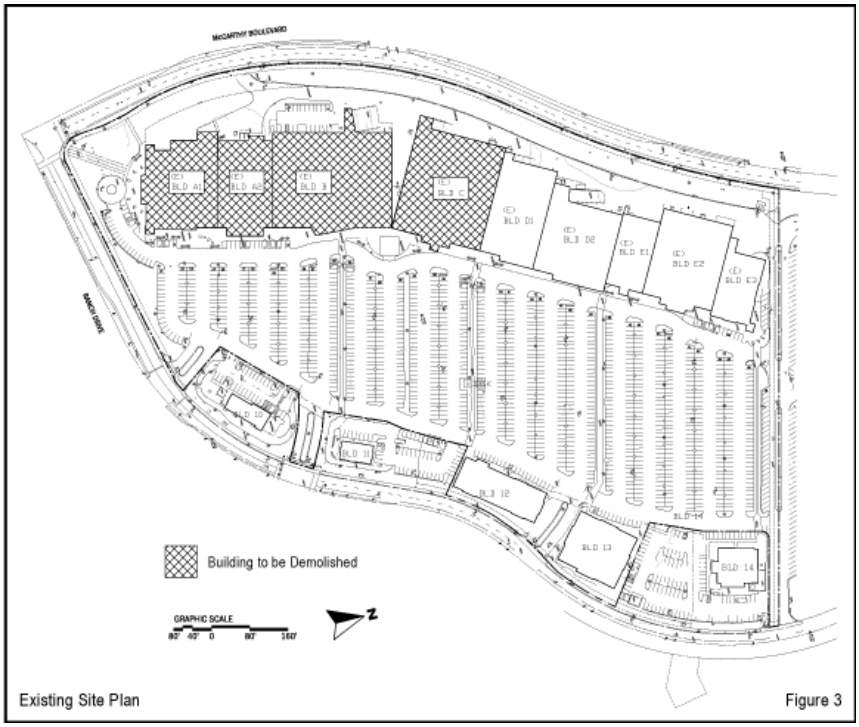
This EIR is intended to provide the City of Milpitas, other public agencies, and the general public with the relevant environmental information needed in considering the proposed project.

The City of Milpitas anticipates that discretionary approvals by the City, including but not limited to the following, will be required to implement the project addressed in this EIR:

- Approval of General Plan and Zoning text amendments to allow for an overlay to increase the allowable floor area ratio on the project site
- Site and Architectural Review
- Issuance of demolition, grading, building, and occupancy permits
- Any additional necessary approvals for implementation of development of the project

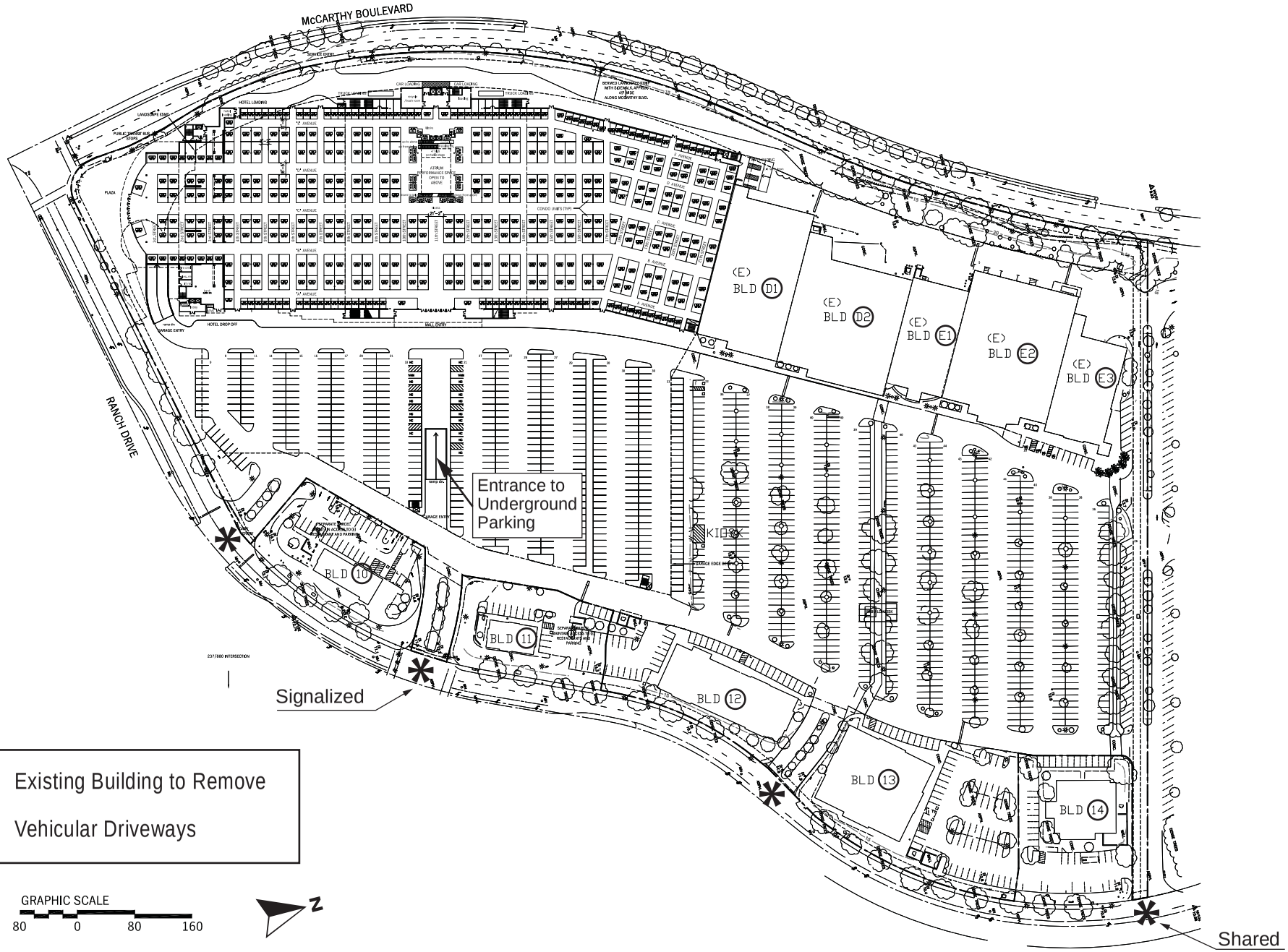
The 25.1-acre project site is comprised of four parcels (APNs 22-053-002, -003, -006, and -007) located on east side of McCarthy Boulevard just north of State Route 237 in the City of Milpitas. Of the four parcels, only two parcels (22-053-006 and 22-053-007) will be modified as part of the proposed project. The project site is currently designated *General Commercial (GCN)* in the General Plan and zoned *C2 –General Commercial.*

The project site is part of a larger irregularly shaped commercial center with shared parking that is defined by McCarthy Boulevard, Ranch Drive, and the adjacent Walmart site. The project site (which does not include buildings 10, 11, and 14) is currently developed with 267,606 square feet of commercial buildings and a large surface parking lot. The commercial buildings are currently comprised of a mix of chain retail stores and restaurants. The project proposes to demolish four of the large commercial buildings (noted as Buildings A1, A2, B, and C on the existing site plan which total 139,710 square feet) and construct a 12-story, 250 room hotel with ground floor and second floor retail, second floor hotel amenities (including a fitness room, conference facilities, and a restaurant), and one level of underground parking. The maximum height of the hotel would be 170 feet. The surface parking lot in front of the hotel would also be modified slightly to account for the larger footprint of the proposed building. The remaining buildings on the project site would not be modified. Figures 3 and 4 below shows the proposed site plan and building elevation. Table 1 below lists the sizes of the buildings on-site and whether or not they are included within the project boundary.



Existing Site Plan Figure 3

TABLE 1 Existing Buildings On-Site			
Building No.	**Building Size**	**Within Project Boundary**	**Status**
A1	25,000	Yes	To Be Demolished
A2	21,000	Yes	To Be Demolished
B	51,000	Yes	To Be Demolished
C	42,710	Yes	To Be Demolished
D1	23,780	Yes	To Remain
D2	25,416	Yes	To Remain



CONCEPTUAL SITE PLAN

FIGURE 3

EAST ELEVATION

SOUTH ELEVATION

NORTH ELEVATION

PROPOSED BUILDING ELEVATIONS

FIGURE 4

TABLE 1 *Continued* Existing Buildings On-Site			
Building No.	**Building Size**	**Within Project Boundary**	**Status**
E1	12,000	Yes	To Remain
E2	27,100	Yes	To Remain
E3	11,000	Yes	To Remain
10	3,000	No	To Remain
11	2,000	No	To Remain
12	12,861	Yes	To Remain
13	15.529	Yes	To Remain
14	6,500	No	To Remain
Kiosk	210	Yes	To Remain
Total Existing Building Area to Remain			127,896 square feet

With the demolition of Buildings A1, A2, B, and C, the project site would have 127,896 square feet of retail/commercial space remaining. The total new retail space would be 292,186 square feet (a net increase of 152,476 square feet) and the hotel would be 178,692 square feet. When added to the existing retail space that will remain on-site, the total building area on the project site would increase to 598,774 square feet which equates to a floor area ratio (FAR) of 0.54. The current zoning designation allows an FAR of 0.50 and the project proposes a maximum allowed FAR of 0.54 in the zoning. The new retail space will not operate as traditional big-box stores but will have an open interior with more than 400 small “condo” shops laid out in a grid pattern. The “condos” would range in size from approximately 130 to 450 square feet.

The project site is currently accessed by three driveways along Ranch Drive and one driveway on McCarthy Boulevard. The site can also be accessed from the adjacent Walmart parking lot. Site access will not be altered as a result of the project.

There is currently a surface parking lot between the large commercial buildings along McCarthy Boulevard and the smaller buildings along Ranch Drive. The parking lot extends around Building A1 and dead ends near the McCarthy Boulevard/Ranch Drive intersection. There is also a small parking area behind Building B which is accessed from McCarthy Boulevard. There are additional parking areas surrounding the smaller commercial buildings at the western boundary of the site. The southern half of the main parking lot will be modified slightly to accommodate the entrance to the underground parking structure. The underground parking will be accessed by a ramp aligned with the main driveway entrance and a secondary ramp at the southeast corner of the new building. The project will include the construction of sidewalks along the western side of Ranch Drive and along the mall entry access roads consistent with the City’s General Plan to eliminate gaps in the pedestrian circulation system.

SECTION 3.0 CONSISTENCY WITH ADOPTED PLANS & POLICIES

In conformance with Section 15125(d) of the CEQA Guidelines, the following section discusses the consistency of the proposed project with relevant adopted plans and policies.

3.1 Bay Area 2010 Clean Air Plan

The Bay Area Air Quality Management District (BAAQMD), in cooperation with the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG), prepared the Bay Area 2005 Ozone Strategy (Ozone Strategy). The Ozone Strategy served as a roadmap showing how the San Francisco Bay Area will achieve compliance with the State one-hour air quality standard for ozone as expeditiously as practicable and how the region will reduce transport of ozone and ozone precursors to neighboring air basins. In 2010, BAAQMD adopted a new Clean Air Plan with the intent of updating the 2005 Ozone Strategy to comply with State air quality planning requirements as codified in the California Health and Safety Code.

The Bay Area 2010 Clean Air Plan (CAP) provides a comprehensive plan to improve Bay Area air quality and protect public health. The CAP defines a control strategy that the Air District and its partners will implement to: (1) reduce emissions and decrease ambient concentrations of harmful pollutants; (2) safeguard public health by reducing exposure to air pollutants that pose the greatest health risk, with an emphasis on protecting the communities most heavily impacted by air pollution; and (3) reduce greenhouse gas (GHG) emissions to protect the climate.

Consistency: The project would result in an intensification of commercial development on an existing commercial site. The development would increase jobs within the City because of the increase in retail square footage and the addition of a hotel. The project would place jobs in Milpitas near existing housing and transit and would not cause substantive changes to local population projections. The project, as proposed, does include pedestrian improvements and, as a Condition of Approval, the project will be required to implement a Transportation Demand Management Program (which is called for as part of the CAP) that will reduce overall traffic trips. As a result, the proposed project would be consistent with the control measures in the CAP.

3.2 Santa Clara County Congestion Management Program

The Santa Clara Valley Transportation Authority (VTA) oversees the *Santa Clara County Congestion Management Program* (CMP). The relevant State legislation requires that all urbanized counties in California prepare a CMP in order to obtain each county's share of the increased gas tax revenues. The CMP legislation requires that each CMP contain the following five mandatory elements: 1) a system definition and traffic level of service standard element; 2) a transit service and standards element; 3) a trip reduction and transportation demand management element; 4) a land use impact analysis program element; and 5) a capital improvement element. The Santa Clara County CMP includes the five mandated elements and three additional elements, including: a county-wide transportation model and data base element, an annual monitoring and conformance element, and a deficiency plan element.

Consistency: The proposed project would have an significant impact on one CMP intersection (see Section 4.3, *Transportation*). Nevertheless, the impact can be mitigated and the project would place hotel and retail uses near an employment center, existing housing, and transit which could reduce overall vehicle trip lengths relative to existing commute patterns. The project is, therefore, consistent with the CMP.

3.3 San Francisco Bay Region Water Quality Control Plan

The State of California's Porter-Cologne Water Control Act provides the basis for water quality regulation within California and the Act assigns primary responsibility for the protection and enhancement of water quality to the State Water Resources Control Board (SWRCB) and the nine Regional Water Quality Control Boards. These agencies are authorized to adopt regional water quality control plans, prescribe waste discharge requirements, and perform other functions concerning water quality control within their respective regions.

The Regional Water Quality Control Board (RWQCB) has developed and adopted a Water Quality Control Plan (the Plan) for the San Francisco Bay region. The Plan is a master policy document that contains descriptions of the legal, technical, and programmatic bases of water quality regulations in the San Francisco Bay region. The Plan provides a program of actions designed to preserve and enhance water quality, and to protect beneficial uses based upon the requirements of the Porter-Cologne Act. It meets the requirements of the U.S. Environmental Protection Agency (USEPA) and establishes conditions related to discharges that must be met at all times.

Consistency: As discussed in Appendix A, Section 4.9 of the Initial Study, *Hydrology and Water Quality*, future development or redevelopment on the site will be required to be implemented in conformance with the Municipal Regional Stormwater NPDES permit and the Construction General NPDES Permit requirements to ensure that there is no increase in erosion or sedimentation that could impact local waterways and that stormwater runoff from the site's impervious surfaces is treated prior to discharge to the stormwater system. Therefore the project is consistent with the San Francisco Bay Regional Water Quality Control Plan.

3.4 City of Milpitas General Plan

The City of Milpitas's General Plan is an adopted statement of goals and polices for the future character and quality of development in the community as a whole. The following is a summary of relevant sections of the General Plan that would apply to the proposed project.

3.4.1 Land Use Element

Policy 2.a-I-1: New developments should not exceed the building intensity limits established in the General Plan.

Consistency: The project, as proposed, would exceed the allowable FAR on-site. The project proposes an overlay to increase the FAR to 0.60. While this is not a substantive increase in terms of the mass and scale of allowed development, it does exceed the building intensity limits established in the General Plan.

Policy 2.a-I-1: Promote development within the incorporated limits which acts to fill-in the urban fabric rather than providing costly expansion of urban services into outlying areas.

Consistency: The project would expand an existing retail center with additional retail uses and a hotel. Therefore, the project promotes development at an in-fill location.

3.4.2 Circulation Element

Policy 3.a-I-1: Strive to maintain CMP LOS standards and goals for the CMP Roadway System in Milpitas.

Consistency: The project will have an impact to one CMP intersection. Feasible mitigation has been identified for this impact and will be required as a Condition of Approval. As a result, the project will not hinder the City's ability to maintain CMP LOS standards.

Policy 3.b-I-1: Require new development to pay its share of street and other traffic improvements based on its impacts.

Consistency: As discussed in Section 4.3, *Transportation*, the project will implement required roadway, pedestrian, and transit system improvements to reduce identified transportation impacts.

Policy 3.b-I-2: Require all projects that generate more than 100 peak-hour (A.M. or P.M.) trips to submit a transportation impact analysis that follows guidelines established by CMP.

Consistency: A transportation impact analysis was prepared consistent with the CMP guidelines for this project and is included in this EIR in Appendix B.

Policy 3.d-I-9: Require developers to make new projects as bicycle and pedestrian "friendly" as feasible, especially through facilitating pedestrian and bicycle movements within sites and between surrounding activity centers.

Consistency: The project will install sidewalks along Ranch Drive to increase pedestrian connectivity through the site and will install bicycle parking to promote bicycle use.

Policy 3.d-I-10: Encourage developer contributions toward pedestrian and bicycle capital improvement projects and end-of-trip support facilities.

Consistency: The project will install sidewalks along Ranch Drive to increase pedestrian connectivity through the site and will install bicycle parking to promote bicycle use. No specific capital improvement projects have been identified.

Policy 3.d-I-16: Encourage new and existing developments to provide end-of-trip facilities such as secure bicycle parking, on-site showers and clothing storage lockers, etc.

Consistency: The project proposes to install bicycle parking on-site. On-site showers and clothes lockers for hotel and retail employees are not proposed.

Policy 3.d-I-27: Require sidewalks on both sides of the street as a condition of development approval, where appropriate with local conditions.

Consistency: The project proposes to install sidewalks on the west side of Ranch Drive which will complete the pedestrian facilities in the immediate project area.

3.4.3 Open Space and Environmental Conservation Element

Policy 4.b-I-4: Require a biological assessment of any project site where sensitive species are present, or where habitats that support known sensitive species are present.

Consistency: The project site is a developed site in an urban area and does not support any sensitive species or habitats.

Policy 4.d-P-7: Applicable projects shall minimize directly connected impervious area by limiting the overall coverage of paving and roofs, directing runoff from impervious areas to adjacent pervious areas, and selecting permeable pavements and surface treatments.

Consistency: The proposed project will be designed and constructed to comply with the requirements of the Municipal Regional Stormwater permit.

Policy 4.d-P-8: Applicable projects shall incorporate facilities (BMPs) to treat stormwater before discharge from the site. The facilities shall be sized to meet regulatory requirements.

Consistency: The proposed project will be required to comply with the requirements for best management practices in the Municipal Regional Stormwater permit.

Policy 4.d-P-9: Applicable projects shall control peak flows and duration of runoff where required to prevent accelerated erosion of downstream watercourses.

Consistency: The project site is not subject to NPDES hydromodification regulations due to its location.

3.4.4 Seismic and Safety Element

Policy 5.a-I-1: Require all projects within the Alquist-Priolo Special Studies Zone to have geologic investigations performed to determine the locations of active fault traces before structures for human occupancy are built.

Consistency: The project site is not located within an Alquist-Priolo Special Studies zone.

Policy 5.a-I-3: Require projects to comply with the guidelines prescribed in the City's *Geotechnical Hazards Evaluation* manual.

Consistency: The project will be constructed consistent with the requirements of the site specific geotechnical report, the City's *Geotechnical Hazards Evaluation* manual, and the California Building Code.

Policy 5.b-I-1: Ensure that new construction or substantial improvements to any existing structure result in adequate protection from flood hazards. This includes ensuring that:

- New non-residential development located the lowest floor, including basement, above the base flood elevation or incorporate flood-proofing and structural requirements as spelled out in the Municipal Code.

Consistency: The project site is not located within a 100-year flood zone and will be designed in accordance with the Municipal Code.

Policy 5.c-I-1: Maintain a response time of four minutes of less for all urban service areas.

Consistency: Implementation of the proposed project at an existing in-fill location will not preclude the City from maintaining four minute response times within the urban service area.

3.4.5 Noise Element

Policy 6-I-2: Require an acoustical analysis for projects located within a "conditionally acceptable" or "normally unacceptable" exterior noise exposure area. Require mitigation measures to reduce noise to acceptable levels.

Consistency: A project specific acoustical analysis was prepared for the project and mitigation measures have been included for identified impacts.

Policy 6-I-3: Prohibit new construction where the exterior noise exposure is considered "clearly unacceptable" for the use proposed.

Consistency: The project does not propose any land uses that would be exposed to "clearly unacceptable" noise levels.

4.1 LAND USE

4.1.1 Existing Setting

The following discussion identifies the existing conditions on and adjacent to the proposed project site.

4.1.1.1 Existing Land Use

The 37.9-acre project site is comprised of four parcels (APNs 22-053-002, -003, -006, and -007) located on the east side of McCarthy Boulevard just north of SR 237 in the City of Milpitas. The project site is located in an existing urban/commercial area and the entire site is currently developed with 267,606 square feet of commercial buildings. The buildings are a mix of chain retails stores, small shops, and restaurants. Nine large, attached stores are located along the western boundary of the site and five smaller detached stores are located along the eastern boundary. Four of the nine large buildings are currently vacant. The project site is part of a larger shopping center that extends north and east of the site (as described in Section 4.1.1.2 below).

There is a large central surface parking lot between the buildings. The parking lot extends around the southernmost building and dead ends near the McCarthy Boulevard/Ranch Drive intersection. There is also a small parking area just off McCarthy Boulevard, behind the large retail buildings. The smaller buildings along Ranch Drive have separate, designated parking lots. Three driveways on Ranch Drive provide access to the project site. The central driveway is signalized and the two remaining driveways are controlled by two-way stop signs.

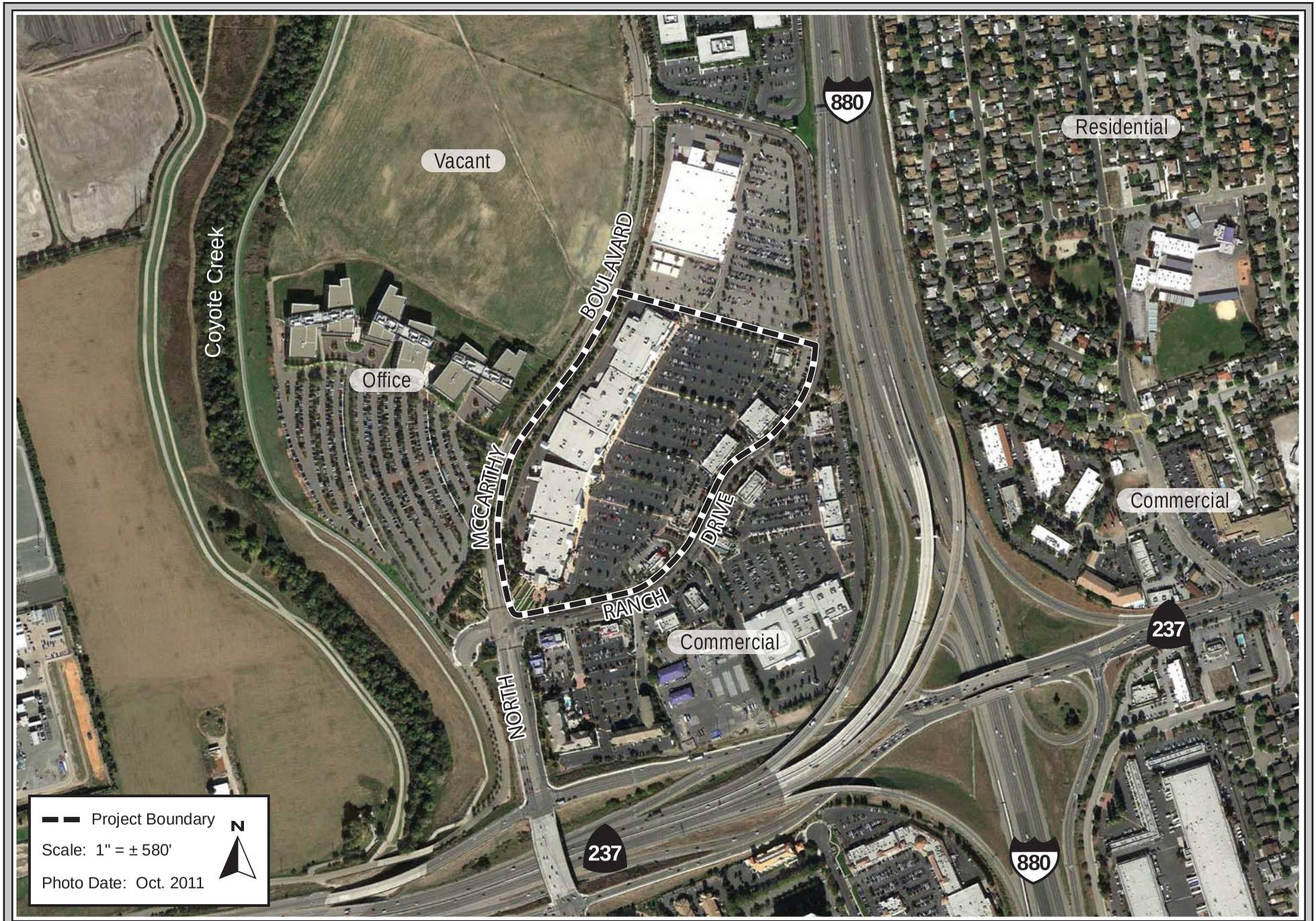
The project site does not have a sidewalk along the Ranch Drive frontage. There is a sidewalk along the western boundary of the side along McCarthy Boulevard.

Figure 5 shows an aerial of the project site and surrounding land uses.

4.1.1.2 Surrounding Land Uses

Development in the project area is mostly retail with some commercial/office land uses with building heights varying between one and four stories. Immediately north of the project site is a large, free-standing commercial building that is currently occupied by Walmart. The building is surrounded by a large surface parking lot and shares a driveway with the project site.

East and south of the project site is Ranch Drive, a four-lane roadway that loops around the project site and the Walmart and reconnects to McCarthy Boulevard north of the project site. Between Ranch Drive and I-880 is the remainder of the McCarthy Ranch shopping center. This area of the shopping center is also comprised of a mix of large and small retail buildings and includes two hotels. Immediately south of the shopping center is Calaveras Boulevard and SR 237.



AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

FIGURE 5

West of the project site is McCarthy Boulevard, a four-lane roadway with a raised landscape median. West of McCarthy Boulevard is an office development and a large vacant parcel. The office development is comprised of two three-story buildings, one two-story building, and a surface parking lot. This office development is adjacent to Coyote Creek.

4.1.1.3 Existing Land Use Designation and Zoning

The project site is currently designated *General Commercial (GCN)* in the General Plan and zoned *C2 –General Commercial.*

The *General Commercial (GCN)* designation is intended for a wide range of retail sales, and personal and business services accessed primarily by the automobile. It includes commercial uses in which shopping may be conducted by people walking to several stores as in a center, and may include uses customarily of a single-purpose character served from an adjacently parked automobile.

The C2 –General Commercial (Section 5.0 of the Zoning Code) is intended to provide for the wide range of retail sales and personal and business services primarily oriented to the automobile customer to provide for general commercial needs of the City and to promote stable, attractive commercial development which will afford a pleasant shopping environment. It is intended to include those commercial uses in which shopping may be conducted by people walking to several stores as in a center and may include uses customarily of a single-purpose character served from an immediately parked automobile. Special development standards are incorporated in the district regulations in order to provide for orderly development and to minimize potential traffic hazards. The C2 District, when appropriate, will be located along major thoroughfares in accordance with the adopted City of Milpitas General Plan. The current zoning has a maximum FAR of 0.50.

4.1.2 <u>Land Use Impacts</u>

4.1.2.1 Thresholds of Significance

For the purposes of this EIR, a land use impact is considered significant if the project would:

- Physically divide an established community;
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect;
- Conflict with an applicable habitat conservation plan or natural community conservation plan.

4.1.2.2 Land Use Conflicts

Land use conflicts can arise from two basic causes: 1) a new development or land use may cause impacts to persons or the physical environment in the vicinity of the project site or elsewhere; or 2) conditions on or near the project site may have impacts on the persons or development introduced onto the site by the new project. Both of these circumstances are aspects of land use compatibility.

Potential incompatibility may arise from placing a particular development or land use at an inappropriate location, or from some aspect of the project's design or scope. Depending on the nature of the impact and its severity, land use compatibility conflicts can range from minor irritations and nuisance to potentially significant effects on human health and safety. The discussion below distinguishes between potential impacts *from* the proposed project *upon* persons and the physical environment, and potential impacts *from* the existing surroundings *upon* the project itself.

Consistency with the General Plan Land Use Designation and Zoning

The proposed hotel and retail uses are consistent with the *General Commercial* land use designation in the City's General Plan. The project is inconsistent with the current zoning designation because the proposed FAR would exceed the maximum allowed under the *C2* zone. The project proposes an overlay to allow for an increased FAR of 0.60 to allow for the demolition of 139,710 square feet of existing commercial space and construction of up to 292,186 square feet of new retail space and a 250-room hotel. With approval of the proposed overlay, the project would be consistent with all applicable City land use regulations. If the overlay is not approved, the project cannot be approved as proposed and would have to be reduced in size. **(Less Than Significant Impact)**

4.1.2.3 Land Use Impacts

The development surrounding the proposed project site is comprised of commercial/office, retail, and residential land uses. The proposed commercial land use would be the same as the existing land uses within the shopping center. Given that the existing shopping center is compatible with the surrounding land uses, the proposed project would be compatible as well.

There are no sensitive receptors immediately adjacent to the project site, but there is residential development east of the project site (on the east side of Highway 880). These residential land uses are in close proximity to existing retail and office buildings. Based on the pattern of development in the project area, it has been determined that residential land uses are compatible with the surrounding commercial/office and retail development. Because the proposed retail development is comparable to the existing development on-site and in the project area, the proposed project would also be compatible with the nearby residential development. **(Less Than Significant Impact)**

The proposed project would not physically divide an established community. In addition, the project site is in a developed urban area and is not subject to any adopted Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP). **(Less Than Significant Impact)**

4.1.3 <u>Mitigation and Avoidance Measures for Land Use Impacts</u>

No mitigation is required or proposed.

4.1.4 <u>Conclusion</u>

The proposed project would be compatible with all adjacent and nearby land uses. With approval of the proposed overlay to increase the FAR, the proposed development project would comply with relevant land use policies and regulations. **(Less Than Significant Impact)**

4.2 TRANSPORTATION

The following discussion is based on a traffic study prepared by *Fehr & Peers* in March 2013. A copy of the report is located in Appendix B of this document.

4.2.1 Setting

4.2.1.1 Existing Roadway Network

Regional Access

Regional access to the project site is provided via State Route (SR) 237, Interstate 680 (I-680), and Interstate 880 (I-880) as described below.

SR 237 is a six-lane, east-west roadway located just south of the project site that extends through Milpitas and provides access to the project site via McCarthy Boulevard. In the vicinity of the project site, SR 237 has two mixed-use lanes and one high occupancy vehicle (HOV) lane in each direction, except in the westbound direction between McCarthy Boulevard and I-880 where there are three mixed-use lanes and no HOV lane. East of I-880, SR 237 becomes Calaveras Boulevard.

The SR 237 Express Lane project will eventually convert the HOV lanes to express lanes. During commute hours carpool vehicles and eligible hybrids will be able to use the express lanes with no restrictions. Single-occupant vehicles will also be eligible to use the express lanes during commute periods by paying a toll. The first phase of this project, converting the HOV lane connector ramps at SR 237/I-880 interchange to express lanes, has been completed.

I-880 is a north-south freeway located just east of the project site that extends through Milpitas and provides access to the project site via interchanges with Dixon Landing Road, SR 237, Tasman Drive/Great Mall Parkway, and Montague Expressway. The freeway has four lanes in each direction north of SR 237 and three lanes in each direction south of SR 237.

I-680 is a north-south freeway located at the eastern edge of Milpitas that runs parallel to I-880. The freeway has four lanes in each direction. North of SR 237, in the southbound direction, the freeway has three mixed-use lanes and one HOV lane. In the northbound direction, there are three mixed-use lanes. South of SR 237, in both directions, the freeway has four mixed-use lanes. I-680 regional provides access to the project site via interchanges with Scott Creek Road, SR 237, Montague Expressway, and Capitol Avenue.

Local Access

Roadways within the project area include McCarthy Boulevard, Ranch Drive, Dixon Landing Road, Tasman Drive/Great Mall Parkway/Capital Avenue, and Montague Expressway, which are described below.

McCarthy Boulevard is a four-lane, north-south roadway that runs along the western boundary of the project site. McCarthy Boulevard provides access to the project site for private vehicles via Ranch

Drive. There is a single driveway onto the project site from McCarthy Boulevard which is restricted to service vehicles.

Ranch Drive runs along the eastern boundary of the project site and provides direct access to the project site. Ranch Drive varies from two to four lanes.

Dixon Landing Road is an east-west, four-lane roadway that extends east from McCarthy Boulevard to Milpitas Boulevard. Dixon Landing Road provides access to the project site via an interchange at I-880.

Tasman Drive/Great Mall Parkway/Capitol Avenue is generally a six-lane roadway in the Cities of Milpitas, San José, and Santa Clara that provides access to the project site via McCarthy Boulevard and an interchange at I-880.

Montague Expressway is an east-west, six- to eight-lane expressway that extends through Milpitas into San José. The expressway provides access between I-880 and I-680 and provides access to the project site via I-880, McCarthy Boulevard, and Great Mall Parkway.

4.2.1.2 Existing Pedestrian and Bicycle Facilities

Pedestrian Facilities

Pedestrian facilities in the project area consist of sidewalks along east side of Ranch Drive and both sides of McCarthy Boulevard. There are crosswalks at all signalized intersections within one-half mile of the project site with the exception of the freeway ramps which only have crosswalks on two approaches.

Bicycle Facilities

Bicycle facilities are comprised of paths (Class I), lanes (Class II), and routes (Class III). Bicycle paths are paved trails that are separate from roadways. Bicycle lanes are lanes on roadways designed for bicycle use by striping, pavement legends, and signs. Bicycle routes are roadways designated for bicycle use by signs only.

Class I facilities in the project area include the Coyote Creek Trail west of the site, and the Hetch Hetchy Trail and Berryessa Creek Trail east of I-880. Class II facilities exist on McCarthy Boulevard north of SR 237, Milpitas Boulevard, Barber Lane, Jacklin Road, Tasman Drive, and Great Mall Parkway. Class III facilities exist on McCarthy Boulevard south of SR 237, Ranch Drive, and Dixon Landing Road. Existing bicycle facilities are shown on Figure 3 of Appendix B.

4.2.1.3 Existing Transit Service

Existing transit service in the project area is comprised of Santa Clara Valley Transportation Authority (VTA) bus service and the Altamont Commuter Express (ACE) commute shuttle. All transit services are shown on Figure 6.

TRANSIT SERVICES FIGURE 6

VTA bus route 47 connects the Great Mall/Main Transit Center to McCarthy Ranch Shopping Center with 30 minute headways during commute hours. The Transit Center is served by the VTA light rail train (LRT), VTA buses, and AC transit. The ACE purple shuttle provides free shuttle service from the Great America Station in Santa Clara (which is served the ACE train) to west Milpitas via McCarthy Boulevard and Ranch Drive with 60 to 75 minute headways during commute hours.

4.2.1.4 Existing Intersection Operations

Methodology

The impacts of the proposed development were evaluated following the methodologies established by the City of Milpitas and the Santa Clara County Congestion Management Program (CMP). Intersections were selected for study if project traffic would add at least 10 trips per lane per hour during one or more peak hours, consistent with adopted CMP methodology.

Traffic conditions were evaluated for existing conditions, background conditions[1], existing plus project conditions, and background plus project conditions to determine if the level of service (LOS) of the local intersections in the project area would be adversely affected by the proposed project generated traffic. LOS is a qualitative description of operating conditions ranging from LOS A, or free-flowing conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The correlation between average delay and LOS is shown in Table 2.

TABLE 2
Intersection Level of Service Definitions Based on Delay

Level of Service	Description	Average Control Delay per Vehicle[2]
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	10.0 or less
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C[3] ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.0 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	Greater than 80.0

[1] Background conditions are existing conditions plus approved but not yet constructed development.
[2] Measured in seconds.
[3] Volume to capacity ratio.

The traffic study analyzed AM and PM Peak Hour traffic conditions for 30 signalized intersections in the vicinity of the project site. Five of the study intersections (nearest the project site) were also evaluated during the midday Peak Hour as retail land uses tend to experience high midday traffic volumes. The study intersections are listed in Table 3 below and the locations of the study intersections are shown on Figure 7.

Based on the City of Milpitas's policies, an acceptable operating level of service is defined as LOS D or better at all City controlled intersections. For County of Santa Clara CMP intersections, an acceptable level of service is LOS E. Because the project site is near the City boundaries with Fremont and San José, traffic trips associated with the project site would travel through Fremont and San José intersections as well as Milpitas intersections. For this reason, the analysis also took into account the acceptable LOS standard for the Cities of Fremont and San José, which are equivalent to the LOS standard established by the City of Milpitas (e.g., LOS D).

Existing LOS of Study Intersections

Analysis of the existing intersection operations concluded that 28 of the 30 study intersections currently operate at an acceptable LOS. The following intersections currently operate at an unacceptable LOS in one or more Peak Hours:

- No. 5 – Dixon Landing Road and Milpitas Boulevard (AM and PM Peak Hour)
- No. 25 – Capitol Avenue and Cropley Avenue/Trade Zone Boulevard (PM Peak Hour)

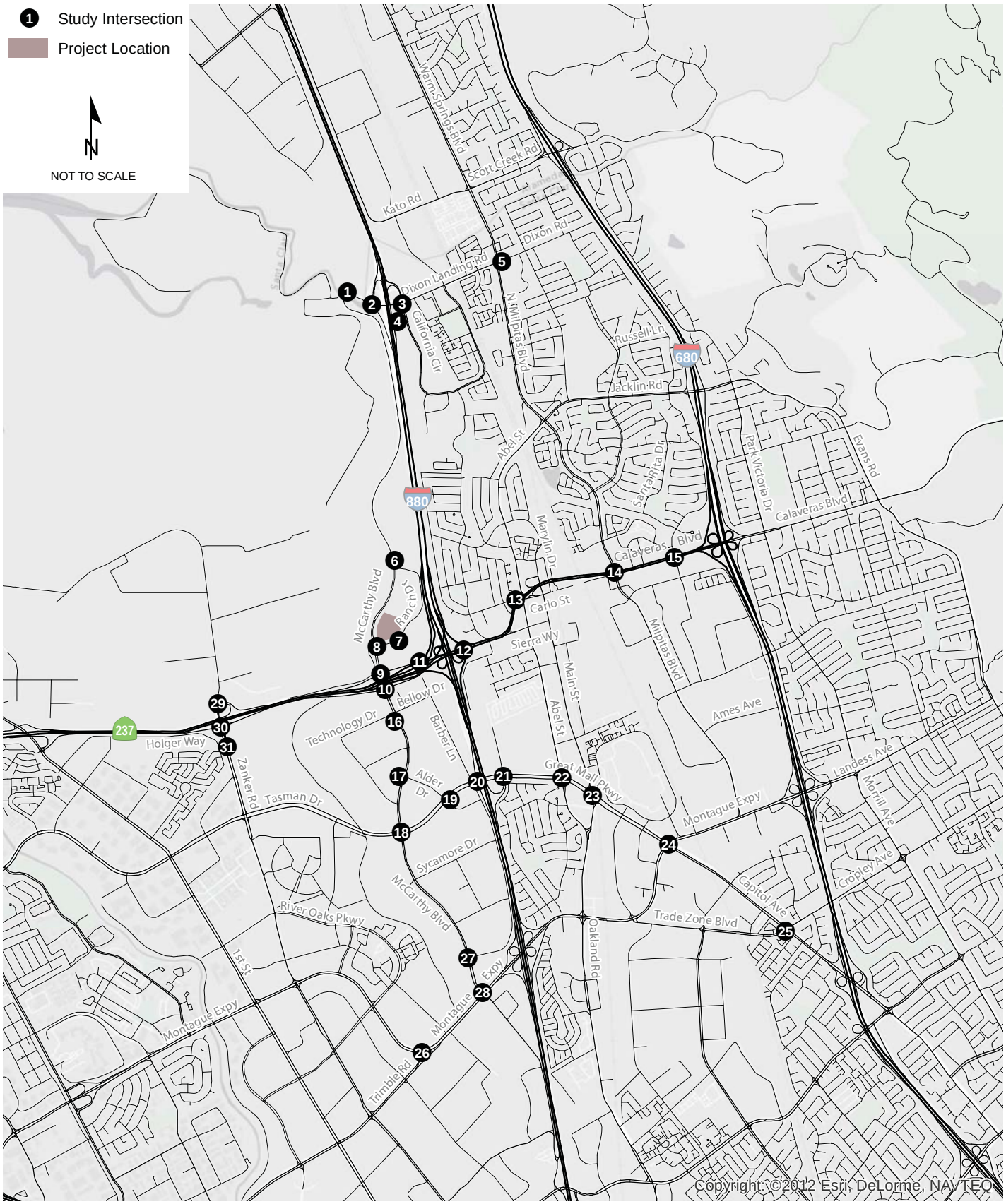
It should be noted that the Dixon Landing Road/Milpitas Boulevard intersection is currently experiencing higher than normal volumes of traffic due to the closure of Kato Road for the BART expansion project. Therefore, traffic volumes at the Dixon Landing Road/Milpitas Boulevard intersection in the City of Fremont are artificially high with an increase of approximately 500 vehicles in the AM Peak Hour and 300 vehicles in the PM Peak Hour. Kato Road is expected to re-open in early 2013.

The results of the existing conditions analysis are summarized in Table 3.

TABLE 3
Study Intersections Level of Service – Existing Conditions

No.	Intersection	Peak Hour	Delay	LOS
1	Dixon Landing Road and McCarthy Boulevard (F)[4]	AM PM	11.4 13.1	B+ B
2	Dixon Landing Road and I-880 SB Ramps (M)	AM PM	7.4 6.1	A A
3	Dixon Landing Road and I-880 NB Ramps (M)	AM PM	15.0 16.4	B B

[4] The City or agency that has jurisdiction over the study intersection is notated as follows: (CMP) – County, (F) – Fremont, (M) – Milpitas, (SJ) – San José.



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STUDY INTERSECTIONS FIGURE 7

TABLE 3 *Continued* Study Intersections Level of Service – Existing Conditions				
No.	**Intersection**	**Peak Hour**	**Delay**	**LOS**
4	California Circle and I-880 NB Ramps (M)	AM PM	10.5 16.6	B+ B
5	Dixon Landing Road and Milpitas Boulevard (M)	AM PM	>180 66.3	F E
6	McCarthy Boulevard and North Ranch Drive (M)	AM Midday PM	6.8 13.0 12.7	A B B
7	Ranch Drive and Mall Access Driveway (M)	AM Midday PM	15.9 20.4 11.7	B C+ B+
8	McCarthy Boulevard and South Ranch Drive (M)	AM Midday PM	17.7 24.1 30.8	B C C
9	McCarthy Boulevard and SR 237 WB Ramps (M)	AM Midday PM	19.3 25.8 16.5	B- C B
10	McCarthy Boulevard and SR 237 EB Ramps (M)	AM Midday PM	17.1 27.2 18.1	B C B-
11	SR 237 Ramps and I-880 SB Ramps (M)	AM PM	16.1 11.1	B B+
12	SR 237 Ramps and I-880 NB Ramps (M)	AM PM	18.5 17.3	B- B-
13	Calaveras Boulevard and Abel Street (CMP/M)	AM PM	42.2 45.5	D D
14	Calaveras Boulevard and Milpitas Boulevard (CMP/M)	AM PM	48.0 40.5	D D
15	Calaveras Boulevard and Hillview Drive (M)	AM PM	27.6 40.3	C D
16	McCarthy Boulevard and Bellew Drive (M)	AM PM	21.7 45.6	C+ D
17	McCarthy Boulevard and Alder Drive (M)	AM PM	13.2 19.3	B B-
18	McCarthy Boulevard and Tasman Drive (M)	AM PM	33.9 35.1	C- D+
19	Tasman Drive and Alder Drive (M)	AM PM	13.4 40.8	B D
20	Tasman Drive and I-880 SB Ramps (M)	AM PM	19.6 17.4	B- B
21	Great Mall Parkway and I-880 NB Ramps (M)	AM PM	29.0 28.8	C C

TABLE 3 *Continued* Study Intersections Level of Service – Existing Conditions				
No.	**Intersection**	**Peak Hour**	**Delay**	**LOS**
22	Great Mall Parkway and Abel Street (M)	AM PM	40.1 29.8	D C
23	Great Mall Parkway and Main Street (M)	AM PM	24.8 32.5	C C-
24	Great Mall Parkway/ Capitol Avenue and Montague Expressway (CMP/CoSC)	AM PM	45.5 49.6	D D
25	Capitol Avenue and Cropley Avenue/Trade Zone Boulevard (SJ)	AM PM	31.8 59.3	C E+
26	Montague Expressway and Trimble Road (CMP/SJ)	AM PM	24.5 41.3	C D
27	McCarthy Boulevard and Barber Lane (M)	AM PM	16.7 31.4	B C
28	McCarthy Boulevard/O'Toole Avenue and Montague Expressway (CMP/SJ/M)	AM PM	33.0 58.9	C- E+
29	SR 237 WB Ramps and Zanker Road (SJ)	AM PM	10.2 10.2	B+ B+
30	SR 237 EB Ramps and Zanker Road (SJ)	AM PM	14.5 11.0	B B+
31	Holger Way and Zanker Road (SJ)	AM PM	20.0 23.0	B- C+

4.3.1.5 Background Intersection Operations

Background traffic conditions represent conditions anticipated to exist after completion of the environmental review process but prior to operation of the proposed development. It takes into account planned transportation system improvements that will occur prior to implementation of the proposed project and background traffic volumes. Background peak-hour traffic volumes are calculated by adding estimated traffic from approved but not yet constructed development to the existing conditions (see Appendix B, Section 4 for a list of Background projects).

This traffic scenario represents a more congested traffic condition than the existing conditions scenario since it includes traffic from approved projects. The background conditions analysis is consistent with City of Milpitas policy for transportation analyses though it is not required under CEQA, as it is neither a project scenario nor cumulative analysis but represents conditions anticipated to exist at the time the project is built and operational.

Two of the study intersections have planned improvements that are expected to be implemented prior to completion of the proposed project. McCarthy Boulevard/N. Ranch Drive (No. 6) and McCarthy Boulevard/Alder Drive (No. 17) are both planned to be expanded with a new west leg. No other improvements were identified that would affect project traffic.

Background Intersection Level of Service

Analysis of the background intersection operations found that six signalized intersections, listed below, will operate at an unacceptable LOS under background conditions.

- No. 5 – Dixon Landing Road and Milpitas Boulevard (AM and PM Peak Hour)
- No. 16 – McCarthy Boulevard and Bellew Drive (PM Peak Hour)
- No. 17 – McCarthy Boulevard and Alder Drive (PM Peak Hour)
- No. 19 – Tasman Drive and Alder Drive (PM Peak Hour)
- No. 25 – Capitol Avenue and Cropley Avenue/Trade Zone Boulevard (PM Peak Hour)
- No. 28 – McCarthy Boulevard/O'Toole Avenue and Montague Expressway (PM Peak Hour)

The changes in LOS from existing to background traffic volumes reflects that the environment in which the project will eventually occur is dynamic and affected by new development independent of the project. All other study intersections would operate at an acceptable LOS under background conditions in both the AM and PM Peak Hours. The results of the analysis under background conditions are summarized in Table 4 below.

TABLE 4
Study Intersections Level of Service – Background Conditions

No.	Intersection	Peak Hour	Existing		Background	
			Delay	LOS	Delay	LOS
1	Dixon Landing Road and McCarthy Boulevard (F)	AM	11.4	B+	14.9	B
		PM	13.1	B	18.8	B-
2	Dixon Landing Road and I-880 SB Ramps (M)	AM	7.4	A	7.5	A
		PM	6.1	A	6.5	A
3	Dixon Landing Road and I-880 NB Ramps (M)	AM	15.0	B	15.7	B
		PM	16.4	B	17.0	B
4	California Circle and I-880 NB Ramps (M)	AM	10.5	B+	10.6	B+
		PM	16.6	B	15.8	B
5	Dixon Landing Road and Milpitas Boulevard (M)	AM	>180	F	>180	F
		PM	66.3	E	84.0	F
6	McCarthy Boulevard and North Ranch Drive (M)	AM	6.8	A	20.6	C+
		PM	12.7	B	29.1	C
7	Ranch Drive and Mall Access Driveway (M)	AM	15.9	B	15.8	B
		PM	11.7	B+	11.9	B+
8	McCarthy Boulevard and South Ranch Drive (M)	AM	17.7	B	18.7	B-
		PM	30.8	C	47.0	D
9	McCarthy Boulevard and SR 237 WB Ramps (M)	AM	19.3	B-	23.5	C
		PM	16.5	B	35.6	D+
10	McCarthy Boulevard and SR 237 EB Ramps (M)	AM	17.1	B	20.5	C+
		PM	18.1	B-	23.9	C
11	SR 237 Ramps and I-880 SB Ramps (M)	AM	16.1	B	20.5	C+
		PM	11.1	B+	16.7	B

TABLE 4 *Continued* Study Intersections Level of Service – Background Conditions						
No.	**Intersection**	**Peak Hour**	**Existing**		**Background**	
			Delay	**LOS**	**Delay**	**LOS**
12	SR 237 Ramps and I-880 NB Ramps (M)	AM	18.5	B-	23.5	C
		PM	17.3	B-	19.4	B-
13	Calaveras Boulevard and Abel Street (CMP/M)	AM	42.2	D	49.0	D
		PM	45.5	D	49.2	D
14	Calaveras Boulevard and Milpitas Boulevard (CMP/M)	AM	48.0	D	65.4	E
		PM	40.5	D	42.7	D
15	Calaveras Boulevard and Hillview Drive (M)	AM	27.6	C	28.7	C
		PM	40.3	D	43.1	D
16	McCarthy Boulevard and Bellew Drive (M)	AM	21.7	C+	26.2	C
		PM	45.6	D	81.8	F
17	McCarthy Boulevard and Alder Drive (M)	AM	13.2	B	45.9	D
		PM	19.3	B-	81.5	F
18	McCarthy Boulevard and Tasman Drive (M)	AM	33.9	C-	40.5	D
		PM	35.1	D+	37.1	D+
19	Tasman Drive and Alder Drive (M)	AM	13.4	B	18.4	B-
		PM	40.8	D	90.6	F
20	Tasman Drive and I-880 SB Ramps (M)	AM	19.6	B-	22.5	C+
		PM	17.4	B	21.6	C+
21	Great Mall Parkway and I-880 NB Ramps (M)	AM	29.0	C	39.2	D
		PM	28.8	C	31.9	C
22	Great Mall Parkway and Abel Street (M)	AM	40.1	D	42.2	D
		PM	29.8	C	31.4	C
23	Great Mall Parkway and Main Street (M)	AM	24.8	C	24.0	C
		PM	32.5	C-	32.4	C-
24	Great Mall Parkway/ Capitol Avenue and Montague Expressway (CMP/CoSC)	AM	45.5	D	51.8	D-
		PM	49.6	D	57.6	E+
25	Capitol Avenue and Cropley Avenue/Trade Zone Boulevard (SJ)	AM	31.8	C	32.4	C-
		PM	59.3	E+	67.4	E
26	Montague Expressway and Trimble Road (CMP/SJ)	AM	24.5	C	28.9	C
		PM	41.3	D	67.4	E
27	McCarthy Boulevard and Barber Lane (M)	AM	16.7	B	16.3	B
		PM	31.4	C	39.5	D
28	McCarthy Boulevard/O'Toole Avenue and Montague Expressway (CMP/SJ/M)	AM	33.0	C-	44.0	D
		PM	58.9	E+	103.3	F
29	SR 237 WB Ramps and Zanker Road (SJ)	AM	10.2	B+	13.1	B
		PM	10.2	B+	16.4	B
30	SR 237 EB Ramps and Zanker Road (SJ)	AM	14.5	B	15.8	B
		PM	11.0	B+	15.1	B
31	Holger Way and Zanker Road (SJ)	AM	20.0	B-	21.1	C+
		PM	23.0	C+	24.9	C

4.2.1.6 Existing Freeway Operations

Methodology

For the purposes of this analysis, the determination of which freeway segments were included in the analysis was made based on the impacts from project traffic from the estimated trip generation, assignment, and distribution. LOS for key freeway segments in the AM and PM Peak Hours was calculated based on the traffic volumes obtained from VTA's *2011 Monitoring and Conformance Report*. Freeways are State controlled and CMP-monitored facilities and, as a result, the minimal acceptable level of service is LOS E.

Existing LOS of Study Freeway Segments

Analysis of the existing freeway operations concluded that the mixed flow lanes of 12 freeway segments currently operate at LOS F in at least one direction during at least one of the Peak Hours of traffic. These 12 freeway segments are listed below.

- Eastbound SR 237 between North First Street and Zanker Road (PM Peak Hour)
- Eastbound SR 237 between McCarthy Blvd and I-880 (PM Peak Hour)
- Westbound SR 237 between I-880 and McCarthy Blvd (AM Peak Hour)
- Westbound SR 237 between McCarthy Blvd and Zanker Road (AM Peak Hour)
- Westbound SR 237 between Zanker Road and North First Street (PM Peak Hour)
- Southbound I-680 between Montague Expressway and Capitol Avenue (PM Peak Hour)
- Southbound I-680 between Capitol Avenue and Hostetter Road (PM Peak Hour)
- Southbound I-680 between Hostetter Road and Berryessa Road (PM Peak Hour)
- Northbound I-880 between Montague Expressway and Great Mall Parkway (PM Peak Hour)
- Southbound I-880 between SR 237 and Great Mall Parkway (AM and PM Peak Hour)
- Southbound I-880 between Great Mall Parkway and Montague Expressway (PM Peak Hour)
- Southbound I-880 between Montague Expressway and East Brokaw Road (PM Peak Hour)

All other study freeway segments operate at an acceptable LOS under existing conditions. The results of the analysis are summarized in Table 5 below.

TABLE 5
Study Freeway Segments Level of Service – Existing Conditions

Freeway	Segment	Direction	Peak Hour	LOS - Mixed Flow Lanes	LOS – HOV Lanes
SR 237	North First Street and Zanker Road	EB	AM	D	B
			PM	**F**	D
		WB	AM	E	D
			PM	**F**	B

TABLE 5 *Continued* Study Freeway Segments Level of Service – Existing Conditions					
Freeway	**Segment**	**Direction**	**Peak Hour**	**LOS - Mixed Flow Lanes**	**LOS – HOV Lanes**
SR 237	Zanker Road and McCarthy Blvd	EB	AM	D	A
			PM	E	C
		WB	AM	**F**	**F**
			PM	E	B
SR 237	McCarthy Blvd and I-880	EB	AM	A	N/A
			PM	**F**	
		WB	AM	**F**	N/A
			PM	B	
I-680	Berryessa Rd and Hostetter Rd	NB	AM	D	N/A
			PM	C	
		SB	AM	B	N/A
			PM	**F**	
I-680	Hostetter Rd and Capitol Ave	NB	AM	D	N/A
			PM	B	
		SB	AM	C	N/A
			PM	**F**	
I-680	Capitol Ave and Montague Expressway	NB	AM	D	N/A
			PM	C	
		SB	AM	B	N/A
			PM	**F**	
I-680	Montague Expressway and Yosemite Drive	NB	AM	C	N/A
			PM	C	
		SB	AM	D	N/A
			PM	E	
I-680	Yosemite Drive and SR-237	NB	AM	C	N/A
			PM	C	
		SB	AM	D	N/A
			PM	C	
I-680	SR 237 and Jacklin Road	NB	AM	D	N/A
			PM	C	
		SB	AM	C	N/A
			PM	D	
I-680	Jacklin Road and Scott Creek Road	NB	AM	D	N/A
			PM	D	
		SB	AM	C	N/A
			PM	C	
I-880	E. Brokaw Road and Montague Expressway	NB	AM	D	N/A
			PM	D	
		SB	AM	D	N/A
			PM	**F**	

TABLE 5 *Continued* Study Freeway Segments Level of Service – Existing Conditions					
Freeway	**Segment**	**Direction**	**Peak Hour**	**LOS - Mixed Flow Lanes**	**LOS – HOV Lanes**
I-880	Montague Expressway and Great Mall Parkway	NB	AM	D	N/A
			PM	**F**	
		SB	AM	D	N/A
			PM	**F**	
I-880	Great Mall Parkway and SR 237	NB	AM	C	N/A
			PM	D	
		SB	AM	**F**	N/A
			PM	**F**	
I-880	SR 237 and Dixon Landing Road	NB	AM	C	B
			PM	D	C
		SB	AM	E	D
			PM	C	B

4.2.2 Thresholds of Significance

For the purpose of this EIR, a traffic impact is considered significant if the project would:

- Cause the level of service at any local intersection to degrade from an acceptable LOS D or better under existing or background conditions to an unacceptable LOS E or F under existing plus project or background plus project conditions; or
- At any local intersection that is already an unacceptable LOS E or F under existing or background conditions, cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more; or
- Cause the level of service at a CMP or County intersection to degrade from an acceptable LOS E or better under existing or background conditions to an unacceptable LOS F under existing plus project or background plus project conditions; or
- At any CMP or County intersection that is already an unacceptable LOS F under existing or background conditions, cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more; or
- Cause the level of service on any freeway segment to degrade from an acceptable LOS E or better under existing or background conditions to an unacceptable LOS F under project conditions; or
- Add more than one percent of the existing freeway capacity to any freeway segment operating at LOS F under existing conditions; or
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities; or
- Create an operational safety hazard.

4.2.2.1 Impact Criteria

City of Milpitas – Local Signalized Intersections

Based on City of Milpitas criteria, a project would cause a significant impact at a signalized intersection if the additional project traffic caused one of the following:

- Cause the level of service at any local intersection to degrade from an acceptable LOS D or better under existing or background conditions to an unacceptable LOS E or F under existing plus project or background plus project conditions; or
- At any local intersection that is already an unacceptable LOS E or F under existing or background conditions, cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more.

This criterion is equivalent to the criteria used for Fremont and San José signalized intersections.

CMP and Santa Clara County Expressway Intersections

Based on CMP criteria, a project would cause a significant impact at a CMP or County Expressway intersection if the additional project traffic caused one of the following:

- Cause the level of service at any CMP/County intersection to degrade from an acceptable LOS E or better under existing conditions to an unacceptable LOS F under existing plus project or background plus project conditions; or
- At any CMP/County intersection that is already an unacceptable LOS F under existing conditions, cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more.

CMP – Freeway Segments

Based on CMP criteria, a project would cause a significant impact to a freeway segment if the additional project traffic caused one of the following:

- Cause the level of service on any freeway segment to degrade from an acceptable LOS E or better under existing or background conditions to an unacceptable LOS F under existing plus project or background plus project conditions; or
- Add more than one percent of the existing freeway capacity to any freeway segment operating at LOS F under existing or background conditions.

4.2.3 <u>Transportation Impacts</u>

4.2.3.1 Trip Generation Estimates

While the existing retail buildings proposed for demolition are currently vacant, the buildings could be occupied at any time without discretionary approval. Therefore, the traffic trips estimated for the existing development assumes that the retail space is currently occupied. Traffic trips generated by

the proposed project were estimated using the "Shopping Center" and "Hotel" rates in the Institute of Transportation Engineers (ITE) *Trip Generation, 8th Edition.*

Reductions that reflect the mixed-use and pass-by trips for the proposed uses were made in conformance with the VTA methodology. Pass-by trips are trips to the site made by vehicles already traveling by the site on the adjacent street (i.e., these vehicles make an interim stop between their primary origin and destination). Diverted link trips are trips made by vehicles that make a detour to access the project site. For this analysis, diverted link trips consist of trips made by vehicles already traveling on I-880 and SR 237. Pass-by and diverted-link trips are included in the analysis of traffic that enters and exits the project site, but are not considered "new" trips added to the overall street system by the project. A 10 to 20 percent pass-by reduction was applied to the net new retail space depending on the analysis time period. Similarly, depending on the time period, a five to 10 percent reduction for diverted-link trips was applied to the retail use. A 10 percent mixed-use reduction between hotel and retail land uses was also applied to reflect the internalization of vehicle trips due to the complementary land uses. These trips would instead be made by patrons walking between each facility.

A summary of the project trip generation estimates is shown in Table 6 below.

TABLE 6
Project Trip Generation Estimates

Land Use	Daily Trips	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Proposed Retail	13,620	177	113	290	993	1,119	2,112	639	665	1,304
Proposed Hotel	2,043	85	55	140	48	47	95	78	70	148
Existing Retail*	-8,440	-115	-73	-188	-606	-684	-1,290	-390	-406	-796
Mixed-Use Reduction	-408	-14	-14	-28	-10	-10	-20	-15	-15	-30
Diverted Trip Reduction	-389	-3	-2	-5	-39	-43	-82	-25	-26	-51
Pass-by Reduction	-777	-6	-4	-10	-77	-87	-164	-50	-52	-102
Net New Trips**	**5,649**	**124**	**75**	**199**	**309**	**342**	**651**	**237**	**236**	**473**

*Retail to be removed
**Net new retail trips equal proposed retail minus existing retail that will be demolished as a part of the site redevelopment.

Source: Appendix B, Table 6

4.2.3.2 Existing Plus Project Intersection Operations

The LOS of the study intersections was calculated under project conditions by adding the net new project trips from the proposed development to the existing conditions. Analysis of the existing plus project intersection operations concluded that the following intersections would continue to operate at an unacceptable LOS in one or more Peak Hours:

- No. 5 – Dixon Landing Road and Milpitas Boulevard (AM and PM Peak Hour)
- No. 25 – Capitol Avenue and Cropley Avenue/Trade Zone Boulevard (PM Peak Hour)

In addition, the following intersection would operate at an unacceptable LOS in the mid-day Peak Hour:

- No. 9 – McCarthy Boulevard and SR 237 EB Ramps

All other study intersections would continue to operate at an acceptable LOS in the Peak Hours with implementation of the proposed project. The results of the existing plus project conditions analysis are summarized in Table 7 below.

TABLE 7
Study Intersections Level of Service – Existing Plus Project Conditions

No.	Intersection	Peak Hour	Existing		Existing Plus Project			
			Delay	LOS	Delay	LOS	” in Critical V/C	” in Critical Delay
1	Dixon Landing Road and McCarthy Boulevard (F)	AM	11.4	B+	11.5	B+	0.006	0.1
		PM	13.1	B	13.5	B	0.016	0.4
2	Dixon Landing Road and I-880 SB Ramps (M)	AM	7.4	A	7.3	A	0.001	0.0
		PM	6.1	A	6.2	A	0.005	0.0
3	Dixon Landing Road and I-880 NB Ramps/California Circle (M)	AM	15.0	B	15.0	B	0.000	0.0
		PM	16.4	B	16.4	B	0.012	0.1
4	California Circle and I-880 NB Ramps (M)	AM	10.5	B+	10.6	B+	0.002	0.0
		PM	16.6	B	16.7	B	0.006	0.1
5	Dixon Landing Road and N. Milpitas Boulevard (M)	AM	>180	F	>180	F	0.001	0.5
		PM	66.3	E	67.5	E	0.006	2.3
6	McCarthy Boulevard and N. Ranch Drive (M)	AM	6.8	A	7.0	A	0.006	0.5
		MID	13.0	B	13.3	B	0.023	0.3
		PM	12.7	B	12.8	B	0.018	0.2
7	Ranch Drive and Mall Access Driveway (M)	AM	15.9	B	15.7	B	0.123	0.0
		MID	20.4	C+	47.5	D	0.527	46.8
		PM	11.7	B+	16.8	B	0.329	7.6
8	McCarthy Boulevard and S. Ranch Drive (M)	AM	17.7	B	18.3	B-	0.028	1.2
		MID	24.1	C	24.8	C	0.123	1.0
		PM	30.8	C	35.2	D+	0.085	8.7
9	McCarthy Boulevard and SR 237 WB Ramps (M)	AM	19.3	B-	19.5	B-	0.054	1.4
		MID	25.8	C	55.8	E+	0.196	43.9
		PM	16.5	B	22.8	C+	0.148	8.8

TABLE 7 *Continued* Study Intersections Level of Service – Existing Plus Project Conditions								
No.	**Intersection**	**Peak Hour**	**Existing**		**Existing Plus Project**			
			Delay	LOS	Delay	LOS	” in Critical V/C	” in Critical Delay
10	McCarthy Boulevard and SR 237 EB Ramps (M)	AM MID PM	17.1 27.2 18.1	B C B-	17.3 28.2 19.6	B D B-	0.014 0.055 0.058	0.2 2.4 2.2
11	SR 237 Ramps and I-880 SB Ramps (M)	AM PM	16.1 11.1	B B+	16.3 11.1	B B+	0.016 0.016	0.4 0.0
12	SR 237 Ramps and I-880 NB Ramps (M)	AM PM	18.5 17.3	B- B	19.1 18.2	B- B-	0.015 0.023	0.8 1.2
13	W. Calaveras Boulevard and S. Abel Street (CMP/M)	AM PM	42.2 45.5	D D	42.4 45.8	D D	0.007 0.012	0.4 0.6
14	E. Calaveras Boulevard and S. Milpitas Boulevard (CMP/M)	AM PM	48.0 40.5	D D	48.8 40.6	D D	0.010 0.013	1.4 0.2
15	E. Calaveras Boulevard and Hillview Drive (M)	AM PM	27.6 40.3	C D	27.5 40.2	C D	0.006 0.011	-0.1 0.3
16	McCarthy Boulevard and Bellew Drive (M)	AM PM	21.7 45.6	C+ D	21.7 46.5	C+ D	0.009 0.013	0.1 1.8
17	McCarthy Boulevard and Alder Drive (M)	AM PM	13.2 19.3	B B-	13.4 20.7	B C+	0.013 0.021	0.3 2.6
18	McCarthy Boulevard and Tasman Drive (M)	AM PM	33.9 35.1	C- D+	34.3 35.7	C- D+	0.007 0.027	0.6 0.3
19	Tasman Drive and Alder Drive (M)	AM PM	13.4 40.8	B D	13.5 41.2	B D	0.007 0.010	0.3 0.6
20	Tasman Drive and I-880 SB Ramps (M)	AM PM	19.6 17.4	B- B	19.6 17.3	B- B	0.002 0.009	0.0 0.1
21	Great Mall Parkway and I-880 NB Ramps (M)	AM PM	29.0 28.8	C C	29.0 28.9	C C	0.002 0.004	0.0 0.1
22	Great Mall Parkway and Abel Street (M)	AM PM	40.1 29.8	D C	40.2 29.8	D C	0.003 0.004	0.1 -0.1
23	Great Mall Parkway and Main Street (M)	AM PM	24.8 32.5	C C-	24.8 32.4	C C-	0.001 0.003	-0.1 -0.1
24	Great Mall Parkway/E. Capitol Ave and Montague Expressway (CMP)	AM PM	45.5 49.6	D D	45.6 49.7	D D	0.002 0.000	0.1 0.0
25	Capitol Ave and Cropley Ave/Tradezone Boulevard (SJ)	AM PM	31.8 59.3	C E+	31.6 59.5	C E+	0.010 0.002	-4.1 0.2
26	Montague Expressway and Trimble Road (CMP/SJ)	AM PM	24.5 41.3	C D	24.6 40.5	C D	0.000 -0.046	0.0 -0.9
27	McCarthy Boulevard and Barber Lane (M)	AM PM	16.7 31.4	B C	16.7 33.5	B C-	0.002 0.017	0.0 2.7
28	McCarthy Boulevard/O’Toole Ave and Montague Expressway (CMP/SJ/M)	AM PM	33.0 58.9	C- E+	33.4 61.0	C- E	0.006 0.014	0.6 3.0
29	SR 237 WB Ramps and Zanker Road (SJ)	AM PM	10.2 10.2	B+ B+	10.2 10.2	B+ B+	0.000 0.003	0.0 0.0

TABLE 7 *Continued* Study Intersections Level of Service – Existing Plus Project Conditions								
No.	**Intersection**	**Peak Hour**	**Existing**		**Existing Plus Project**			
			Delay	LOS	Delay	LOS	” in Critical V/C	” in Critical Delay
30	SR 237 EB Ramps and Zanker Road (SJ)	AM PM	14.5 11.0	B B+	14.5 11.0	B B+	0.000 0.000	0.0 0.0
31	Holger Way and Zanker Road (SJ)	AM PM	20.0 23.0	B- C	20.0 23.0	B- C	0.000 0.002	0.0 0.0

As noted above, intersections No. 5 and 25 will continue to operate at an unacceptable LOS in one or more Peak Hours. Implementation of the proposed project would not, however, have a significant impact on the aforementioned intersections under existing plus project conditions because: 1) the project will not cause the LOS to degrade to an unacceptable level, 2) the project will not increase the critical delay by more than four seconds, and 3) the project will not increase the V/C by more than 0.01. **(Less Than Significant Impact)**

Implementation of the proposed project would result in the following intersection impacts under existing plus project conditions:

- McCarthy Boulevard and SR 237 WB Ramps (No. 9) – A degradation of the LOS from C to E+ with a 0.196 increase in V/C and a 43.9 second increase in critical delay in the mid-day Peak Hour.

Implementation of the proposed project would have a significant impact on one local intersection under existing plus project conditions. **(Significant Impact)**

4.2.3.3 Background Plus Project Intersection Operations

The LOS of the study intersections was calculated under background plus project conditions by adding the new project trips from the proposed development to the background conditions. Analysis of the background plus project intersection operations concluded that eight signalized intersections, listed below, will operate at an unacceptable LOS background plus project conditions.

- No. 5 – Dixon Landing Road and Milpitas Boulevard (AM and PM Peak Hour)
- No. 8 – McCarthy Boulevard and S. Ranch Drive (PM Peak Hour)
- No. 9 – McCarthy Boulevard and SR 237 WB Ramps (PM Peak Hour)
- No. 16 – McCarthy Boulevard and Bellew Drive (PM Peak Hour)
- No. 17 – McCarthy Boulevard and Alder Drive (PM Peak Hour)
- No. 19 – Tasman Drive and Alder Drive (PM Peak Hour)
- No. 25 – Capitol Avenue and Cropley Avenue/Trade Zone Boulevard (PM Peak Hour)
- No. 28 – McCarthy Boulevard/O’Toole Avenue and Montague Expressway (PM Peak Hour)

All other study intersections would operate at an acceptable LOS. The results of the background plus project conditions analysis are summarized in Table 8 below.

TABLE 8 Study Intersections Level of Service – Background Plus Project Conditions								
No.	**Intersection**	**Peak Hour**	**Background**		**Background Plus Project**			
			Delay	LOS	Delay	LOS	” in Critical V/C	” in Critical Delay
1	Dixon Landing Road and McCarthy Boulevard (F)	AM PM	14.9 18.8	B B-	15.1 19.9	B B-	0.006 0.018	0.2 1.1
2	Dixon Landing Road and I-880 SB Ramps (M)	AM PM	7.5 6.5	A A	7.5 6.5	A A	0.001 0.005	0.0 0.0
3	Dixon Landing Road and I-880 NB Ramps/California Circle (M)	AM PM	15.7 17.0	B B	15.7 17.1	B B	0.000 0.012	0.0 0.4
4	California Circle and I-880 NB Ramps (M)	AM PM	10.6 15.8	B+ B	10.6 15.9	B+ B	0.002 0.003	0.0 0.0
5	Dixon Landing Road and N. Milpitas Boulevard (M)	AM PM	>180 84.0	F F	>180 85.4	F F	0.003 0.006	1.1 2.6
6	McCarthy Boulevard and N. Ranch Drive (M)	AM PM	20.6 29.1	C+ C	20.7 30.3	C+ C	0.001 0.029	0.0 1.8
7	Ranch Drive and Mall Access Driveway (M)	AM PM	15.8 11.9	B B+	15.8 16.9	B B	0.120 0.328	0.2 7.5
8	McCarthy Boulevard and S. Ranch Drive (M)	AM PM	18.7 47.0	B- D	19.9 63.4	B- E	0.028 0.088	2.4 29.7
9	McCarthy Boulevard and SR 237 WB Ramps (M)	AM PM	23.5 35.6	C D+	25.4 72.3	C E	0.054 0.144	4.9 53.7
10	McCarthy Boulevard and SR 237 EB Ramps (M)	AM PM	20.5 23.9	C+ C	20.7 27.3	C+ C	0.014 0.021	0.3 3.4
11	SR 237 Ramps and I-880 SB Ramps (M)	AM PM	20.5 16.7	C+ B	21.0 17.4	C+ B	0.016 0.026	0.6 1.3
12	SR 237 Ramps and I-880 NB Ramps (M)	AM PM	23.5 19.4	C B-	24.2 18.6	C B-	0.014 -0.005	0.9 -0.8
13	W. Calaveras Boulevard and S. Abel Street (CMP/M)	AM PM	49.0 49.2	D D	49.6 50.1	D D	0.007 0.012	1.1 1.4
14	E. Calaveras Boulevard and S. Milpitas Boulevard (CMP/M)	AM PM	65.4 42.7	E D	67.1 43.0	E D	0.010 0.013	2.9 0.5
15	E. Calaveras Boulevard and Hillview Drive (M)	AM PM	28.7 43.1	C D	28.6 43.6	C D	0.006 0.018	-0.1 1.2
16	McCarthy Boulevard and Bellew Drive (M)	AM PM	26.2 81.8	C F	26.4 88.0	C F	0.009 0.013	0.5 4.7
17	McCarthy Boulevard and Alder Drive (M)	AM PM	45.9 81.5	D F	47.8 90.4	D F	0.012 0.039	2.6 15.2
18	McCarthy Boulevard and Tasman Drive (M)	AM PM	40.5 37.1	D D+	41.3 37.8	D D+	0.007 0.024	1.2 0.6
19	Tasman Drive and Alder Drive (M)	AM PM	18.4 90.6	B- F	18.7 94.9	B- F	0.007 0.015	0.6 5.4

TABLE 8 *Continued* Study Intersections Level of Service – Background Plus Project Conditions								
No.	**Intersection**	**Peak Hour**	**Background**		**Background Plus Project**			
			Delay	LOS	Delay	LOS	” in Critical V/C	” in Critical Delay
20	Tasman Drive and I-880 SB Ramps (M)	AM PM	22.5 21.6	C+ C+	22.5 21.7	C+ C+	0.002 0.007	0.1 0.8
21	Great Mall Parkway and I-880 NB Ramps (M)	AM PM	39.2 31.9	D C	39.4 32.1	D C-	0.002 0.005	0.3 0.3
22	Great Mall Parkway and Abel Street (M)	AM PM	42.2 31.4	D C	42.3 31.4	D C	0.003 0.004	0.1 0.0
23	Great Mall Parkway and Main Street (M)	AM PM	24.0 32.4	C C-	24.0 32.3	C C-	0.001 0.008	0.0 -0.1
24	Great Mall Parkway/E. Capitol Ave and Montague Expressway (CMP)	AM PM	51.8 57.6	D- E+	51.9 57.8	D- E+	0.002 0.000	0.2 0.0
25	Capitol Ave and Cropley Ave/Tradezone Boulevard (SJ)	AM PM	32.4 67.4	C- E	32.4 68.3	C- E	0.002 0.007	0.0 1.3
26	Montague Expressway and Trimble Road (CMP/SJ)	AM PM	28.9 67.4	C E	28.9 68.0	C E	0.001 0.003	0.0 0.8
27	McCarthy Boulevard and Barber Lane (M)	AM PM	16.3 39.5	B D	16.4 47.2	B D	0.002 0.029	0.0 10.1
28	McCarthy Boulevard/O’Toole Ave and Montague Expressway (CMP/SJ/M)	AM PM	44.0 103.3	D F	45.4 108.3	D F	0.006 0.015	2.0 6.7
29	SR 237 WB Ramps and Zanker Road (SJ)	AM PM	13.1 16.4	B B	13.1 16.5	B B	0.000 0.003	0.0 0.1
30	SR 237 EB Ramps and Zanker Road (SJ)	AM PM	15.8 15.1	B B	15.8 15.0	B B	0.000 0.000	0.0 0.0
31	Holger Way and Zanker Road (SJ)	AM PM	21.1 24.9	C+ C	21.1 24.9	C+ C	0.000 0.006	0.0 0.1

Implementation of the proposed project would result in the following intersection impacts under background plus project conditions:

- McCarthy Boulevard and S. Ranch Drive (No. 8) – A degradation of the LOS from D to E with a 0.088 increase in V/C and a 29.7 second increase in critical delay in the PM Peak Hour.

- McCarthy Boulevard and SR 237 WB Ramps (No. 9) – A degradation of the LOS from D+ to E with a 0.144 increase in V/C and a 53.7 second increase in critical delay in the PM Peak Hour.

- McCarthy Boulevard and Bellew Drive (No. 16) – A 0.013 increase in V/C and a 4.7 second increase in critical delay in the PM Peak Hour exacerbating the LOS F under background conditions.

- McCarthy Boulevard and Alder Drive (No. 17) – A 0.039 increase in V/C and a 15.2 second increase in critical delay in the PM Peak Hour exacerbating the LOS F under background conditions.
- Tasman Drive and Alder Drive (No. 19) – A 0.015 increase in V/C and a 5.4 second increase in critical delay in the PM Peak Hour exacerbating the LOS F under background conditions.

- McCarthy Boulevard/O'Toole Avenue and Montague Expressway (No. 28) – A 0.015 increase in V/C and a 6.7 second increase in critical delay in the PM Peak Hour exacerbating the LOS F under background conditions.

Implementation of the proposed project would have a significant impact on five local intersections and one CMP intersection under background plus project conditions. **(Significant Impact)**

The Dixon Landing Road/N. Milpitas Boulevard (No. 5) and Capitol Avenue/Cropley Avenue – Tradezone Boulevard (No.25) intersections would continue to operate at and unacceptable LOS in at least one Peak Hour. Project traffic will not, however, cause the LOS to degrade further or cause an increase in critical delay or V/C above the threshold. Therefore, the proposed project will have a less than significant impact on these intersections. All other study intersections would operate at an acceptable LOS. **(Less Than Significant Impact)**

4.2.3.4 Existing Plus Project Freeway Segment Operations

Freeway segments were analyzed during AM and PM Peak Hours to calculate the amount of project traffic projected to be added to the nearby freeways. For the purposes of this near-term analysis, SR 237 is assumed to have two mixed-use lanes and one HOV lane.

Analysis of the existing plus project freeway operations concluded that the proposed project would increase traffic volumes by more than one percent on one of the freeway segments previously identified (noted below) as operating at LOS F in at least one direction during at least one of the peak hours of traffic under existing conditions.

- Eastbound SR 237 between McCarthy Boulevard and I-880 (PM Peak Hour)

Therefore, implementation of the proposed project would have a significant impact on one segment of SR 237. **(Significant Impact)**

4.2.3.5 Pedestrian/Bicycle Facilities and Transit Operations

Pedestrian and Bicycle Facilities

The proposed project will generate new demand for pedestrian and bicycle facilities in the immediate project area. While there are sidewalks and signalized crosswalks adjacent to and near the project site, there are no sidewalks along the project site frontage on Ranch Drive. The distance between the signalized intersections is greater than 800 feet which would likely preclude pedestrians from walking to a crosswalk to access the sidewalks on the south side of Ranch Drive. The existing pedestrian facilities are insufficient to accommodate increased demand resulting from the proposed

project. As a Condition of Approval, the City of Milpitas will require a minimum six-foot sidewalk along the project frontage and along the mall entry access roads to connect to adjacent pedestrian facilities consistent with General Plan Policy 3.d-I-27. **(Less Than Significant Impact)**

Based on the analysis in the TIA, the existing bicycle facilities, including bike lanes and bike routes on McCarthy Boulevard and Ranch Drive, and nearby off-street paths are sufficient to support the increased demand of the proposed project. **(No Impact)**

Transit Operations

The project site is currently served by fixed route bus services provided by the VTA. Currently the VTA bus route that serves the project area is operating below capacity. Specifically, VTA estimates 13 passengers in the AM Peak Hour and 10 passengers in the PM Peak Hour on buses that can accommodate 37 passengers. Based on average transit mode shares in Santa Clara County, the project could increase bus ridership approximately two to three percent. As a result, existing bus services can accommodate an increase in ridership demand resulting from the proposed project. The proposed project will not alter existing transit facilities or conflict with the operation of existing or planned facilities. Therefore, the proposed project will have a less than significant impact on transit operations. **(Less Than Significant Impact)**

4.2.3.6 Parking and Operations

The California Court of Appeal has upheld that parking is not part of the permanent physical environment, that parking conditions change over time as people change their travel patterns, and that unmet parking demand created by a project need not be considered a significant environmental impact under CEQA unless it would cause significant secondary effects.[5] Similarly, the December 2009 amendments to the State CEQA Guidelines (which were effective March 18, 2010) removed parking from the State's Environmental Checklist (Appendix G of the State CEQA Guidelines) as an environmental factor to be considered under CEQA.

Parking deficits may be associated with secondary physical environmental impacts, such as air quality and noise effects, caused by congestion resulting from drivers circling as they look for a parking space. These secondary effects are, however, a temporary condition. Therefore, any secondary environmental impacts that might result from a shortfall in parking in the vicinity of the proposed project are considered less than significant.

While a lack of parking would not have a significant environmental impact under CEQA, it could result in an operational impact. For this reason, as assessment of the parking plan for the proposed project is provided below.

Vehicle access to the project site will be provided at three existing driveways on Ranch Drive. These driveways will provide access to both surface parking and on level of underground parking.

[5] *San Franciscans Upholding the Downtown Plan v. the City and County of San Francisco* (2002) 102 Cal.App.4th 656.

Based on the City's parking requirements for retail and hotel land uses (Section 53 of the Milpitas Municipal Code), the project architect estimates that the project will be required to provide 1,496 stalls. Table 9 shows the breakdown of the parking estimate.

TABLE 9
Project Parking Requirements (Based On City Code)

Land Use	Parking Ratio	Size of Use	Parking Requirement
Retail/Service	1 per 200 sf	139,927 sf	700
Restaurant – Sit Down	1 per 39 sf	6,907 sf	178
Restaurant – Take Out	1 per 2.5 seats plus 1 per 60 sf of ordering/take-out area	340 seats 12,519 sf	345
Office	1 per 240 sf	1,452 sf	7
Entertainment	1 per 200 sf	12,358 sf	14
Lodging	1 per room plus 2 per manager unit	250 rooms	252
		Total	**1,496**

The entire project site, including the buildings not proposed for demolition, currently has 2,186 parking stalls. Of the 2,186 parking stalls, 551 parking stalls are required for the existing buildings that will remain on-site. The remaining parking spaces will be removed and replaced with 1,300 parking spaces within an underground parking garage (835 spaces) and a reconfigured surface lot (465 spaces).

Based on the estimated parking requirement, the project will be over parked by 14 spaces. Therefore, the proposed project would comply with the City's parking requirements. **(Less Than Significant Impact)**

4.2.4 Mitigation and Avoidance Measures for Transportation Impacts

The following mitigation measures, proposed by the project, identify roadway improvements to reduce the identified traffic impacts. The feasibility of the mitigation measures are addressed below.

City of Milpitas Intersection Impacts – Existing Plus Project

1. McCarthy Boulevard and SR 237 WB Ramps (No. 9): Restriping the westbound through lane to a right turn lane to provide two right-turn lanes will be completed prior to issuance of occupancy permits for the proposed project. Signal modification would also occur to create a right-turn overlap phase. No right-of-way acquisition would be required. Implementation of this mitigation would result in an improvement in intersection operations in the mid-day Peak Hour.

City of Milpitas Intersection Impacts – Background Plus Project

1. McCarthy Boulevard and SR 237 WB Ramps (No. 9): Restriping the westbound through lane to a right turn lane to provide two right-turn lanes will be completed prior to issuance of occupancy permits for the proposed project. Signal modification would also occur to create a right-turn overlap phase. No right-of-way acquisition would be required.

Implementation of this mitigation would result in the intersection operations improving from LOS E to LOS C in the PM Peak Hour.

2. McCarthy Boulevard and Bellew Drive (No. 16): Restriping the eastbound approach of Bellew Drive to provide two left-turn lanes and one shared through/right-turn lane will be completed prior to issuance of occupancy permits for the proposed project. No right-of-way acquisition would be required. Implementation of this mitigation would result in the intersection operations improving from LOS F to D- in the PM Peak Hour.

3. McCarthy Boulevard and Alder Drive (No. 17): A second southbound left-turn lane from McCarthy Boulevard to Alder Drive will be constructed prior to issuance of occupancy permits for the proposed project. Right-of-way acquisition from the property on the west side of McCarthy Drive will be required by the applicant. This improvement will result in a lengthening of the crosswalk and/or modification of signal phasing that could increase the crossing distance/time for pedestrians. The traffic engineer determined that this would have no significant impact on pedestrian facilities. Implementation of this mitigation would result in the intersection operations improving from LOS F to D in the PM Peak Hour.

4. Tasman Drive and Alder Drive (No. 19): Conversion of one southbound through lane on Alder Drive to a left-turn lane, which will result in a total of three southbound left-turn lanes, will be completed prior to issuance of occupancy permits. No right-of-way acquisition would be required. Implementation of this mitigation would result in the intersection operations improving from LOS F to E and a decrease in delay to 60.1 seconds, thereby improving the operation of the intersection compared to background conditions without the project.

5. McCarthy Boulevard and S. Ranch Drive (No. 8): There are no feasible mitigation measures available to reduce project impacts on the McCarthy Boulevard/S. Ranch Drive intersection to a less than significant level. Increasing the capacity of southbound through or right-turn movements would result in secondary effects of tree removal, lengthening of crosswalks, and/or modifications of signal phasing that could increase the crossing time and distance for pedestrians. As previously determined in the Campus at McCarthy Ranch Final EIR (March 2009), the right-of-way cannot be acquired and the secondary impacts to pedestrian and bicycle facilities are not acceptable to the City as it would impact the use of other modes of transportation. Therefore, this impact would be significant and unavoidable.

CMP Intersection Impacts – Background Plus Project

1. McCarthy Boulevard/O'Toole Avenue and Montague Expressway (No. 28): Restripe northbound O'Toole Avenue approach from Rincon to Montague Expressway to provide a dedicated right-turn lane from O'Toole Avenue onto Montague Expressway. Associated traffic signal modification would also be implemented. No right-of-way acquisition would be required. With implementation of this mitigation the intersection would operate at LOS D in the AM Peak Hour, but would continue to operate at LOS F in the PM Peak Hour. The improvement would, however, reduce the delay below background conditions, thereby improving the functionality of the intersection and reducing the projects impact to less than significant.

Freeway Segment Impacts

The mitigation for freeway impacts is typically the provision of increased capacity in the form of additional mainline or auxiliary lanes. There are no feasible mitigation measures available (such as a fair share contribution to a congestion management plan or capital improvement program for freeway improvements) to reduce project impacts on local freeway study segment to a less than significant level. It is beyond the capacity of any one project to acquire right-of-way and fully fund a major freeway mainline improvement. Freeway improvements also would require approval by Caltrans, and as such neither the project applicant nor the City can guarantee implementation of any improvement in the freeway right-of-way. Therefore, the project's impact to the McCarthy Boulevard to I-880 EB freeway segment on SR 237 would be significant and unavoidable.

4.2.5 Conclusion

With implementation of the proposed mitigation, the project would have a less than significant impact the following intersections under background plus project conditions:

- McCarthy Boulevard and SR 237 WB Ramps (No. 9)
- McCarthy Boulevard and Bellew Drive (No. 16)
- McCarthy Boulevard and Alder Drive (No. 17)
- Tasman Drive and Alder Drive (No. 19)
- McCarthy Boulevard/O'Toole Avenue and Montague Expressway (No. 28)

(Less Than Significant Impact With Mitigation)

There are no feasible mitigation measures to reduce the impact to the McCarthy Boulevard and S. Ranch Drive (No. 8) intersection. **(Significant Unavoidable Impact)**

There are no feasible mitigation measures to reduce the identified freeway segment impact. **(Significant Unavoidable Impact)**

4.3 AIR QUALITY

The following discussion is based, in part, on an air quality analysis prepared by *Illingworth & Rodkin* in December 2012. The report can be found in Appendix C.

4.3.1 Setting

Air quality is determined by the concentration of various pollutants in the atmosphere. Units of concentration are expressed in parts per million (ppm) or micrograms per kilograms (μg/kg).

The amount of a given pollutant in the atmosphere is determined by the amount of pollutants released within an area, transport of pollutants to and from surrounding areas, local and regional meteorological conditions, and the surrounding topography of the air basin. The major determinants of transport and dilution are wind, atmospheric stability, terrain and, for photochemical pollutants, sun light.

Milpitas is located in the southern portion of the San Francisco Bay Area Air Basin. The proximity of this location to both the Pacific Ocean and San Francisco Bay has a moderating influence on the climate. Northwest and northerly winds are most common in the project area, reflecting the orientation of the Bay and the San Francisco Peninsula. Winds from these directions carry pollutants released by autos and factories from upwind areas of the Peninsula toward Santa Clara, particularly during the summer months. Winds are lightest on average in fall and winter. Every year in fall and winter there are periods of several days when winds are very light and local pollutants can build up.

Air quality standards for ozone are typically exceeded when relatively stagnant conditions occur for periods of several days during the warmer months of the year. Weak wind flow patterns combined with strong inversions substantially reduce normal atmospheric mixing. Key components of ground-level ozone formation are sunlight and heat. Significant ozone formation, therefore, only occurs during the months from late spring through early fall. Prevailing winds during the summer and fall can transport and trap ozone precursors from the more urbanized portions of the Bay Area. Meteorological factors make air pollution potential in the Santa Clara Valley quite high.

Pollutants can be diluted by mixing in the atmosphere both vertically and horizontally. Vertical mixing and dilution of pollutants are often suppressed by inversion conditions, when a warm layer of air traps cooler air close to the surface. During the summer, inversions are generally elevated above ground level, but are present over 90 percent of the time in both the morning and afternoon. In winter, surface-based inversions dominate in the morning hours, but frequently dissipate by afternoon.

Topography can restrict horizontal dilution and mixing of pollutants by creating a barrier to air movement. The South Bay has significant terrain features that affect air quality. The Santa Cruz Mountains and Diablo Range on either side of the South Bay restrict horizontal dilution, and this alignment of the terrain also channels winds from the north to south, carrying pollution from the northern Peninsula toward Milpitas.

The combined effects of moderate ventilation, frequent inversions that restrict vertical dilution and terrain that restrict horizontal dilution give Santa Clara a relatively high atmospheric potential for pollution compared to other parts of the San Francisco Bay Air Basin and provide a high potential for transport of pollutants to the east and south.

4.3.1.1 Overall Regulatory Setting

The significance of a pollutant concentration is determined by comparing the pollutant levels to an appropriate ambient air quality standard. The standards set the level of pollutant concentrations allowable while protecting general public health and welfare.

The Federal Clean Air Act (Federal CAA) establishes pollutant thresholds for air quality in the United States. In addition to being subject to Federal requirements, California has its own more stringent regulations under the California Clean Air Act (California CAA). At the Federal level, the U.S. Environmental Protection Agency (EPA) administers the CAA. The California CAA is administered by the California Air Resources Board (CARB) at the State level and by the Air Quality Management District's at the regional and local levels. The Bay Area Air Quality Management District (BAAQMD) regulates air quality in the nine-county Bay Area.

The U.S. EPA is responsible for establishing the National Ambient Air Quality Standards (NAAQS) which are required under the Federal CAA. The U.S. EPA regulates emission sources that are under the exclusive authority of the Federal government, such as aircraft, ships, and certain types of locomotives. The agency also established various emission standards for vehicles sold in states other than California. Automobiles sold in California must meet the stricter emission standards established by CARB.

California Air Resources Board

As stated above, CARB (which is part of the California EPA) is responsible for meeting the State requirements of the Federal CAA, administering the California CAA, and establishing the California Ambient Air Quality Standards (CAAQS). The California CAA requires all air districts in the State to achieve and maintain CAAQS. CARB regulates mobile air pollution sources such as motor vehicles. The agency is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB has established passenger vehicle fuel specifications and oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional and county level. CARB also conducts or supports research into the effects of air pollution on the public and develops approaches to reduce air pollutant emissions.

Bay Area Air Quality Management District

BAAQMD is primarily responsible for ensuring that the national and State ambient air quality standards are attained and maintained in the Bay Area. These ambient air quality standards are levels of contaminants which represent safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called "criteria" pollutants because

the health and other effects of each pollutant are described in criteria documents. Table 10 identifies the major criteria pollutants, characteristics, health effects, and typical sources for the Bay Area.

TABLE 10
Major Criteria Pollutants

Pollutant	Characteristics	Health Effects	Major Sources
Ozone	A highly reactive photochemical pollutant created by the action of sun light on ozone precursors. Often called photochemical smog.	- Eye Irritation - Respiratory function impairment	The major sources of ozone precursors are combustion sources such as factories and automobiles, and evaporation of solvents and fuels.
Carbon Monoxide	Carbon monoxide is an odorless, colorless gas that is highly toxic. It is formed by the incomplete combustion of fuels.	- Impairment of oxygen transport in the bloodstream - Aggravation of cardiovascular disease - Fatigue, headache, confusion, dizziness - Can be fatal in the case of very high concentrations	Automobile exhaust, combustion of fuels, combustion of wood in wood stoves and fireplaces.
Nitrogen Dioxide	Reddish-brown gas that discolors the air, formed during combustion.	- Increased risk of acute and chronic respiratory disease	Automobile and diesel truck exhaust, industrial processes, and fossil-fueled power plants.
Sulfur Dioxide	Sulfur dioxide is a colorless gas with a pungent, irritating odor.	- Aggravation of chronic obstruction lung disease - Increased risk of acute and chronic respiratory disease	Diesel vehicle exhaust, oil-powered power plants, and industrial processes.
Particulate Matter	Solid and liquid particles of dust, soot, aerosols and other matter that are small enough to remain suspended in the air for a long period of time.	- Aggravation of chronic disease and heart/lung disease symptoms	Combustion, automobiles, field burning, factories and unpaved roads. Also a result of photochemical processes.

BAAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, conducting public education campaigns, and many other associated activities. BAAQMD has jurisdiction over much of the nine-county Bay Area, including Milpitas.

National and State Ambient Air Quality Standards

The ambient air quality in a given area depends on the quantities of pollutants emitted within the area, transport of pollutants to and from the surrounding areas, local and regional meteorological conditions, and the surrounding topography of the air basin. Air quality is described by the concentration of various pollutants in the atmosphere. The significance of the pollutant concentration is determined by comparing the concentration to an appropriate ambient air quality standard. The standards represent the allowable pollutant concentrations designed to ensure that the public health and welfare are protected, while including a reasonable margin of safety to protect the more sensitive individuals in the population.

As required by the Federal CAA, the NAAQS have been established for six major air pollutants; carbon monoxide (CO), nitrogen oxides (NO_x), ozone (O_3), respirable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), sulfur oxides (SO_x), and lead (Pb). Pursuant to the California CAA, the State of California has also established ambient air quality standards. The CAAQS are generally more stringent than the corresponding Federal standards and incorporate additional standards for pollutants such as sulfates, hydrogen sulfide, vinyl chloride and visibility reducing particles. Both State and Federal standards are summarized in Table 11. The "primary" standards have been established to protect the public health. The "secondary" standards are intended to protect the nation's welfare and account for adverse air pollutant effects on soil, water, visibility, materials, vegetation and other aspects of the general welfare. Because CAAQS are more stringent than NAAQS, CAAQS are used as the applicable standard in this analysis.

TABLE 11
Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards	National Standards	
			Primary	Secondary
Ozone	1-hour	0.09 ppm	---	Same as primary
	8-hour	0.070 ppm	0.075 ppm	---
Carbon monoxide	1-hour	20 ppm	35 ppm	---
	8-hour	9.0 ppm	9.0 ppm	---
Nitrogen dioxide	1-hour	0.18 ppm	0.10 ppm	---
	Annual	0.030 ppm	0.053 ppm	Same as primary
Sulfur dioxide	1-hour	0.25 ppm	0.075 ppm	---
	3-hour	---	---	0.5 ppm
	24-hour	0.04 ppm	---	---
PM_{10}	24-hour	50 $\mu g/m^3$	150 $\mu g/m^3$	Same as primary
	Annual	20 $\mu g/m^3$	---	---
$PM_{2.5}$	24-hour	---	35 $\mu g/m^3$	Same as primary
	Annual	12 $\mu g/m^3$	12 $\mu g/m^3$	Same as primary
Lead	Calendar Quarter	---	1.5 $\mu g/m^3$	Same as primary
	30-day average	1.5 $\mu g/m^3$	---	---

Source: California Air Resources Board, June 2012.[6]

[6] California Air Resources Board Website. http://www.arb.ca.gov/homepage.htm

Regional Clean Air Plans

The BAAQMD and other agencies prepare clean air plans in response to the State and Federal CAA. The City of Milpitas also has General Plan policies that encourage development that reduces air quality impacts. In addition, BAAQMD has developed CEQA Guidelines to assist local agencies in evaluating and mitigating air quality impacts in CEQA documents. The regional clean air plan is the 2010 Bay Area Clean Air Plan (CAP). A description of this plan and the City of Milpitas's relevant General Plan policies is provided in Section 3.0, *Consistency with Plans and Policies.*

4.3.1.2 Existing Air Quality Conditions

Air quality studies generally focus on five criteria pollutants that are most commonly measured and regulated: CO, ground level ozone, nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and suspended particulate matter (PM_{10} and $PM_{2.5}$). In Santa Clara County, ozone and particulate matter are the pollutants of greatest concern since measured air pollutant levels exceed the State and Federal air quality standards concentrations at times.

Carbon Monoxide

Carbon monoxide, a colorless and odorless gas, interferes with the transfer of oxygen to the brain. It can cause dizziness and fatigue, and can impair central nervous system functions. Highest CO concentrations measured in the South Bay Area have been well below the national and State ambient standards. Since the primary sources of CO are cars and trucks, highest concentrations would be found near congested roadways that carry large volumes of traffic. Carbon monoxide emitted from a vehicle is highest near the origin of a trip and considerably lower once the automobile is warmed up (usually five to ten minutes into a trip). This is different, however, for vehicles of different ages, where older cars require a longer warm up period.

Ozone

While O_3 serves a beneficial purpose in the upper atmosphere (stratosphere) by reducing ultraviolet radiation, when it reaches elevated concentrations in the lower atmosphere it can be harmful to the human respiratory system and to sensitive species of plants. Ozone concentrations build to peak levels during periods of light winds, bright sunshine, and high temperatures. Short-term O_3 exposure can reduce lung function in children, make persons susceptible to respiratory infection, and produce symptoms that cause people to seek medical treatment for respiratory distress. Long-term exposure can impair lung defense mechanisms and lead to emphysema and chronic bronchitis. Sensitivity to O_3 varies among individuals, but about 20 percent of the population is sensitive to O_3, with exercising children being particularly vulnerable. Ozone is formed in the atmosphere by a complex series of photochemical reactions that involve "ozone precursors" that are two families of pollutants: oxides of nitrogen (NOx) and reactive organic gases (ROG). Nitrogen oxides and ROG are emitted from a variety of stationary and mobile sources. While NO_2, an oxide of nitrogen, is another criteria pollutant itself, ROGs are not in that category, but are included in this discussion as O_3 precursors. The U.S. EPA recently established a new more stringent standard for O_3 of 0.75 ppm for 8-hour exposures, based on a review of the latest new scientific evidence.

Nitrogen Dioxide

Nitrogen dioxide, a reddish-brown gas, irritates the lungs. Exposure to NO_2 can cause breathing difficulties at high concentrations. Clinical studies suggest that NO_2 exposure to levels near the current standard may worsen the effect of allergens in allergic asthmatics, especially in children. Similar to O_3, NO_2 is not directly emitted, but is formed through a reaction between nitric oxide (NO) and atmospheric oxygen. Nitric oxide and NO_2 are collectively referred to as NO_x and are major contributors to O_3 formation. Nitrogen oxides are emitted from combustion of fuels, with higher rates at higher combustion temperatures. Nitrogen dioxide also contributes to the formation of PM_{10} (see discussion of PM_{10} below). Monitored levels in the Bay Area are well below ambient air quality standards.

Sulfur Oxides

Sulfur oxides, primarily SO_2, are a product of high-sulfur fuel combustion. The main sources of SO_2 are coal and oil used in power stations, in industries, and for domestic heating. Sulfur oxides are an irritant gas that attacks the throat and lungs. It can cause acute respiratory symptoms and diminished breathing functions in children. Concentrations of SO_2 in the Bay Area are at levels well below the State and national standards, but further reductions in emissions are needed to attain compliance with standards for PM_{10}, to which SO_2 is a contributor.

PM_{10} and $PM_{2.5}$

Respirable particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$) consist of particulate matter that is ten microns or less in diameter and 2.5 microns or less in diameter, respectively, and represent fractions of particulate matter that can be inhaled and cause adverse health effects. Both PM_{10} and $PM_{2.5}$ are health concerns, particularly at levels above the Federal and State ambient air quality standards. Scientific studies have suggested links between fine particulate matter and numerous health problems including asthma, bronchitis, and acute and chronic respiratory symptoms such as shortness of breath and labored breathing. Children are more susceptible to the health risks of $PM_{2.5}$ because their immune and respiratory systems are still developing.

Both PM_{10} and $PM_{2.5}$ pose a greater health risk than larger particles because these tiny particles can penetrate the human respiratory system's natural defenses and damage the respiratory tract, increasing the number and severity of asthma attacks, cause or aggravate bronchitis and other lung diseases, and reduce the body's ability to fight infections. Whereas larger particles tend to collect in the upper portion of the respiratory system, $PM_{2.5}$ is miniscule and can penetrate deeper into the lungs and damage lung tissues. Suspended particulates also damage and discolor surfaces on which they settle, as well as produce haze and reduce regional visibility. Most stations in the Bay Area reported exceedances of the State standard on the same fall/winter days as reported in the South Bay. This indicates a regional air quality problem.

The primary sources of these pollutants are wood smoke and local traffic. Meteorological conditions that are common during this time of the year produce calm winds and strong surface-based inversions that trap pollutants near the surface. The high levels of PM_{l0} result in not only health effects, but also reduced visibility.

Air Monitoring Data

Air quality in the region is controlled by the rate of pollutant emissions and meteorological conditions. Meteorological conditions, such as wind speed, atmospheric stability, and mixing height may all affect the atmosphere's ability to mix and disperse pollutants. Long-term variations in air quality typically result from changes in air pollutant emissions, while frequent, short-term variations result from changes in atmospheric conditions. The San Francisco Bay Area is considered to be one of the cleanest metropolitan areas in the country with respect to air quality. BAAQMD monitors air quality conditions at over 30 locations throughout the Bay Area.

As shown in Table 12, violations of State and Federal standards at the downtown San José monitoring station (the nearest monitoring station to the project site) during the 2009-2011 period (the most recent years for which data is available) include high levels of ozone, PM_{10}, and $PM_{2.5}$.[7] Violations of the CO standard have not been recorded since 1992.

TABLE 12
Number of Ambient Air Quality Standards Violations and Highest Concentrations (2009-2011)

Pollutant	Standard	Days Exceeding Standard		
		2009	2010	2011
SAN JOSÉ STATION				
Ozone	State 1-hour	0	5	1
	Federal 8-hour	0	3	0
Carbon Monoxide	Federal 8-hour	0	0	0
	State 8-hour	0	0	0
Nitrogen Dioxide	State 1-hour	0	0	0
PM_{10}	Federal 24-hour	0	0	0
	State 24-hour	0	0	0
$PM_{2.5}$	Federal 24-hour	0	3	3

Source: Bay Area Management District, Bay Area Air Pollution Summary

Attainment Status

The Federal CAA and the California CAA of 1988 require that CARB, based on air quality monitoring data, designate portions of the state where Federal or State ambient air quality standards are not met as "nonattainment areas". Because of the differences between the Federal and State standards, the designation of "nonattainment area" is different under the Federal and State legislation. Under the California CAA, Santa Clara County is a nonattainment area for O_3 and $PM_{10.}$ The County is either in attainment or unclassified for other pollutants. Under the Federal CAA, the entire Bay Area region is classified as nonattainment for the 24-hour $PM_{2.5}$ standard. The U.S. EPA grades the region as in attainment or unclassified for all other air pollutants, included PM_{10}.

[7] PM refers to Particulate Matter. Particulate matter is referred to by size (i.e., 10 or 2.5) because the size of particles is directly linked to their potential for causing health problems.

4.3.1.3 Toxic Air Contaminants

The Federal Clean Air Act defines Hazardous Air Pollutants (HAPs) as air contaminants identified by U.S. EPA as known or suspected to cause cancer, serious illness, birth defects, or death. In California, Toxic Air Contaminants (TACs) include all HAPs, plus other contaminants identified by CARB as known to cause morbidity or mortality (cancer risk). TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., benzene near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, State, and Federal level.

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about two-thirds of the cancer risk from TACs (based on the Statewide average). Diesel particulate matter (DPM) is of particular concern since it can be distributed over large regions, thus leading to widespread public exposure. CARB has adopted and implemented a number of regulations for stationary and mobile sources to reduce emissions of DPM. Several of these regulatory programs affect medium and heavy duty diesel trucks that represent the bulk of DPM emissions from California highways. These regulations include the solid waste collection vehicle (SWCV) rule, in-use public and utility fleets, and the heavy-duty diesel truck and bus regulations.

4.3.1.4 Odors

Common sources of odors include wastewater treatment plants, transfer stations, coffee roasters, painting/coating operations, etc. The project site is located approximately 0.75 miles west of the San José/Santa Clara Water Pollution Control Plant and approximately 1.75 miles southwest of the Newby Island Landfill.

4.3.1.5 Sensitive Receptors

There are groups of people more affected by air pollution than others. CARB has identified children under 14, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases as people most likely to be affected by air pollution. These groups are classified as sensitive receptors. Locations that may contain a high concentration of sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, elementary schools, and parks. There is a single-family residential neighborhood more than 1,000 feet east of the area of the project site slated for construction. The neighborhood is separated from the project site by additional retail stores and I-880 and would not be impacted by the project site.

4.3.2 <u>Thresholds of Significance</u>

For the purposes of this EIR, an air quality impact is considered significant if the project would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;

- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors);
- Expose sensitive receptors to substantial pollutant concentrations; or
- Create objectionable odors affecting a substantial number of people.

4.3.2.1 CEQA Thresholds Used in the Analysis

As discussed in CEQA Guidelines Section 15064(b), the determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the Lead Agency and must be based to the extent possible on scientific and factual data. The City of Milpitas, and other jurisdictions in the San Francisco Bay Area Air Basin, often utilize the thresholds and methodology for assessing air emissions and/or health effects developed by the BAAQMD based upon the scientific and other factual data prepared by BAAQMD in developing those thresholds.

In December 2010, the California Building Industry Association (BIA) filed a lawsuit in Alameda County Superior Court challenging TACs and $PM_{2.5}$ thresholds adopted by BAAQMD in its 2010 CEQA Air Quality Guidelines (California Building Industry Association v. Bay Area Air Quality Management District, Alameda County Superior Court Case No. RG10548693). One of the identified concerns is inhibiting infill and smart growth in the urbanized Bay Area. On March 5, 2012, the Superior Court found that the adoption of thresholds by the BAAQMD in its CEQA Air Quality Guidelines is a CEQA project and BAAQMD is not to disseminate officially sanctioned air quality thresholds of significance until BAAQMD fully complies with CEQA. No further findings or rulings on the thresholds in the BAAQMD CEQA Air Quality Guidelines were made. The decision is currently being appealed to the California Court of Appeals, 1st District (case A136212).

The City understands the effect of the lawsuit to be that BAAQMD may eventually prepare an environmental review document before BAAQMD adopts the same or revised thresholds. However, the ruling in the case does not equate to a finding that the quantitative metrics in the BAAQMD thresholds are incorrect or unreliable for meeting goals in the Bay Area 2010 Clean Air Plan. Moreover, as noted above, the determination of whether a project may have a significant effect on the environment is subject to the discretion of each Lead Agency, based upon substantial evidence. Notwithstanding the BIA lawsuit, which has no binding or preclusive effect on the City of Milpitas's discretion to decide on the appropriate thresholds to use for determining the significance of air quality impacts, the City has carefully considered the thresholds previously prepared by BAAQMD and regards the thresholds listed below to be based on the best information available for the San Francisco Bay Area Air Basin and conservative in terms of the assessment of health effects associated with TACs and $PM_{2.5}$. Evidence supporting these thresholds has been presented in the following documents:

- BAAQMD. *Thresholds Options and Justification Report*. 2009.
- BAAQMD. *CEQA Air Quality Guidelines.* May 2011. (Appendix D).
- California Air Pollution Control Officers Association (CAPCOA). *Health Risk Assessments for Proposed Land Use Projects*. 2009.

- California Environmental Protection Agency, California Air Resources Board (CARB). *Air Quality and Land Use Handbook: A Community Health Perspective*. 2005.

The analysis in this EIR is based upon the general methodologies in the most recent BAAQMD CEQA Air Quality Guidelines (dated May 2012) and numeric thresholds for the San Francisco Bay Basin, including the thresholds listed in Table 13.

TABLE 13
Thresholds of Significance Used in Air Quality Analyses

Pollutant	Construction	Operation-Related	
	Average Daily Emissions (pounds/day)	**Average Daily Emissions (pounds/day)**	**Maximum Annual Emissions (tons/year)**
ROG, NO_x	54	54	10
PM_{10}	82 (exhaust)	82	15
$PM_{2.5}$	54 (exhaust)	54	10
Fugitive Dust (PM_{10}/$PM_{2.5}$)	BMPs	None	None
Risk and Hazards for New Sources and Receptors (Project)	Same as Operational Threshold	• Increased cancer risk of >10.0 in one million • Increased non-cancer risk of > 1.0 Hazard Index (chronic or acute) • Ambient $PM_{2.5}$ increase: > 0.3 μ/m^3 [Zone of influence: 1,000-foot radius from property line of source or receptor]	
Risk and Hazards for New Sources and Receptors (Cumulative)	Same as Operational Threshold	• Increased cancer risk of >100 in one million • Increased non-cancer risk of > 10.0 Hazard Index (chronic or acute) • Ambient $PM_{2.5}$ increase: > 0.8 μ/m^3 [Zone of influence: 1,000-foot radius from property line of source or receptor]	

Sources: *BAAQMD Thresholds Options and Justification Report (2009)* and *BAAQMD CEQA Air Quality Guidelines* (dated May 2011).

4.3.2.2 Bay Area 2010 Clean Air Plan

The most recent clean air plan is the *Bay Area 2010 Clean Air Plan* that was adopted by BAAQMD in September 2010. This plan addresses air quality impacts with respect to obtaining ambient air quality standards for non-attainment pollutants (i.e., O_3, PM_{10} and $PM_{2.5}$), reducing exposure of sensitive receptors to toxic air contaminants (TACs), and reducing greenhouse gas (GHG) emissions such that the region can meet AB 32 goals of reducing emissions to 1990 levels by 2020. The consistency of the proposed project with this regional plan is primarily a question of the consistency with the population/employment assumptions utilized in developing the 2010 CAP, which were based on ABAG Projections. The proposed project does not include a General Plan amendment or rezoning, the growth assumptions made under the CAP for the City of Milpitas will not be altered. Therefore, the project would not substantially affect population or traffic forecasts and would be consistent with the CAP.

The 2010 CAP includes emission control measures that are intended to reduce air pollutant emissions in the Bay Area either directly or indirectly. The control measures are divided into five categories that include:

- Measures to reduce stationary and area sources;
- Mobile source measures;
- Transportation control measures;
- Land use and local impact measures; and
- Energy and climate measures

The consistency of the proposed project was evaluated with respect to the relevant control measures. It was determined that area source emissions are controlled through BAAQMD permits and will not be significantly increased as a result of the project. For mobile source emissions, CARB has new regulations requiring the replacement or retrofit of on-road trucks, construction equipment, and other specific equipment that is diesel powered. Because construction equipment will be required to meet CARB standards, construction of the proposed project will not significantly increase emissions. Lastly, the analysis found that because the project will be required to implement a Transportation Demand Management (TDM) program per the City of Milpitas General Plan, it is consistent with the CAP. **(Less Than Significant Impact)**

4.3.2.3 Impacts to Regional and Local Air Quality

TABLE 14
Average Daily Operational Emissions (Pounds/Day)

Description	ROG	NOx	PM_{10}	$PM_{2.5}$
Proposed Project 2015	89	127	96	9
Existing Use 2012	82	127	78	7
Net Emissions	**7**	**0**	**16**	**2**
BAAQMD Thresholds	***54***	***54***	***82***	***54***
Exceeds Threshold?	**No**	**No**	**No**	**No**

TABLE 15
Annual Daily Operational Emissions (Tons/Year)

Description	ROG	NOx	PM_{10}	$PM_{2.5}$
Proposed Project 2015	16.2	23.1	17.6	1.6
Existing Use 2012	14.9	23.1	14.2	1.3
Net Emissions	**1.3**	**0**	**3.4**	**0.3**
BAAQMD Thresholds	***10***	***10***	***15***	***10***
Exceeds Threshold?	**No**	**No**	**No**	**No**

The proposed project would construct 152,746 square feet of net new retail space and a 250-room hotel. The operational criteria pollutant emissions of the proposed development were calculated using the CalEEMod model along with vehicle trip generation rates from the TIA. Tables 14 and 15 show estimated daily and annual air emissions from operation of the proposed project.

As shown in Tables 14 and 15, the average daily or annual emissions of ROG, NO_X, PM_{10} exhaust, and $PM_{2.5}$ exhaust associated with the project would not exceed the BAAQMD significance thresholds and, as a result, the project would not have a significant operational air quality impact. **(Less Than Significant Impact)**

Carbon monoxide emissions from traffic generated by the project would be the pollutant of greatest concern at the local level. Congested intersections with a large volume of traffic have the greatest potential to cause high-localized concentrations of CO. BAAQMD screening thresholds indicate that

a project would have a less than significant impact to CO levels if project traffic would not increase traffic levels at any affected intersection to more than 44,000 vehicles per hour. The project would result in a net increase of 5,649 daily traffic trips and the intersections utilized by project traffic currently have traffic volumes of less than 10,000 vehicles per hour. Therefore, the proposed project would not result in significant CO impacts. **(Less Than Significant Impact)**

Community Risk Impacts

The BAAQMD recommended thresholds of significance for local community risk and hazard impacts that apply to both the siting of a new source and to the siting of a new receptor. Local community risk and hazard impacts are associated with TACs and $PM_{2.5}$ because emissions of these pollutants can have significant health impacts at the local level. The project does not include sensitive receptors and it would not generate TAC emissions from new stationary sources near sensitive receptors. The project would have a less than significant community risk impact. **(Less Than Significant Impact)**

4.3.2.4 Construction Impacts

Criteria Pollutants Impacts

Emissions from construction-related automobiles, trucks, and heavy equipment are a primary concern due to release of diesel particulate matter (a air toxic contaminant[8] due to its potential to cause cancer), organic TACs from all vehicles, and $PM_{2.5}$, which is a regulated air pollutant.

Construction of the entire project is estimated by the applicant to take 17 months. Construction emissions of the proposed development were calculated using the EMFAC2011 and OFFROAD models. Table 16 shows the estimated daily air emissions from construction of the proposed project.

TABLE 16
Average Daily Construction Emissions (Pounds/Day)

Description	ROG	NOx	PM_{10}	$PM_{2.5}$
Off-Road Equipment	2.70	28.80	1.70	1.56
On-Road Worker Trips	0.26	0.31	0.19	0.06
On-Road Vendor Trips	0.45	8.15	0.45	0.28
On-Road Haul Trips	1.28	27.15	1.31	0.86
Architectural Coatings	17.49	NA	NA	NA
Total Emissions	**22.18**	**64.41**	**3.65**	**2.76**
Thresholds	***54***	***54***	***82***	***54***
Exceeds Threshold	**No**	**Yes**	**No**	**No**

Construction of the project would involve demolition of four of the existing buildings and a portion of the parking lot, excavation for the underground parking structure, site grading, trenching, paving, building construction, and architectural coatings. As shown in Table 16, the emissions of ROG, PM_{10} exhaust, and $PM_{2.5}$ exhaust associated with construction of the project would not exceed the significance thresholds. NO_X, emissions would, however, exceed the threshold.

[8] A toxic air contaminant is a pollutant that is known or suspected to cause cancer or other serious health effects.

As a condition of approval, the project will be required to implement the following standard dust and exhaust control measures recommended by BAAQMD:

Dust Control Measures

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet powered vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- Post a publicly visible sign with the telephone number and person to contract at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Exhaust Control Measures

- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes. Clear signage shall be provided for construction workers at all access points.
- The project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NOx reduction compared to the most recent ARB fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options that become available.
- All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emissions reductions of NOx.
- All contractors shall use equipment that meets ARB's most recent certification standard for off-road heavy duty diesel engines.

With the inclusion of the BAAQMD dust and exhaust control measures, NOx emissions would be reduced to approximately 57.21 pounds per day. This still exceeds the threshold of 54 pounds per day. As a result, project construction activities would have a significant NOx impact. All other criteria pollutants would be below BAAQMD thresholds and would have a less than significant impact. **(Significant Impact)**

Community Risk Impacts

Grading and construction activities would result in dust generation (PM_{10} and $PM_{2.5}$) with most of the dust occurring during grading activities. The amount of dust generated would be highly variable and is dependent on the size of the area disturbed at any given time, the amount of activity, soil conditions, and meteorological conditions. Sensitive receptors can be adversely affected by dust generated during construction activities, particularly fine particulate matter ($PM_{2.5}$) which can have health effects. Additionally, construction equipment and associated heavy-duty truck traffic generates diesel exhaust which is also a known TAC. The nearest sensitive receptors to the project site are the residences on the east side of I-880, more than 1,000 feet from the project site. Due to the distance between the construction activities and nearest sensitive receptors, the project will have no community risk impacts resulting from construction. **(No Impact)**

Odors

As noted in Section 4.4.1.4, the project site is located approximately 0.75 miles east of the San José/Santa Clara Water Pollution Control Plant and approximately 1.75 miles southeast of the Newby Island Landfill. The *BAAQMD CEQA Guidelines* establish project screening trigger levels for potential odor impacts. These are minimum distances that need to be provided between new sensitive receptors and various odor sources to avoid the potential for adverse odor impacts. When these minimum distances are not met, the potential for odor impacts exists.

Retail centers and hotels are not considered sensitive receptors and based upon a records check by BAAQMD, there are no previous records of odor complaints in the immediate project area. There are, however, generally complaints from the nearby residential neighborhood on the east side of I-880. The WPCP will be implementing new odor controls over the next few years. Therefore, because there have been no odor complaints on-site, the uses on-site are not considered sensitive, and the WPCP will be implementing new controls, the proposed project will not be significantly impacted by odors. **(Less Than Significant Impact)**

The project would generate localized emissions of diesel exhaust during equipment operation and truck activity. These emissions may be noticeable from time to time by adjacent businesses and customers. Odors would, however, be localized and temporary and will not affect people off-site. **(Less Than Significant Impact)**

4.3.3 Mitigation and Avoidance Measures for Air Quality Impacts

There is no feasible mitigation to reduce the temporary NOx impacts to a less than significant level.

4.3.4 Conclusion

Even with implementation of the proposed dust and exhaust control measures, construction of the proposed project would have a significant NOx impact. **(Significant and Unavoidable Temporary Impact)**

Operation of the proposed project would have a less than significant long-term impact on local and regional air quality. **(Less Than Significant Impact)**

With development and implementation of a TDM program, the proposed project would not conflict with or obstruct implementation of the 2010 CAP. **(Less Than Significant Impact)**

Construction and operation of the proposed project would have a less than significant community risk impact. **(Less Than Significant Impact)**

Operation of the proposed project would have a less than significant odor impact. **(Less Than Significant Impact)**

4.4 GREENHOUSE GAS EMISSIONS

The following discussion is based, in part, on a greenhouse gas emissions analysis prepared by *Illingworth & Rodkin* in December 2012. The report can be found in Appendix D.

4.4.1 Overview

Unlike emissions of criteria and toxic air pollutants, which have local or regional impacts, emissions of GHGs have a broader, global impact. Global warming associated with the "greenhouse effect" is a process whereby GHGs accumulating in the atmosphere contribute to an increase in the temperature of the earth's atmosphere. The principal GHGs contributing to global warming and associated climate change are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated compounds. Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the transportation, industrial, utility, residential, commercial, and agricultural sectors.

Impacts to California from climate change include shifting precipitation patterns, increasing temperatures, increasing severity and duration of wildfires, earlier melting of snow pack and effects on habitats and biodiversity. Sea levels along the California coast have risen up to seven inches over the last century, and average annual temperatures have been increasing. These and other effects would likely intensify in the coming decades and significantly impact the State's public health, natural and manmade infrastructure, and ecosystems.[9]

4.4.1.1 State of California

AB 32 and CEQA

The 2006 Global Warming Solutions Act (Assembly Bill (AB) 32) was created to address the Global Warming situation in California. The Act requires that the GHG emissions in California be reduced to 1990 levels by 2020. In addition, the Governor of California signed Executive Order S-3-05 in 2005 which identified the California Environmental Protection Agency (CalEPA) as the lead coordinating State agency for establishing climate change emission reduction targets in California. Under Executive Order S-3-05, the State plans to reduce GHG emissions to 80 percent below 1990 levels by 2050. Additional State law related to the reduction of GHG emissions includes SB 375, the Sustainable Communities and Climate Protection Act (see discussion below).

The California Natural Resources Agency, as required under State law (Public Resources Code Section 21083.05) amended the State CEQA Guidelines to address the analysis and mitigation of GHG emissions. Under the CEQA Guidelines, Lead Agencies, such as the City of Santa Clara, retain discretion to determine the significance of impacts from GHG emissions based upon individual circumstances. Neither CEQA nor the CEQA Guidelines provide a specific methodology for analysis of GHG and under the amendments to the CEQA Guidelines, a Lead Agency may describe,

[9] State of California Energy Commission. *2009 California Climate Adaptation Strategy Discussion Draft. Frequently Asked Questions.* August 3, 2009. <www.climatechange.ca.gov/adaptation/documents/2009-07-31_Discussion_Draft-Adaptation_FAQs.pdf>

calculate or estimate GHG emissions resulting from a project and use a model and/or qualitative analysis or performance based standards to assess impacts.

Senate Bill 375- Redesigning Communities to Reduce Greenhouse Gas Emissions/Plan Bay Area

Senate Bill 375 (SB 375), the Sustainable Communities and Climate Protection Act of 2008, requires regional transportation plans to include a Sustainable Communities Strategy (SCS) that links transportation and land use planning together into a more comprehensive, integrated process. The SCS is a mechanism for more effectively linking a land use pattern and a transportation system together to make travel more efficient and communities more livable. The result is reduced GHG emissions from passenger vehicles along with other benefits.

The target for the Bay Area is a seven percent per capita reduction in GHG emissions attributable to automobiles and light trucks by 2020 and a 15 percent per capita reduction by 2035. The base year for comparison of emission reductions is 2005. The 2013 Regional Transportation Plan, *Plan Bay Area*, will be the Bay Area's first plan that is subject to SB 375.[10]

4.4.1.2 Regional and Local Plans

Bay Area 2010 Clean Air Plan

The Bay Area 2010 Clean Air Plan (CAP) is a multi-pollutant plan prepared by the Bay Area Air Quality Management District (BAAQMD) that addresses GHG emissions along with other air emissions in the San Francisco Bay Area Air Basin. One of the key objectives in the CAP is climate protection. The 2010 CAP includes emission control measures in five categories: Stationary Source Measures, Mobile Source Measures, Transportation Control Measures, Land Use and Local Impact Measures, and Energy and Climate Measures. Consistency of a project with current control measures is one measure of its consistency with the CAP. The current CAP also includes performance objectives, consistent with the State's climate protection goals under AB 32 and SB 375, designed to reduce emissions of GHGs to 1990 levels by 2020 and 40 percent below 1990 levels by 2035.

4.4.1.3 City of Milpitas Climate Action Plan

The City of Milpitas is currently preparing a Climate Action Plan and Qualified Greenhouse Gas Emissions Strategy (CAP). The CAP is a strategic planning document that identifies how the City can achieve the GHG reduction targets contained in AB 32. Specifically, the CAP identifies ways in which the community and City can reduce GHG emissions and provide guidance for adapting to the anticipated effects of climate change. The City's Draft CAP (March 2013) looks at five key sectors – energy use, vehicle miles, waste production, water usage, and off-road activities and identifies best practices based on public input to produce a blueprint for achieving GHG emission reductions in Milpitas and ultimately to comply with AB 32 and SB 375.[11]

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[10]One Bay Area. "One Bay Area Fact Sheet". Accessed March 5, 2012. Available at: http://www.onebayarea.org/pdf/SB375_OneBayArea-Fact_Sheet2.pdf

[11] City of Milpitas Website. http//www.ci.miilpitas.ca.gov/government/planning/climate.asp Accessed March 27, 2013.

The City will implement the CAP though a variety of programs and with public involvement. The Milpitas community will collectively play a role in achieving the goals of the CAP and, in turn, a sustainable future. Throughout the public engagement process of the CAP, the City will identify and promote the most effective ways to reduce GHG emissions within the community. Through the CAP, the City will establish predictability regarding mitigation strategies to address climate change. Adoption of the CAP is anticipated to be considered by the Milpitas City Council in May 2013.

4.4.1.4 Existing Conditions

The project site is an existing retail center with some stores currently vacant. The existing land uses generate approximately 8,440 daily traffic trips and operation of these businesses uses electricity and water which results in the emission of GHGs from the site.

4.4.2 Thresholds of Significance

For the purposes of this EIR, a greenhouse gas emissions impact is considered significant if the project would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

As discussed in CEQA Guidelines Section 15064(b), the determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the Lead Agency and must be based to the extent possible on scientific and factual data.

The first threshold will be assessed using quantitative thresholds for GHG emissions identified by BAAQMD in 2009. Using a methodology that models how new land use development in the San Francisco Bay area can meet Statewide AB 32 GHG reduction goals, BAAQMD identified a significance threshold of 1,100 metric tons of CO_2e per year. In addition to this bright-line threshold, an "efficiency" threshold was identified for urban high density, transit-oriented development projects that are intended to reduce vehicle trips but that may still result in overall emissions greater than 1,100 metric tons per year. This efficiency threshold is 4.6 metric tons of CO_2e per service population (e.g., residents and employees) per year.

The City has carefully considered the thresholds prepared by BAAQMD[12] and regards the quantitative thresholds to be based on the best information available for residential and commercial development in the San Francisco Bay Area Air Basin. Evidence supporting these thresholds has been presented in the following documents:

[12] In December 2010, the California Building Industry Association (BIA) filed a lawsuit in Alameda County Superior Court challenging adoption of thresholds developed by BAAQMD for its CEQA Air Quality Guidelines (California Building Industry Association v. Bay Area Air Quality Management District, Alameda County Superior Court Case No. RG10548693). On March 5, 2012, the Superior Court found that adoption of thresholds by the BAAQMD in its 2010 CEQA Air Quality Guidelines is a CEQA project and BAAQMD is not to disseminate officially sanctioned air quality thresholds of significance until BAAQMD fully complies with CEQA. No findings or rulings were made on the merit of the thresholds or the substantial evidence supporting the thresholds.

- Bay Area Air Quality Management District (BAAQMD). 2009. *CEQA Thresholds Options and Justification Report.*
- BAAQMD. 2010. *California Environmental Quality Act Air Quality Guidelines*. (Appendix D).
- California Air Resources Board. 2008. *Climate Change Scoping Plan.* (Statewide GHG Emission Targets)

The second threshold listed above will be assessed based upon a review of the project's conformance with applicable plans and policies, including those outlined in Section 4.11.1.

4.4.3 Greenhouse Gas Emissions Impacts

Given the overwhelming scope of global climate change, it is not anticipated that a single development project would have an individually discernible effect on global climate change. It is more appropriate to conclude that the GHG emissions generated by the proposed project would combine with emissions across the State, Nation, and globe to cumulatively contribute to global climate change.

Greenhouse gas emissions from the proposed project would include emissions from construction and operation of the project. The GHG emissions from the project include:

- Construction emissions;
- Emissions from the manufacture and transport of building materials;
- Mobile emissions (e.g., emissions from combustion of fossil fuels for vehicle trips to and from the site)
- Emissions from the generation of electricity to operate lighting, appliances, and HVAC on the site, and to convey water to the site.

4.4.3.1 Methodology

The CalEEMod model is used to estimate direct CO_2 emissions from the project and indirect mobile source emissions for both construction and operation of the project.

4.4.3.2 Operational Greenhouse Gas Emissions (Long Term Emissions)

The proposed project is anticipated to be in full operation by the year 2015. Default energy consumption rates were assumed in the model, and green buildings measures proposed by the project were factored in. The project proposes to apply for LEED Silver certification and has committed to the following specific green building measures:

- Exceed State Title 24 California Energy Code requirements;
- Install high-efficiency lighting;
- Design the project to reduce the "heat island effect";
- Inclusion of low-flow water fixtures and toilets;
- Use of water-efficient landscaping; and
- Implement a site-wide solid waste recycling program.

Table 17 shows a breakdown of the annual operational GHG emissions of the proposed project.

TABLE 17 Annual Project GHG Emissions in Metric Tons			
Source Category	**Existing Emissions**	**2015 Emissions**	**2020 Emissions**
Energy	684	1,522	1,248
Mobile	12,604	15,254	12,975
Solid Waste	128	237	237
Water	49	74	63
Total	***13,465***	***17,087***	***14,523***
Net Emissions	**---**	**3,622**	**1,058**

Based on the available project data, the project would emit approximately 3,622 MT CO_2e/year in the first full operational year 2015. This would exceed the bright line 1,100 MT CO_2e/year significance threshold established by BAAQMD. The State of California requires compliance with emissions reduction limits/standards established in Executive Order S-3-05 and AB 32 by the year 2020. In 2020, the project would emit 1,058 MT CO_2e/year which is below the bright line 1,100 MT CO_2e/year significance threshold established by BAAQMD. Therefore, from the year 2020 through the useful life of the project, the project would have a less than significant impact on GHG emissions and would not preclude the State from achieving its GHG reduction goals.

GHG emission rates associated with electricity consumption were adjusted to account for Pacific Gas & Electric utility's (PG&E) projected 2012, 2015 and 2020 CO_2 intensity rate. There rates are based, in part, on the requirement of a renewable energy portfolio standard of 33 percent by the year 2020. As shown in Table 17, the GHG emissions of the project associated with energy use would decrease over time. This decrease would occur as more renewable sources of energy are incorporated in PG&E's energy mix and would be independent of the project.

State regulations currently in place would also reduce GHG emissions from mobile sources (vehicles) over time. These regulations include the Pavley Rule that increases fleet efficiency (reducing fuel consumption) and the low carbon fuel standard.

Although energy use and vehicle trips associated with the project could initially contribute to GHG emissions above the bright-line threshold in the near term (2015), the emissions associated with the project would drop below the threshold prior to the 2020 milestone.

The City of Milpitas is in the process of adopting a Climate Action Plan to address GHG emissions and ensure the City's compliance with State GHG reduction goals. The project will be required, as a Condition of Approval, to comply with the Climate Action Plan, including any trip reduction measures, green building measures, or other measures not already proposed by the project that the City deems necessary to reduce the 2015 GHG emissions below the bright-line threshold. Therefore, the proposed project will have a less than significant GHG impact. **(Less Than Significant Impact)**

4.4.3.3 Construction Greenhouse Gas Emissions (Short Term Emissions)

GHG emissions would occur during demolition of the existing buildings and hardscape, excavation and grading of the site, and construction of the project. Construction of the project would involve emissions associated with equipment and vehicles used to construct the project, as well as emissions associated with manufacturing materials used to construct the project.

Neither the City of Milpitas nor BAAQMD have quantified thresholds for construction activities. The OFFROAD model was used to calculate CO_2 emissions generated from construction of the proposed project over a period of 17 months starting in 2013 and ending in 2014. It was estimated that construction of the project would emit 1,658 MT of CO_2.

Given that the emissions would be temporary and that the project is in an urban setting close to construction supplies and equipment, and that the project will implement the best management practices outlined in Section 4.3, *Air Quality*, construction of the project would not contribute substantially to GHG emissions. **(Less than Significant Impact)**

4.4.4 Mitigation and Avoidance Measures for Greenhouse Gas Emissions Impacts

No mitigation is required or proposed.

4.4.5 Conclusion

Implementation of the proposed Green Building measures, required TDM program, and consistency with the Climate Action Plan will reduce the identified year 2015 operational GHG impact to a less than significant level. In addition, the project will meet year 2020 reduction goals. Therefore, the project will have a less than significant long-term GHG impact. **(Less Than Significant Impact)**

Construction activities will have a less than significant short-term GHG impact. **(Less Than Significant Impact)**

4.5 ENERGY

This section was prepared pursuant to CEQA Guidelines Section 15126.4 (a)(1)(C) and Appendix F which requires that EIRs include a discussion of the potential energy impacts of proposed projects with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. The information in this section is based largely on data and reports produced by the California Energy Commission, the Bay Area Air Quality Management District (BAAQMD), and the Energy Information Administration of the U.S. Department of Energy.

4.5.1 Introduction and Regulatory Background

Energy consumption is analyzed in an EIR because of the environmental impacts associated with its production and usage. Such impacts include the depletion of nonrenewable resources (e.g., oil, natural gas, coal, etc.) and emissions of pollutants during both the production and consumption phases.

Energy usage is typically quantified using the British Thermal Unit (Btu).[13] As points of reference, the approximate amount of energy contained in a gallon of gasoline, a cubic foot of natural gas, and a kilowatt hour (kWh) of electricity are 123,000 Btus, 1,000 Btus, and 3,400 Btus, respectively. Utility providers measure gas usage in therms. One therm is approximately equal to 100,000 Btus.

Electrical energy is expressed in units of kilowatts (kW) and kilowatt-hours (kWh). One kilowatt, a measurement of power (energy used over time), equals one thousand joules[14] per second. A kilowatt-hour is a measurement of energy. If run for one hour, a 1,000 watt (1 kW) hair dryer would use one kilowatt-hour of electrical energy. Other measurements of electrical energy include the megawatt (1,000 kW) and the gigawatt (1,000,000 kW).

4.5.1.1 Regulatory Setting

Many federal, state, and local statutes and policies address energy conservation. At the Federal level, energy standards set by the U.S. Environmental Protection Agency (EPA) apply to numerous products (e.g., the EnergyStar™ program). The EPA also sets fuel efficiency standards for automobiles and other modes of transportation. At the State level, Title 24 of the California Building Standards Code sets forth energy standards for buildings, rebates/tax credits are provided for installation of renewable energy systems, and the *Flex Your Power* program promotes conservation in multiple areas. The Title 24 standards have been revised and will be effective January 1, 2014.[15]

In January 2010, the State of California adopted the California Green Building Standards Code (CALGreen) that establishes mandatory green building standards for all buildings in California. The

[13] The British Thermal Unit (Btu) is the amount of energy that is required to raise the temperature of one pound of water by one degree Fahrenheit.
[14] As defined by the International Bureau of Weights and Measures, the joule is a unit of energy or work. One joule equals the work done when one unit of force (a Newton) moves through a distance of one meter in the direction of the force.
[15] California Energy Commission. "Building Energy Efficiency Program." 2013. Accessed March 15, 2013. Available at: http://www.energy.ca.gov/title24/

code covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and indoor environmental quality.

At the local level, the City of Milpitas sets green building standards for new private and municipal development. Chapter 20, Title II of the Milpitas Municipal Code defines new construction of different types and sizes based on the number of residential units or for nonresidential, the gross building area of development. Under these regulations, new nonresidential projects constructing over 50,000 square feet of new development such as the proposed project are required to achieve verified LEED[16] Silver certification.

4.5.2 Existing Setting

Total energy usage in California was approximately 7,826 trillion Btu in the year 2010 (the most recent year for which this specific data was available).[17] The breakdown by sector was approximately 19 percent (1,463 trillion Btu) for residential uses, 19 percent (1,501 trillion Btu) for commercial uses, 22 percent (1,765 trillion Btu) for industrial uses, and 40 percent (3,097 trillion Btu) for transportation.[18] This energy is primarily supplied in the form of natural gas, petroleum, nuclear electric power, and hydroelectric power.

The four buildings to be demolished total 139,710 square feet of commercial retail space. The site also has a large surface parking lot, landscaping, and driveways. Existing energy use primarily consists of fuel for vehicle trips to and from the site, electricity for lighting and cooling, and natural gas for heating and operations within the buildings. Given the nature of land uses on the site, the remainder of this discussion will focus on the three most relevant sources of energy: electricity, natural gas, and gasoline for vehicle trips.

4.5.2.1 Electricity

Electricity supply in California involves a complex grid of power plants and transmission lines. In 2011, California produced approximately 70 percent of the electricity it consumed; it imported the remaining 30 percent from 11 western states, Canada, and Mexico. Electricity imports from the northwest states were particularly high in 2011 due to an increase in hydroelectric generation resulting from higher precipitation in the northwest.

The bulk of California's electricity comes from power plants. In 2011, 36.5 percent the state's electricity was generated by natural gas, 15.7 percent by nuclear, 13.4 percent by large hydroelectric, 8.4 percent by coal, and 11.5 percent by unspecified sources. Renewable sources such as rooftop

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[16] Created by the non-profit organization United States Green Building Council, LEED (Leadership in Energy and Environmental Design) is a certification system that assigns points for green building measures based on a 110-point rating scale.

[17] United States Energy Information Administration. "Table C4. Total End-Use Energy Consumption Estimates, 2010." Accessed March 13, 2013. Available at: http://www.eia.gov/beta/state/seds/data.cfm?incfile=/state/seds/sep_sum/html/sum_use_tx.html&sid=CA

[18] United States Energy Information Administration. "Table C1. Energy Consumption Overview: Estimates by Energy Source and End-Use Sector, 2010". Accessed March 13, 2013. Available at: http://www.eia.gov/beta/state/seds/data.cfm?incfile=/state/seds/sep_sum/html/sum_btu_1.html&sid=CA

photovoltaic systems, biomass power plants, and wind turbines, accounted for the remaining 14.5 percent of California's electricity. [19]

Electricity consumption in California increased by approximately 4.6 percent in the last decade, from approximately 260,408 gigawatt hours (GWh) in 2000 to approximately 272,342 GWh in 2010. Electricity consumption is forecast to increase by five to nine percent over 2010 levels by 2015, bringing total consumption to between 286,000 and 296,000 GWh.[20]

Pacific Gas and Electric (PG&E) provides both natural gas and electricity utility service in Milpitas for residential, commercial, industrial, and municipal uses. PG&E generates electricity at hydroelectric, nuclear, renewable, natural gas, and coal facilities. In 2011, natural gas facilities provided 25 percent of PG&E's electricity delivered to retail customers; nuclear plants provide 22 percent; hydroelectric operations provide 18 percent; renewable energy facilities including solar, geothermal, and biomass provide 19 percent; and 15 percent was unspecified.[21] Under the provisions of Senate Bill 107, investor-owned utilities were required to generate 20 percent of their retail electricity using qualified renewable energy technologies by the end of 2010. PG&E's 2011 electricity mix was 19 percent renewable.

Electricity usage for differing land uses varies substantially by the type of uses in a building, the type of construction materials used, and the efficiency of the electricity-consuming devices used. Electricity used in the PG&E Planning Area within which the project is located, is consumed primarily by the commercial sector (41 percent), the residential sector (33 percent), and the industrial sector (approximately 16 percent).[22] Based on BAAQMD's BGM User's Manual, the average annual electricity usage for retail buildings is 12.8 kWh per square foot (sf) per year.[23] The project proposes to demolish four of the existing buildings on-site which total 139,710 square feet. At 12.8 kWh/sf/year, the four existing buildings use approximately 1.8 kWh of electricity per year.[24] In 2011, Santa Clara County consumed approximately 16,384 million kWh of electricity.[25]

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[19] California Energy Commission, Energy Almanac, "Total Electricity System Power." Accessed March 13, 2013. Available at: http://www.energyalmanac.ca.gov/electricity/total_system_power.html

[20] California Energy Commission. "2011 Integrated Energy Policy Report (CEC-100-2011-001-CMF)." Page 103. Accessed March 13, 2013. Available at: http://www.energy.ca.gov/2011publications/CEC-100-2011-001/CEC-100-2011-001-CMF.pdf

[21] PG&E. "Clean Energy Solutions." Accessed March 13, 2013. Available at: http://www.pge.com/en/about/environment/pge/cleanenergy/index.page

[22] California Energy Commission, Energy Consumption Data Management System. "Electricity Consumption by Planning Area, 2011." Accessed March 13, 2013. Available at: http://ecdms.energy.ca.gov/elecbyplan.aspx

[23] Bay Area Air Quality Management District. "Draft BAAQMD Greenhouse Gas Model User's Manual." Accessed March 13, 2013. Available at: http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/BGM%20Users%20Manual.ashx?la=en

[24] All calculations of annual consumption treat one year as 365.25 days to account for leap years.

[25] California Energy Commission, Energy Consumption Data Management System. "Electricity Consumption by County." 2008 (based on 2011 data). Accessed March 15, 2013. Available at: http://www.ecdms.energy.ca.gov/elecbycounty.aspx

4.5.2.2 Natural Gas

In 2010, approximately 12 percent of California's natural gas supply came from in-state production, while 88 percent was imported from other western states and Canada.[26] PG&E and two other major gas utilities provide 98 percent of the state's natural gas.[27] PG&E supplies Milpitas with natural gas through underground high-pressure pipes.

The most recent data from the California Energy Commission shows that between 2006 and 2011, on average, approximately 34 percent of the natural gas delivered for consumption in California was for electricity generation, 32 percent for industrial uses, 22 percent for residential uses, 11 percent for commercial uses, and less than one percent for transportation.[28] As with electricity usage, natural gas usage depends on the type of uses in a building, the type of construction materials used, and the efficiency of gas-consuming devices. In commercial buildings such as malls, natural gas is used for heating, ventilation, and air conditioning (HVAC) systems. Restaurants within the malls will also use natural gas for cooking.

Based on the BAAQMD BGM User's Manual, the average annual natural usage for retail buildings is 3,000 Btu per square foot, or 3.0 kBtu/sf per year.[29] The four existing retail buildings use approximately 419,130 kBtu, or 419.13 million Btus (MMBtu) per year. In 2011, the State of California consumed approximately 2.2 trillion cubic feet of natural gas, or 2.26 billion MMBtu.[30,31]

4.5.2.3 Gasoline for Motor Vehicles

California accounts for more than one-tenth of the United States' crude oil production and petroleum refining capacity.[32] In 2010, 21.5 billion gallons of gasoline, diesel, and jet fuel were consumed in California.[33] According to the California Energy Commission's *2011 Integrated Energy Policy Report*, California is experiencing a downward trend in sales of gasoline, diesel, and jet fuel, primarily due to low economic growth and high unemployment. It is expected that this trend will continue in the future due to high fuel prices, efficiency gains, competing fuel technologies, and mandated use of alternative fuels.

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[26] California Energy Commission. "Natural Gas Supply by Region." 2011. Accessed March 13, 2013. Available at: http://www.energyalmanac.ca.gov/naturalgas/natural_gas_supply.html
[27] California Energy Commission. "Overview of Natural Gas in California." 2013. Accessed March 13, 2013. Available at: http://www.energyalmanac.ca.gov/naturalgas/overview.html
[28] U.S. Energy Information Administration. "Natural Gas Summary." January 31, 2013. Accessed March 13, 2013. Available at: http://www.eia.gov/dnav/ng/ng_sum_lsum_dcu_SCA_a.htm
[29] Bay Area Air Quality Management District. "Draft BAAQMD Greenhouse Gas Model User's Manual." Accessed March 13, 2013. Available at: http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/BGM%20Users%20Manual.ashx?la=en
[30] United States Energy Information Administration. "Which states consume and produce the most natural gas?" January 15, 2013. Accessed March 15, 2013. Available at: http://www.eia.gov/tools/faqs/faq.cfm?id=46&t=8
[31] Conversion uses 1,027 Btu per cubic foot of natural gas.
[32] United States Energy Information Administration. "California State Energy Profile." Available at: http://www.eia.gov/beta/state/analysis.cfm?sid=CA
[33] California Energy Commission. "2011 Integrated Energy Policy Report (CEC-100-2011-001-CMF)." Page 139. Accessed March 13, 2013. Available at: http://www.energy.ca.gov/2011publications/CEC-100-2011-001/CEC-100-2011-001-CMF.pdf

The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States has steadily increased from about 13.1 miles-per-gallon (mpg) in the mid-1970s to 22.6 mpg in 2011 (estimated).[34] Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007. That standard, which originally mandated a national fuel economy standard of 35 miles per gallon by the year 2020, was subsequently revised to apply to cars and light trucks of Model Years 2011-2016.[35] In 2012, the Federal government raised the fuel economy standard to 54.5 miles per gallon for cars and light-duty trucks by Model Year 2025.[36]

The BAAQMD URBEMIS 2007 model, which takes into account the land use type, size, and location, estimates that the average length of vehicle trips to and from the existing mall for employees and customers is 7.4 miles. The four buildings that the project proposes to demolish generate approximately 8,440 daily trips (see Table 6 of TIA, Appendix B of the EIR). Thus the daily total vehicle miles travelled (VMT) to and from the four buildings on the project site is 62,397 miles. Based on the 2011 EPA estimated average fuel economy of 22.6 miles per gallon the existing retail development results in the consumption of approximately 2,761 gallons of gasoline per day. Annually, the existing 139,710 square feet of retail space accounts for the use of 1,008,428 gallons of gasoline.

4.5.3 Thresholds of Significance

Based on Appendix F of the CEQA Guidelines, and for the purposes of this EIR, a project will result in a significant energy impact if the project will:

- Use fuel or energy in a wasteful manner; or
- Result in a substantial increase in demand upon energy resources in relation to projected supplies; or
- Result in longer overall distances between jobs and housing.

4.5.4 Energy Impacts

4.5.4.1 Estimated Energy Use of the Proposed Project

Implementation of the project would result in the construction of 292,186 square feet of total new commercial retail space (a net increase of 152,476 square feet) and a 178,692 square foot hotel at the project site. Energy would be consumed during both the construction and operational phases of the proposed project. The demolition and construction phase will require energy for the manufacture and

[34] U.S. Environmental Protection Agency. "Light-Duty Automotive Technology, Carbon Dioxide Emissions and Fuel Economy Trends: 1975 through 2011." March 2012. Page i. Available at: http://www.epa.gov/otaq/cert/mpg/fetrends/2012/420r12001a.pdf

[35] U.S. Department of Energy. "Energy Independence & Security Act." Accessed March 13, 2013. Available at: http://www1.eere.energy.gov/femp/regulations/eisa.html.

[36] National Highway Traffic Safety Administration. "Obama Administration Finalizes Historic 54.5 mpg Fuel Efficiency Standards." August 28, 2012. Available at: http://www.nhtsa.gov/About+NHTSA/Press+Releases/2012/Obama+Administration+Finalizes+Historic+54.5+mpg+Fuel+Efficiency+Standards

transportation of building materials, preparation of the site (e.g., demolition of the existing buildings and grading), and the actual construction of the buildings. The operation of the proposed hotel and retail uses would consume energy (in the form of electricity and natural gas) primarily for building heating and cooling, lighting, cooking, and water heating.

Table 18 summarizes the estimated net increase in energy use resulting from implementation of the project. Estimated energy usage was derived from the BAAQMD URBEMIS 2007 model and the BGM Model. Gasoline usage was also calculated based on the project-specific Traffic Impact Analysis and U.S. EPA 2011 fuel economy estimates of 22.6 miles per gallon.

TABLE 18
Annual Energy Use from the Project

Type of Energy	Existing Energy Use at Site	Project Energy Use	Energy Use Increase
Electricity	1,788,288 kWh	5,401,817 kWh	3,613,529 KWh
Natural Gas	419 MMBtu	9,276 MMBtu	8,857 MMBtu
Gasoline	1,008,428 gallons	1,684,976 gallons	676,548 gallons

[1]Based upon the existing and proposed square footage of the buildings and the following Average Annual Energy Use Factors from URBEMIS 2007 and BAAQMD BGM models:
Retail – 1.8 kWh/square foot/year and 3 kBtu/square foot/year (natural gas use)
Hotel/Lodging – 9.3 kWh/square foot/year (electricity use) and 47 kBtu/square foot/year (natural gas use)
[2]Estmated gasoline use based upon trip estimates in Table 6 of the TIA in Appendix B of this EIR and an estimated average trip length of 7.4 miles.

4.5.4.2 Operational Impacts from the Proposed Project

As shown in Table 18 above, the project would increase electricity use at the project site by approximately 3,613,529 kWh per year, natural gas usage by 8,857 MMBtu per year, and gasoline consumption by 676,548 gallons over existing conditions.

The new building would be required to build to the State CalGreen code, which includes insulation and design to minimize wasteful energy consumption. In order to comply with the City of Milpitas requirements, the project proposes to obtain LEED Silver certification, which is approximately equivalent to exceeding the State 2010 Title 24 standard by 15 percent. LEED measures a project's sustainability through five main categories: sustainable sites, water efficiency, energy and atmosphere, materials and resources, and indoor environmental quality. A project must earn 50 to 59 points as a sum of the five categories to achieve LEED Silver certification. For each of the five categories, the following measures would contribute to its certification:

- <u>Sustainable Sites</u>
  - Ensure public transportation access
  - Use low-emitting and/or fuel-efficient alternative transportation vehicles
  - Reduce heat island effect (e.g. include landscaping and shade trees to reduce the heat absorbed and released by black asphalt or pavement)

- Water Efficiency
    - Use water efficient landscaping
    - Reduce water use (e.g. conservation through education and signage, low-flow toilets, etc.)

- Energy and Atmosphere
    - Optimize energy performance (e.g. energy efficient lighting and building design)
    - Enhance refrigeration management
    - Use green power

- Materials and Resources
    - Manage construction waste (e.g. waste diversion via reuse and recycling)
    - Use recycled content
    - Use regional materials

- Indoor Air Quality
    - Increased ventilation and air delivery monitoring
    - Implement construction indoor air quality management plan
    - Make systems controllable (e.g. lighting, temperature)
    - Ensure thermal comfort through design and verification

The project is infill development (versus a green-field site) and redevelopment of the site would not result in a need for expanded infrastructure or increase the overall distance between jobs and housing. Implementation of the proposed sustainability measures would result in efficient energy use at the project site, compliance with the CalGreen standards, and a LEED Silver certification in compliance with the City of Milpitas code. While energy use would increase over existing conditions, the addition of commercial space and a hotel at an infill location would not substantially increase demand on energy resources in relation to projected supplies or existing demand. **(Less Than Significant Impact)**

4.5.5 Mitigation and Avoidance Measures

No mitigation is required or proposed.

4.5.6 Conclusion

The project would place hotel and retail uses at an infill site within reasonable distance of existing job opportunities. With implementation of the proposed green building design features the project would not result in the wasteful use of fuel or energy. The project would not result in a substantial increase in demand upon energy resources in relation to projected supplies. **(Less Than Significant Impact)**

SECTION 5.0 CUMULATIVE IMPACTS

Cumulative impacts, as defined by CEQA, refer to two or more individual effects, which when combined, are considerable or which compound or increase other environmental impacts. Cumulative impacts may result from individually minor, but collectively significant projects taking place over a period of time. The CEQA Guidelines state (§15130) that an EIR shall discuss cumulative impacts "when the project's incremental effect is cumulatively considerable." The discussion does not need to be in as great detail as is necessary for project impacts, but is to be "guided by the standards of practicality and reasonableness." The purpose of the cumulative analysis is to allow decision makers to better understand the potential impacts which might result from approval of past, present and reasonably foreseeable future projects, in conjunction with the proposed project. The projects included in the cumulative analysis are as follows:

TABLE 19
Approved and Pending Project List for Milpitas

Project	Size
Approved Projects	
Shea Residential	204 dwelling units
Sinclair Horizon Residential	82 dwelling units
Walmart Expansion	150,000 square feet retail
Robson Homes*	88 dwelling units
Piper Montague	942 dwelling units
Murphy Ranch Residential*	659 dwelling units
Landmark Towers Mixed Use	375 dwelling units 148,000 square feet retail
Contour	134 dwelling units
Elmwood Residential & Commercial*	722 dwelling units 180,000 square foot auto dealer
Campus at McCarthy Ranch	1,000,000 square feet office
Peery Arriaga	238,400 square feet office
Pending Projects	
Preston Properties	220 dwelling units
Waterstone Residential	84 dwelling units

* Project construction is complete.

In addition to the City of Milpitas projects listed in Table 19, the cumulative analysis included relevant data from the City of San Jose's Approved Trip Inventory (ATI). The analysis also considered approved and pending projects in the City of Fremont, the projects were determined to be too far away from the project's area of potential impact or too small to have an effect on the overall cumulative condition. As a result, no approved or pending projects in the City of Fremont were included in the cumulative analysis.

5.1 Cumulative Impacts

5.1.1 Thresholds of Significance

The discussions below address the following aspects of cumulative impacts:

- Would the effects of the proposed project, when combined with the effects of all past, present, and pending development result in a cumulatively significant impact on the resources in question?

- If a cumulative impact is likely to be significant, would the contribution of the proposed project to that impact be cumulatively considerable?

Based on the analysis in this EIR (including the Initial Study in Appendix A), the proposed project would result in a less than significant impact to aesthetics, agricultural/forestry resources, cultural resources, energy, geology and soils, GHG emissions, land use, mineral resources, population and housing, public services, recreation, and utilities and service systems. The degree in which the proposed project would add to existing or probable future impacts on existing land uses and/or resources would be negligible. In addition, the assessment of GHG emissions in Section 4.4 is an assessment of the project's contribution to cumulative greenhouse gas emissions. As a result, the project's contribution to a cumulatively significant impact in any of these resource areas would not be considerable.

The proposed project would result in significant air quality, biological resources, hazardous materials, noise, and transportation impacts. The air quality, biological, hazardous materials, and hydrology impacts, as well as some of the noise impacts, will result from construction of the proposed project. These impacts are temporary and will be reduced to a less than significant level with implementation of the proposed mitigation measures. Because of the temporary nature of these impacts and the fact that the impacts will be mitigated, there would be no long term cumulative effect. As a result, the projects contribution to a cumulatively significant impact in any of these resource areas would not be considerable.

The operational noise impacts will result from placing a hotel in high noise area. The identified impact will be reduced to a less than significant level with implementation of the proposed mitigation measures. Because of the nature of this impact and the fact that the impact will be mitigated, there would be no long term cumulative effect.

The project would make a cumulatively significant contribution to transportation impacts. As a result, a detailed discussion of these cumulative impacts is provided below.

5.1.2 Cumulative Transportation Impacts

To determine future cumulative traffic volumes in the study area, background plus project traffic volumes were added to the estimated traffic volumes of proposed but not yet approved development projects. Pending projects included in the analysis were based on data provided by the City of Milpitas. The list of pending projects is provided in Appendix B.

The added traffic from pending developments was calculated using rates from the Institute of Transportation Engineer's (ITE) publication, *Trip Generation, 8th Edition* and assigned to the roadway network based on existing travel patterns and the locations of complementary land uses. Cumulative plus project peak hour traffic volumes were estimated by adding the additional traffic generated by the project to the cumulative traffic volumes. Cumulative plus project conditions were evaluated relative to the cumulative no project conditions.

As with existing plus project and background plus project, the proposed project would have a significant cumulative impact if it would:

- Cause the level of service at any local intersection to degrade from an acceptable LOS D or better under existing or background conditions to an unacceptable LOS E or F under existing plus project or background plus project conditions;
- Cause the level of service at any CMP/County intersection to degrade from an acceptable LOS E or better under existing or background conditions to an unacceptable LOS F under existing plus project or background plus project conditions; or
- At any local intersection that is already an unacceptable LOS E or F under existing or background conditions, cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more.

Under the cumulative without project condition, the following intersections would operate at an unacceptable LOS in one or more Peak Hours:

- Dixon Landing Road and McCarthy Boulevard (No. 1) – AM and PM Peak Hour
- Dixon Landing Road and I-880 SB Ramps (No. 2) – AM Peak Hour
- Dixon Landing Road and N. Milpitas Boulevard (No. 5) – AM and PM Peak Hour
- McCarthy Boulevard and S. Ranch Drive (No. 8) – PM Peak Hour
- McCarthy Boulevard and SR 237 WB Ramps (No. 9) – PM Peak Hour
- McCarthy Boulevard and Bellew Drive (No. 16) – PM Peak Hour
- McCarthy Boulevard and Alder Drive (No. 17) – AM and PM Peak Hour
- Tasman Drive and Alder Drive (No. 19) – PM Peak Hour
- Capitol Avenue and Cropley Avenue/Tradezone Boulevard (No. 25) – PM Peak Hour
- McCarthy Boulevard/O'Toole Avenue and Montague Expressway (No. 28) – PM Peak Hour

All other signalized study intersections would operate at an acceptable LOS. The results of the cumulative with project conditions analysis are summarized in Table 20 below.

TABLE 20
Study Intersections Level of Service – Cumulative Plus Project Conditions

No.	Intersection	Peak Hour	Cumulative		Cumulative With Project			
			Delay	LOS	Delay	LOS	" in Critical V/C	" in Critical Delay
1	Dixon Landing Road and McCarthy Boulevard (F)	AM	158.9	F	161.3	F	0.008	2.4
		PM	152.7	F	157.4	F	0.018	4.7
2	Dixon Landing Road and I-880 SB Ramps (M)	AM	63.0	E	63.1	E	0.001	0.6
		PM	8.0	A	8.1	A	0.005	0.1
3	Dixon Landing Road and I-880 NB Ramps/California Circle (M)	AM	19.3	B-	19.6	B-	0.003	0.3
		PM	27.9	C	29.6	C	0.014	5.0
4	California Circle and I-880 NB Ramps (M)	AM	10.9	B+	10.9	B+	0.002	0.0
		PM	27.7	C	27.4	C	-0.002	-0.8
5	Dixon Landing Road and N. Milpitas Boulevard (M)	AM	>180	F	>180	F	0.004	1.7
		PM	97.7	F	99.2	F	0.006	2.7
6	McCarthy Boulevard and N. Ranch Drive (M)	AM	17.2	B	17.3	B	0.007	0.0
		PM	26.6	C	27.6	C	0.030	1.9

TABLE 20 *Continued* Study Intersections Level of Service – Cumulative Plus Project Conditions								
No.	**Intersection**	**Peak Hour**	**Cumulative**		**Cumulative With Project**			
			Delay	LOS	Delay	LOS	” in Critical V/C	” in Critical Delay
7	Ranch Drive and Mall Access Driveway (M)	AM	15.8	B	15.8	B	0.121	0.2
		PM	11.9	B+	16.9	B	0.328	7.5
8	McCarthy Boulevard and S. Ranch Drive (M)	AM	51.9	D-	52.1	D-	0.028	1.9
		PM	83.2	F	105.9	F	0.088	41.0
9	McCarthy Boulevard and SR 237 WB Ramps (M)	AM	36.3	D+	43.3	D	0.054	19.5
		PM	78.2	E-	109.7	F	0.132	58.6
10	McCarthy Boulevard and SR 237 EB Ramps (M)	AM	20.5	C+	20.0	B-	-0.002	-0.9
		PM	23.9	C	27.6	C	0.023	3.8
11	SR 237 Ramps and I-880 SB Ramps (M)	AM	20.6	C+	21.0	C+	0.016	0.6
		PM	17.3	B	18.0	B	0.026	1.3
12	SR 237 Ramps and I-880 NB Ramps (M)	AM	30.5	C	29.1	C	-0.013	-1.6
		PM	20.2	C+	19.3	B-	-0.006	-0.9
13	W. Calaveras Boulevard and S. Abel Street (CMP/M)	AM	56.2	E+	57.3	E+	0.007	1.8
		PM	52.0	D-	53.1	D-	0.012	1.8
14	E. Calaveras Boulevard and S. Milpitas Boulevard (CMP/M)	AM	69.9	E	71.8	E	0.010	3.2
		PM	42.9	D	43.4	D	0.013	0.6
15	E. Calaveras Boulevard and Hillview Drive (M)	AM	28.6	C	28.5	C	0.006	-0.1
		PM	43.3	D	43.9	D	0.018	1.4
16	McCarthy Boulevard and Bellew Drive (M)	AM	26.2	C	26.5	C	0.009	0.5
		PM	86.6	F	95.2	F	0.013	4.7
17	McCarthy Boulevard and Alder Drive (M)	AM	47.8	D	50.8	D	0.016	4.2
		PM	84.2	F	93.2	F	0.039	15.7
18	McCarthy Boulevard and Tasman Drive (M)	AM	41.2	D	42.1	D	0.007	1.3
		PM	37.9	D+	38.6	D+	0.024	0.8
19	Tasman Drive and Alder Drive (M)	AM	18.8	B-	19.1	B-	0.007	0.6
		PM	92.6	F	96.9	F	0.015	5.5
20	Tasman Drive and I-880 SB Ramps (M)	AM	23.2	C	22.7	C+	-0.007	-0.7
		PM	22.8	C+	22.9	C+	0.007	0.9
21	Great Mall Parkway and I-880 NB Ramps (M)	AM	39.4	D	40.1	D	0.006	0.9
		PM	32.5	C-	32.7	C-	0.005	0.3
22	Great Mall Parkway and Abel Street (M)	AM	42.3	D	42.4	D	0.003	0.1
		PM	31.3	C	31.3	C	0.004	0.0
23	Great Mall Parkway and Main Street (M)	AM	23.9	C	23.9	C	0.001	0.0
		PM	32.1	C-	32.1	C-	0.008	-0.1
24	Great Mall Pkway/E. Capitol Ave and Montague Expressway (CMP)	AM	52.3	D-	52.4	D-	0.002	0.2
		PM	57.9	E+	58.1	E+	0.000	0.0
25	Capitol Ave and Cropley Ave/Tradezone Boulevard (SJ)	AM	32.4	C-	32.5	C-	0.008	0.2
		PM	68.4	E	69.4	E	0.007	1.4

TABLE 20 *Continued* Study Intersections Level of Service – Cumulative Plus Project Conditions								
No.	**Intersection**	**Peak Hour**	**Cumulative**		**Cumulative With Project**			
			Delay	LOS	Delay	LOS	” in Critical V/C	” in Critical Delay
26	Montague Expressway and Trimble Road (CMP/SJ)	AM PM	29.1 67.5	C E	29.1 68.1	C E	0.001 0.003	0.0 0.9
27	McCarthy Boulevard and Barber Lane (M)	AM PM	16.0 44.7	B D	16.0 53.7	B D-	0.002 0.030	0.0 11.7
28	McCarthy Boulevard/O’Toole Ave and Montague Expressway (CMP/SJ/M)	AM PM	49.6 113.1	D F	51.5 117.9	D- F	0.008 0.015	2.7 6.8
29	SR 237 WB Ramps and Zanker Road (SJ)	AM PM	13.1 17.8	B B	13.1 17.9	B B	0.000 0.003	0.0 0.1
30	SR 237 EB Ramps and Zanker Road (SJ)	AM PM	15.8 14.6	B B	15.8 14.6	B B	0.000 0.000	0.0 0.0
31	Holger Way and Zanker Road (SJ)	AM PM	21.1 25.0	C+ C	21.1 25.0	C+ C	0.000 0.006	0.0 0.1

Implementation of the proposed project would result in the following intersection impacts under cumulative with project conditions:

- Dixon Landing Road and McCarthy Boulevard (No. 1) – A 0.018 increase in V/C and a 4.7 second increase in critical delay in the PM Peak Hour exacerbating the LOS F under cumulative conditions.

- McCarthy Boulevard and S. Ranch Drive (No. 8) – A 0.088 increase in V/C and a 41.0 second increase in critical delay in the PM Peak Hour exacerbating the LOS F under cumulative conditions.

- McCarthy Boulevard and SR 237 WB Ramps (No. 9) – A degradation of the LOS from E- to F with a 0.132 increase in V/C and a 58.6 second increase in critical delay in the PM Peak Hour.

- McCarthy Boulevard and Bellew Drive (No. 16) – A 0.013 increase in V/C and a 4.7 second increase in critical delay in the PM Peak Hour exacerbating the LOS F under cumulative conditions.

- McCarthy Boulevard and Alder Drive (No. 17) – A 0.039 increase in V/C and a 15.7 second increase in critical delay in the PM Peak Hour exacerbating the LOS F under cumulative conditions.

- Tasman Drive and Alder Drive (No. 19) – A 0.015 increase in V/C and a 5.5 second increase in critical delay in the PM Peak Hour exacerbating the LOS F under cumulative conditions.

- McCarthy Boulevard/O'Toole Avenue and Montague Expressway (No. 28) – A 0.015 increase in V/C and a 6.8 second increase in critical delay in the PM Peak Hour exacerbating the LOS F under cumulative conditions.

Implementation of the proposed project would have a significant impact on six local intersections and one CMP intersection under cumulative with project conditions. **(Significant Cumulative Impact)**

The Dixon Landing Road/N. Milpitas Boulevard (No. 5) and Capitol Avenue/Cropley Avenue – Tradezone Boulevard (No.25) intersections would continue to operate at and unacceptable LOS in at least one Peak Hour. Project traffic will not, however, cause the LOS to degrade further or cause an increase in critical delay or V/C above the threshold. Therefore, the proposed project will have a less than significant cumulative impact on these intersections. All other study intersections would operate at an acceptable LOS. **(Less Than Significant Cumulative Impact)**

Cumulative Freeway Impacts

As discussed in Section 4.2.2.5, implementation of the proposed project will result in a significant and unmitigatable impact to one freeway segments under existing plus project conditions. While the VTA TIA Guidelines only require an existing plus project freeway analysis and VTA has not yet developed guidelines for cumulative freeway analyses, the following discussion is provided to fully disclose any potential impacts resulting from the proposed project.

The existing plus project freeway analysis completed for the proposed project is based on the VTA TIA guidelines and input from City staff which requires an evaluation of freeway segments where the project volume is greater than one percent of the total segment capacity. The analysis in the TIA discloses the existing freeway operations conditions and potential freeway impacts for existing plus project conditions. The results show that the project will add traffic trips which equate to more than one percent of the freeway segment's capacity to two segments in the PM Peak Hour. One of the segments, SR 237 EB from McCarthy Boulevard to I-880, operates at LOS F under existing conditions. The addition of project traffic would result in a significant impact to this freeway segment. This impact would remain significant under cumulative conditions.

The second freeway segment, SR 237 WB from McCarthy Boulevard to I-880, operates at LOS B under existing conditions. While the addition of project traffic would not result in a significant impact to this segment under existing plus project conditions, this analysis assumes that the LOS would degrade over time based on planned regional growth. Therefore, it is conservatively assumed that the proposed project would also result in significant impact to this freeway segment under cumulative conditions. Therefore, under Cumulative Conditions, the project would have significant impact at the two identified freeway segments. **(Significant Cumulative Impact)**

5.1.3 Mitigation Measures for Cumulative Transportation Impacts

Intersection LOS Impacts

For the intersections listed below, the mitigation for the cumulative impact is the same as the project level mitigation already proposed by the project.

- McCarthy Boulevard and SR 237 WB Ramps (No. 9)
- McCarthy Boulevard and Alder Drive (No. 17)
- Tasman Drive and Alder Drive (No. 19)

The proposed project-level mitigation will mitigate the effects of the project's traffic at these intersections. Therefore, with implementation of the mitigation measures included in the project, the project will not have a cumulatively considerable impact on these intersections.
For the McCarthy Boulevard and Bellew Drive intersection (No. 17), the project-level mitigation will not fully mitigate the effects of the project's traffic under cumulative conditions. In addition to the restriping of the eastbound approach to provide two left-turn lanes and one shared through/right-lane, the project would need to widen McCarthy Boulevard to three lanes in both directions. Right-of-way acquisition from the property on the west side of McCarthy Drive will be required. This improvement will result in a lengthening of the crosswalk and/or modification of signal phasing that could increase the crossing distance/time for pedestrians. The traffic engineer determined that this would have no significant impact on pedestrian facilities. Implementation of this mitigation would result in the intersection operations improving from LOS F to D in the PM Peak Hour, thereby reducing the projects cumulative contribution to a less than significant level.

For the Dixon Landing Road and McCarthy Boulevard intersection (No. 1), there are no feasible mitigation measures available to reduce the projects cumulative contribution to a less than significant level due to building and right-of-way constraints. Increasing the cycle length to 90 seconds would improve operations to LOS D in the AM peak hour and increasing the cycle length to 110 would improve operations to LOS D- in the PM peak hour and mitigate the cumulative impact to a less than significant level. Nevertheless, because the signal timing modifications are under the control of the City of Fremont and signal modifications alone are not considered acceptable mitigation, the cumulative impact at this intersection would be significant and unavoidable.

For the McCarthy Boulevard and South Ranch Drive intersection (No. 8), there are no feasible mitigation measures available to reduce the projects cumulative contribution to a less than significant level. Increasing the capacity of southbound through or right-turn movements would result in secondary effects of tree removal, lengthening of crosswalks, and/or modifications of signal phasing that could increase the crossing time and distance for pedestrians. As previously determined in the Campus at McCarthy Ranch Final EIR (March 2009), the right-of-way cannot be acquired and the secondary impacts to pedestrian and bicycle facilities are not acceptable to the City as it would impact the use of other modes of transportation. Therefore, this impact would be significant and unavoidable.

Freeway Segment Impacts

The mitigation for freeway impacts is typically the provision of increased capacity in the form of additional mainline or auxiliary lanes. There are no feasible mitigation measures available (such as a fair share contribution to a congestion management plan or capital improvement program for freeway improvements) to reduce project impacts on local freeway study segments, including a substantial contribution to an identified cumulative impact, to a less than significant level. It is beyond the capacity of any one project to acquire right-of-way and fully fund a major freeway mainline improvement. Freeway improvements also would require approval by Caltrans, and as such neither the project applicant nor the City can guarantee implementation of any improvement in the freeway right-of-way. Therefore, the project's cumulative impact to the two aforementioned freeway segments would be significant and unavoidable.

5.1.4 Conclusion

The proposed project would result in a less than significant LOS cumulative impact with implementation of identified mitigation at the McCarthy Boulevard and SR 237 WB Ramps intersection, McCarthy Boulevard and Alder Drive intersection, Tasman Drive and Alder Drive intersection, and McCarthy Boulevard and Bellew Drive intersection. **(Less Than Significant Cumulative Impact with Mitigation)**

Under the cumulative plus project scenario, the proposed project would have a significant and unavoidable cumulatively considerable impact at the Dixon Landing Road and McCarthy Boulevard intersection and the McCarthy Boulevard and South Ranch Drive intersection. **(Significant Unavoidable Cumulative Impact)**

There are no feasible mitigation measures to reduce the identified freeway segment impacts. **(Significant Unavoidable Cumulative Impact)**

SECTION 6.0 PROJECT ALTERNATIVES

Section 15126.6 of the CEQA Guidelines requires that an EIR describe a reasonable range of alternatives to the proposed project that could feasibly attain most of the project objectives while avoiding or considerably reducing any of the significant impacts of the proposed project. In addition, the No Project Alternative must be analyzed in the document.

In order to comply with the purposes of CEQA, it is necessary to identify alternatives that reduce the significant impacts that are anticipated to occur if the project is implemented while trying to meet most of the basic objectives of the project. The Guidelines emphasize a common sense approach. The alternatives shall be reasonable, shall "foster informed decision making and public participation," and shall focus on alternatives that avoid or substantially lessen the significant impacts.

The stated objectives of the project proponent are to:

1. Redevelop approximately 140,000 square feet of 266,000 existing square feet of underutilized commercial buildings that are struggling to maintain chain retail stores, restaurants and financial services.

2. Construct, on mostly the same footprint as the existing underutilized commercial buildings, an additional approximately 145,000 net square feet of retail space.

3. Create a high quality multi-cultural indoor mall that consists of a ground floor and a partial second floor that is populated by approximately 500 small businesses.

4. Create an iconic shopping destination that will invest in the City of Milpitas, provide opportunities for small business owners and create jobs in the community.

5. Provide an attractive multi-cultural, shopping and dining experience for customers that will help bring vitality to the existing mall and surrounding area.

6. Locate a vibrant mall within the City in order to reinvigorate the McCarthy Ranch shopping area and provide property and sales tax revenues to the City.

7. Develop a 12-story approximately 250-room hotel consisting of approximately 172,000 square feet that will generate transient occupancy taxes for the City.

8. Provide a wide variety of small unique retail shops, and some personal and business services, that are designed to look and feel like an open air market that encourages people to walk and browse form store to store within the shopping center.

9. Increase the floor area ratio (FAR) on the project site.

10. Further the purpose and intent of the General Commercial (C2) zoning designation and provide

for a wide range of retail sales and personal and business services for general commercial needs of the City and to promote a stable, attractive commercial development which will afford a pleasant shopping environment.

11. Provide adequate additional parking through the construction of a single level of underground parking and make only minor changes to the south part of the existing surface parking to allow access to the underground parking.

12. Share parking between the mall and the hotel, which are anticipated to utilize the parking spaces at different and compatible times.

13. Encourage the use of alternative modes of transport including bicycle, shuttle and bus facilities.

An EIR is required to include a "No Project" alternative that "compares the impacts of approving the proposed project with the impacts of not approving the proposed project."[37]

The significant impacts identified in this EIR as resulting from the proposed project include significant unavoidable freeway impacts due to increased traffic trips. Significant intersection impacts (under background conditions), noise (exterior noise levels), and biological resources (loss of trees) impacts were also identified along with mitigation measures to reduce the impacts to a less than significant level. Construction impacts included air quality, hazardous materials (exposure to contaminated soil) and biological resources (loss of nests or eggs). The construction air quality impact was found to be significant and unavoidable, but the noise and biological resources impacts will be reduced to less than significant with implementation of mitigation measures and standard measures. The logical way to reduce or avoid these impacts would be to reduce the overall size of the development. Therefore a reduced density alternative is discussed below.

There is no rule requiring an EIR to explore off-site project alternatives in every case. As stated in the Guidelines: "An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." (Guidelines, § 15126.6, subd. (a), italics added.) As this implies, "an agency may evaluate on-site alternatives, off-site alternatives, or both." (*Mira Mar, supra*, 119 Cal.App.4th at p. 491.) The Guidelines thus do not require analysis of off-site alternatives in every case. Nor does any statutory provision in CEQA "expressly require a discussion of alternative project locations." (119 Cal.App.4th at p. 491 citing §§ 21001, subd. (g), 21002.1, subd. (a), 21061.)

In considering an alternative location in an EIR, the CEQA Guidelines advise that the key question is "whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location".[38] The proposed project is expansion of an existing commercial development in an established commercial zone near bus transit, major roadways, SR 237 and I- 880. It is likely that an alternative location within this area of the City would not

[37] CEQA Guidelines Section 15126.6(e)(1)
[38] CEQA Guidelines Section 15126.6(f)(2)(A)

substantially lessen the transportation impacts of the proposed project because employees and customers would be traveling from the same locations and the traffic trips would generally use the same roadways and freeway segments. There may be opportunities to redevelop other existing shopping centers within Milpitas, but other sites would likely have the same or greater impacts than the proposed project site due to existing traffic congestion in the area. For these reasons, an alternative location was not analyzed.

6.1 NO PROJECT ALTERNATIVE

The CEQA Guidelines [§15126(d)4] require that an EIR specifically discuss a "No Project" alternative, which shall address both "the existing conditions, as well as what would be reasonably expected to occur in the foreseeable future if the project is not approved, based on current plans and consistent with available infrastructure and community services." Since the project site is completely developed, the No Project alternative would be to maintain the site as is. If the project site were to remain as is with the existing commercial development, there would be no new environmental impacts.

Conclusion: Implementation of the "No Project" alternative would avoid the significant unavoidable freeway impacts as well as the significant intersection impacts and temporary air quality impacts identified in this EIR. The No Project alternative would not, however, allow for the expansion of retail and a new hotel on the project site. This alternative does not meet any of the objectives of the proposed project.

6.2 REDUCED DENSITY ALTERNATIVE

In an effort to avoid the significant traffic and construction impacts that would result from the proposed project but still provide new retail and hotel development on-site, this alternative proposes a reduced density development.

Under the reduced density alternative, the project would still propose construction of a new retail building and hotel with underground and surface garage parking. The basic building design and orientation would be the same as the proposed project and the project would still include all identified sustainable building design measures in an effort to achieve LEED Silver certification. This alternative would, however, reduce the size of the new retail space and hotel as necessary to avoid the significant freeway and LOS impacts that would be caused by the project. In order to reduce the significant, unmitigatable impact to the SR 237 EB segment from McCarthy Boulevard to I-880, the proposed retail space and the hotel would have to be reduced in size by 25 percent. Specifically, the new retail space would be reduced from 292,186 square feet to 219,139 square feet and the hotel would be reduced from 250 room to 187 rooms. Alternatively, the impact freeway impact could also be avoided by keeping the retail space at 292,186 square feet, but not constructing the hotel. The reduction in the overall size of the project would reduce the identified LOS impacts as well.

The reduction in square footage would result in a proportionate reduction in water use, wastewater generation, solid waste generation, and electricity use, and would likely have a reduced construction

schedule which could reduce the identified air quality impact to less than significant. All other identified impacts would be the same or less than those of the proposed project.

The reduced density alternative would meet eight of the 13 objectives of the proposed project in that it would allow for redevelopment of the existing shopping center in the same business model as is proposed by the project, but on a smaller scale.

C. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The CEQA Guidelines state that an EIR shall identify an environmentally superior alternative. Based on the above discussion, the environmentally superior alternative is the Reduced Density Alternative because the project's significant unavoidable freeway segment impacts and significant LOS impacts would be avoided and no new impacts would result. The Reduced Density Alternative would achieve some of the objectives of the proposed project.

SECTION 7.0 SIGNIFICANT UNAVOIDABLE IMPACTS

A significant unavoidable impact is an impact that cannot be mitigated to a less than significant level if the project is implemented as it is proposed. The following significant unavoidable impacts have been identified as resulting from the proposed project:

Project Level Impacts

- Implementation of the proposed project would degrade the LOS of the McCarthy Boulevard and South Ranch Drive (No. 8) intersection from D to E with a 0.088 increase in V/C and a 29.7 second increase in critical delay in the PM Peak Hour.

- Implementation of the proposed project would result in a freeway segment impact to Eastbound SR 237 between McCarthy Boulevard and I-880 in the PM Peak Hour.

- Construction activities will result in a temporary significant NOx impact.

Cumulative Impacts

- Implementation of the proposed project would have a cumulatively considerable impact at the Dixon Landing Road and McCarthy Boulevard intersection in the City of Fremont.

- Implementation of the proposed project would have a cumulatively considerable impact at the McCarthy Boulevard and South Ranch Drive intersection in Milpitas.

- Implementation of the proposed project would result in a cumulatively considerable impact to two freeway segments (SR 237 EB and WB from McCarthy Boulevard to I-880) in the PM Peak Hour.

All other significant impacts of the proposed project would be reduced to a less than significant level with the implementation of mitigation measures identified in this EIR

SECTION 8.0 IRREVERSIBLE ENVIRONMENTAL CHANGES AND IRRETRIEVABLE COMMITMENT OF RESOURCES

CEQA and the CEQA Guidelines require that an EIR address "significant irreversible environmental changes which would be involved in the proposed project, should it be implemented." [§15126(c)]

If the proposed project is implemented, development of this site would involve the use of non-renewable resources both during the construction phase and future operations/use of the site. Construction would include the use of building materials, including materials such as petroleum-based products and metals that cannot reasonably be re-created. Construction also involves significant consumption of energy, usually petroleum-based fuels that deplete supplies of non-renewable resources. Once the new development is complete, occupants will use non-renewable fuels to heat and light the buildings. The proposed project will also consume water at a higher rate than the current land use.

The City of Milpitas encourages the use of building materials that include recycled materials and requires new buildings to be built to current codes, including the City's adopted Green Building Ordinance, which requires insulation and design to minimize wasteful energy consumption. The proposed commercial development would be constructed to LEED Silver standards and would, as a result, use less energy for heat and light and less water than a standard design office complex. In addition, the site is an infill location and is currently served by public transportation. The proposed project will, therefore, facilitate a more efficient use of resources over the long-term than greenfield sites or sites that are not within close proximity to jobs and transit.

SECTION 9.0 GROWTH INDUCING IMPACTS OF THE PROJECT

For the purposes of this project, a growth inducing impact is considered significant if the project would:

- Cumulatively exceed official regional or local population projections;
- Directly induce substantial growth or concentration of population. The determination of significance shall consider the following factors: the degree to which the project would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds planned levels in local land use plans;
- Indirectly induce substantial growth or concentration of population (i.e., introduction of an unplanned infrastructure project or expansion of a critical public facility (road or sewer line) necessitated by new development, either of which could result in the potential for new development not accounted for in local general plans).

The proposed redevelopment project is proposed on an infill site in the City of Milpitas. The site is surrounded by existing infrastructure and both existing and planned development. Development of the project will not require upgrades to the existing sanitary sewer, water, and/or storm drain lines that directly serve the project site. The project does not include expansion of the existing infrastructure that would facilitate growth in the project area, other areas of the City, or outside the urban envelope.

Redevelopment of the project site would replace existing retail with a new retail building and a hotel within an existing commercial center that is served by transit and major roadways. The proposed project would be compatible with the neighboring land uses and would not pressure adjacent properties to redevelop with new or different land uses.

Redevelopment of this site under the proposed project would result in a net increase in jobs Citywide. There is currently a shortage of available housing within the City of Milpitas compared to the number of jobs within the City. The increase in jobs will incrementally increase the overall jobs/housing imbalance within the City. The increase, however, represents a minor percentage increase in total jobs and will not be a substantial change compared to existing conditions or planned development within the City.

The project would not have a significant growth inducing impact.

SECTION 10.0 RESPONSES TO NOTICE OF PREPARATION COMMENT LETTERS

The City of Milpitas received four letters in response to the Notice of Preparation (NOP). Copies of these letters are provided in Appendix E of this EIR. Responses to the letters are provided below to provide information to readers regarding where or how particular issues are addressed in this Draft EIR.

10.1 City of San Jose, February 8, 2013

Comment 1: Pipeline projects in San Jose, such as the Water Pollution Control Plant Master Plan (PMP), should be included in the cumulative impacts review for the Pacific Mall Project EIR. The draft PMP includes an arterial roadway to connect proposed economic development lands within the PMP boundary to Dixon Landing Road in the City of Milpitas. Please contact the City of San Jose for more information regarding the PMP and a list of other pipeline projects.

> *Response 1:* Pursuant to standard procedures, the City of San José was contacted for a list of relevant projects as well as traffic data from the TRAFFIX database and Approved Trip Inventory.

Comment 2: The EIR should follow Valley Transportation Authority's technical standards and guidelines to scope and complete a transportation impact analysis, and identify feasible mitigations or improvements. Contact the City of San Jose for the latest available traffic data for traffic analysis. All traffic data, including but not limited TRAFFIX database and Approved Trip Inventory provided by San Jose should not be altered.

> *Response 2:* A full TIA was prepared in accordance with applicable requirements and guidelines and available traffic data. A discussion of the project's traffic impacts is provided in Section 4.2, *Transportation.* The full TIA is provided in Appendix B.

Comment 3: Impacts to San Jose's facilities should be evaluated according to San Jose's transportation impact policy, which are San Jose's adopted CEQA impact thresholds.

> *Response 3:* A full TIA was prepared in accordance with applicable requirements and guidelines and available traffic data. City of San José thresholds for local intersections were considered in the analysis. A discussion of the project's traffic impacts is provided in Section 4.2, *Transportation.* The full TIA is provided in Appendix B.

Comment 4: The lead agency should identify feasible improvements for impacts to City of San Jose facilities. The lead agency should either construct the identified improvements or propose a fair-share mitigation contribution for the proposed improvements.

> *Response 4:* The project does not significantly impact any transportation facilities within the City of San José (refer to Section 4.2, *Transportation,* and Section 5.0 Cumulative Impacts).

Comment 5: For impacts identified at San Jose's facilities with planned improvements, the lead agency should propose a fair share contribution to the City of San Jose.

> *Response 5:* As shown is Tables 7 and 8 in Section 4.2, T*ransportation,* and Table 19 in Section 5.0, *Cumulative Impacts,* the project does not impact any transportation facilities within the City of San José.

Comment 6: For impacts to San Jose's facilities within the North San Jose Area Development Policy boundaries, the lead agency should coordinate with San Jose to determine fair share contribution per agreed upon methodology.

> *Response 6:* As shown is Tables 7 and 8 in Section 4.2, T*ransportation,* and Table 19 in Section 5.0, *Cumulative Impacts,* the project does not impact any transportation facilities within the City of San José.

10.2 California Department of Transportation, February 19, 2013

Comment 1: As the Lead Agency, City of Milpitas is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

This information should also be presented in the Mitigation Monitoring and Reporting Plan of the environmental document. Required roadway improvements should be completed prior to issuance of the Certificate of Occupancy. Since an encroachment permit is required for work in the State Right-of-Way (ROW), and Caltrans will not issue a permit until our concerns are adequately addressed, we strongly recommend that the County [sic] work with both the applicant and Caltrans to ensure that our concerns are resolved during the environmental process, and in any case prior to submittal of an encroachment permit application. Further comments will be provided during the encroachment permit process; see end of this letter for more information regarding encroachment permits.

> *Response 1:* A full TIA was prepared in accordance with applicable requirements and guidelines and available traffic data. A discussion of the project's traffic impacts and proposed mitigation measures is provided in Section 4.2, *Transportation.* The full TIA is provided in Appendix B. All identified mitigation measures will be included in the Mitigation, Monitoring or Reporting Plan as required by CEQA.

Comment 2: One of Caltrans' ongoing responsibilities is to collaborate with local agencies to avoid, eliminate, or reduce to insignificance potential adverse impacts by local development on State highways. Please consider in your mitigation measures ways to reduce the impacts your project may have on Interstate (I-) 880 and State Route (SR) 237. We are particularly concerned about how your project will impact I-880/SR 237 interchange.

We recommend using the Caltrans Guide for Preparation of Traffic Impact Studies (TIS Guide) for determining which scenarios and methodologies to use in the analysis. The TIS Guide is a starting point for collaboration between the lead agency and Caltrans in determining when a TIS is needed.

The appropriate level of study is determined by the particulars of a project, the prevailing highway conditions, and the forecasted traffic. The TIS Guide is available at the following website address: http://dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf

The TIS should include:

1. Vicinity map, regional location map, and a site plan clearly showing project access in relation to nearby State roadways. Ingress and egress for all project components should be clearly identified. The State right-of-way (ROW) should be clearly identified. The maps should also include project driveways, local roads and intersections, parking, and transit facilities.

2. Project-related trip generation, distribution, and assignment. The assumptions and methodologies used to develop this information should be detailed in the study, and should be supported with appropriate documentation.

3. Average Daily Traffic, AM and PM peak hour volumes and levels of service (LOS) on all roadways where potentially significant impacts may occur, including crossroads and controlled intersections for existing, existing plus project, cumulative and cumulative plus project scenarios. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect study area roadways and intersections. The analysis should clearly identify the project's contribution to area traffic and any degradation to existing and cumulative LOS. Caltrans' LOS threshold, which is the transition between LOS C and D, and is explained in detail in the TIS Guide, should be applied to all State facilities.

4. Schematic illustration of traffic conditions including the project site and study area roadways, trip distribution percentages and volumes as well as intersection geometrics, i.e., lane configurations, for the scenarios described above.

5. The project site building potential as identified in the General Plan. The project's consistency with both the Circulation Element of the General Plan and the Congestion Management Agency's Congestion Management Plan should be evaluated.

6. Identification of mitigation for any roadway mainline section or intersection with insufficient capacity to maintain an acceptable LOS with the addition of project-related and/or cumulative traffic. As noted above, the project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should also be fully discussed for all proposed mitigation measures.

   Response 2: A full TIA was prepared in accordance with applicable requirements and guidelines and available traffic data. A discussion of the project's traffic impacts and proposed mitigation measures is provided in Section 4.2, *Transportation.* The full TIA is provided in Appendix B. Consistency with Plans and Policies is discussed in Section 3.0.

Comment 3: Caltrans encourages you to develop Travel Demand Management (TDM) policies to encourage usage of nearby public transit lines and reduce vehicle trips on the State Highway System. These policies could include lower parking ratios, car-sharing programs, bicycle parking and showers for employees, and providing transit passes to residents and employees, among others. For

information about parking ratios, see the Metropolitan Transportation Commission (MTC) report Reforming Parking Policies to Support Smart Growth or visit the MTC parking webpage: http://www.mtc.ca.gov/planning/smart_growth/parking/

> *Response 3:* The project will be required, as a Condition of Approval, to implement a TDM program as discussed in Section 4.2, *Transportation.*

Comment 4: In addition, secondary impacts on pedestrians and bicyclists resulting from any traffic impact mitigation measures should be analyzed. The analysis should describe any pedestrian and bicycle mitigation measures and safety countermeasures that would in turn be needed as a means of maintaining and improving access to transit facilities and reducing vehicle trips and traffic impacts on State highways.

> *Response 4:* A discussion of the project's impacts on existing and planned pedestrian and bicycle facilities is provided in Section 4.4, *Transportation.* The full TIA is provided in Appendix B.

Comment 5: Please be advised that any work, traffic control or mitigation that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the address below. David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See the website linked below for more information. http://www.dot.ca.gov/hq/traffops/developserv/permits

> *Response 5:* If necessary, the project will comply will all Caltrans requirements for encroachment permits.

10.3 City of San José, February 28, 2013

Comment 1: Bay Checkerspot Butterfly/Nitrogen Deposition
The City of San José has recently adopted the Santa Clara Valley Habitat Plan/Natural Communities Conservation Plan (SCVHP) developed in partnership with the County of Santa Clara, the City of Morgan Hill, the City of Gilroy, the Valley Transportation Agency and the Santa Clara Valley Water District. The SCVHP establishes a framework for development projects to comply with several state and federal regulatory processes and standardized avoidance, minimization, mitigation and compensation requirements set forth in federal and state laws, including the California Environmental Quality Act (CEQA). CEQA requires that any public agency approving or carrying out a project for which there is substantial evidence of a potentially significant impact must identify measures necessary to mitigate impacts to a less-than-significant level (Pub. Res. Code § 21081).

The SCVHP establishes standardized, equitable, feasible and enforceable measures by which participating jurisdictions can mitigate impacts upon species covered by the SCVHP to a less-than-significant level. The impact and mitigation analyses in the SCVHP are based on extensive analysis and the best available science and have resulted in the identification and design of feasible mitigation that may not have been identified in prior environmental documents. The SCVHP establishes

standards for mitigation of impacts to several species that depend on serpentine soils, such as the Bay Checkerspot butterfly. Potentially significant impacts to such species include indirect, cumulative, and highly dispersed impacts such as nitrogen deposition. In the past, the effects of nitrogen deposition on special-status plants and wildlife have been underestimated or were not understood; however, this is no longer true, and nitrogen impacts are articulated in detail in the SCVHP.

Nitrogen deportation is known to have deleterious effects on many of the serpentine plants in the SCVHP area, as well as the host plants that support the Bay Checkerspot Butterfly. Nonpoint sources such as automobiles emit nitrogen compounds into the air. Because serpentine soils tent to be nutrient poor and nitrogen deposition artificially fertilizes serpentine soils, nitrogen deposition facilitates the spread of invasive plant species. Non-native annual grasses grow rapidly, enabling them to out-compete serpentine species. The displacement of these species, and subsequent decline of the several federally-listed species, including the butterfly and its larval host plants, has been documented on Coyote Ridge in central Santa Clara County (the last remaining population of butterflies). Nitrogen tends to be efficiently recycled by the plants and microbes in infertile soils such as those derived from serpentines, so that fertilization impacts could persist for years and result in cumulative habitat degradation. The invasion of native grasslands by invasive and/or non-native species is now recognized as one of the major causes of the decline of the Bay Checkerspot Butterfly.

All major remaining populations of the butterfly and many of the sensitive serpentine plant populations occur in areas subject to air pollution from vehicle exhaust and other sources throughout the Bay Area including from within your jurisdiction. Therefore, even relatively small amounts of increased nitrogen deposition resulting from new development could contribute to a cumulatively significant impact by diminishing the population sizes of serpentine species and possibly the changes of survival of the threatened butterfly and the serpentine-specific plant species within Santa Clara County.

Because CEQA requires implementation of all feasible mitigation measures, even for impacts that cannot be mitigated to a less-than-significant levels, including cumulatively significant impacts, and the mitigation program developed for the SCVHP includes feasible mitigation measures for the impacts of nitrogen deposition upon serpentine habitat and the Bay Checkerspot Butterfly, similar feasible mitigation should be developed and included for the subject project, correlated to the amount of new vehicle trips that the project is expected to generate. Given the development of feasible mitigation measures for the SCVHP, it will likely be difficult for a lead agency to adopt a Statement of Overriding Considerations if no similar mitigation measures are incorporated in the project.

> *Response 1:* The City of Milpitas is not a participant in the SCVHP and respectfully disagrees with the City of San José's assertion that the proposed project will result in a significant biological resources impact to serpentine species on Coyote Ridge. The City of Milpitas acknowledges that the proposed project could draw traffic from outside of Milpitas, but it is unlikely that new vehicle trips originating or ending in San José or the south County would result in new cumulatively considerable nitrogen deposition on Coyote Ridge related to vehicle emissions. Furthermore, the area in question, Coyote Ridge, is a substantial distance from Milpitas (over 15 miles) and the City believes nitrogen emissions associated with the proposed project, due to the distance, would be deposited closer to the roads or be dispersed before reaching this habitat area.

As the project would not have a substantial impact on Bay Checkerspot Butterfly habitat, there is no nexus to require the project to pay impact fees to a mitigation program designed to mitigate environmental effects on of development outside of Milpitas. Refer to Section 4.4 of Appendix A (*Biological Resources)* and Section 4.18 of Appendix A (*Mandatory Findings of Significance)* for a discussion of the SCVHP and potential environmental effects of the project.

10.4 Santa Clara Valley Transportation Authority, March 1, 2013

The Santa Clara Valley Transportation Authority (VTA) staff have reviewed the NOP for a Draft EIR for a 240-room hotel and 145,000 net new square feet of retail space at the northeast corner of Ranch Drive and McCarthy Boulevard. We have the following comments.

Comment 1: Transportation Impact Analysis (TIA) Report
VTA's Congestion Management Program (CMP) requires a Transportation Impact Analysis (TIA) for any project that is expected to generate 100 or more new peak-hour trips. Based on the information provided on the size of this project, a TIA may be required. The updated March 2009 version of the VTA CMP TIA Guidelines should be used when preparing the TIA for this development. This document included updated procedures for the analysis of bicycle facilities, parking, site circulation and pedestrian access, as well as roadways, and may be downloaded from http://www.vta.org/cmp/pdf/tia_guidelines.pdf. For more information on the TIA Guidelines, please call Shanthi Chatradhi of the VTA Congestion Management Agency Division at 408-952-4224.

Response 1: A full TIA was prepared in accordance with applicable requirements and guidelines. A discussion of the project's traffic impacts is provided in Section 4.2, *Transportation.* The full TIA is provided in Appendix B.

Comment 2: Trip Generation Assumptions
The assumptions about the project's trip generation and any trip reductions for the existing use should be clearly documented. The proposed project is described as the removal of four retail buildings totaling 140,000 square feet, to be replaced by up to 285,000 square feet of new retail space (net increase of 145,000 square feet) and a 250-room motel. The *TIA Guidelines* provide guidance on trip generation assumptions for vacant and underutilized development, as well as an addition to an existing development project, in Section 6.3 – Methodology for Future Scenarios (page 23).

Response 2: The trip generation information is provided in Section 4.2, *Transportation,* Table 6 and in Appendix B.

Comment 3: Freeway Analysis
Based on the project's location, there may be impacts to one or more freeway segments. The DEIR and TIA should include analysis of all freeway segments that may be impacted. For guidance on analysis of freeway segments for CMP purposes, see Section 2.2.2 of the TIA Guidelines.

Response 3: The freeway analysis is provided in Section 4.2, *Transportation,* and in Appendix B.

Comment 4: Pedestrian Accommodations

VTA suggests that the DEIR and TIA identify measures that would reduce the number of single-occupant vehicle trips generated by the project and provide incentives for employees and hotel guests to walk, bike and take transit. One possibility would be to fill in gaps in the sidewalk network along Ranch Drive adjacent to the project site as a measure to improve pedestrian safety and increase pedestrian trips to and from the site.

> *Response 4:* The information requested is provided in Section 4.2, *Transportation*, and in Appendix B.

SECTION 11.0 LEAD AGENCY AND CONSULTANTS

Lead Agency

City of Santa Clara
Steven McHarris, Planning & Neighborhood Services Director
Sheldon Ah Sing – Senior Planner

Consultants

David J. Powers & Associates, Inc.
Environmental Consultants and Planners
San José, CA

Nora Monette, Principal
Shannon George, Senior Project Manager
Zach Dill, Graphic Artist

Concentric Ecologies
Arborist
San José, CA

SECTION 12.0 REFERENCES AND PERSONS CONSULTED

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Persons Consulted

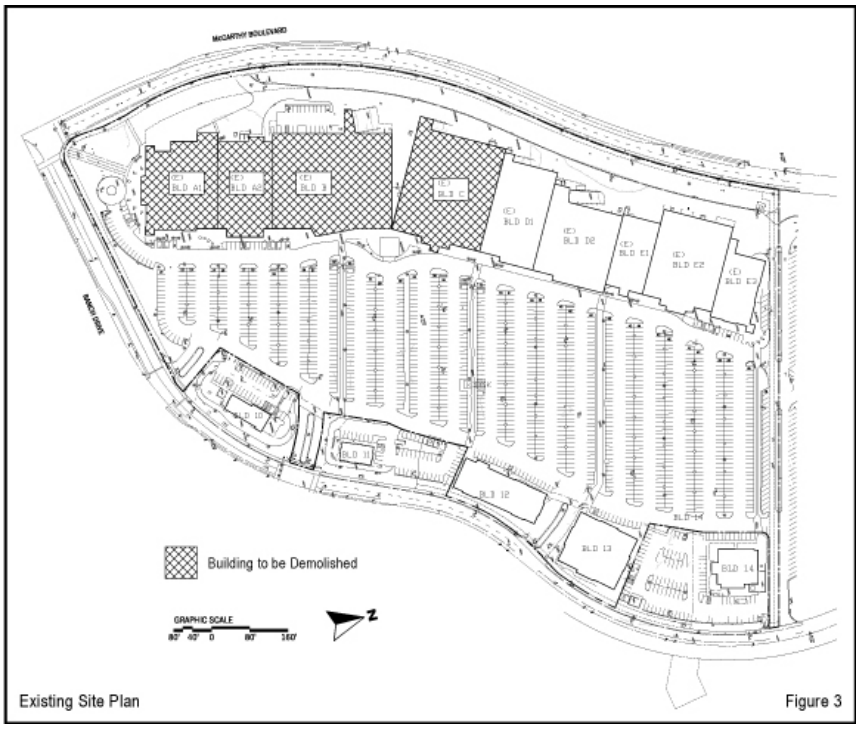
No persons outside of City staff and referenced technical consultants were consulted for this analysis.

Appendix A – Initial Study

SECTION 1 PROJECT DESCRIPTION

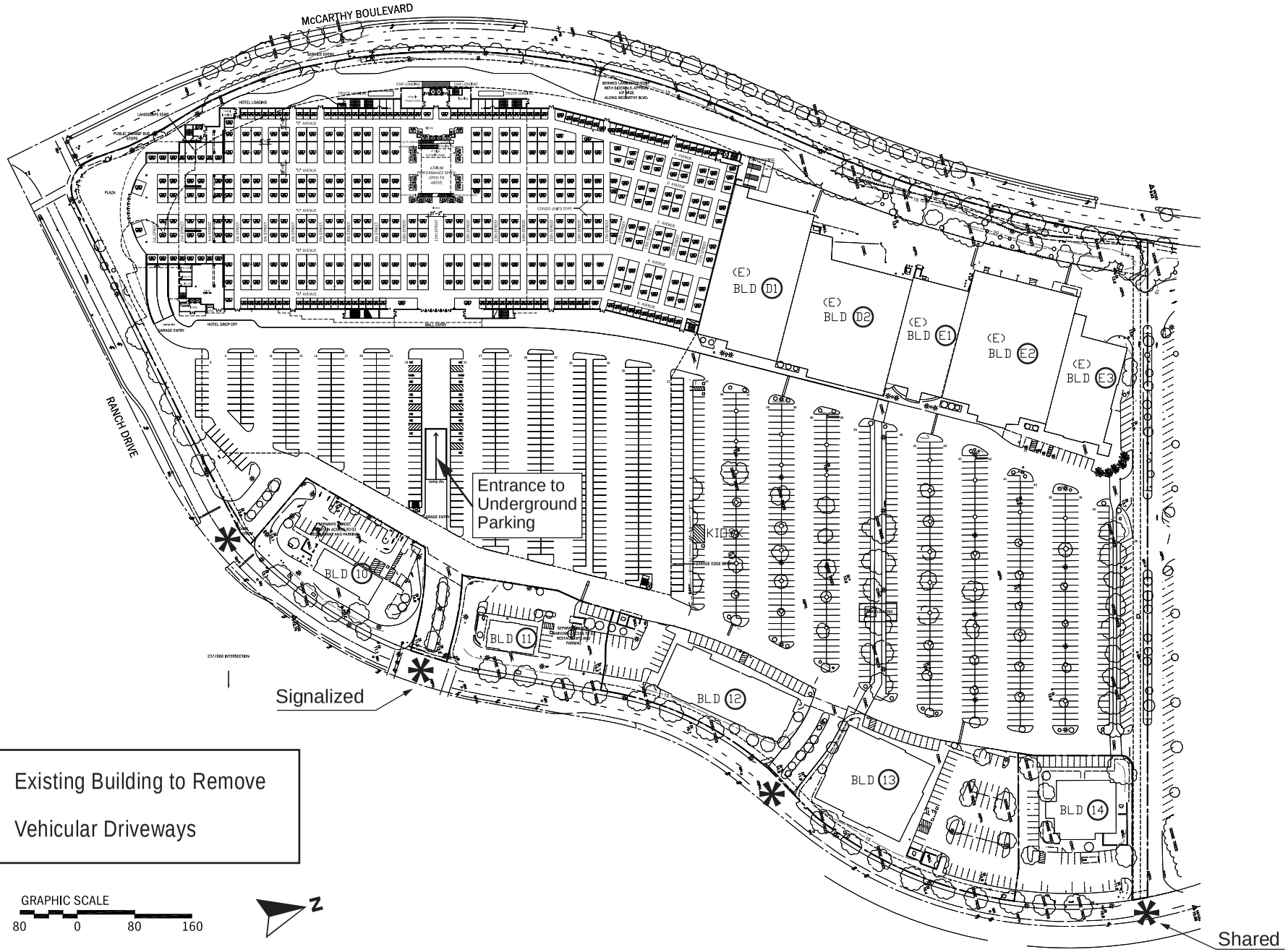
The 25.1-acre project site is comprised of four parcels (APNs 22-053-002, -003, -006, and -007) located on east side of McCarthy Boulevard just north of State Route 237 in the City of Milpitas. Of the four parcels, only two parcels (22-053-006 and 22-053-007) will be modified as part of the proposed project. The project site is currently designated *General Commercial (GCN)* in the General Plan and zoned *C2 –General Commercial.*

The project site is part of a larger irregularly shaped commercial center with shared parking that is defined by McCarthy Boulevard, Ranch Drive, and the adjacent Walmart site. The project site (which does not include buildings 10, 11, and 14) is currently developed with 267,606 square feet of commercial buildings and a large surface parking lot. The commercial buildings are currently comprised of a mix of chain retail stores and restaurants. The project proposes to demolish four of the large commercial buildings (noted as Buildings A1, A2, B, and C on the existing site plan which total 139,710 square feet) and construct a 12-story, 250 room hotel with ground floor and second floor retail, second floor hotel amenities (including a fitness room, conference facilities, and a restaurant), and one level of underground parking. The maximum height of the hotel would be 170 feet. The surface parking lot in front of the hotel would also be modified slightly to account for the larger footprint of the proposed building. The remaining buildings on the project site would not be modified. Figures A1 and A2 below shows the proposed site plan and building elevation. Table 1 below lists the sizes of the buildings on-site and whether or not they are included within the project boundary.



Existing Site Plan Figure 3

TABLE 1 Existing Buildings On-Site			
Building No.	**Building Size**	**Within Project Boundary**	**Status**
A1	25,000	Yes	To Be Demolished
A2	21,000	Yes	To Be Demolished
B	51,000	Yes	To Be Demolished
C	42,710	Yes	To Be Demolished
D1	23,780	Yes	To Remain
D2	25,416	Yes	To Remain



SITE PLAN

FIGURE A1

EAST ELEVATION

SOUTH ELEVATION

NORTH ELEVATION

BUILDING ELEVATIONS

FIGURE A2

TABLE 1 *Continued* Existing Buildings On-Site			
Building No.	**Building Size**	**Within Project Boundary**	**Status**
E1	12,000	Yes	To Remain
E2	27,100	Yes	To Remain
E3	11,000	Yes	To Remain
10	3,000	No	To Remain
11	2,000	No	To Remain
12	12,861	Yes	To Remain
13	15.529	Yes	To Remain
14	6,500	No	To Remain
Kiosk	210	Yes	To Remain
Total Existing Building Area to Remain			127,896 square feet

With the demolition of Buildings A1, A2, B, and C, the project site would have 127,896 square feet of retail/commercial space remaining. The total new retail space would be 292,186 square feet (a net increase of 152,476 square feet) and the hotel would be 178,692 square feet. When added to the existing retail space that will remain on-site, the total building area on the project site would increase to 598,774 square feet which equate to a floor area ratio (FAR) of 0.54. The current zoning designation allows an FAR of 0.50 and the project proposes a maximum allowed FAR of 0.54 in the zoning. The new retail space will not operate as traditional big-box stores but will have an open interior with more than 400 small "condo" shops laid out in a grid pattern. The "condos" would range in size from approximately 130 to 450 square feet.

The project site is currently accessed by three driveways along Ranch Drive and one driveway on McCarthy Boulevard. The site can also be accessed from the adjacent Walmart parking lot. Site access will not be altered as a result of the project.

There is currently a surface parking lot between the large commercial buildings along McCarthy Boulevard and the smaller buildings along Ranch Drive. The parking lot extends around Building A1 and dead ends near the McCarthy Boulevard/Ranch Drive intersection. There is also a small parking area behind Building B which is accessed from McCarthy Boulevard. There are additional parking areas surrounding the smaller commercial buildings at the western boundary of the site. The southern half of the main parking lot will be modified slightly to accommodate the entrance to the underground parking structure. The underground parking will be accessed by a ramp aligned with the main driveway entrance and a secondary ramp at the southeast corner of the new building. The project will include the construction of sidewalks along the western side of Ranch Drive and along the mall entry access roads consistent with the City's General Plan to eliminate gaps in the pedestrian circulation system.

SECTION 2 ENVIRONMENTAL CHECKLIST AND DISCUSSION OF IMPACTS

This section describes the existing environmental conditions on and near the project site, as well as environmental impacts associated with the proposed project. The environmental checklist, as recommended in the California Environmental Quality Act (CEQA) Guidelines, identifies environmental impacts that could occur if the proposed project is implemented.

The right-hand column in the checklist lists the source(s) for the answer to each question. The sources cited are identified at the end of this section. Mitigation measures are identified for all significant project impacts. "Mitigation Measures" are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guideline 15370). Measures that are proposed by the applicant that will further reduce or avoid already less than significant impacts are categorized as "Avoidance Measures."

4.1 AESTHETICS

4.1.1 Setting

4.1.1.1 Project Site

The project site is a relatively flat, irregularly shaped parcel that is currently developed with nine large, attached stores located along the western boundary of the site and five smaller detached stores located along the eastern boundary. The large buildings are generally rectangular structures with flat roofs. The buildings do, however, have decorative elements including portico like entrances with large support columns and peaked roofs that extend out from the main building façade. (see Photo 1) These entrances, along with a varying color scheme, delineate the individual stores. While the three chain restaurant buildings along Ranch Drive are visually consistent with the standard architecture for each brand name, the two smaller retail buildings mimic the design and entrance detail of the larger buildings. (see Photo 2)

There is a large central surface parking lot between the buildings with landscape trees along the parking aisles. The parking lot extends around the southernmost building and dead ends near the McCarthy Boulevard/Ranch Drive intersection. Where the parking lot dead ends is a large landscape area comprised of lawns, plants, walking paths, and a hardscape plaza. The buildings along Ranch Drive and McCarthy Boulevard are separated from the roadways by large landscape borders comprised of trees and shrubs.

4.1.1.2 Surrounding Land Uses

The project site is surrounded by a mix of retail, hotel, and office land uses with building heights varying between one and four stories. Immediately north of the project site is a large, free-standing commercial building that is currently occupied by Walmart. The building is typical of a big box store in that it is a simple rectangular structure with a flat roof. The building is surrounded by a large surface parking lot and perimeter landscaping. (see Photo 3)

PHOTO 1: View of the existing shopping center, looking southwest from the parking lot.

PHOTO 2: View of the existing shopping center, looking east from the parking lot.

PHOTOS 1 AND 2

PHOTO 3: View of the nearby Walmart, looking north from the project site.

PHOTO 4: View of the nearby hotel on the east side of Ranch Drive, looking south from the parking lot.

PHOTOS 3 AND 4

PHOTO 5: View of the nearby hotel on the east side of Ranch Drive, looking north from the parking lot.

PHOTO 5

East and south of the project site is Ranch Drive, a four-lane roadway that loops around the project site and the Walmart and reconnects to McCarthy Boulevard north of the project site. Dense landscaping lines both sides of Ranch Drive. Between Ranch Drive and I-880 is the remainder of the McCarthy Ranch shopping center. This area of the shopping center is also comprised of a mix of large and small retail buildings and includes two hotels. The retail buildings are of similar size and style as the buildings on the project site with the same decorative elements. The parking areas are more segmented, but have trees and perimeter landscaping consistent with the project site. The two hotels are four stories tall with varying roof lines and decorative porticos at the entrances. (see Photos 4 and 5)

West of the project site is McCarthy Boulevard, a four-lane roadway with a raised landscape median. West of McCarthy Boulevard is an office development and a large vacant parcel. The office buildings are modern with glass and stucco facades but no decorative architectural features. Coyote Creek is immediately west of the office buildings and has a trail located on top of a raised levee which separates the office development from the riparian corridor.

4.1.2 Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐	1,2
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐	1,2
3. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐	1,2
4. Create a new source of substantial light or glare which will adversely affect day or nighttime views in the area?	☐	☐	☒	☐	1,2

4.1.2.1 Aesthetic Impacts

Implementation of the project would result in the demolition of four of the large one-story retail buildings on-site and construction of a combined two-story retail building and 12-story hotel. The footprint of the new retail building will be slightly larger than the existing buildings and the hotel will be substantially taller than the other buildings in the immediate area (i.e., north of SR 237).

The proposed building will be more visually prominent than the existing buildings and will have a more modern architectural style with an undulating roofline and a substantial amount of glass panels that will differentiate it from the rest of the shopping center.

The project area is a mix of architectural styles with no particular design aesthetic being dominant. Because there is no predominant architectural style in the project area, the proposed building design would be compatible with the mixed visual character of the area. In addition, development of the site would be subject to the architectural review by City staff. Lastly, there are no scenic vistas or scenic resources on-site. Implementation of the proposed project would not block views of any designated scenic vistas or scenic resources off-site. For these reasons, the development of the project would not substantially degrade the existing visual character of the site or its surroundings. **(No Impact)**

In the City of Milpitas General Plan, the hilltops, hillsides, and ridgelines within Ed Levin Park are identified as scenic resources. These designated areas are far to the east, but still visible from the project site. There are no designated scenic resources west of I-680. The proposed hotel tower will partially block the view of the hilltops and ridgelines from a small segment of the Coyote Creek trail. The hillside panorama that forms the backdrop of the urbanized valley floor is, however, very wide and high. Because the view obstruction would be from a single location and would not affect views along a substantial portion of the trail, the project will have a less than significant impact on designated scenic vistas. **(Less Than Significant Impact)**

Visual Intrusion

The proposed building would be a maximum of 12 stories tall and would only overlook commercial/office and retail properties. In urban built-out environments properties are in close proximity to one another and complete privacy is not typical or necessary for retail and commercial/office businesses. While guests at the existing hotels would be more sensitive to a tall building in close proximity than the other businesses in the immediate project area, the existing hotel buildings are more than 450 feet away from the proposed hotel tower and would not be subject to visual intrusion. **(Less Than Significant Impact)**

Light and Glare

The project would include outdoor security lighting on the site, along walkways and entrance areas, and within the parking structure and surface parking lot. The outside lighting would be comparable in brightness to the ambient lighting in the surrounding area. Due to the height of the proposed hotel tower, the building would increase the amount of lighting on the site and its visibility off-site. Increased lighting on-site, relative to the existing outdoor lighting, would increase the level of illumination in the area. Nevertheless, the project will undergo architectural and site design review by Planning staff prior to issuance of building permits to ensure that the project would not adversely affect the visual quality of the area or create a substantial new source of light or glare for adjacent businesses (in particular the adjacent hotels), persons traveling on I-880, or residences to the east of I-880. The building will be approximately 450 feet from the Coyote Creek corridor and although visible, would not result in light spillover into the riparian corridor. Typical design requirements include directional and/or shielded lights to minimize the brightness and or glare of the lights on light sensitive uses. **(Less Than Significant Impact)**

Shade and Shadow

In an urban environment, virtually all land uses are subject to shading from adjacent properties to some extent. During the summer, shading may even be desirable. Shade and shadow impacts can

occur when a building or other structure substantially reduces natural sunlight on public or private open spaces.

The project site is surrounded by commercial/office and retail development that would not be impacted by increased shading from the proposed 12-story hotel tower. The proposed two-story retail building will only cast shadows on the adjacent parking lots and McCarthy Boulevard. **(No Impact)**

4.1.3 Conclusion

The project would have a less than significant impact on the visual character of the project area and will not have a significant impact on scenic vistas. The project would not create significant additional sources of light or glare, would not result in significant shade or shadow impacts, and it would not impact any scenic resources. The project would not result in any significant visual impacts. **(Less Than Significant Impact)**

4.2 AGRICULTURAL AND FOREST RESOURCES

4.2.1 Setting

The Santa Clara County Important Farmland 2010 Map designates the project site as *Urban and Built-Up Land* which is defined as land occupied by structures with a building density of at least one unit to a 1.5 acre parcel, or approximately six structures to a ten-acre parcel. Common examples include residential, industrial, institutional facilities, cemeteries, sanitary landfills, etc. The project site is surrounded by mostly urban and built-up land. There is no designated farmland adjacent to the site.[1] The site is not subject to a Williamson Act contract.

There are no forest land uses located on or adjacent to the project site.

4.2.2 Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒	1,2,3
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒	1,2,3
3. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒	1,2,3
4. Result in a loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒	1,2
5. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒	1,2

[1] California Department of Conservation. S*anta Clara County Important Farmland Map.* <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/scl10.pdf> Accessed October 12, 2012

4.2.2.1 Impacts from the Proposed Project

Implementation of the proposed project will result in the demolition of existing commercial buildings and the construction of a combined retail/hotel building on a site currently developed with commercial buildings and associated infrastructure. The project will not convert *Prime Farmland, Unique Farmland*, or *Farmland of Statewide Importance* to a non-agricultural use. The project will not conflict with existing zoning for agricultural use or a Williamson Act contract. The proposed development will not interfere with agricultural operations or facilitate unplanned conversion of farmland elsewhere in the Milpitas area to non-agricultural uses. The project site is not a forest resource, nor are there forest lands in the vicinity. For these reasons, the project will not result in a significant impact to agricultural or forest resources. **(No Impact)**

4.2.3 <u>Conclusion</u>

The project will not result in impacts to agricultural or forest resources. **(No Impact)**

4.3 AIR QUALITY

4.3.1 Setting

The project site is currently developed with 267,606 square feet of commercial buildings and a large surface parking lot. Existing air emissions include employee, customer, and delivery trips to and from the project.

4.3.2 Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐	1,2,4,5
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐	1,2,4,5
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard including releasing emissions which exceed quantitative thresholds for ozone precursors?	☒	☐	☐	☐	1,2,4,5
4. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐	1,2,4
5. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐	1,2

4.3.3 Conclusion

As proposed, the project would demolish 139,710 square feet of the existing commercial space and construct a 12-story, 250 room hotel with ground floor and second floor retail. The total net new retail space would be 292,186 square feet and the hotel would be 178,692 square feet. The net increase in commercial space on-site plus a new hotel could significantly increase daily traffic trips to and from the project site.

Based on the potential to increase local and regional air pollutants due to an increase in daily traffic trips associated with the project site and the increase in square footage on-site, the proposed project could result in a significant and unavoidable impact to air quality. The analysis of air quality impacts is presented in the EIR. No further analysis will be provided in this Initial Study.

4.4 BIOLOGICAL RESOURCES

The following discussion is based in part on tree survey prepared by *Concentric Ecologies* in October 2012. A copy of this report is provided in Appendix D of this document.

4.4.1 Setting

Biological resources include plants and animals and the habitats that support them. Individual plant and animal species that are listed as rare, threatened or endangered under the State and/or Federal Endangered Species Act (and the natural habitat communities that support them) are of particular concern. Sensitive natural communities (e.g., wetlands, riparian woodlands, and oak woodland) that are critical to wildlife or ecosystem function are also important biological resources.

The project site is located in developed urban habitat in the City of Milpitas. There are no waterways, wetlands, or other sensitive habitats located on or adjacent to the project site. The nearest waterway is Coyote Creek located approximately 450 feet west/southwest of the project site. The project site is mostly surrounded by industrial and commercial development. There is also a large vacant lot on the west side of McCarthy Boulevard.

Vegetation in the vicinity of the project site includes landscaping which primarily consists of grass, shrubs, and street trees. Habitats in developed areas such as the project area are extremely low in species diversity and include predominantly urban adapted birds and animals. There are no sensitive habitats or special status plant or animal species on-site, due to a lack of habitat to support them.

4.4.1.1 Conservation Plans

Santa Clara Valley Habitat Plan/Natural Community Conservation Plan

The Santa Clara Valley Habitat Plan/Natural Community Conservation Plan (SCVHP) has recently been adopted by six local entities in Santa Clara County although it will not be in effect until both State and Federal Permits are issued and an implementing agency, the Santa Clara Valley Habitat Agency, is in place. Although not yet implemented, it is likely that the SCVHP will be in effect in late 2013 or early 2014.

The SCVHP was developed through a partnership between Santa Clara County, the Cities of San José, Morgan Hill, and Gilroy, the Santa Clara Valley Water District, and the Valley Transportation Authority (collectively termed the 'Local Partners'), the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife. The SCVHP is a conservation program to promote the recovery of endangered species in more than one-half of Santa Clara County[2] while accommodating planned development, infrastructure and maintenance activities. The species of concern identified in the SCVHP include, but are not limited to, the California tiger salamander, California red-legged frog, western burrowing owl, Bay Checkerspot butterfly, and a number of species endemic to serpentine grassland and scrub.

[2] Santa Clara County has a land area of 835,449 acres; the study area of the Santa Clara HCP/NCCP encompasses 519,506 acres, or approximately 62 percent of the county.

The area covered by the SCVHP lies within Santa Clara County with the northern edge generally defined by the boundary of Alameda and Santa Clara Counties, *excluding* the Milpitas City Limits. Santa Clara County has a land area of 835,449 acres; the SCVHP primary study area encompasses 519,506 acres, or approximately 62 percent of the county. About 100,000 acres of this area (19 percent) supports urban development. Within the City of San José, the northern boundary is the northern edge of the "bufferlands" of the Water Pollution Control Plant facility on Zanker Road, west of Coyote Creek and the project site. The study area of the SCVHP is defined as the area in which all covered activities would occur, impacts would be evaluated, and conservation activities would be implemented. Projects and activities of the other jurisdictions (such as the City of Milpitas), which are not Permittees, are not covered.

In addition to the SCVHP area defined above, an expanded study area for burrowing owl conservation was identified to the north and west in portions of the cities of San José, Santa Clara, Mountain View, Milpitas, and Sunnyvale; in Fremont in Alameda County; and a small portion of San Mateo County. The expanded study area for burrowing owl conservation that falls outside of the primary SCVHP study area is 48,464 acres in size and includes the project area within the City of Milpitas. The allowable activities covered by the SCVHP in this expanded study area are limited only to conservation actions for western burrowing owl.

Expanded HCP/NCCP Area for Burrowing Owl Conservation

The project site is currently fully developed and does not provide suitable habitat for western burrowing owl that could be used for burrowing owl conservation.

Indirect Impacts to Sensitive Serpentine Habitats Identified in the SCVHP

The U.S. Fish and Wildlife Service (USFWS) has identified critical habitat for the federally listed threatened Bay Checkerspot butterfly (73 FR 50406) south of US 101 and Yerba Buena Road in the City of San José. The conservation of critical habitat is considered essential for the conservation of a federally listed species. Critical habitat for the Bay Checkerspot butterfly occurs on nutrient-poor serpentine or serpentine-like grasslands that support at least two of the three butterfly's larval host plants, California plantain, dense flower owl's clover, and purple owl's clover. Non-native grasses have been reported to increase in these habitats, crowding out the native forbs needed by the Bay Checkerspot butterfly, due to increased nitrogen deposition from human sources (Weiss 1999).

The closest serpentine grasslands covered by the SCVHP are located in the Silver Creek Hills and Coyote Ridge in the Edenvale, Evergreen and San Felipe Planning Areas of San José. The Silver Creek Hills and Coyote Ridge are approximately 11 to 15 miles southeast of the project site.

Atmospheric nitrogen deposition is a complex process by which reactive chemical forms of nitrogen (N) – nitrogen oxides (NO_X), ammonia (NH_3), and other compounds – are deposited onto plant and soil surfaces. These forms of nitrogen can enter ecosystems and act as nitrogen fertilizer to plants. Some nitrogen deposition is a normal part of the "nitrogen cycle" of nitrogen compounds between water, soil, and the atmosphere.

Nitrogen deposition contribution estimates in Santa Clara County were made as a part of the development of the SCVHP (Appendix E of the SCVHP). About 46 percent of nitrogen deposition on habitat areas of concern for the base years (2005-2007) was estimated to come from existing development and traffic generated locally *within* the SCVHP study area. The remainder of Santa Clara County (which includes the City of Milpitas) was estimated to contribute a substantially smaller amount (17 percent of the nitrogen deposition) while the other eight Bay area counties account for about 11 percent. The remaining 26 percent of existing, baseline emissions are derived from sources elsewhere in California and in Nevada. Milpitas' service population (jobs + residents) is 4.3 percent of Santa Clara County, and therefore the City's contribution as a percentage of total NOx emissions modeled by the SCVHCP conservatively is about 2.7 percent, since the County produces 63 percent of total emissions (46 percent within the SCVHCP area and 17 percent in the remainder of the County). Nitrogen deposition modeling completed for future years (2035 and 2060) as a part of the SCVHCP process assumed that urban and rural development in the County and broader San Francisco Bay Area is expected to increase air pollutant emissions due to an increase in passenger and commercial vehicle trips and other new industrial and nonindustrial sources.

For commercial uses, like those on the project site, the primary source of nitrogen emissions are vehicle emissions. In 2005, the annual citywide vehicle miles traveled (VMT) for Milpitas was approximately 697,265,000, or 1.9 million vehicle miles per day.[3] To provide context, the existing daily trips for the retail uses on the site are approximately 8,440 which equates to approximately 59,080 vehicle miles per day (based on an average trip length of seven miles). Also in comparison, the average daily traffic counts on U.S. 101 within the SCVHP area and closer to the serpentine grassland covered in the SCVHCP were modeled as over 100,000 vehicles in 2005 and increasing to 166,360 daily trips by 2030 (Appendix E of the SCVHP).

It is important to note that the further away the receptor site (serpentine grassland) is from emission sources, the less the habitat is likely to be affected by nitrogen compounds in the atmosphere from that source.[4] Mobile emissions from vehicle trips closer to the serpentine grasslands, therefore, would result in a greater proportion of expected nitrogen deposition.

A conservation strategy in the SCVHP includes collection of fees within the SCVHP area based upon the generation of new vehicle trips to fund acquisition and management of serpentine grasslands in the Coyote Ridge area. The goal of this strategy is to improve the viability of existing Bay Checkerspot butterfly populations, increase the number of populations, and expand the geographic distribution to ensure the long-term persistence of the species in the SCVHP area. A nexus study was completed for the SCVHP to assist with identifying appropriate fees to fund measures in the SCVHP.[5] The nitrogen deposition fee was calculated based on SCVHP costs related to mitigating the impacts of airborne nitrogen deposition from covered activities in the SCVHP area. A nexus

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[3] City of Milpitas. 2013. Climate Action Plan A Qualified Greenhouse Gas Reduction Strategy. Public Draft March 2013 (Appendix B). Accessed April 24, 2013. Available at: < http://www.ci.milpitas.ca.gov/government/planning/climate_documents.asp>. Note: 2005 is a baseline year for both the City of Milpitas Climate Action Plan and the SCVHCP (2005-2007 baseline was used for nitrogen modeling).

[4] California Energy Commission, 2012. *Small Power Plant Exemption Initial Study and Negative Declaration Recommendation, Xeres Ventures LLC, Santa Clara SC-1 Data Center* (*CEC-700-2012-001).*

[5] Willdan Financial Services. 2012. *Santa Clara Valley Habitat Plan Development Fee Nexus Study.* June 30, 2012.

study of impacts and /or appropriate contributions from projects or jurisdictions outside the SCVHP area was not included in the study, as these projects outside the SCVHP are not covered activities nor are these jurisdictions participating as Local Partners.

4.4.1.2 Trees

Mature trees (both native and non-native) are valuable to the human environment for the benefits they supply for resisting global climate change (i.e., carbon dioxide absorption), protection from weather, because they provide nesting and foraging habitat for raptors and other migratory birds, and because they are a visual enhancement. Therefore, a tree survey was completed to document and evaluate the mature trees on-site.

On developed commercial property, such as the project site, the City of Milpitas Tree Ordinance defines an ordinance-sized tree as any tree having a trunk that measures 37 inches or greater in circumference (approximately 12 inches in diameter) at a height of four and one-half feet above the ground. A multi-stem tree is considered a single tree and ordinance-size if any one of its trunks measures 37 inches or greater in circumference. A tree removal permit is required from the City for the removal of ordinance-sized trees.

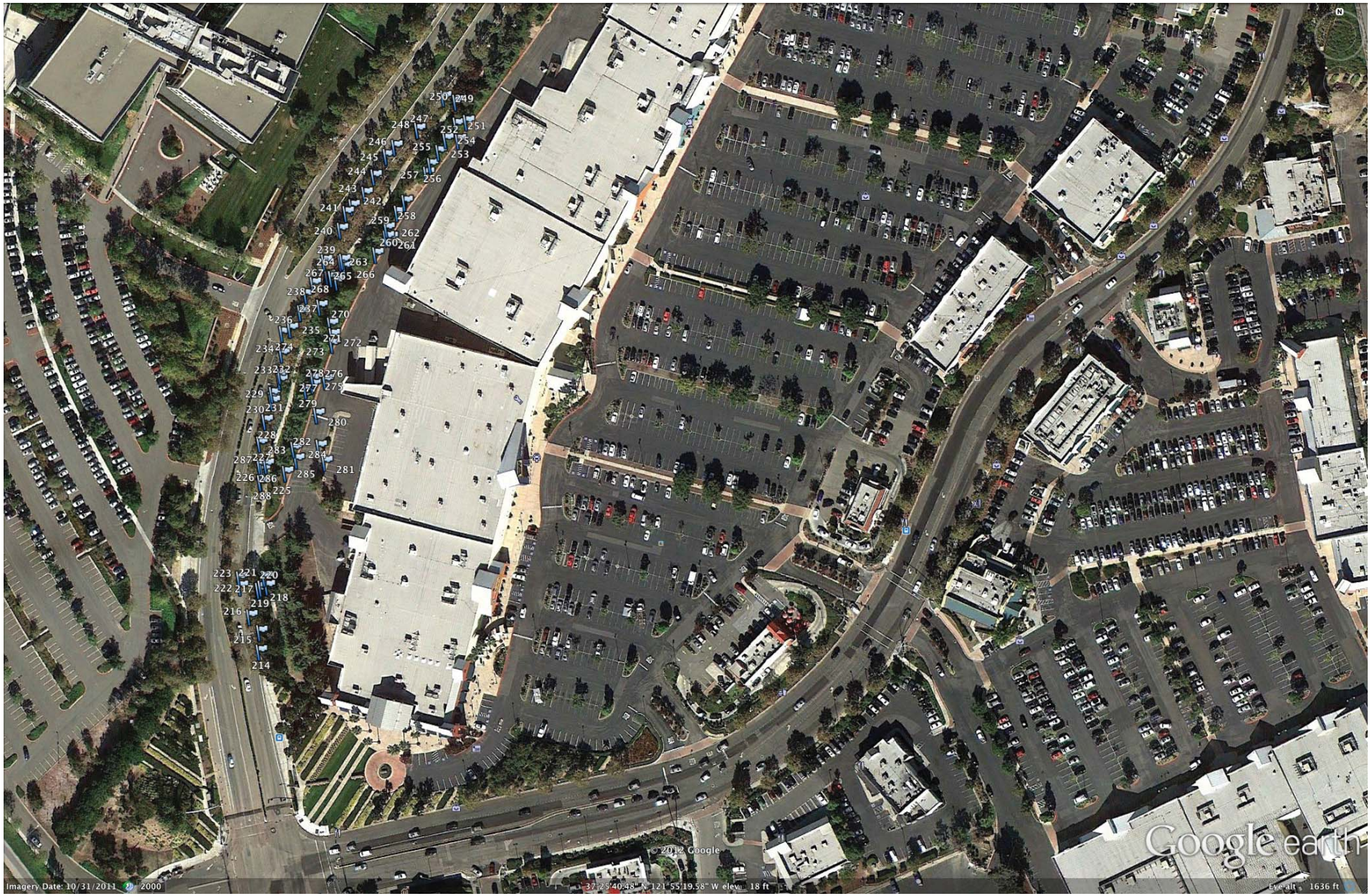
Trees located on the project site are a mixture of native and non-native species, in varying sizes and levels of health. Within the boundaries of the construction area of the project site, there are a total of 226 trees. Of the 226 trees there are 47 cedars, 35 evergreen pears, 33 sycamores, 28 alders, 17 fan palms, 15 purple-leaf plums, 14 Brazilian peppers, 12 crabapples, 11 cherries, seven Japanese Berries, four tristainias, two crape myrtles, and one pine.

The following table lists all trees identified on-site during the tree survey. The location of the trees is shown on Figures A3 and A4.

TABLE 2
Tree Survey

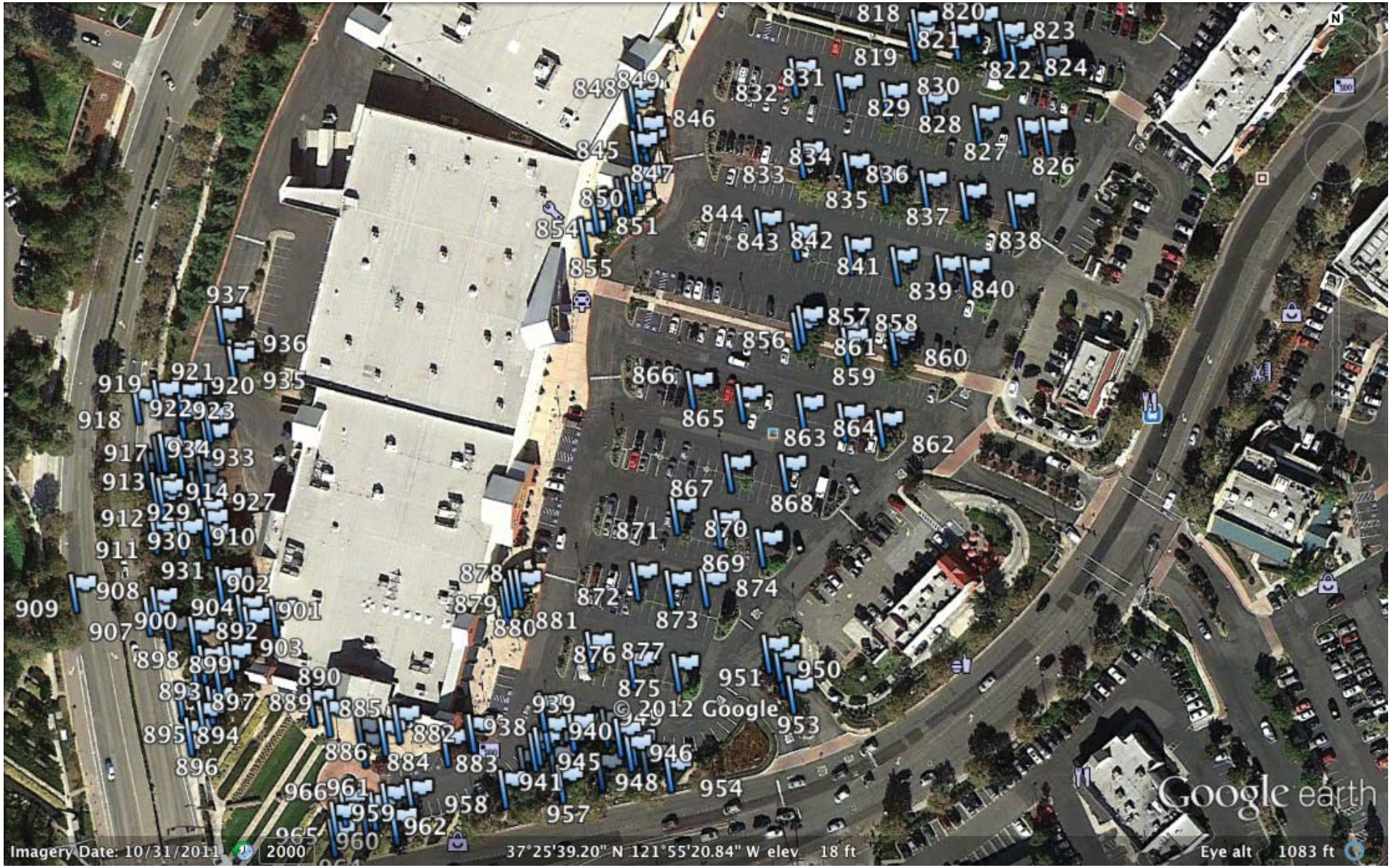
Tree No.	Common Name	Diameter[6] In Inches	Circumference in Inches	Health	Preservation Suitability
214	Sycamore	11	34	Average	Moderate
215	Sycamore	12	37	Average	Moderate
216	Sycamore	9	28	Average	Moderate
217	Evergreen Pear	8	25	Average	Moderate
218	Evergreen Pear	8	25	Average	Moderate
219	Evergreen Pear	9	28	Average	Moderate
220	Evergreen Pear	9	28	Average	Moderate
221	Evergreen Pear	8	25	Average	Moderate
222	Sycamore	9	28	Average	Moderate
223	Sycamore	12	37	Average	Moderate
224	Sycamore	10	31	Average	Moderate
225	Sycamore	10	31	Average	Moderate

[6] Measured at 48 inches above grade.



TREE MAP 1

FIGURE A3



TREE MAP 2

FIGURE A4

TABLE 2 *Continued* Tree Survey					
Tree No.	**Common Name**	**Diameter[7] In Inches**	**Circumference in Inches**	**Health**	**Preservation Suitability**
226	Sycamore	9	28	Average	Moderate
227	Sycamore	10	31	Average	Moderate
228	Sycamore	9	28	Average	Moderate
229	Sycamore	10	31	Average	Moderate
230	Cherry	7	22	Average	Moderate
231	Cherry	9	28	Average	Moderate
232	Cherry	5	15	Average	Moderate
233	Sycamore	11	34	Average	Moderate
234	Sycamore	12	37	Average	Moderate
235	Sycamore	11	34	Average	Moderate
236	Sycamore	9	28	Average	Moderate
237	Sycamore	8	25	Average	Moderate
238	Sycamore	9	28	Average	Moderate
239	Sycamore	11	34	Average	Moderate
240	Sycamore	12	37	Average	Moderate
241	Sycamore	11	34	Average	Moderate
242	Sycamore	11	34	Average	Moderate
243	Sycamore	11	34	Average	Moderate
244	Sycamore	10	31	Average	Moderate
245	Sycamore	7	22	Fair	Poor
246	Sycamore	10	31	Average	Moderate
247	Sycamore	10	31	Average	Moderate
248	Sycamore	9	28	Average	Moderate
249	Sycamore	9	28	Average	Moderate
250	Purple-Leaf Plum	7	22	Fair	Poor
251	Cedar	14	44	Average	Moderate
252	Cedar	11	34	Average	Moderate
253	Cedar	12	37	Average	Moderate
254	Cedar	11	34	Average	Moderate
255	Cedar	12	37	Average	Moderate
256	Cedar	15	47	Average	Moderate
257	Cedar	13	41	Average	Moderate
258	Pine	10	31	Fair	Poor
259	Cedar	12	37	Average	Moderate
260	Cedar	10	31	Average	Moderate
261	Cedar	11	34	Average	Moderate
262	Cedar	11	34	Average	Moderate
263	Cedar	10	31	Average	Moderate
264	Purple-Leaf Plum	7	22	Fair	Poor

[7] Measured at 48 inches above grade.

TABLE 2 *Continued* Tree Survey					
Tree No.	**Common Name**	**Diameter In Inches**	**Circumference in Inches**	**Health**	**Preservation Suitability**
265	Purple-Leaf Plum	5	15	Fair	Poor
266	Cedar	10	31	Average	Moderate
267	Cedar	10	31	Average	Moderate
268	Cedar	12	37	Average	Moderate
269	Purple-Leaf Plum	7	22	Fair	Poor
270	Cedar	12	37	Average	Moderate
271	Cedar	11	34	Average	Moderate
272	Cedar	10	31	Average	Moderate
273	Cedar	10	31	Average	Moderate
274	Cherry	6	19	Average	Moderate
275	Cedar	11	34	Average	Moderate
276	Cedar	12	37	Average	Moderate
277	Cherry	10	31	Average	Moderate
278	Cedar	9	28	Average	Moderate
279	Cedar	10	31	Average	Moderate
280	Cedar	11	34	Average	Moderate
281	Cedar	14	44	Average	Moderate
282	Cedar	10	31	Average	Moderate
283	Cedar	11	34	Average	Moderate
284	Cedar	11	34	Average	Moderate
285	Cedar	10	31	Average	Moderate
286	Purple-Leaf Plum	3	9	Fair	Poor
287	Purple-Leaf Plum	4	12	Fair	Poor
288	Purple-Leaf Plum	3	9	Fair	Poor
816	Crape Myrtle	7	22	Average	Moderate
817	Crape Myrtle	7	22	Average	Moderate
818	Brazilian Pepper	14	44	Average	Moderate
819	Brazilian Pepper	12	37	Average	Moderate
820	Brazilian Pepper	10	31	Average	Moderate
821	Brazilian Pepper	10	31	Average	Moderate
822	Brazilian Pepper	10	31	Average	Moderate
823	Brazilian Pepper	14	44	Average	Moderate
824	Brazilian Pepper	16	50	Average	Moderate
825	Brazilian Pepper	11	34	Average	Moderate
826	Japanese Berry	10	31	Average	Moderate
827	Alder	5	15	Fair	Poor
828	Alder	5	15	Fair	Poor
829	Alder	7	22	Fair	Poor
830	Alder	7	22	Fair	Poor
831	Alder	7	22	Fair	Poor
832	Alder	6	19	Fair	Poor

TABLE 2 *Continued* Tree Survey					
Tree No.	**Common Name**	**Diameter In Inches**	**Circumference in Inches**	**Health**	**Preservation Suitability**
833	Alder	12	37	Fair	Poor
834	Alder	12	37	Fair	Poor
835	Alder	12	37	Fair	Poor
836	Alder	10	31	Fair	Poor
837	Alder	11	34	Fair	Poor
838	Japanese Berry	10	31	Average	Moderate
839	Japanese Berry	8	25	Average	Moderate
840	Alder	4	12	Fair	Poor
841	Alder	4	12	Fair	Poor
842	Alder	5	15	Fair	Poor
843	Alder	4	12	Fair	Poor
844	Alder	5	15	Fair	Poor
845	Fan Palm	14	44	Average	Moderate
846	Fan Palm	14	44	Average	Moderate
847	Fan Palm	14	44	Average	Moderate
848	Tristainia	4	12	Average	Moderate
849	Tristainia	4	12	Average	Moderate
850	Fan Palm	13	41	Average	Moderate
851	Fan Palm	12	37	Average	Moderate
852	Fan Palm	12	37	Average	Moderate
853	Fan Palm	12	37	Average	Moderate
854	Tristainia	4	12	Average	Moderate
855	Tristainia	4	12	Average	Moderate
856	Brazilian Pepper	13	41	Average	Moderate
857	Brazilian Pepper	13	41	Average	Moderate
858	Brazilian Pepper	10	31	Average	Moderate
859	Brazilian Pepper	15	47	Average	Moderate
860	Brazilian Pepper	12	37	Average	Moderate
861	Brazilian Pepper	12	37	Average	Moderate
862	Japanese Berry	10	31	Average	Moderate
863	Alder	5	15	Fair	Poor
864	Alder	4	12	Fair	Poor
865	Alder	4	12	Fair	Poor
866	Alder	6	19	Fair	Poor
867	Alder	6	19	Fair	Poor
868	Alder	6	19	Fair	Poor
869	Japanese Berry	9	28	Average	Moderate
870	Alder	5	15	Fair	Poor
871	Alder	4	12	Fair	Poor
872	Alder	6	19	Fair	Poor
873	Alder	6	19	Fair	Poor

TABLE 2 *Continued* Tree Survey					
Tree No.	**Common Name**	**Diameter In Inches**	**Circumference in Inches**	**Health**	**Preservation Suitability**
874	Japanese Berry	7	22	Average	Moderate
875	Japanese Berry	7	22	Average	Moderate
876	Alder	7	22	Fair	Poor
877	Alder	6	19	Fair	Poor
878	Fan Palm	12	37	Average	Moderate
879	Fan Palm	12	37	Average	Moderate
880	Fan Palm	11	34	Average	Moderate
881	Fan Palm	12	37	Average	Moderate
882	Purple-Leaf Plum	5	15	Average	Moderate
883	Purple-Leaf Plum	5	15	Average	Moderate
884	Purple-Leaf Plum	7	22	Average	Moderate
885	Fan Palm	12	37	Average	Moderate
886	Fan Palm	12	37	Average	Moderate
887	Fan Palm	17	53	Average	Moderate
888	Purple-Leaf Plum	7	22	Average	Moderate
889	Fan Palm	12	37	Average	Moderate
890	Fan Palm	11	34	Average	Moderate
891	Fan Palm	12	37	Average	Moderate
892	Evergreen Pear	8	25	Average	Moderate
893	Evergreen Pear	8	25	Average	Moderate
894	Evergreen Pear	7	22	Average	Moderate
895	Evergreen Pear	9	28	Average	Moderate
896	Evergreen Pear	9	28	Average	Moderate
897	Evergreen Pear	8	25	Average	Moderate
898	Evergreen Pear	10	31	Average	Moderate
899	Evergreen Pear	8	25	Average	Moderate
900	Evergreen Pear	6	19	Average	Moderate
901	Evergreen Pear	7	22	Average	Moderate
902	Evergreen Pear	9	28	Average	Moderate
903	Evergreen Pear	9	28	Average	Moderate
904	Evergreen Pear	10	31	Average	Moderate
905	Evergreen Pear	8	25	Average	Moderate
906	Evergreen Pear	8	25	Average	Moderate
907	Evergreen Pear	9	28	Average	Moderate
908	Evergreen Pear	8	25	Average	Moderate
909	Evergreen Pear	8	25	Average	Moderate
910	Evergreen Pear	9	28	Average	Moderate
911	Evergreen Pear	8	25	Dead	----
912	Evergreen Pear	7	22	Average	Moderate
913	Evergreen Pear	9	28	Average	Moderate
914	Cherry	8	25	Average	Moderate

TABLE 2 *Continued* Tree Survey					
Tree No.	**Common Name**	**Diameter In Inches**	**Circumference in Inches**	**Health**	**Preservation Suitability**
915	Cherry	8	25	Average	Moderate
916	Cherry	8	25	Average	Moderate
917	Cherry	6	19	Average	Moderate
918	Cherry	11	34	Average	Moderate
919	Cherry	8	25	Average	Moderate
920	Cedar	10	31	Average	Moderate
921	Cedar	18	56	Average	Moderate
922	Cedar	10	31	Average	Moderate
923	Cedar	15	47	Average	Moderate
924	Cedar	12	37	Average	Moderate
925	Cedar	11	34	Average	Moderate
926	Cedar	14	44	Average	Moderate
927	Cedar	10	31	Average	Moderate
928	Cedar	6	19	Fair	Moderate
929	Cedar	12	37	Average	Moderate
930	Cedar	14	44	Average	Moderate
931	Cedar	10	31	Average	Moderate
932	Cedar	13	41	Average	Moderate
933	Cedar	10	31	Average	Moderate
934	Cedar	10	31	Average	Moderate
935	Cedar	10	31	Average	Moderate
936	Cedar	8	25	Average	Moderate
937	Cedar	11	34	Average	Moderate
938	Crabapple	8	25	Average	Moderate
939	Crabapple	10	31	Average	Moderate
940	Crabapple	8	25	Average	Moderate
941	Crabapple	10	31	Average	Moderate
942	Crabapple	12	37	Average	Moderate
943	Crabapple	10	31	Average	Moderate
944	Crabapple	9	28	Average	Moderate
945	Crabapple	10	31	Average	Moderate
946	Crabapple	8	25	Average	Moderate
947	Crabapple	9	28	Average	Moderate
948	Crabapple	10	31	Average	Moderate
949	Crabapple	10	31	Average	Moderate
950	Purple-Leaf Plum	4	12	Fair	Poor
951	Purple-Leaf Plum	4	12	Fair	Poor
952	Purple-Leaf Plum	4	12	Fair	Poor
953	Purple-Leaf Plum	4	12	Fair	Poor
954	Sycamore	10	31	Average	Moderate
955	Sycamore	11	34	Average	Moderate

TABLE 2 *Continued* Tree Survey					
Tree No.	**Common Name**	**Diameter In Inches**	**Circumference in Inches**	**Health**	**Preservation Suitability**
956	Sycamore	12	37	Average	Moderate
957	Sycamore	11	34	Average	Moderate
958	Sycamore	12	37	Average	Moderate
959	Evergreen Pear	6	19	Average	Moderate
960	Evergreen Pear	9	28	Average	Moderate
961	Evergreen Pear	8	25	Average	Moderate
962	Evergreen Pear	7	22	Average	Moderate
963	Evergreen Pear	7	22	Average	Moderate
964	Evergreen Pear	8	25	Average	Moderate
965	Evergreen Pear	6	19	Average	Moderate
966	Evergreen Pear	5	15	Average	Moderate

4.4.2 Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☒	1,2
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☒	1,2
3. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒	1,2
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites?	☐	☒	☐	☐	1,2

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐	1,2,6
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐	1,2,7

4.4.2.1 Biological Resources Impacts

Because of the history of development in the project area, no natural or sensitive habitats are present on the project site. As a result, no substantial impacts to natural plant communities or habitats would occur as a result of the project. In addition, implementation of the proposed project would not impact any special status or endangered species. The project would not conflict with any local policies or ordinances that protect biological resources. The project site is not located within an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP) or other approved local, regional, or State habitat conservation plan. **(No Impact)**

Nesting Raptors and Migratory Birds

The project site is in a highly urbanized area and does not contain any habitat that would support endangered or special status species such as the Western Burrowing Owl. The entire site is developed and it is unlikely that the site is utilized by raptors as foraging habitat. It is also unlikely that this site is used as nesting habitat, particularly since there is high quality habitat close to the project site within the Coyote Creek riparian corridor.

Because of the low probability of the site being utilized by tree-nesting raptors and because there is high quality habitat within close proximity to the project site in which raptors could forage and nest, development of this site and, subsequently, the loss of mature trees would have a less than significant impact on raptors. Relocation of mature raptors or migratory birds would not, by itself, be significant.

If there are nesting raptors on-site, however, construction during the breeding season could result in the loss of individual eggs. Nesting raptors are among the species protected under both provisions of the Migratory Bird Treaty Act and California Department of Fish and Wildlife (CDFW) Code Sections 3503, 3503.5, and 2800. Demolition and construction disturbance near raptor or other migratory bird nests can result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes abandonment and/or loss of reproductive effort is considered a taking by the CDFW. Any loss of fertile eggs, nesting raptors or other migratory birds, or any activities resulting in nest abandonment would constitute a significant impact.

Impact BIO-1: Construction activities associated with the proposed project could result in the loss of fertile eggs, nesting raptors or other migratory birds, or nest abandonment. **(Significant Impact)**

Mitigation and Avoidance Measures

The following mitigation measures will be implemented during construction to avoid abandonment of raptor and other protected migratory birds nests:

MM BIO 1-1: Construction shall be scheduled to avoid the nesting season to the extent feasible. The nesting season for most birds, including most raptors in the San Francisco Bay area, extends from February through August.

MM BIO 1-2: If it is not possible to schedule demolition and construction between September and January, pre-construction surveys for nesting birds shall be completed by a qualified ornithologist to ensure that no nests will be disturbed during project implementation. This survey shall be completed no more than 14 days prior to the initiation of construction activities during the early part of the breeding season (February through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). During this survey, the ornithologist will inspect all trees and other possible nesting habitats immediately adjacent to the construction areas for nests. If an active nest is found sufficiently close to work areas to be disturbed by construction, the ornithologist, in consultation with CDFW, will determine the extent of a construction-free buffer zone to be established around the nest, typically 250 feet, to ensure that raptor or migratory bird nests will not be disturbed during project construction.

4.4.2.2 Bird Collisions

The South Bay is located along the Pacific Flyway for migratory birds and the mosaic of habitats at the edge of the Bay and along riparian corridors provide areas where large-scale movements of birds may occur during both migration and as a part of daily movements between roosting and foraging areas.

The project includes construction of a 12-story building, replacing existing one- to two-story buildings. Intensification of development within established urban areas may result in additional bird collisions with new structures by urban adapted bird species that are currently using habitats within these urban areas. These urban bird species are regionally abundant and adapted to urban development and their possible collisions with new buildings in developed areas of the City set back from riparian corridors would not result in substantive impacts on regional bird populations. In addition, the proposed hotel would be variable in form and curtains and architectural details in window areas would make the building more visible to birds, which should avoid or limit bird collisions.

Many birds migrate at night when it is difficult for them to see structures such as tall buildings and power lines in their path. In addition, birds migrating at night are often attracted to sources of artificial light, particularly during inclement weather. As a result, bright lights on buildings can result in bird collisions with the buildings. Even during the day, birds may collide with windows or with tall, glass-covered buildings.

The proposed hotel structure would be approximately 450 feet from Coyote Creek and in an existing developed area that does not support high or moderate quality habitat for foraging or nesting. This reduces the potential for structures to become obstacles to birds ascending or descending to habitats. As a condition of approval, the proposed lighting plan will be reviewed by a qualified ornithologist to ensure that light intensity and frequency will not attract night migrating birds or result in substantial bird mortality. **(Less Than Significant Impact)**

4.4.2.3 Effects on Project Implementation of the Santa Clara Valley Habitat Plan/Natural Community Conservation Plan

As previously discussed, the City of Milpitas is not one of the Local Partners in Santa Clara County that has adopted, or has activities covered by, the SCVHP.

Expanded HCP/NCCP Area for Burrowing Owls

As previously noted, the project site is currently fully developed and does not provide suitable habitat for Western Burrowing Owls that could be used for burrowing owl conservation. Redevelopment of the project site would not reduce the area of habitat in northern Santa Clara County available for possible burrowing owl conservation activities with the goal of increasing local burrowing owl populations. (**No Impact)**

Indirect Effects on Sensitive Serpentine Habitats on Coyote Ridge

The City of San José, in response to the Notice of Preparation of the Draft EIR for the proposed project, raised the issue of nitrogen emissions from new project vehicle trips and their possible effect on SCVHP covered species found in serpentine grassland habitats on Coyote Ridge, approximately 15 miles southeast of the project site.

The TIA prepared for the project estimates that implementation of the proposed project would result in a net increase of 5,649 daily trips compared to existing conditions of approximately 8,440 daily trips for the area to be redeveloped and a larger number of trips for the entire shopping center site. Approximately 50 percent of hotel trips and 60 percent of new retail trips are projected to originate or end south of the project site in San Jose. This means a substantial proportion (roughly half) of the project's daily trips are expected to have a trip end to the south, within the SCVHCP boundaries, and therefore are accounted for by the SCVHCP, whether the trip is a diverted trip or a new trip from new development within the SVCHCP plan area that will pay fees. Given the relatively small increase in vehicle trips for the proposed redevelopment (e.g., compared to the over 100,000 average daily trips on U.S. 101 and 87,000 average daily trips on SR 87 identified as a part of SCVHP modeling, vehicle trips within the approximately 100,000 acres of urban development within the SCVHP area, the remainder of Milpitas, and the County of Santa Clara) and the distance between the majority of the project trips and the sensitive habitat, the project's vehicle and area emissions would

not by themselves individually affect serpentine habitat, or the special status plants and butterflies occupying that habitat, nor make a cumulatively considerable contribution to cumulative nitrogen deposition emissions that could affect serpentine grassland habitat used by Bay Checkerspot butterfly and other covered species in the Coyote Ridge area. The cumulative impacts from regional nitrogen deposition (whether inside or outside the SCVHCP) will be feasibly mitigated by the SCVHCP's conservation strategies, and individual development projects should not be, except under the most unusual circumstances due to substantial scale or immediate proximity to serpentine habitat, considered to provide cumulatively considerable contributions. This is evident in the SCVHCP's treatment of "pipeline" projects[8], in that these developments occurring in San Jose and the other partner agencies' jurisdictions, which will generate net new nitrogen emissions but are not required to provide any mitigation for nitrogen deposition because they will predate the SCVHCP, are considered less than cumulatively considerable. **(Less Than Significant Impact)**

4.4.2.4 Trees

Due to the extent of demolition that will be required to implement the proposed project, including the underground parking structure, all 226 landscape trees on-site will be removed. Of the 226 trees to be removed, 50 are ordinance sized trees. New landscaping trees will be required; nevertheless, the loss of 50 ordinance sized trees, which are protected under the Milpitas Municipal Code, would be a significant impact.

While 50 of the 226 trees are protected under the Municipal Code, the total loss of trees would also be significant because mature trees provide protection from the weather by shading buildings and buffering them from rain and wind and help to filter carbon dioxide out of the air. Trees also enhance the visual character of the local community. Due to design of the proposed project (i.e., underground parking), trees planted on-site will be incapable of growing as large as the mature trees currently on-site.

Please see Section 4.1 of this Initial Study for a complete discussion of the visual impacts and Section 4.4 of the EIR for a complete discussion on global climate change impacts.

Impact BIO-2: The loss of 226 trees on-site, including 50 ordinance sized trees, would be a significant impact. **(Significant Impact)**

Mitigation and Avoidance Measures

The following mitigation measures will be implemented to reduce the impact of the loss of protected trees:

MM BIO 2-1: In conformance with the City of Milpitas Municipal Code, all trees removed from the site that measure 37-inches or greater in circumference (12 inches in diameter) at 48 inches above the ground surface will be replaced at a 3:1 ratio

[8] Pipeline projects are those that are pending and going through a Local Partner jurisdiction's entitlement process while the SCVHCP was being prepared and have been approved prior to the SCVHCP's effective date (anticipated late 2013 or early 2014) and are implemented (i.e. receiving building or grading permit) with 12 months.

within the project site. The species and size of the replacement trees will be determined by City staff.

MM BIO 2-2: Due to the proposed underground parking structure, it may not be possible to plant all replacement trees on-site. Trees that are removed but cannot be mitigated for on-site will be mitigated by fees paid to the City. The funds will be deposited in the City's Tree Replacement Fund and will be used to plant trees within the City of Milpitas.

4.4.3 Conclusion

With implementation of the proposed mitigation, the project would not result in substantial impacts to biological resources. **(Less Than Significant Impact with Mitigation)**

4.5 CULTURAL RESOURCES

The following information is based, in part, on an archaeological literature review prepared by *Holman & Associates* in October 2012. The report is on file at the Milpitas Planning Department.

4.5.1 Existing Setting

The City of Milpitas was once part of the territory occupied by the Tamyen tribelet of the Ohlone Indians (originally referred to as Costanoan). Two notable Native American village sites lie within the City limits, a shellmound dating to the 18th century located near Elmwood Rehabilitation Center and the approximately 3,000 year old Alviso Adobe located near the corner of Calaveras Boulevard and Piedmont Road.

During the historic period, in 1769, the City of Milpitas was included in the route of the Gaspar de Portola expedition. The area was also a stopover point on the immigrant trail between Sutter's Fort and San José during the 1800s.

Although there are no existing conditions or immediate evidence that would suggest the presence of subsurface historic or prehistoric resources, the project site is located in a culturally sensitive area due to known prehistoric and historic occupation of Milpitas and close proximity to Coyote Creek. Native American settlements are commonly associated with the abundant food supply in the Santa Clara Valley and they often established settlements near local waterways. The project site is located approximately 450 feet east of Coyote Creek, which increases the likelihood that subsurface artifacts may be located on the project site.

An archeological literature review was completed at the Northwest Information Center at Sonoma State University to determine if any known resources are located on the project site. There are no recorded historic or prehistoric sites on the project site or anywhere within the McCarthy Ranch property. The nearest recorded prehistoric archaeological site is located east of I-880 near t Abbot Avenue. Various surveys of the project site and the entire McCarthy Ranch area have been completed over the last 20 years and no archaeological materials have been found on the ground surface or during subsequent development projects.

Historic Buildings

The first structures built in Milpitas were adobe houses located along the foothills east of the City and along both sides of Calaveras Road between Main Street and the foothills. During the mid- to late-1800's many of the structures built were wood frame farmhouses and service buildings such as blacksmiths, hotels, and general stores.

Milpitas changed little until 1953 when the Ford Motor Plant was built at the south end of the City. Within the next 20 years, most all of the older buildings in the City center were demolished but the two corridors along the eastern foothills and the western highway remained fairly intact.

Currently, there are 13 sites officially designated as Cultural Resources and six sites have been identified as prime candidates for preservation in the City of Milpitas. None of the designated sites

or candidate sites is located on or adjacent to the project site. The only buildings on-site are the existing commercial buildings which were constructed in 1994-1995 and are not considered historic.

4.5.2 Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?	☐	☐	☐	☒	1,2,8
2. Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	☐	☐	☐	☒	1,2,8
3. Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	☐	☐	☐	☒	1,2,8
4. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒	1,2,8

4.5.2.1 Subsurface Resources

Prehistoric and Historic Resources

While the project site is located near a local waterway and Milpitas was known to be occupied during the prehistoric and historic eras, previous studies and development on the project site and the project area has failed to generate reports of any archaeological finds. As a result, the archaeological review concluded that demolition of the existing buildings and construction of a hotel/retail building with underground parking will have no impact on historic or prehistoric subsurface resources. **(No Impact)**

In the unlikely event, however, that subsurface artifacts are uncovered during grading activities, the following measures will be implemented:

- In the event that prehistoric or historic resources are encountered during excavation and/or grading, all activity within a 50-foot radius of the find will be stopped, the Director of Planning and Neighborhood Services will be notified, and a qualified archaeologist will examine the find and make appropriate recommendations prior to issuance of building permits. Recommendations could include collection, recordation, and analysis of any significant cultural materials. A report of findings documenting any data recovery during monitoring would be submitted to the Director of Planning and Neighborhood Services.

- In the event that human remains are discovered during excavation and/or grading of the site, all activity within a 50-foot radius of the find will be stopped. The Santa Clara County Coroner will be notified and shall make a determination as to whether the remains are of

Native American origin or whether an investigation into the cause of death is required. If the remains are determined to be Native American, the Coroner will notify the Native American Heritage Commission (NAHC) immediately. Once NAHC identifies the most likely descendants, the descendants will make recommendations regarding proper burial, which will be implemented in accordance with Section 15064.5(e) of the CEQA Guidelines.

Paleontological Resources

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. Geologic units of Holocene age are generally not considered sensitive for paleontological resources, because biological remains younger than 10,000 years are not usually considered fossils. These sediments have low potential to yield fossil resources or to contain significant nonrenewable paleontological resources. These recent sediments, however, may overlie older Pleistocene sediments with high potential to contain paleontological resources. These older sediments, often found at depths of greater than 10 feet below the ground surface, have yielded the fossil remains of plants and extinct terrestrial Pleistocene vertebrates. While excavation on-site will reach a maximum depth of 15 feet, it is improbable that paleontological resources will be discovered on-site due to the distance of the site from the Bay and because no paleontological resources have been discovered in this area of Milpitas. **(No Impact)**

4.5.2.2 Historic Buildings

There are no historic structures on or immediately adjacent to the project site. Therefore, implementation of the proposed project will have no impact on any designated historic structures. **(No Impact)**

4.5.3 <u>Conclusion</u>

The proposed project will have no impact on cultural resources. **(No Impact)**

4.6 GEOLOGY AND SOILS

4.6.1 Setting

The following discussion is based in part on a Preliminary Geotechnical Engineering Investigation by *Jensen-Van Lieden Associates, Inc*., in December, 2011. The report is attached as Appendix E.

4.6.1.1 Geology and Soils

The project site is located in the Santa Clara Valley, a relatively flat alluvial basin, bounded by the Santa Cruz Mountains to the southwest and west, the Diablo Mountain Range to the east, and San Francisco Bay to the north.

Based on soil borings taken on-site, soils on the project site are comprised of granular and clay soils. The soil layers were found to be generally uniform throughout the site though the depths of the individual layers vary. The near surface soils (upper two to three feet) consist of mixed sands and clays which are likely fill material. These soils overlay soft to stiff clays, silty clays, and clayey silts that extend to depths of 20 to 48 feet below the ground surface (bgs). Below this second layer is a layer of medium dense silty sand and then a very dense layer of sand and gravel.

There are no unique geologic features on or adjacent to the project site. Due to the flat topography of the project site, the potential for erosion or landslide on or adjacent to the site is low. Groundwater was encountered on the project site at approximately nine feet bgs.

4.6.1.2 Seismicity

The San Francisco Bay Area is classified as Zone 4 for seismic activity, the most seismically active region in the United States. Strong ground shaking can be expected on-site during moderate to severe earthquakes in the general region. Significant earthquakes that occur in the Bay Area are generally associated with crustal movement along well defined active fault zones of the San Andreas Fault System, which regionally trends in a northwesterly direction.

The site is not located within a designated Alquist-Priolo Earthquake Fault Zone[9] or in a Santa Clara County Fault Hazard Zone[10] and no active faults have been mapped on-site. Therefore, the risk of fault rupture at the site is low. Faults in the region are, however, capable of generating earthquakes of magnitude 7.0 or higher and strong to very strong ground shaking would be expected to occur at the project site during a major earthquake on one of the nearby faults. The distance to active faults near the project site are shown in Table 3.

TABLE 3
Active Faults Near the Project Site

Fault	Distance from Site
Hayward	2.5 miles
Calaveras	6.2 miles
San Andreas	15.0 miles

[9] California Department of Conservation Website. http://www.quake.ca.gov/gmaps/ap/ap_maps.htm Accessed October 12, 2012.
[10] Santa Clara County Planning Department Website. http://www.sccgov.org/portal/site/planning/agencychp?path=%2Fv7%2FPlanning%2C%20Office%20of%20%28DEP%29%2FMaps%20%26%20GIS%2FGeologic%20Hazards%20Zones%28Maps%20%26%20Data%29%2FFault%20Rupture%20Hazard%20Zones#Single Accessed October 12, 2012.

4.6.1.3 Liquefaction and Lateral Spreading

Liquefaction

Liquefaction is the result of seismic activity and is characterized as the transformation of loose, water-saturated soils from a solid state to a liquid state during ground shaking. There are many variables that contribute to liquefaction, including the age of the soil, soil type, soil cohesion, soil density, and depth to ground water. The proposed project site is located within a liquefaction hazard zone.[11]

The geotechnical investigation found liquefaction hazards at the site to be negligible due to the depth to potential liquefiable layers. There is the potential for liquefaction in the silty sand, sand, and gravel layers located at depths of 28 to 48 feet bgs. Based on a liquefaction analysis prepared for the project site, it is conservatively estimated that during a major earthquake, the liquefiable layers could cause surface settlement from one to 3.5 inches. The clay layers above the liquefiable layers would dampen consolidation and differential settlement effects.

Lateral Spreading

Lateral spreading is a type of ground failure related to liquefaction. It consists of the horizontal displacement of flat-lying alluvial material toward an open area, such as the steep bank of a stream channel. There are no stream channels on or directly adjacent to the site that would be subject to lateral spreading.

4.6.1.4 Groundwater

Groundwater in the area is encountered at relatively shallow depth. In November 2011, groundwater was found at depths ranging from nine to 14 feet below the ground surface.

4.6.2 <u>Environmental Checklist and Discussion of Impacts</u>

[11] Santa Clara County. *Liquefaction Hazard Zones*. http://www.sccgov.org/sites/planning/Maps%20-%20GIS/Geologic%20Hazards%20Zones(Maps%20-%20Data)/Liquefaction%20Hazard%20Zones/Pages/County-Liquefaction-Hazard-Zones.aspx Accessed October 1, 2012.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
a. Rupture of a known earthquake fault, as described on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☒	☐	1,2,9
b. Strong seismic ground shaking?	☐	☐	☒	☐	1,2,9
c. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	1,2,9
d. Landslides?	☐	☐	☐	☒	1,2
2. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒	1,2
3. Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐	1,2,9
4. Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	☐	☐	☒	☐	1,2,9
5. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒	1,2

4.6.2.1 Geological Impacts

Geology and Soils Impacts

The project site and surrounding areas are flat and there are no waterways in the immediate vicinity. The project would not, therefore, be exposed to landslide or erosion hazards related to slope. The project would be designed and constructed in accordance with standard engineering safety techniques and in conformance with a design-specific geotechnical report prepared for the site to reduce soil impacts to a less than significant level. **(Less Than Significant Impact)**

Seismicity Impacts

The project site has a moderate potential for liquefaction during large seismic events. The project shall be designed and constructed in accordance with the 2010 California Building Code which contains the regulations that govern the construction of structures in California. These regulations are meant to prevent damage to structures in the event of an earthquake. **(Less Than Significant Impact)**

Groundwater Impacts

The project includes construction of a below-grade parking structure. The structure would be one level and would require excavation to a depth of approximately12-15 feet bgs in an area where groundwater is encountered at nine feet bgs. Due to the shallow groundwater, the proposed parking structure would likely be exposed to hydrostatic pressure and the possibility of water intrusion that could compromise the integrity of the structure. As noted above, the project shall be constructed in conformance with the building design measures identified in the site-specific geotechnical report. These measures could include subsurface drains and collector systems and/or water-proofing to address water intrusion issues. In addition, the retaining walls in the garage would be designed to resist soil and hydrostatic pressure. **(Less Than Significant Impact)**

4.6.2.2 Construction Impacts

The majority of the site is flat and developed and very little soil is currently exposed on the site. Ground disturbance would be required for demolition of the existing buildings and surface parking lot, grading, and construction of the proposed project. Ground disturbance would expose soils and increase the potential for wind or water related erosion and sedimentation at the site until construction is complete.

The City's NPDES Municipal Permit, urban runoff policies, and the Municipal Code are the primary means of enforcing erosion control measures through the grading and building permit process. The City will require the project to comply with all applicable regulatory programs pertaining to construction related erosion. Because the project proposes to comply with all applicable regulations, implementation of the proposed project would have a less than significant construction related soil erosion impact. **(Less Than Significant Impact)**

4.6.3 Conclusion

With implementation of recommendations in the design-specific geotechnical report and conformance to the 2010 California Building Code, the project would not expose people or property to significant impacts associated with geologic or seismic conditions. **(Less Than Significant Impact)**

4.7 GREENHOUSE GAS EMISSIONS

The project site is currently developed with 267,606 square feet of commercial buildings and a large surface parking lot.

4.7.2 Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐	1,2,9
2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐	1,2,9

4.7.2 Conclusion

As proposed, the project would demolish 139,710 square feet of the existing commercial space and construct a 12-story, 250-room hotel with ground floor and second floor retail. The total net new retail space would be 292,186 square feet and the hotel would be 178,692 square feet. The net increase in commercial space on-site plus a new hotel could significantly increase daily traffic trips to and from the project site.

Based on the potential to increase greenhouse gas emissions due to an increase in daily traffic trips associated with the project site and increased energy usage on-site, the proposed project could result in a significant greenhouse gas emissions impact. The analysis of greenhouse gas emissions impacts is presented in the EIR. No further analysis will be provided in this Initial Study.

4.8 HAZARDS AND HAZARDOUS MATERIALS

The following discussion is based in part on a Phase I Environmental Site Assessment (ESA) prepared for the site by *Hoexter Consulting, Inc.* in January, 2012. A copy of this report is provided in Appendix F of this document.

4.8.1 Existing Setting

The 37.9-acre project site is located in an area of Milpitas that is primarily developed with industrial and commercial land uses. The site itself is developed with 13 commercial buildings and a large surface parking lot.

Based on available data for the project area, the direction of groundwater flow beneath the project site is northwest. Groundwater occurs at depths of approximately nine feet bgs.

4.8.1.1 Site History

A land use history of the site has been compiled based on aerial photographs, topographic maps, building records, City directories, and other site records. Based on a review of these sources, the project site was part of the Rincon de las Esteros land grant beginning in 1838. The property was passed to various land owners and was vacant and/or developed with scattered residences, roads, and agriculture until construction of the existing commercial center began in 1994. According to available records, the site was formally cultivated for various agricultural uses continuously from the 19th century to 1994.

The surrounding area was also utilized as agricultural land. The approximately 65 acre property west of the project site (on the west side of McCarthy Boulevard) is known to have been used for agricultural purposes for more than 100 years. Agricultural operations ceased when the southern half of the property was developed in 1986.

4.8.1.1 On-Site Sources of Contamination

Agricultural Use

As noted above, the project site and surrounding area was historically used for agricultural purposes. It is common to find arsenic, lead, and dichlorodiphenyltrichloroethane (DDT) residue in the soil in Santa Clara County from historic farming operations. It is reasonable to assume that these types of chemicals were used on the project site. Residual agricultural chemicals are likely present in the native soils on the project site.

While there is no specific data that quantifies the level of agricultural chemical contamination on-site, in the year 2000 the property to the west has been reported to have a maximum DDT concentration of 0.6 mg/kg. This chemical, along with all other identified organochlorine pesticides were found to be below relevant Commercial/Industrial Preliminary Remediation Goals (PRGs).

The agricultural land use and related agricultural activities at the adjacent western property appear to have been similar to those that took place on the project site. The levels of contamination from

agricultural land uses on the project site are, therefore, likely similar to the levels present on the adjacent western property.

Asbestos and Lead Based Paint

Friable asbestos is any asbestos containing material (ACM) that, when dry, can easily be crumbled or pulverized to a powder by hand allowing the asbestos particles to become airborne. Common examples of products that have been found to contain friable asbestos include acoustical ceilings, plaster, wallboard, and thermal insulation for water heaters and pipes. Non-friable ACMs are materials that contain a binder or hardening agent that does not allow the asbestos particles to become airborne easily. Common examples of non-friable ACMs are asphalt roofing shingles, vinyl asbestos floor tiles, and transite siding made with cement. Non-friable ACMs can pose the same hazard as friable asbestos during remodeling, repairs, or other construction activities that would damage the material. Use of friable asbestos products was banned in 1978.

In 1978, the Consumer Products Safety Commission banned paint and other surface coating materials containing lead. The existing buildings on-site were constructed prior to 1980. Because the existing buildings on the project site were constructed more than 15 years after lead based paints and friable asbestos products were banned, it is unlikely that ACMs and/or lead based paints are present in the structures.

Other On-Site Hazards

As part of the Phase I ESA, a search of Federal, State, tribal, and local regulatory databases was completed to identify properties with documented environmental releases and/or those that use, store, or dispose of regulated chemicals. The project site was not identified in any of the databases reviewed.

A site reconnaissance was completed in December 2011 to identify any environmental concerns present at the site. No indications of spills or hazardous materials conditions were noted on the site, with the exception of oil staining on the concrete pad supporting a transformer located adjacent to the parking lot northeast of Unit 181. The stain was also noted in a previous Phase I ESA completed in 2006 by URS Corporation. The stain did not appear to be fresh, although it was not possible to determine whether any leaking had occurred since the 2006 report was prepared. Six additional electrical transformers were observed on the project site along with refuse disposal bins, and cardboard compactors, however, there was no indication of fluid leakage or release from these sources.

An abandoned grease trap was discovered during the site reconnaissance, adjacent to Unit 217 which is currently occupied by David's Bridal. The grease trap was associated with a former children's entertainment facility that occupied the building from 1995 until 2000 when the facility went out of business. The bridal retail shop moved into the building in 2001. At the time of the site reconnaissance, the trap was filled with approximately 300 gallons of fluid/sludge. Samples of the fluid from the grease trap detected low levels of petroleum hydrocarbons, volatile organic compounds, and metals which is consistent with contaminants that would be expected to occur in surface stormwater runoff from a parking lot. It is likely that the fluid was stormwater runoff that

had entered the abandoned grease trap through unsealed openings from the surrounding parking lot. There are no records to indicate the trap has been used since 2000.

4.8.1.2 Off-Site Sources of Contamination

A search of regulatory databases was completed to identify properties with documented environmental releases and/or those that use, store, or dispose of regulated chemicals. The database search found 19 sites listed in the project area including a former and existing underground storage tank (UST) associated with a Pacific Gas & Electric (PG&E) Gas Terminal and a Walmart, respectively.

The PG&E Gas Terminal stores small quantities of various hazardous materials including an above ground fuel tank most likely used for a backup generator. The site has no current reported violations. A release of gasoline occurred from a former UST, which is located 400 feet up gradient from the project site. The release was investigated and although limited residual soil and ground water contamination remain, the site was granted case closure by the California Regional Water Quality Control Board (RWQCB) in 2004. This closed case is unlikely to impact the project site.

The Walmart site, located immediately north and downgradient of the project site, has a 1,000 gallon waste oil UST and it is a small quantity hazardous waste generator. The site has no current reported violations. The UST is located at the far northern end of the Walmart property. Based on the distance and regional down-gradient location, the Walmart UST would be unlikely to impact the project site in the event of a release.

Similar to the two sites discussed above, other off-site facilities in the project area would not be likely to significantly impact groundwater beneath the project site based on one or more of the following: 1) the listed site has received case closure by the appropriate regulatory agency; 2) the listed site is located at too great a distance to represent a significant environmental condition, and/or 3) the listed site is either cross-gradient or down-gradient of the project site with respect to the regional groundwater flow direction.

4.8.1.3 Off-Site Hazards

The project site is located approximately 3.5 miles northeast of the Norman Y. Mineta San José International Airport and is not located within an Airport Influence Area (AIA) or airport safety zone.

4.8.2 <u>Environmental Checklist and Discussion of Impacts</u>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐	1,2,11

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐	1,2,11,12
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒	1,2,11
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, will it create a significant hazard to the public or the environment?	☐	☐	☐	☒	1,2,11
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒	1,2
6. For a project within the vicinity of a private airstrip, will the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒	1,2
7. Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	1,2
8. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒	1,2

4.8.2.1 On-Site Hazardous Materials Impacts

A discussed in Section 4.8.1.1, *On-Site Sources of Contamination*, there are no regulatory agency records or evidence of hazardous materials usage on the project site since it was developed approximately 18 years ago other than typical small quantities of paints and cleaning supplies.

The abandoned grease trap on-site had low levels of contaminants from stormwater runoff and was drained after testing. Based on the use of the adjacent building as a children's entertainment facility and subsequently a retail bridal shop, it is unlikely that the abandoned grease trap was used for any

purposes other than as a grease trap. As a result, it is reasonable to assume that there has been no release of hazardous materials from the trap to the adjacent soil and groundwater.

For these reasons, the project will not result in the exposure of construction workers or future site users to significant levels of hazardous materials based on business operations. **(Less Than Significant Impact)**

Agricultural Land Uses

The project site was used as agricultural land until approximately 1994 when the site was developed with the existing buildings. Because of the past agricultural uses on-site and documented contamination of nearby properties, it is reasonable to assume that pesticides and other agricultural chemicals were used as part of the normal agricultural operations. It is common to find arsenic, lead, and dichlorodiphenyltrichloroethane (DDT) residue in the soil in Santa Clara County from historic farming operations.

Development of the proposed project will require excavation and trenching which could result in impacts to construction workers from exposure to soil contamination related to agricultural operations. Once the project is complete, most of the exposed soil will be capped with the buildings and surface parking lot. A small portion of the perimeter of the site will be landscaped, resulting in some direct soil exposure for future maintenance workers of the site.

Impact HAZ-1: Implementation of the proposed project could expose construction workers and future on-site maintenance workers to contaminated soil. **(Significant Impact)**

Mitigation and Avoidance Measures

The project proposes to implement the following mitigation measures during site redevelopment:

MM HAZ-1.1: After demolition but prior to the issuance of grading permits, shallow soil samples shall be taken to determine if contaminated soil from previous agricultural land uses is located on-site with concentrations above established construction/trench worker thresholds. The soil sampling plan must be reviewed and approved by the Milpitas Fire Chief prior to initiation of work.

MM HAZ-1.2: Once the soil sampling analysis is complete, a report of the findings will be provided to the Milpitas Fire Chief, Director of Planning and Neighborhood Services, and other applicable City staff for review.

MM HAZ-1.3: If contaminated soils are found in concentrations above established thresholds, a Site Management Plan (SMP) will be prepared and implemented (as outlined below) and any contaminated soils found in concentrations above established thresholds shall be removed and disposed of according to California Hazardous Waste Regulations. The contaminated soil removed

from the site shall be hauled off-site and disposed of at a licensed hazardous materials disposal site.

A SMP will be prepared to establish management practices for handling impacted groundwater and/or soil material that may be encountered during site development and soil-disturbing activities. Components of the SMP will include: a detailed discussion of the site background; preparation of a Health and Safety Plan by an industrial hygienist; notification procedures if previously undiscovered significantly impacted soil or free fuel product is encountered during construction; on-site soil reuse guidelines based on the California Regional Water Quality Control Board, San Francisco Bay Region's reuse policy; sampling and laboratory analyses of excess soil requiring disposal at an appropriate off-site waste disposal facility; soil stockpiling protocols; and protocols to manage ground water that may be encountered during trenching and/or subsurface excavation activities. Prior to issuance of grading permits, a copy of the SMP must be approved by the SCCEHD, the City's Director of Planning and Neighborhood Services, and the Milpitas Fire Chief.

Dewatering During Construction

The project includes one level of below-grade parking in an area where the depth to groundwater is approximately nine feet bgs. Groundwater will most likely be encountered during excavation activities on-site which would need to be removed from excavated areas and disposed of. Dewatering can draw groundwater onto the site from off-site locations and groundwater that collects in excavated areas can include sediment from surrounding soils. Based upon the database review, groundwater in the area does not contain substantial concentrations of contaminants. Furthermore, agricultural chemicals typically do not penetrate beyond the uppermost soil layer, so it is highly unlikely that agricultural chemicals have leached into the shallow groundwater. Dewatering during construction will be required to conform to discharge requirements of the Regional Water Quality Control Board and is not anticipated to create a significant hazard to the public or the environment. **(Less Than Significant Impact)**

Future Operations

Operation of the proposed project will likely include the use and storage on-site of cleaning supplies and maintenance chemicals in small quantities similar to the operations of the existing buildings and nearby businesses. No other hazardous materials will be used or stored on-site. No generators are proposed for the site. The small quantities of cleaning supplies and maintenance chemicals that will be used on-site do not pose a risk to on-site workers or adjacent land uses. **(Less Than Significant Impact)**

4.8.2.2 Off-Site Hazards

Soil and Groundwater Contamination

Off-site soil and groundwater contamination does not pose a risk to the project site because of the sources distance from the project site, current "closed" regulatory status, and/or the direction of groundwater flow from the contamination site. **(No Impact)**

Airport Operations

The project site is not located in proximity to any public airport or private airstrip and is not, therefore, located within an Airport Influence Area (AIA) which is a composite of the areas surrounding an airport that are affected by noise, height, and safety considerations. Construction of the proposed 12-sotry building would not result in a safety hazard related to aircraft flyovers. **(No Impact)**

Other Hazards

The project is in a highly developed urban area and it is not adjacent to any wildland areas that would be susceptible to fire. The project will not interfere with any adopted emergency response plan or emergency evacuation plan. **(Less Than Significant Impact)**

4.8.3 Conclusion

With implementation of the proposed mitigation, the project would not result in significant impacts related to hazardous materials contamination. **(Less than Significant Impact with Mitigation)**

The project will have a less than significant impact related to use/storage of hazardous materials on-site, airport operations, wildfires, or emergency plans. **(Less Than Significant Impact)**

4.9 HYDROLOGY AND WATER QUALITY

4.9.1 Setting

4.9.1.1 Flooding

The project site is not located within a 100-year flood hazard area. In the vicinity of the project, Coyote Creek is contained within an engineered flood control channel. According to the Federal Emergency Management Agency (FEMA), the project site is located in Zone X which is an area with 0.2 percent annual chance of flood; areas with one percent chance of annual flood with average depths of less than one foot or with drainage areas less than one square mile; and areas protected by levees from one percent annual flood.[12]

4.9.1.2 Dam Failure

Based on the Association of Bay Area Governments (ABAG) dam failure inundation hazard maps, large portions of the Santa Clara Valley are located in the Lexington Reservoir dam failure inundation hazard zone. The project site is, however, outside the inundation hazard zone.[13]

4.9.1.3 Seiches, Tsunamis, and Mudflows

There are no landlocked bodies of water near the project site that will affect the site in the event of a seiche. There are no bodies of water near the project site that will affect the site in the event of a tsunami.[14] The project area is flat and there are no mountains near the site that will affect the site in the event of a mudflow.

4.9.1.4 Projected Sea-Level Rise

One effect of global climate change is sea level rise. Various studies predict that sea level will rise by 12-18 inches by 2050, as compared to 2000 levels, as a result of global climate change. Sea level rise is a concern given the proximity of Milpitas to San Francisco Bay and relatively low elevation at the project site (approximately 15 feet above current mean sea level. The roadway adjacent to the project site (McCarthy Boulevard) may be affected by a projected sea level rise of up to 55 inches by the end of the century (i.e., by 2100)[15], although other estimates indicate that a sea level rise as low as 39 inches could affect the site by this time.[16]

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[12] Federal Emergency Management Agency. May 18, 2009. <http://msc.fema.gov/webapp/wcs/stores/servlet/FemaWelcomeView?storeId=10001&catalogId=10001&langId=-1> Accessed February 15, 2013.

[13] Association of Bay Area Governments. *Dam Failure Inundation Hazard Map for NW San José/Milpitas/Santa Clara*. 1995. <http://www.abag.ca.gov/cgi-bin/pickdamx.pl> Accessed February 19, 2013.

[14] Association of Bay Area Governments. *Tsunami Inundation Emergency Planning Map for the San Francisco Bay Region.* <http://quake.abag.ca.gov/tsunamis>. Accessed February 19, 2013.

[15] San Francisco Bay Conservation and Development Commission. *Shoreline Areas Vulnerable to Sea Level Rise: South Bay*. Map. 2008 http://www.bcdc.ca.gov/planning/climate_change/climate_change.shtml Accessed March 26, 2013.

[16] U.S. Geological Survey. *Visualizing California Climate Change Impacts – Sea Level.* Map. http://www.climatechange.ca.gove/visualization/sealevel.html Accessed March 26, 2013.

The increase in global mean sea level may have a range of impacts to developed areas of Milpitas and in tidally influenced reaches of streams and creeks. For instance, discharge pipes, both for storm and treated wastewaters, will operate differently under higher average tide cycles. Streams, creeks and rivers that flow to the Bay will also have higher water surface elevations for their respective downstream conditions, which may increase water levels throughout a system during extreme events. Rising sea levels may also affect the protection level for bay and riverine levee systems (such as Coyote Creek).

In addition to sea level rise, global warming may affect other flood related factors such as storm surge, wave height and run-up, and rainfall intensity. Generally more intense but less frequent precipitation is predicted, with storm patterns shifting to earlier in the fall and winter months. More intense storms may cause increased storm surge and wave heights in the Bay, although how these conditions would impact this area of Milpitas is unknown since the relatively shallow marshes of the South Bay may dampen this potential impact.

4.9.1.5 Storm Drainage System

The City of Milpitas owns and maintains the municipal storm drainage system which serves the project site. The lines that serve the project site drain into Coyote Creek. Coyote Creek flows north, carrying flows from the storm drains into San Francisco Bay. There is no overland release of stormwater directly into any water body from the project site.

Currently, 84 percent of the project site is covered with impervious surfaces. There is an existing storm drain line in McCarthy Boulevard that serves the project site. The line varies from 24 to 48 inches in diameter.

4.9.1.5 Groundwater

The geotechnical report prepared for the project site determined that groundwater beneath the project site is at a depth of approximately nine feet bgs.

4.9.1.6 Water Quality

The water quality of Coyote Creek is directly affected by pollutants contained in stormwater runoff from a variety of urban and non-urban uses. Stormwater from urban uses contains metals, pesticides, herbicides, and other contaminants, including oil, grease, asbestos, lead, and animal wastes. Based on data from the Environmental Protection Agency (EPA)[17], Coyote Creek is currently listed on the California 303(d) list[18] and the Total Maximum Daily Load (TMDL) high priority schedule.[19] The

[17] U.S. Environmental Protection Agency. *California 303(d) Listed Waters.* http://ofmpub.epa.gov/tmdl_waters10/attains_waterbody.control?p_list_id=CAR2053002119990218112824&p_state=CA&p_cycle=2010 Accessed February 19, 2013.

[18] The Clean Water Act, section 303, establishes water quality standards and TMDL programs. The 303(d) list is a list of impaired water bodies.

[19] A TMDL is a calculation of the maximum amount of a pollutant that a water body can receive and still meet water quality standards.

listing is for Diazinon, for which a TDML has been completed, and for trash, for which there is no TDML.

Nonpoint Source Pollution Program

The Federal Clean Water Act and California's Porter-Cologne Water Quality Control Act are the primary laws related to water quality. Regulations set forth by the U.S. Environmental Protection Agency (EPA) and the State Water Resources Control Board (SWRCB) have been developed to fulfill the requirements of this legislation. EPA's regulations include the National Pollutant Discharge Elimination System (NPDES) permit program, which controls sources that discharge pollutants into the waters of the United States (e.g., streams, lakes, bays, etc.). These regulations are implemented at the regional level by the water quality control boards, which for the Milpitas area is the San Francisco Regional Water Quality Control Board (RWQCB).

Statewide Construction General Permit

The SWRCB has implemented a NPDES General Construction Permit for the State of California. For projects disturbing one acre or more of soil, a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) must be prepared prior to commencement of construction.

Municipal Regional Stormwater NPDES Permit (MRP)/C.3 Requirement

The San Francisco Bay RWQCB also has issued a Municipal Regional Stormwater NPDES Permit (Permit Number CAS612008) (MRP). In an effort to standardize stormwater management requirements throughout the region, this permit replaces the formerly separate countywide municipal stormwater permits with a regional permit for 77 Bay Area municipalities, including the City of Milpitas. Under provisions of the NPDES Municipal Permit, redevelopment projects that disturb more than 10,000 square feet are required to design and construct stormwater treatment controls to treat post-construction stormwater runoff. Amendments to the MRP require all of the post-construction runoff to be treated by using Low Impact Development (LID) treatment controls, such as biotreatment facilities. The Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP) assists co-permittees, such as the City of Milpitas, implement the provisions of the Municipal NPDES Permit.

Hydromodification

In addition to water quality controls, the Municipal Regional Stormwater NPDES permit requires all new and redevelopment projects that create or replace one acre or more of impervious surface to manage development-related increases in peak runoff flow, volume, and duration, where such hydromodification is likely to cause increased erosion, silt pollutant generation or other impacts to beneficial uses of local rivers, streams, and creeks. Projects may be deemed exempt from the permit requirements if they do not meet the size threshold, drain into tidally influenced areas or directly into the Bay, drain into hardened channels, or are infill projects in subwatersheds or catchments areas that are greater than or equal to 65 percent impervious (per the Santa Clara Permittees Hydromodification Management Applicability Map).

Based on the SCVUPPP Watershed Map for the City of Milpitas, the project site is within a subwatershed that drains into a hardened channel. As a result, the project is not required to comply with the NPDES hydromodification requirements.[20]

4.9.2 Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐	1,2
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there will be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells will drop to a level which will not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒	1,2
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which will result in substantial erosion or siltation on-or off-site?	☐	☐	☐	☒	1,2
4. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which will result in flooding on-or off-site?	☐	☐	☒	☐	1,2
5. Create or contribute runoff water which will exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐	1,2
6. Otherwise substantially degrade water quality?	☐	☐	☒	☐	1,2
7. Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒	1,2,13

[20] Santa Clara Valley Urban Runoff Pollution Prevention Program web site. http://www.scvurppp-w2k.com/hmp_maps.htm Accessed February 19, 2013

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
8. Place within a 100-year flood hazard area structures which will impede or redirect flood flows?	☐	☐	☒	☐	1,2,13
9. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐	1,2,14
10. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒	1,2,14

4.9.2.1 Flooding and Storm Drainage Impacts

Implementation of the project would result in the disturbance of approximately 9.8 acres of impervious surfaces (building foundations and other pavement) and 1.9 acres of impervious surfaces on the project site.

With implementation of the proposed project the amount of impermeable surface area on the project site would increase by approximately six percent. The existing and proposed pervious and impervious surfaces on the project site (provided by the project architect) are shown in Table 4 below:

TABLE 4
Pervious and Impervious Surfaces On-Site

Site Surface	Existing/Pre-Construction (sf)	%	Project/Post-Construction (sf)	%	Difference (sf)	%
Impervious						
Building Footprint	144,380	28	180,325	35	+35,945	+7
Parking/Driveways	281,675	55	277,280	54	-4,395	-1
Subtotal	*426,055*	*84*	*457,605*	*90*	*31,550*	*+6*
Pervious						
Landscaping	83,600	16	52,050	10	31,550	-6
TOTAL	509,655	100	509,655	100		

Under existing conditions, the storm drainage system has sufficient capacity to convey runoff from the site. While there will be a net increase in impervious surface area on-site, the total volume of stormwater runoff will decrease due to the requirements of the NPDES Municipal Regional Permit. The project will be required to retain a percentage of stormwater on-site for re-use, and/or evaporation, and/or percolation. The remaining stormwater will be treated prior to entering the storm drainage system and can be metered, if determined necessary by the Public Works Department, to ensure that the capacity of the existing system is not exceeded. Therefore, implementation of the proposed project will have a less than significant impact on the storm drainage system. **(Less Than Significant Impact)**

The site is not located within a 100-year flood hazard zone. Implementation of the proposed project will not result in people or structures being exposed to significant flood risks. **(No Impact)**

4.9.2.2 Groundwater

The project site is currently 84 percent paved and does not contribute to recharging of the groundwater aquifers. The depth to groundwater at the project site is approximately nine feet bgs. The proposed underground parking structure would intercept the shallow groundwater aquifer but the project would not impede groundwater recharge or lessen groundwater supplies. **(Less Than Significant Impact)**

4.9.2.3 Water Quality

Operational Impacts

Implementation of the proposed project would result in an overall increase in impermeable surfaces over existing conditions. After redevelopment, the project site will contribute the same types of stormwater runoff pollutants as the current site conditions and as the surrounding development. Runoff from streets and parking areas often carries grease, oil, and trace amounts of heavy metals into natural drainages. Runoff from landscaping can carry pesticides, herbicides, and fertilizers. Although the amounts of these pollutants ultimately discharged into the waterways are unknown, over time they could accumulate and be substantial.

The existing and proposed square footages of pervious and impervious surfaces are shown on Table 4, above. The area of the project site to be modified is approximately 509,655 square feet[21], of which approximately 84 percent is currently comprised of impervious surfaces. The proposed project will increase impervious surfaces on-site by approximately 31,550 square feet. Most of the impervious surfaces will be buildings and surface parking. The increase in cars parked on-site each day will increase the amount of oils, grease, metals, and debris on-site which will increase the potential amount of pollution flowing into the storm drainage system.

As the proposed project will add or replace more than 10,000 square feet of impervious surfaces, it must conform to the requirements of the Municipal Regional Stormwater NPDES permit. Conformance measures are illustrated in the Conceptual Stormwater Control Plan on-file with the City of Milpitas and will be finalized in the final Stormwater Control Plan at the Development Permit stage of this project. Plans will be certified by engineers to ensure incorporation of appropriate and effective source control measures to meet Low Impact Development (LID) requirements to prevent discharge of pollutants, reduce impervious surfaces, retain a percentage of runoff on-site for percolation, and treatment control measures to remove pollutants from runoff entering the storm drainage system. In order to meet the City's requirements and the NPDES requirements, the project proposes that pathways, driveways, surface parking lots and rooftop runoff will drain into bio-retention areas located at the southern end of the site. Rooftops will drain into flow-through planters located along the western edge of the building.

[21] One acre equals 43,560 square feet.

The proposed treatment facilities will be numerically sized to have sufficient capacity to treat the stormwater runoff entering the storm drainage system. In addition, the project will be required to maintain all post-construction treatment control measures, as outlined below, throughout the life of the project.

The following measures, based on the RWQCB Best Management Practices (BMPs) and the City requirements, are included in the proposed project to ensure compliance with NPDES permit requirements for both construction and operations to reduce post-construction water quality impacts.

- When the construction phase is complete, a Notice of Termination (NOT) for the General Permit for Construction will be filed with the RWQCB and the City of Milpitas. The NOT will document that all elements of the SWPPP have been executed, construction materials and waste have been properly disposed of, and a post-construction stormwater management plan is in place as described in the SWPPP for the project site.

- All post-construction Treatment Control Measures (TCMs) will be installed, operated, and maintained by qualified personnel. On-site inlets will be cleaned out at a minimum of once per year, prior to the wet season.

- The property owner/site manager will keep a maintenance and inspection schedule and record to ensure the TCMs continue to operate effectively for the life of the project. Copies of the schedule and record must be provided to the City upon request and must be made available for inspection on-site at all times.

With implementation of the project's proposed Stormwater Control Plan, the project will not violate any adopted water quality standards or waste discharge requirements. Runoff will be routed directly from the on-site treatment facilities to the storm drainage system and will not flow off-site. Installation and maintenance of the proposed stormwater treatment systems will result in a less than significant impact on water quality. **(Less Than Significant Impact)**

Construction Impacts

Construction will involve demolition, excavation and grading activities at the project site. These construction activities could degrade water quality in Coyote Creek because the existing on-site storm drainage system discharges directly into this waterway. Construction activities would generate dust, sediment, litter, oil, paint, and other pollutants that would temporarily contaminate runoff from the site.

As a condition of approval, the project will be required to implement the following best management practices of the RWQCB during all phases of construction, consistent with the General Permit for Construction.

- Burlap bags filled with drain rock shall be installed around storm drains to route sediment and other debris away from the drains.

- Earthmoving or other dust-producing activities shall be suspended during periods of high winds.

- All exposed or disturbed soil surfaces shall be watered at least twice daily to control dust as necessary.

- Stockpiles of soil or other materials that can be blown by the wind shall be watered or covered.

- All trucks hauling soil, sand, and other loose materials shall be required to cover all trucks or maintain at least two feet of freeboard.

- All paved access roads, parking areas, staging areas and residential streets adjacent to the construction sites shall be swept daily (with water sweepers).

- Vegetation in disturbed areas shall be replanted as quickly as possible.

- All unpaved entrances to the site shall be filled with rock to knock mud from truck tires prior to entering City streets. A tire wash system may also be employed at the request of the City.

- A Storm Water Permit will be administered by the RWQCB. Prior to construction grading for the proposed land uses, the project proponent will file an NOI to comply with the General Permit and prepare a SWPPP which addresses measures that would be included in the project to minimize and control construction and post-construction runoff. Measures will include, but are not limited to, the aforementioned RWQCB mitigation.

- The project proponent will submit a copy of the draft SWPPP to the City of Milpitas for review and approval prior to start of construction on the project site. The certified SWPPP will be posted at the project site and will be updated to reflect current site conditions.

- When construction is complete, a NOT for the General Permit for Construction will be filed with the RWQCB and the City of Milpitas. The NOT will document that all elements of the SWPPP have been executed, construction materials and waste have been properly disposed of, and a post-construction storm water management plan is in place as described in the SWPPP for the site.

4.9.4 Conclusion

The project would not be subject to flooding or inundation by seiche, tsunami, or mudflow. Conformance with the General Permit for Construction and Municipal Regional Permit will result in a less than significant impact on stormwater quality. The project will not deplete the groundwater supply, significantly increase stormwater runoff, or expose people or structures to flood hazards. **(Less Than Significant Impact)**

4.10 LAND USE

4.10.1 Setting

The project site is currently developed with 267,606 square feet of commercial buildings and a large surface parking lot.

4.10.2 Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Physically divide an established community?	☐	☐	☐	☒	1,2
2. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐	1,2
3. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒	1,2

4.10.3 Conclusion

As proposed, the project would demolish 139,710 square feet of the existing commercial space and construct a 12-story, 250 room hotel with ground floor and second floor retail. The total net new retail space would be 292,186 square feet and the hotel would be 178,692 square feet. The net increase in commercial space on-site plus a new hotel would exceed the allowable FAR on the project site.

Based on the proposed increase in FAR and the overall height of the hotel relative to adjacent land uses, the proposed project could result in a significant land use impact. The analysis of land use impacts is presented in the EIR. No further analysis will be provided in this Initial Study.

4.11 MINERAL RESOURCES

4.11.1 Setting

The Santa Clara Valley was formed when sediments derived from the Santa Cruz Mountains and the Mount Hamilton-Diablo Range were exposed by continued tectonic uplift and regression of the inland sea that had previously inundated this area. As a result of this process, the topography of the City is relatively flat and there are no significant mineral resources in the low-lying areas. All known mineral resources are located in the Milpitas area in the foothills east of Highway 680.[22]

4.11.2 Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	☐	☐	☐	☒	1,2
2. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒	1,2

4.11.2.1 Impacts to Mineral Resources

The proposed project is within a developed urban area and it does not contain any known or designated mineral resources. Implementation of the project will not result in the loss of availability of any known resources. **(No Impact)**

4.11.3 Conclusion

The project will not result in impacts to known mineral resources. **(No Impact)**

[22] City of Milpitas General Plan. Figure 4-20.

4.12 NOISE

The following is based upon a Noise Assessment prepared by *Charles M Salter Associates, Inc.* in October, 2012. A copy of this report is provided in Appendix G of this document.

4.12.1 Existing Setting

4.12.1.1 Background Information

Acceptable levels of noise vary from land use to land use. In any one location, the noise level will vary over time, from the lowest background or ambient noise level to temporary increases caused by traffic or other sources. State and Federal standards have been established as guidelines for determining the compatibility of a particular land use with its noise environment.

There are several methods of characterizing sound. The most common in California is the *A-weighted sound level* or *dBA.*[23] This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events. This energy-equivalent sound/noise descriptor is called L_{eq}. The most common averaging period is hourly, but L_{eq} can describe any series of noise events of arbitrary duration.

Although the A-weighted noise level may adequately indicate the level of environmental noise at any instant in time, community noise levels vary continuously. Most environmental noise includes a conglomeration of noise from distant sources which create a relatively steady background noise in which no particular source is identifiable. To describe the time-varying character of environmental noise, the statistical noise descriptors, L_{01}, L_{10}, L_{50}, and L_{90}, are commonly used. They are the A-weighted noise levels equaled or exceeded during 1, 10, 50, and 90 percent of a stated time period.

Sound level meters can accurately measure environmental noise levels to within about plus or minus one dBA. Since the sensitivity to noise increases during the evening hours, 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The *Day/Night Average Sound Level, Ldn*, is the average A-weighted noise level during a 24-hour day, obtained after the addition of 10 dB to noise levels measured in the nighttime between 10:00 PM and 7:00 AM.

The most widespread and continual source of noise in Milpitas is transportation and transportation-related facilities. Freeways, local arterials, railroads, and Light Rail Transit are all major contributors to noise in Milpitas.

4.12.1.2 Regulatory Background – Noise

[23] The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. All sound levels in this discussion are A-weighted, unless otherwise stated.

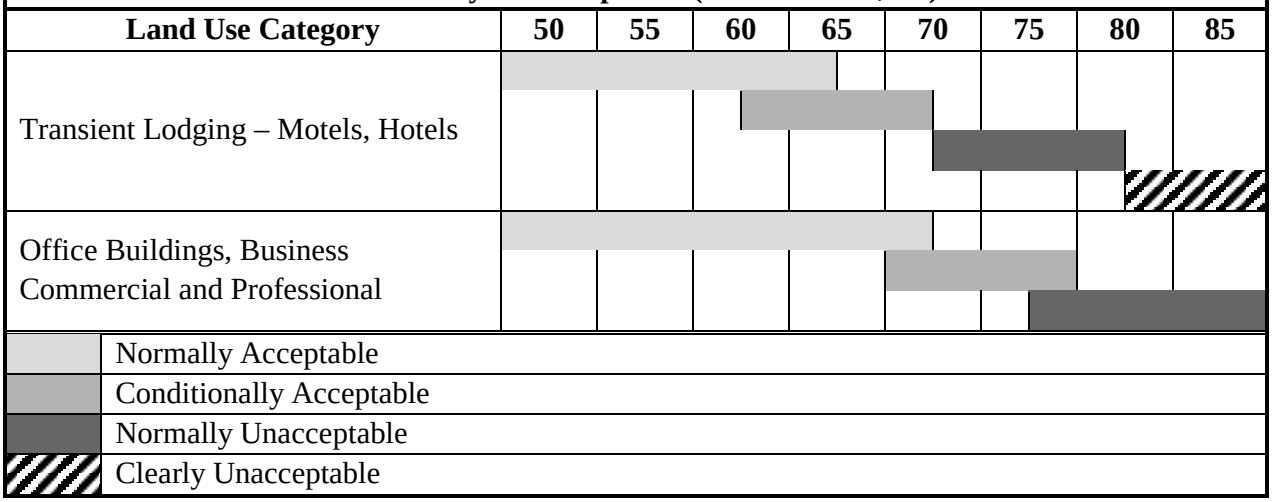
The State of California and the City of Milpitas have established guidelines, regulations, and policies designed to limit noise exposure at noise sensitive land uses. Appendix E of the State CEQA Guidelines, the State of California Building Code, and the City of Milpitas's Noise Element of the General Plan present the following applicable criteria:

State CEQA Guidelines. The California Environmental Quality Act (CEQA) contains guidelines to evaluate the significance of effects resulting from a proposed project. These guidelines have been used in this EIR as thresholds for establishing potentially significant noise impacts and are listed under *Thresholds of Significance.*

California Building Code. Title 24, Part 2, Chapter 1207 of the 2010 California Building Code limits indoor noise from outdoor sources to Ldn 45 dBA in the guest rooms of hotels. Projects exposed to an outdoor Ldn greater than 60 dBA require an acoustical analysis at the design phase that demonstrates that the proposed design will limit noise to meet the indoor standard. The California Green Building Standards Code also has performance based 1-hour Leq standards for non-residential projects.

City of Milpitas General Plan. Based on the City's General Plan Noise Element, Table 5 shows the noise levels considered compatible with the specific land uses proposed by the project. Commercial land uses are considered compatible with Ldn noise levels of up to 70 dBA and acceptable with design and insulation techniques in areas with Ldn noise levels up to 78 dBA. Hotels are considered compatible with Ldn noise levels of up to 65 dBA and acceptable with design and insulation techniques in areas with Ldn noise levels up to 70 dBA.

TABLE 5
Community Noise Exposure (Ldn or CNEL, dB)



Source: City of Milpitas General Plan, Noise Element

Policy 6-1-5 states that all new residential development (single-family and multi-family) and lodging facilities must have interior noise levels of 45 dB Ldn or less. Mechanical ventilation will be required where use of windows for ventilation will result in higher than 45 dB Ldn interior noise levels.

City of Milpitas Municipal Code. The Milpitas Municipal Code does not specify any noise thresholds for hotel or commercial land uses.

4.12.1.3 Existing Noise Environment

The project site is located at the northwest corner of the McCarthy Boulevard/Ranch Drive intersection, just north of SR 237 and west of I-880 in the City of Milpitas. Noise in the project area is generated primarily from vehicular traffic along McCarthy Boulevard as well as I-880 and SR 237.

To quantify the existing noise environment on the project site, two long-term (LT) and two short-term (ST) noise measurements were taken around the project site. Table 6 gives a summary of the acoustical locations and measurements. Figure A5 shows the locations of the measurements.

TABLE 6
Existing Noise Measurements

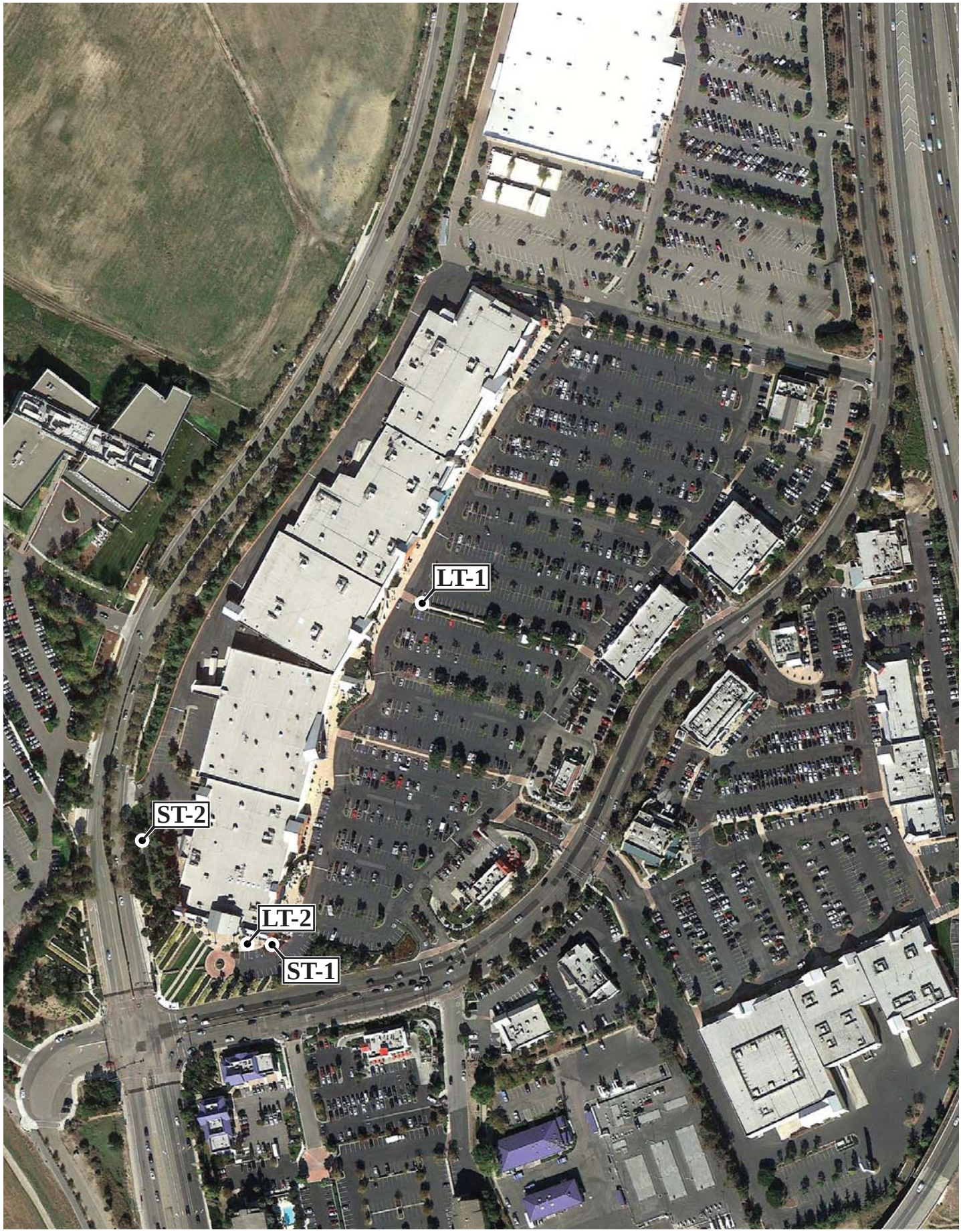
Measurement	Location	Ldn (in dBA)
LT-1	Within the central parking lot near the northeast corner of Building C	64 dBA
LT-2	Immediately south of Building A	65 dBA
ST-1	Adjacent to the southeast corner of Building A	65 dBA
ST-2	Approximately 90 feet east of the McCarthy Boulevard centerline, west of Building A	68 dBA

4.12.1.4 Sensitive Receptors

The nearest noise sensitive receptors to the project site would be the two hotels located at the far southern edge of the McCarthy Ranch Marketplace retail center adjacent to SR 237. The hotels are approximately 300 feet south of the southern edge of the project site. There is also a residential neighborhood approximately 520 feet east of the nearest corner of the project site on the east side of I-880 and three hotels more than 1,500 feet south of the project site on the south side of SR 237. There are no other noise sensitive land uses adjacent or within close proximity to the site.

4.12.2 <u>Environmental Checklist and Discussion of Impacts</u>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project result in:					
1. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐	1,2,15
2. Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒	1,2,15



NOISE MEASUREMENT LOCATIONS FIGURE A5

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project result in:					
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	1,2,15
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐	1,2,15
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒	1,2,15
6. For a project within the vicinity of a private airstrip, will the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒	1,2,15

The CEQA Guidelines state that a project will normally be considered to have a significant impact if noise levels conflict with adopted environmental standards or plans, or if noise levels generated by the project will substantially increase existing noise levels at noise-sensitive receivers on a permanent or temporary basis. CEQA does not define what noise level increase would be substantial. A three dBA noise level increase is considered the minimum increase that is perceptible to the human ear. Typically, project generated noise level increases of three dBA L_{dn} or greater are considered significant where resulting exterior noise levels will exceed the normally acceptable noise level standard. Where noise levels will remain at or below the normally acceptable noise level standard with the project, a noise level increase of five dBA l_{dn} or greater is considered significant.

4.11.2.1 Noise Impacts to the Project

Vehicular traffic noise along McCarthy Boulevard and Ranch Drive currently generates noise levels less than the City's acceptable noise level standards for the existing commercial development. Traffic volumes are, however, expected to increase in the project area in the future due to both the project and other planned growth.

Based on estimated future traffic volumes, peak hour traffic volumes on Ranch Drive are projected to increase by up to 46 percent. This increase in traffic equates to an approximately two dBA increase in ambient noise levels. On McCarthy Boulevard, traffic volumes are projected to increase by less than one percent which would not result in a measurable increase in noise.

As noted above, existing noise levels in the project area fall within the "normally acceptable" range for commercial development. The existing noise levels are, however, within the "conditionally acceptable" range for hotel land uses. Estimated future noise levels would range from 66 dBA Ldn near Building C to 70 dBA Ldn at the southern end of the project site where the hotel is proposed.

As proposed, the hotel would have an exterior dining area on the second level. No other outdoor use areas (such as balconies) are proposed. The dining area would be exposed to future noise levels of 65 to 70 dBA Ldn which is at the high end of the conditionally acceptable range established in the General Plan. The project proposes solid noise barriers at a minimum height of 42 inches to shield the dining area from traffic noise on Ranch Drive and McCarthy Boulevard. Based on the noise analysis, the barriers would reduce ambient noise levels at the outdoor dining area to 65 dBA CNL or less which is consistent with the City's noise standards.

Interior noise levels within the hotel guest rooms would be required to be maintained at or below 45 dBA. Exterior noise levels above 60 dBA could preclude achieving interior noise levels of 45 dBA or less. Interior noise levels would vary depending on the design of the buildings, construction materials, and construction methods. Standard construction provides approximately 15 dBA of noise reduction with windows partially open and 20 dBA of noise reduction with windows closed. Where exterior noise levels are in excess of 65 dBA, standard construction techniques alone will not reduce interior noise to an acceptable level.

Impact NOI-1: Implementation of the proposed project could expose future hotel guests to interior noise levels in excess of acceptable City and State standards. **(Significant Impact)**

Mitigation Measures: The following measures are included in the project to reduce significant long-term noise impacts:

MM NOI 1-1: A qualified acoustical consultant will review final site plans, building elevations, and floor plans prior to construction to calculate expected interior noise levels as required by City policies and state noise regulations. Project-specific acoustical analyses are required by the California Building Code to confirm that the design results in interior noise levels of 45 dBA or lower. The specific determination of what noise insulation treatments (i.e., sound rated windows and doors, sound rated wall construction, acoustical caulking, protected ventilation openings, etc.) are necessary will be conducted on a unit by unit basis. Results of the analysis, including the description of the necessary noise control treatment, will be submitted to the City along with the building plans and approved prior to issuance of any building permits.

MM NOI 1-2: All guest rooms will be equipped with forced-air mechanical ventilation so that windows can be kept closed at the discretion of the guests.

MM NOI 1-3: All noise insulation treatments identified during review of the final site plans will be incorporated into the proposed project.

4.11.2.2 Noise Impacts from the Project

Project Generated Traffic Noise Impacts

Based upon the traffic study prepared by *Fehr & Peers* (see Section 4.3 of the EIR, *Transportation and Circulation)*, traffic noise levels would increase as a result of the project. Typically, in high noise environments, if the project would cause ambient noise levels to increase by more than three dBA at

noise-sensitive receptors, the impact is considered significant. For a perceptible increase (three dBA) in ambient noise level, traffic trips need to double in the project area.

Based on traffic projections presented in the transportation impact analysis, traffic generated by the proposed project would result in a noise level increase of approximately two dBA in the project area. Since the proposed project will not cause an increase in noise levels in the project area of three decibels or more, it will have a less than significant long-term noise impact on the nearby hotel land uses. (**Less Than Significant Impact)**

Construction Noise Impacts

Construction activities associated with implementation of the proposed project would temporarily increase noise levels in the project area. Construction activities generate considerable amounts of noise, especially during demolition and the construction of project infrastructure when heavy equipment is used. Typical average construction generated noise levels are about 81 – 89 dB measured at a distance of 50 feet from the center of the site during busy construction periods (e.g., earth moving equipment, impact tools, etc.) Construction generated noise levels drop off at a rate of about six dB per doubling of distance between the source and receptor.

The construction of the proposed project would temporarily increase noise levels in the immediate vicinity of the project site and would be audible at the two nearby hotels. While construction activities may interfere with hotel operations (i.e., guests may not want to stay near a construction site), any temporary loss of business due to perceived nuisance issues would not be considered an impact under CEQA. Nevertheless, the project will be required as a Condition of Approval to implement the following noise control measures:

- Construction and demolition activities shall be limited to the period between 7:00 AM and 6:00 PM Monday through Friday and 9:00 AM to 6:00 PM on Saturdays. No construction or demolition activities are permitted on Sundays or holidays.

- Construction crews will be required to use available noise suppression devices and properly maintain and muffle internal combustion engine-driven construction equipment.

- The applicant shall designate a disturbance coordinator and post the name and phone number of this person at easy reference points for the surrounding land uses. The disturbance coordinator shall respond to and address all complaints about noise.

4.11.3 Conclusion

Implementation of the proposed mitigation measures will reduce noise impacts to future hotel guests on the project site to a less than significant level. **(Less than Significant Impact with Mitigation)**

The proposed project will have a less than significant impact related to construction noise. **(Less than Significant Impact)**

4.13 POPULATION AND HOUSING

4.13.1 Setting

According to California Department of Finance 2010 census data, the population for the City of Milpitas in 2010 was 66,790, with 3.34 persons per household.[24] The Association of Bay Area Governments (ABAG) projects the population for Milpitas to be 98,100 in 2030.[25] It is estimated that in 2010 the City had approximately 49,900 jobs and an active labor force of approximately 31,480 people.[26]

The jobs/housing balance is the relationship between the number of housing units required as a result of local jobs and the number of residential units available in the City. This relationship is quantified by the jobs/employed resident ratio. When the ratio reaches 1.0, a balance is struck between the supply of local housing and local jobs. The jobs/employed resident ratio is determined by dividing the number of local jobs by the number of employed residents that can be housed in local housing.

Milpitas currently has a higher number of jobs than employed residents (approximately 1.59 jobs per employed resident) and is projected to continue to have a higher number of jobs than employed residents with full build out under the General Plan.[27]

4.13.2 Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐	1,2
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	1,2
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	1,2

[24] State of California Department of Finances. *Census 2010.* 2010. <http://www.dof.ca.gov/research/demographic/state_census_data_center/census_2010> Accessed January 23, 2013.
[25] Association of Bay Area Governments. Projections 2009: *Building Momentum*.
[26] Association of Bay Area Governments. *Projections 2007: Forecasts for the San Francisco Bay Area to the Year 2035*.
[27] City of Milpitas. General Plan: Land Use Element.

4.13.2.1 Impacts from the Project

The project will develop land already designated and utilized as job lands. The project site has not been used for residential purposes in the past; therefore, the proposed project will not displace existing housing or people. Redevelopment of this site and intensification of commercial uses result in a net increase in jobs citywide. There is currently a shortage of available housing within the City of Milpitas compared to the number of jobs within the City. The increase in jobs will incrementally increase the overall jobs/housing imbalance within the City but represents a minimal percentage increase and will not be a substantial change.

Implementation of the proposed project will have a less than significant impact on population and housing in Milpitas. **(Less Than Significant Impact)**

4.13.3 Conclusion

The project will not increase the resident population in the project area or in the City. The project would not displace housing or people. The proposed project would not result in significant impacts to population or housing. **(Less Than Significant Impact)**

4.14 PUBLIC SERVICES

4.14.1 Setting

4.14.1.1 Fire Protection Services

Fire protection services on the project site are currently provided and would continue to be provided by the City of Milpitas Fire Department (MFD). The MFD has four fire stations and an administration facility. The closest fire station to the site is Station No. 4, located at 775 Barber Lane, approximately 0.82 miles south of the project site.

4.14.1.2 Police Protection Services

Police protection services on the project site are currently provided and would continue to be provided by the City of Milpitas Police Department (MPD). Services are provided from one central station located at 1275 North Milpitas Boulevard. The department employs 95 sworn officers.

4.14.1.3 Schools

The proposed project is the redevelopment of commercial property, currently occupied by retail buildings and does not propose any residential uses. No new students would be directly generated by the implementation of the proposed project. Therefore, the proposed project will have no impact on schools in the City of Milpitas.

4.14.1.4 Libraries

The Santa Clara County Library System consists of eight libraries and two bookmobiles. The Santa Clara County libraries are governed by the Joint Powers Authority, which is comprised of one City Council member from each of the eight member City jurisdictions and two members of the Santa Clara County Board of Supervisors. The project site is served by the Milpitas Library, located at 160 North Main Street.

The proposed project is the redevelopment of retail center and does not include any residential uses. Therefore, the proposed project will have no impact on library facilities in the City of Milpitas.

4.14.1.5 Parks

The City of Milpitas owns more than 200 acres of park and recreation facilities[28]. In addition, Ed Levin County Park is partially within the City boundary and provides 1,544 acres of regional parkland. The nearest park to the project site is Starlite Park, located at the intersection of Rudyard Drive and North Abbott Avenue, approximately 1.3 miles northeast of the project site. Starlight Park is a 3.44-acre park with picnic tables and barbecues, horseshoe pits, a turf area, a volleyball court, and a play structure. In addition, the nearby Coyote Creek levee, located 0.10 miles west of the project site, has a walking/bicycle trail.

[28] City of Milpitas General Plan. http://www.ci.milpitas.ca.gov/government/planning/plan_general.asp Accessed February 19, 2013

The proposed project is the redevelopment of a retail center and does not include any residential uses. A net increase in the daily employee population in the City, as well as temporary hotel guests, would not result in a substantial increase in usage of local recreational facilities. Although future employees and hotel guest might use City parks or trails for running and similar outdoor exercise, they are unlikely to place a major physical burden on existing facilities. Therefore, the proposed project will not have any impact on park facilities in the City of Milpitas.

4.14.2 Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
Fire Protection?	☐	☐	☒	☐	1,2
Police Protection?	☐	☐	☒	☐	1,2
Schools?	☐	☐	☐	☒	1,2
Parks?	☐	☐	☐	☒	1,2
Other Public Facilities?	☐	☐	☐	☒	1,2

4.14.2.1 Impacts to Public Services

Fire Protection Services

The existing conditions on the site create a demand for fire services because the site is currently occupied. The proposed project would result in a net increase in the total square footage of retail and hotel building space on the site, resulting in an increase in demand for fire protection services. The proposed project will be built to applicable Fire Code standards in use when construction permits are issued, including sprinklers and smoke detectors, and will include features that would reduce potential fire hazards. Access to the site for emergency vehicles will be provided from project driveways on Ranch Drive and McCarthy Boulevard which will be built to City specifications.

Although the proposed project would incrementally increase demand for fire response and related emergency services, it will not require the development of new fire service facilities, and therefore, will not result in a significant physical impact on the environment. **(Less Than Significant Impact)**

Police Protection Service

The proposed retail/hotel development would increase the total population of Milpitas during standard business hours and afterhours (due to the hotel), but would not permanently increase the resident population because no housing is proposed as part of the project. The project would be constructed in conformance with current codes and the project design will be reviewed by the MPD to ensure that it incorporates appropriate safety features to minimize criminal activity.

New police facilities would not be required to provide adequate police services to serve the proposed project. **(Less Than Significant Impact)**

4.14.3 Conclusion

Implementation of the proposed project would result in an increase in retail and hotel space within the City which would incrementally increase the demand for police and fire protection services in the project area. This increased demand, however, will not result in the need to construct new police or fire facilities. Due to the nature of the proposed development, the project will not impact existing school, park, or library facilities. **(Less Than Significant Impact)**

4.15 RECREATION

4.15.1 Setting

The City of Milpitas owns more than 200 acres of park and recreation facilities[29]. In addition, Ed Levin County Park is partially within the City boundary and provides 1,544 acres of regional parkland. The nearest park to the project site is Starlite Park, located at the intersection of Rudyard Drive and North Abbott Avenue, approximately 1.3 miles northeast of the project site. Starlight Park is a 3.44-acre park with picnic tables and barbecues, horseshoe pits, a turf area, a volleyball court, and a play structure. In addition, the nearby Coyote Creek levee, located 0.10 miles west of the project site, has a walking/bicycle trail.

In addition to parkland, Milpitas has a 24,000 square foot community center located adjacent to City Hall. The community center offers preschool and after school programs as well as youth and adult classes and sports programs.

4.15.2 Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
1. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?	☐	☐	☐	☒	1,2
2. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒	1,2

4.15.2.1 Impacts to Recreational Facilities

The proposed project is the development of retail and hotel buildings and does not include any residential uses. A net increase in the daily employee population and/or hotel guest population in the City would not result in a substantial increase in usage of local recreational facilities. Although future employees or hotel guests may use City parks and recreational centers, they are unlikely to place a major physical burden on these facilities that would hasten physical deterioration of the facilities. The project would not increase the usage of existing parks and recreation facilities such that the construction of new or expanded recreational facilities would be required.

[29] City of Milpitas General Plan. http://www.ci.milpitas.ca.gov/government/planning/plan_general.asp Accessed February 19, 2013

4.15.3 Conclusion

The proposed project would not result in significant impacts to recreational facilities in Milpitas. **(No Impact)**

4.16 TRANSPORTATION

4.16.1 Setting

The project site is currently developed with 267,606 square feet of commercial buildings and a large surface parking lot.

4.16.2 Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☒	☐	☐	☐	1,2,17
2. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐	1,2,17
3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒	1,2
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	☐	☐	☐	☒	1,2
5. Result in inadequate emergency access?	☐	☐	☐	☒	1,2
6. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒	1,2,17

4.16.3 Conclusion

As proposed, the project would demolish 139,710 square feet of the existing commercial space and construct a 12-story, 240 room hotel with ground floor and second floor retail. The total net new

retail space would be 292,186 square feet and the hotel would be 178,692 square feet. The net increase in commercial space on-site plus a new hotel could significantly increase daily traffic trips to and from the project site.

Based on the likely increase in daily traffic trips associated with the project site, the proposed project could result in a significant and unavoidable transportation impact. The analysis of transportation impacts is presented in the EIR. No further analysis will be provided in this Initial Study.

4.17 UTILITIES AND SERVICE SYSTEMS

The following discussion is based in part on the City's 2010 Urban Water Management Plan and 2009 Sewer Master Plan Update.

4.17.1 Setting

4.17.1.1 Water Service

The City of Milpitas provides water to the project site. Currently, the source of the domestic water used in Milpitas includes the San Francisco Public Utility Commission (SFPUC) and the Santa Clara Valley Water District (SCVWD). With minor exceptions, SFPUC water is used to supply residential areas of the City and SCVWD water is used to supply industrial areas. The City's water supply contract with SFPUC expires in 2034 and the SCVWD contract expires in 2054. The proposed project site is within the SCVWD wholesale distribution area.

The 2010 Urban Water Management Plan projects water demand and supply in the City in five year increments based upon growth assumptions in the General Plan and water use factors for various land uses. The Plan has been designed to provide sufficient water supply to all existing and planned growth.

Recycled Water

The City of Milpitas purchases water from the South Bay Water Recycling Program (SBWR) which has developed a reclaimed water system to utilize recycled water from the San José/Santa Clara Water Pollution Control Plant (WPCP) for irrigation, industrial, and other non-potable purposes. The project site is currently served by the SBWR program.

4.17.1.2 Sewer System and Wastewater Treatment

The Milpitas Sanitary Sewer Collection System is owned and maintained by the City of Milpitas. Wastewater from the City of Milpitas is treated at the San Jose/Santa Clara Water Pollution Control Plant, located near Alviso. The City of Milpitas is contractually allowed a sanitary sewer flow of 13.5 mgd.

There is currently a wastewater trunk line located in McCarthy Boulevard from Highway 237 to the Milpitas Pump Station located at Dixon Landing Road. The sanitary sewer system on-site drains into the trunk line. The trunk line ranges in size from 36- to 48-inches.

4.71.1.3 Storm Drainage System

The City of Milpitas owns and maintains the storm drainage system which serves the project site. There is a storm drain main in McCarthy Boulevard that is 24-inches near the southernmost end of the project site and expands to 48-inches north of the site. This line discharges into Coyote Creek. Coyote Creek carries the runoff into San Francisco Bay. There is no overland release of stormwater directly into any water body from the project site.

4.17.1.4 Solid Waste

Allied Waste Services (a private company) provides solid waste and recycling collection services for businesses located in the City of Milpitas. The City has contracted with Newby Island Landfill for disposal capacity of municipal solid waste.

4.17.2 Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐	1,2,19
2. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒	1,2,19
3. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒	1,2
4. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐	
5. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐	
6. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐	
7. Comply with federal, state and local statutes and regulations related to solid waste?	☐	☐	☐	☒	

4.17.2.2 Water Supply Impacts

The project does not propose any land use or zoning changes. The project does propose a small increase in allowed FAR and overall intensity of commercial development, but the increase is minimal from an overall water demand standpoint for commercial/industrial uses in the City. The proposed project is consistent with the development assumptions in the City's 2010 Urban Water Management Plan which provides a review of current and future water resources.

It is estimated that the proposed retail and hotel space will use approximately 52,900 gallons per day. Recycled water will continue to be utilized for landscape irrigation.

The City has determined that existing water supply entitlements are sufficient and no additional water supply entitlements are necessary. The Water Master Plan, which defines water system improvements necessary to meet future water demand, did not identify any deficiencies or required mitigation in the vicinity of the project site. The existing water system infrastructure has adequate capacity to serve the proposed project. In addition, the project is required to use recycled water to the maximum extent feasible. **(Less Than Significant Impact)**

4.17.2.3 Sanitary Sewer/Wastewater Impacts

The project does not propose any land use zoning changes. The project does propose a small increase in FAR, but the increase is minimal. The proposed project is in compliance with the development assumptions in the City's 2009 Sewer Master Plan. The City has sufficient capacity at the regional wastewater treatment plant for all existing and planned growth in the City under two of the three development scenarios. Future build out of the General Plan plus the Milpitas Transit Area Specific Plan would result in the City exceeding its allotted capacity at the treatment plant by 0.3 mgd.

While the 2009 Sewer Master Plan Update does identify deficiencies in the capacity of some lines within the system, the lines that serve the project site have sufficient capacity to serve the existing and planned development assumed in the Sewer Master Plan Update. The existing sanitary sewer system infrastructure has adequate capacity to serve the project. **(Less Than Significant Impact)**

4.17.2.4 Storm Drainage Impacts

The project site is currently 84 percent pervious. The proposed project will result in approximately 90 percent of the site being covered with impervious surfaces such as parking lots, buildings, and other hardscape. The remaining 10 percent of the site will be covered by landscaping and other pervious surfaces. The project will implement required stormwater treatment in compliance with the City's Stormwater C.3 Guidebook. Please see Section 4.9., *Hydrology & Water Quality* of this Initial Study for a complete discussion of the proposed C.3 Stormwater Control Plan for this project.

The existing storm drainage system was sized to accommodate full build out of the project site under the existing land use designation. Therefore, with implementation of the City's C.3 stormwater treatment requirements, the proposed project will not exceed the capacity of the existing storm drainage system. **(Less Than Significant Impact)**

4.17.2.5 Solid Waste Impacts

The proposed project would increase the total amount of solid waste generated on the project site. On average, commercial land uses generate approximately 2.5 lbs per day of garbage for every 1,000 square feet of building area and hotels generate approximately 2.0 lbs per day of garage per room.[30]

[30] California Integrated Waste Management Board. http://www.calrecycle.ca.gov/wastechar/WasteGenRates/default.htm Accessed December 13, 2012.

This equates to a net increase in solid waste of 861 pounds per day over existing conditions. The existing landfill has capacity to handle the additional 861pounds per day of waste produced from the proposed project.

The City of Milpitas is currently operating a business recycling program that complies with state-mandated waste reduction goals specified in the Public Resources Code Section 40500. This project will participate in the City's solid waste program and in the City's business recycling program which will reduce the total amount of garbage taken to the landfill. Coordination with the solid waste hauler is necessary to insure that sufficient space is allocated for the necessary facilities.

With implementation of the City's business recycling program and solid waste program, the proposed project will have a less than significant impact on solid waste facilities serving the City of Milpitas. **(Less Than Significant Impact)**

4.17.4 Conclusion

The proposed project will have a less than significant utilities and service system impact. **(Less Than Significant Impact)**

4.18 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐	1-19
2. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☒	☐	☐	☐	1-19
3. Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☐	☐	☒	☐	1-19
4. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐	1-19

4.18.1. Findings

As discussed in the respective sections, the proposed project would have no impact or a less than significant impact on aesthetics, agriculture and forest lands, cultural resources, geology and soils, hydrology and water quality, mineral resources, population and housing, public services, recreation, and utilities. The project is consistent with the General Plan and, therefore, the cumulative impacts to utilities, public services, and population and housing have been addressed in the General Plan Environmental Impact Report and accounted for in the City's long-term infrastructure service planning.

The project would have a temporary biological resources impact during construction associated with nesting birds and a long-term loss of mature trees. With the implementation of the mitigation measures the identified construction impacts would be mitigated to less than significant. The City has standard tree replacement measures required of all new development projects. Because the nature of the identified impacts are temporary and/or will be mitigated, the proposed project would not have a cumulatively considerable impact on biological resources in the project area. While more than 50 percent of project trips will originate or end in San Jose, the cumulative impacts from

regional nitrogen deposition (whether inside or outside the SCVHCP) will be feasibly mitigated by the SCVHCP's conservation strategies. Trips associated with the project are already accounted for in the SCVHCP because they would be diverted trips or new trips from new development in the SCVHCP plan area that will pay fees. Therefore, the project would not have a cumulatively considerable impact on protected species within the SCVHCP plan area.

The project would locate an outdoor dining area and a hotel in an area where the ambient noise levels exceed the conditionally acceptable noise levels for these land uses. With implementation of the proposed design measures and mitigation measures, the identified noise impacts would be mitigated to less than significant. Because the noise impacts will be mitigated and are isolated to the particular land use on the project site, the proposed project would not have a cumulatively considerable impact on noise in the project area.

There is a probability that the site has localized soil contamination related to historic agricultural operations on-site. The identified hazardous materials impacts will be mitigated and, because they are localized, would not result in a cumulatively considerable impact.

Due to the size of the proposed development, the project may have significant impacts and cumulatively considerable impacts to land use, air quality, greenhouse gas emissions, and transportation.

4.18.2 Conclusion

Implementation of the proposed project could result in significant unavoidable impacts, impacts that are cumulatively considerable, or directly or indirectly cause substantial adverse effects on human beings. **(Potentially Significant Impact)**

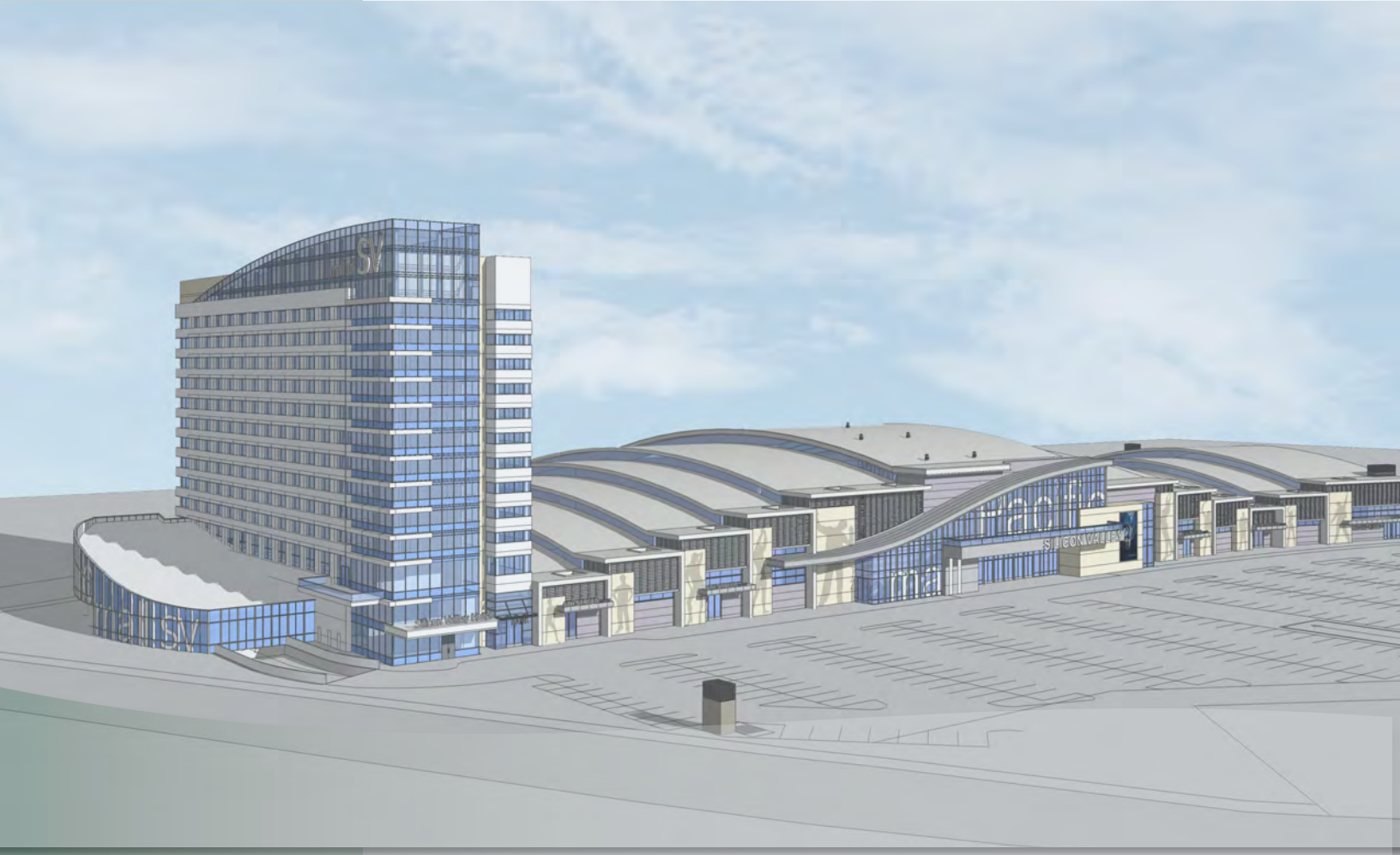
Checklist Sources

1. CEQA Guidelines - Environmental Thresholds (Professional judgment and expertise and review of project plans).
2. City of Milpitas, General Plan and Zoning Ordinance.
3. California Department of Conservation. S*anta Clara County Important Farmland 2010.*
4. Air Quality Analysis – Illingworth & Rodkin
5. BAAQMD CEQA Guidelines
6. Preliminary Tree Report – Concentric Ecologies
7. Santa Clara Valley Draft Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP) Project. *Draft Santa Clara Valley HCP/NCCP*.
8. Archaeological Literature Review – Holman & Associates.
9. Preliminary Geotechnical Investigation – Jensen-Van Lienden Associates.
10. Greenhouse Gas Emissions Analysis – Illingworth & Rodkin
11. Phase I Environmental Site Assessment – Hoexter Consulting, Inc.
12. The Campus at McCarthy Ranch Final Environmental Impact Report.
13. Federal Emergency Management Agency, Flood Insurance Rate Maps.
14. Association of Bay Area Governments, Dam Failure Inundation Hazard Map and Tsunami Inundation Emergency Planning Map for Milpitas.
15. Noise Assessment – Charles M. Salter Associates, Inc.
16. Transportation Impact Assessment – Fehr & Peers
17. Milpitas 2010 Urban Water Management Plan
18. Milpitas Water Master Plan Update, December 2009
19. Milpitas 2009 Sewer Master Plan Update

Appendix B – Transportation Impact Assessment

DRAFT

Pacific Mall Silicon Valley Transportation Impact Analysis



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March 2013

Draft Transportation Impact Analysis

Pacific Mall Silicon Valley in Milpitas, California

Prepared for:
Steinberg Architects

March 2013

Any unauthorized use of the Instruments of Service shall be at Owner's and Architect's sole risk and without liability to Fehr & Peers.

FEHR & PEERS

SJ12-1361

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EXECUTIVE SUMMARY

This report presents the results of the transportation impact analysis (TIA) conducted for the proposed Pacific Mall Silicon Valley (project) located in the City of Milpitas, California, which involves redevelopment of a portion of the McCarthy Ranch Shopping Center. The project site is located northwest of State Route (SR) 237 and Interstate 880 (I-880) on the corner of McCarthy Boulevard and Ranch Drive. The proposed project would demolish approximately 140,000 square feet (s.f.) of existing commercial buildings and construct a new retail and restaurant space of approximately 292,000 s.f.. The proposed project would also include an approximately 250-room hotel that would consist of approximately 172,000 square feet. Site access will not change and the existing surface parking lot will be modified slightly to accommodate entrances to the proposed single level of underground parking.

Transportation deficiencies and improvements were evaluated for consistency with the City of Milpitas *General Plan* (updated 2010). The impacts of the proposed project were evaluated following the guidelines of the City of Milpitas, City of San José, City of Fremont, and the Santa Clara Valley Transportation Authority (VTA), the congestion management agency for Santa Clara County. Roadway system operations were evaluated under the following study scenarios:

- Existing Conditions
- Existing with Project Conditions
- Background without Project Conditions
- Background with Project Conditions
- Near-Term Cumulative without Project Conditions

- Near-Term Cumulative with Project Conditions
- Year 2035 Cumulative Conditions

Pedestrian, bicycle and transit facilities and potential construction impacts were also evaluated.

PROJECT TRAFFIC ESTIMATES

Project-generated trips were estimated using standard vehicle trip rates published by the Institute of Transportation Engineers (ITE) per City and VTA guidelines. The proposed project is estimated to generate 5,649 net new daily vehicle trips, 199 net new AM peak hour trips (124 inbound trips and 75 outbound trips), 651 net new midday peak hour trips (309 inbound trips and 342 outbound trips), and 473 net new PM peak hour trips (237 incoming trips and 236 outbound trips).

PROJECT IMPACTS

This analysis identifies potentially significant adverse impacts of the proposed project on the surrounding transportation system and recommends measures to mitigate significant impacts for environmental clearance.

EXISTING WITH PROJECT CONDITIONS INTERSECTION IMPACTS

All study intersections are expected to operate acceptably under Existing with Project Conditions during the AM and PM peak hours. Significantly impacted intersection locations under Existing with Project Conditions during the midday peak hour include:

- *McCarthy Boulevard and SR 237 WB Ramps (Intersection #9)*: The addition of a second westbound right-turn lane with an overlap phase would mitigate the project's impact at this location to a ***less-than-significant*** level.

BACKGROUND CONDITIONS IMPACTS

Significantly impacted intersection locations under Background with Project Conditions during the PM peak hour include:

- *McCarthy Boulevard and S. Ranch Drive (Intersection #8)*: As previously determined by City staff in the *Campus at McCarthy Ranch Environ*mental *Impact Report* (November, 2008) the right-of-way needed to widen the roadway and mitigate the impact cannot be acquired and it will have potential secondary impacts to pedestrian and bicycle facilities therefore, the project's impact at this location is considered ***significant and unavoidable.***
- *McCarthy Boulevard and SR 237 WB Ramps (Intersection #9)*: The addition of a second westbound right-turn lane with an overlap phase would mitigate the project's impact at this location to a ***less-than-significant*** level.
- *McCarthy Boulevard and Bellew Drive (Intersection #16)*: The restriping of the eastbound approach (one left-turn, one through, and one right-turn lane) to provide two left-turn lanes and one shared through/right-turn lane would mitigate the project's impact at this location to a ***less-than-significant*** level.
- *McCarthy Boulevard and Alder Drive (Intersection #17)*: The addition of a second southbound left-turn lane (from McCarthy Boulevard to Alder Drive) would mitigate the project's impact at this location to a ***less-than-significant*** level.
- *Tasman Drive and Alder Drive (Intersection #19)*: Conversion of one southbound through lane on Alder Drive to a left-turn lane to provide a total of three southbound left-turn lanes would mitigate the project's impact at this location to a ***less-than-significant*** level.
- *McCarthy Boulevard/O-Toole Avenue and Montague Expressway (Intersection #28)*: The addition of a northbound right-turn lane or construction of the square-loop interchange identified in the North San José Area Development Policy (NSJADP) would mitigate the project's impact to a ***less-than-significant*** level.

Each of these intersections is within the City of Milpitas except the McCarthy Boulevard/O-Toole Avenue and Montague Expressway, which is jointly controlled by the City of Milpitas, City of San José and County of Santa Clara.

NEAR-TERM CUMULATIVE CONDITIONS INTERSECTION IMPACTS

Significantly impacted intersection locations under Near-Term Cumulative with Project Conditions during the PM peak hour include:

- *Dixon Landing Road and McCarthy Boulevard (Intersection #1)*: Without signal timing modifications, which are under the control of the City of Fremont and alone are not considered acceptable mitigation, the Near-Term Cumulative impact at this intersection is considered ***significant and unavoidable***.
- *McCarthy Boulevard and S. Ranch Drive (Intersection #8)*: Same as Background Conditions.
- *McCarthy Boulevard and SR 237 WB Ramps (Intersection #9)*: Same as Background Conditions.
- *McCarthy Boulevard and Bellew Drive (Intersection #16)*: The restriping of the eastbound approach (one left-turn, one through, and one right-turn lane) to provide two left-turn lanes and one shared through/right-turn lane and widening of McCarthy Boulevard to three lanes in both directions would mitigate the project's impact at this location to a ***less-than-significant*** level.
- *McCarthy Boulevard and Alder Drive (Intersection #17)*: Same as Background Conditions
- *Tasman Drive and Alder Drive (Intersection #19)*: Same as Background Conditions
- *McCarthy Boulevard/O-Toole Avenue and Montague Expressway (Intersection #28)*: Same as Background Conditions

Each of these intersections is within the City of Milpitas except: 1) Dixon Landing Road and McCarthy Boulevard (City of Fremont), and 2) McCarthy Boulevard/O-Toole Avenue and Montague Expressway intersection (jointly controlled by the City of Milpitas, City of San José and County of Santa Clara).

PEDESTRIAN, BICYCLE, AND TRANSIT IMPACTS

Pedestrian, bicycle and transit facilities were also evaluated. Existing pedestrian facilities along the project site frontage will not accommodate pedestrian demand. Thus, to accommodate all users of the street system and provide a complete and connected pedestrian facility between the project site and nearby land uses (i.e., hotels and retail shops south and east of Ranch Drive), a sidewalk with a minimum width of six feet should be installed along the project frontage and include accessible connections to the proposed project building pedestrian entrances. This improvement should be included in revised site plans.

With the construction of the sidewalk along the project frontage, the pedestrian and bicycle facilities can accommodate the increased demand; therefore, ***less-than-significant*** impacts are anticipated for these travel modes. The proposed project will generate demand for existing transit services in the area, which can be accommodated by the existing supply. Therefore, impacts to transit service are expected to be **less-than-significant**.

FREEWAY SEGMENT IMPACTS

The addition of project traffic would result in a ***significant impact*** to the segment of SR 237 between McCarthy Boulevard and I-880 under Existing with Project Conditions. Although the complete mitigation

of freeway impacts is considered beyond the scope of an individual development project, partial mitigation can be effective in reducing single occupant vehicle trips by implementing a comprehensive Transportation Demand Management (TDM) Program. While a successful TDM program may incrementally reduce the traffic, it by itself would not reduce the identified impact to a less-than-significant level and this impact would remain ***significant and unavoidable***.

YEAR 2035 ROADWAY SEGMENT IMPACTS

The addition of project traffic is expected to exacerbate unacceptable operations on six roadway segments in the AM peak hour and nine roadway segments in the PM peak hour under Year 2035 with Project Conditions. These roadway segments are located along:

- Calaveras Boulevard between Abel Street and Interstate 880
- McCarthy Boulevard between Ranch Drive (south) and Montague Expressway
- Tasman Drive between North First Street and Interstate 880

Roadway widening provides capacity that is not needed for the majority of the day outside the peak periods. Furthermore wider roadways, in general, are inconsistent with goals promoting a more livable city, cause greater impacts to biological resources and discourage roadway use by pedestrians and bicyclists. In addition, mitigating impacts to affected roadway segments can result in high infrastructure costs including acquisition of additional right-of-way.

Partial mitigation can be effective in reducing single occupant vehicle trips by implementing a comprehensive TDM Program. While a successful TDM program may incrementally reduce the traffic, it by itself would not reduce the identified impact to a less-than-significant level and this impact would remain ***significant and unavoidable***.

SITE ACCESS AND ON-SITE CIRCULATION

The general on-site circulation patterns and site access with four driveways are considered adequate with one exception: the S. Ranch Drive/Site Driveway Access intersection (#7) should be modified with the following improvements:

- Widen the southbound driveway approach to provide a separate right-turn only lane and a shared left-through lane, and modify the traffic signal to provide a right-turn overlap phase. The widening could be accommodated by narrowing the existing median in the driveway.

- If desired by the City: re-stripe the section of S. Ranch Drive west and east of the intersection to provide a second eastbound left-turn lane and widen the driveway to accommodate two inbound receiving lanes (by narrowing the median). *Note: This improvement is only needed to better serve midday vehicle queues but is not needed during the AM and PM peak hours*.

Additional project site improvements are recommended to accommodate all modes of travel:

- Class I long-term bicycle parking such as lockers or a secured room should be provided for employee use.
- Inverted U-style bicycle parking should be provided for the bicycle racks for both employees and retail and hotel patrons.
- Install pedestrian treatments and traffic calming devices along building drive aisle.
- Provide a sidewalk with a minimum width of six (6) feet on Ranch Drive along the project frontage and include accessible connections to the proposed project building pedestrian entrances.

CONSTRUCTION IMPACTS

The project applicant should develop a construction management plan for review and approval by the Public Works department, as part of a larger construction management plan, to mitigate potential significant impacts created by construction traffic. Construction-related impacts are generally not considered significant, since they are temporary and limited in duration.

1. INTRODUCTION

This report presents the results of the transportation impact analysis (TIA) conducted for the proposed Pacific Mall Silicon Valley located in the City of Milpitas, California, which involves redevelopment of a portion of the McCarthy Ranch Shopping Center. This chapter discusses the TIA purpose, analysis methods, criteria used to identify significant impacts, and report organization.

PURPOSE

The project site is located northwest of SR 237 and I-880 on the corner of McCarthy Boulevard and Ranch Drive. This analysis identifies potentially significant adverse impacts of the proposed project on the surrounding transportation system and recommends measures to mitigate significant impacts for environmental clearance. Deficiencies and improvements were evaluated for consistency with the City of Milpitas *General Plan* (updated 2010). This analysis also includes project-specific analyses such as a site design evaluation of on-site circulation and access, and parking evaluation. The proposed project would demolish approximately 140,000 square feet (s.f.) of existing commercial buildings and construct a new retail and restaurant space of approximately 292,000 s.f.. The proposed project would also include an approximately 250-room hotel that would consist of approximately 172,000 square feet. The existing surface parking lot will be modified slightly to accommodate entrances to the proposed single level of underground parking. Access to the project site is provided along Ranch Drive and McCarthy Boulevard and will be maintained with the proposed development. **Figures 1A** and **1B** show the location of the project site, the surrounding transportation network, and study intersections and roadway segments. **Figure 2As** and **2B** show the conceptual site plans for the surface and subterranean garage levels.

This study addresses the project's impacts on the roadway system and evaluation of the project's influence on the adjacent bicycle, pedestrian, and transit network. Project impacts were evaluated following the guidelines of the City of Milpitas, City of San José, City of Fremont, and the Santa Clara Valley Transportation Authority (VTA), the congestion management agency for Santa Clara County.

PROJECT STUDY AREA

STUDY INTERSECTIONS

Project impacts on the study area roadway facilities were determined by measuring the effect project traffic would have on intersections during the morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak periods. In addition to the typical morning and evening commute periods, midday (11:30 AM to 1:30 PM) analysis was also conducted for locations near the project site.[1] A total of 31 intersections, as shown on **Figure 1A**, were selected as study locations in consultation with City of Milpitas staff and based on VTA's Transportation Impact Analysis Guidelines, (March, 2009). These locations (and the governing jurisdiction in parentheses[2]) include:

1. Dixon Landing Road and McCarthy Boulevard (F)
2. Dixon Landing Road and I-880 Southbound Ramps (M)
3. Dixon Landing Road and I-880 Northbound Ramps-California Circle (M)
4. California Circle and I-880 Northbound Ramps (M)
5. Dixon Landing Road and North Milpitas Boulevard (M)
6. McCarthy Boulevard and North Ranch Drive* (M)
7. Ranch Drive and Mall Access Driveway* (M)
8. McCarthy Boulevard and South Ranch Drive* (M)
9. McCarthy Boulevard and SR 237 Westbound Ramps* (M)
10. McCarthy Boulevard and SR 237 Eastbound Ramps* (M)
11. SR 237 Ramps and I-880 Southbound Ramps (M)
12. SR 237 Ramps and I-880 Northbound Ramps (M)
13. West Calaveras Boulevard (SR 237) and South Abel Street (CMP/M)
14. East Calaveras Boulevard (SR 237) and South Milpitas Boulevard (CMP/M)
15. East Calaveras Boulevard (SR 237) and Hillview Drive (M)
16. McCarthy Boulevard and Bellew Drive (M)
17. McCarthy Boulevard and Alder Drive (M)
18. McCarthy Boulevard and Tasman Drive (M)
19. Tasman Drive and Alder Drive (M)
20. Tasman Drive and I-880 SB Ramps (M)

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[1] The existing and proposed restaurant and retail land uses within the McCarthy Shopping Center tend to peak during the midday. Thus, for informational purposes per the City's request, a midday analysis was completed at five intersections nearest the project site to supplement the typically morning and evening peak hour analysis when adjacent streets are typically the busiest.

[2] The jurisdiction charged with maintaining each study intersection is shown in parentheses after the intersection name.

21. Great Mall Parkway and I-880 Northbound Ramps (M)
22. Great Mall Parkway and Abel Street (M)
23. Great Mall Parkway and Main Street (M)
24. Great Mall Parkway / East Capitol Avenue and Montague Expressway (CMP/CoSC)
25. Capitol Avenue and Cropley Drive / Trade Zone Boulevard (SJ)
26. Montague Expressway and Trimble Road (CMP/SJ)
27. McCarthy Boulevard and Barber Lane (M)
28. McCarthy Boulevard-O'Toole Avenue and Montague Expressway (CMP/SJ/M)
29. SR 237 Westbound Ramps and Zanker Road (SJ)
30. SR 237 Eastbound Ramps and Zanker Road (SJ)
31. Holger Way and Zanker Road (SJ)

*Midday Evaluation
(CMP) VTA Congestion Management Program intersection
(M) City of Milpitas
(SJ) City of San José
(CoSC) County of Santa Clara
(F) City of Fremont

ROADWAY SEGMENTS

Per the City of Milpitas' General Plan, potentially affected study roadway segments were also selected for analysis. The segments were evaluated under 2035 General Plan Cumulative Conditions without and with the proposed project per the City of Milpitas Guidelines. Specifically, directional roadway segments were analyzed during the weekday morning and evening peak hours at the following locations and presented in **Figure 1B**:

1. Montague Expressway between Trimble Road and I-680 (14 segments)
2. McCarthy Boulevard between Dixon Landing Road and Montague Expressway (14 segments)
3. Tasman Drive/Great Mall Parkway/Capitol Avenue between North First Street and Montague Expressway (12 segments)
4. Milpitas Boulevard between Scott Creek Road and Montague Expressway (10 segments)
5. Scott Creek Road between Warm Springs Road and I-680 (2 segment)
6. Alder Drive between McCarthy Drive and Tasman Drive (2 segment)
7. Abel Street between North Milpitas Boulevard and South Main Street (6 segments)
8. Dixon Landing Road between North Milpitas Boulevard and McCarthy Boulevard (6 segments)
9. Jacklin Road between I-680 and North Milpitas Boulevard (2 segments)
10. Fremont Boulevard between Lakeview Boulevard and Dixon Landing Road (2 segment)

11. Trimble Road between North First Street and Montague Expressway (6 segments)
12. Zanker Road between SR 237 and Trimble Road (8 segments)

FREEWAY SEGMENTS

The study freeway segments were selected in consultation with the City of Milpitas and finalized based on VTA Guidelines. The analysis evaluated the operations of the following freeway segments:

1. SR 237
    - North First Street to Zanker Road
    - Zanker Road to McCarthy Boulevard
    - McCarthy Boulevard to I-880
2. I-680
    - Berryessa Road to Hostetter Road
    - Hostetter Road to Capitol Avenue
    - Capitol Avenue to Montague Expressway
    - Montague Expressway to Yosemite Drive
    - Yosemite Drive to SR 237
    - SR 237 to Jacklin Road
    - Jacklin Road to Scott Creed Road
3. I-880
    - East Brokaw Road to Montague Expressway
    - Montague Expressway to Great Mall Parkway
    - Great Mall Parkway to SR 237
    - SR 237 to Dixon Landing Road
    - Dixon Landing Road to Mission Blvd (SR 262)

INTERSECTION ANALYSIS SCENARIOS

The study intersections were evaluated during the morning peak-hour occurring between 7:00 and 9:00 AM and the evening peak-hour occurring between 4:00 and 6:00 PM for the following scenarios:

Scenario 1: *Existing Conditions* – Existing volumes obtained from new traffic counts.

Scenario 2: *Existing with Project Conditions* – Existing volumes plus traffic generated by the proposed project.

Scenario 3: *Background Conditions* – Existing volumes plus traffic from approved but not yet constructed and occupied developments in the area.

Scenario 4: *Background with Project Conditions* – Background volumes from *Scenario 3* plus traffic generated by the proposed project.

Scenario 5: *Near-Term Cumulative without Project Conditions* – Background volumes from Scenario 3 plus traffic generated from pending developments.

Scenario 6: *Near-Term Cumulative with Project Conditions* – Scenario 5 volumes plus traffic generated by the proposed project.

Intersections 6 to 10 were also evaluated during the Midday peak-hour (i.e., the highest volume hour occurring between 11:30 AM and 1:30 PM).

TRAFFIC ANALYSIS METHODS

The operations of roadway facilities are described with the term level of service ("LOS", a qualitative description of traffic flow based on such factors as speed, travel time, delay, and freedom to maneuver). Six levels are defined from LOS A, as the best operating conditions, to LOS F, or the worst operating conditions. LOS E represents "at-capacity" operation. When traffic volumes exceed the intersection capacity, stop-and-go conditions result, and operations are designated as LOS F.

SIGNALIZED INTERSECTIONS

The level of service method approved by Santa Clara County Valley Transportation Authority (VTA), and adopted by the City of Milpitas, for signalized intersections is the method described in Chapter 16 of the *2000 Highway Capacity Manual* (HCM) (Special Report 209, Transportation Research Board) with adjusted saturation flow rates to reflect conditions in Santa Clara County. This method evaluates signalized intersection operations on the average control vehicular delay.

Control delay includes initial deceleration delay, queue move-up time, stopped delay, and acceleration delay. The average control delay for signalized intersections is calculated using TRAFFIX 8.0 analysis software and is correlated to a LOS designation as shown in **Table 1**. The City of Milpitas has established a minimum acceptable operating level of LOS D for intersections excluded from the Congestion Management Program (CMP). The minimum acceptable level for CMP-monitored intersections is LOS E. The minimum acceptable standard for Fremont and San José intersections is LOS D. The LOS standard for CMP intersections under the jurisdiction of Santa Clara County (e.g., expressways) is LOS E. Five of the study intersections are CMP-designated intersections.

TABLE 1: SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description	Average Control Delay per Vehicle (seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	≤ 10.0
B+ B B-	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 12.0 12.1 to 18.0 18.1 to 20.0
C+ C C-	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 23.0 23.1 to 32.0 32.1 to 35.0
D+ D D-	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 39.0 39.1 to 51.0 51.1 to 55.0
E+ E E-	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	55.1 to 60.0 60.1 to 75.0 75.1 to 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	> 80.0

Source: *Traffic Level of Service Analysis Guidelines*, VTA Congestion Management Program, June 2003; and *Highway Capacity Manual*, Transportation Research Board, 2000.

ROADWAY SEGMENTS

Local roadway segments in the City of Milpitas were evaluated during the PM peak hour under year 2035 Cumulative Conditions. The 2035 AM and PM peak hour roadway segment traffic volumes were obtained from VTA staff and based on the current VTA Congestion Management Program (CMP) Year 2035 Travel Demand Forecast (TDF) model. Impacts are measured based on volume-to-capacity (V/C) ratio for each roadway segment. Acceptable operations are defined as LOS D or better for City roadway segments and LOS E or better for CMP roadway segments. The City of Milpitas General Plan range of V/C ratios for roadway segment level of service is shown in **Table 2**.

TABLE 2: ROADWAY SEGMENT LEVEL OF SERVICE DEFINITIONS

Level of Service	Traffic Flow Conditions	Volume-to-Capacity Ratio (V/C)
A	Describes primarily free-flow operations at average travel speeds, usually about 90 percent of the free-flow speed for the arterial class.	≤0.6
B	Represents reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free-flow speed for the arterial class. Drivers are not generally subjected to appreciable tension.	>0.6 to 0.7
C	Represents stable operations. Average travel speeds of about 50 percent of the average free-flow speed for the arterial class. Motorists will experience an appreciable tension while driving.	>0.7 to 0.8
D	Borders on a range on which small increases in flow may cause substantial increases in approach delay and, hence decreases in arterial speed. Average travel speeds are about 40 percent of free-flow speed.	>0.8 to 0.9
E	Characterized by significant approach delays and average travel speeds of one-third the free-flow speed or lower.	>0.9 to 1.0
F	Characterizes arterial flow at extremely low speeds, below one-third to one-quarter of the free flow speed.	>1.0

Source: *Highway Capacity Manual*, Transportation Research Board, 1985; and City of Milpitas General Plan, 2010 Update.

FREEWAY SEGMENTS

Freeway segments are evaluated using VTA Guidelines analysis procedure, which is based on the density of the traffic flow using methods described in the 2000 HCM. Density is expressed in passenger cars per mile per lane. The Congestions Management Program range of densities for freeway segment level of service is shown in **Table 3**. The VTA Guidelines standard for the freeway segments is LOS E.

TABLE 3: FREEWAY SEGMENT LEVEL OF SERVICE DEFINITIONS

Level of Service	Density (passenger cars per mile per lane)
A	≤ 11
B	11.1 to 18.0
C	18.1 to 26.0
D	26.1 to 46.0
E	46.1 to 58.0
F	> 58.0

Source: *Traffic Level of Service Analysis Guidelines*, VTA Congestion Management Program, June 2003; *Highway Capacity Manual*, Transportation Research Board, 2000.

SIGNIFICANCE IMPACT CRITERIA

The determination of significance for project impacts is based on applicable policies, regulations, goals, and guidelines defined by the City of Milpitas, and adjacent jurisdictions. The impacts of the project were evaluated by comparing the results of the level of service calculations under Project Conditions and Background with Project Conditions to the results under Existing Conditions and Background without Project Conditions, respectively. The detailed impact criteria for this study are presented below.

CITY OF MILPITAS

Intersections

Significant impacts at signalized City of Milpitas intersections are defined to occur when the addition of project traffic causes one of the following:

1. Intersection operations to degrade from an acceptable level (LOS D or better) to an unacceptable level (LOS E or F); or

2. Exacerbation of unacceptable operations (LOS E or F) by increasing the critical delay by more than four seconds and increasing the volume-to-capacity (V/C) ratio by 0.01 or more; or

3. An increase in the V/C ratio of 0.01 or more at an intersection with unacceptable operations (LOS E or F) when the change in critical delay is negative (i.e. decreases). This can occur if the critical movements change.

Year 2035 Roadway Segment Impacts

The cumulative impacts of the project were evaluated by comparing the results of the level of service calculations under Year 2035 with Project Conditions to the results under Year 2035 without Project Conditions. Significant impacts to roadway segments occur if one of the following occurs:

- The addition of traffic from the proposed project degrades operations under Year 2035 without Project Conditions from an acceptable level of service to an unacceptable level, or
- The proposed project adds trips that are more than one percent of the segment's capacity when the segment is operating unacceptably under Year 2035 without Project Conditions.

Acceptable operations are defined as LOS D or better for City roadway segments and LOS E or better for CMP roadway segments. Unacceptable operations are defined as LOS E or F for City Roadway segments and LOS F for CMP roadway segments.

CITY OF SAN JOSÉ

Significant impacts at signalized City of San José intersections are defined to occur when the addition of project traffic causes one of the following:

1. Intersection operations to degrade from an acceptable level (LOS D or better) to an unacceptable level (LOS E or F); or
2. Exacerbation of unacceptable operations (LOS E or F) by increasing the critical delay by more than four seconds and increasing the volume-to-capacity (V/C) ratio by 0.01 or more; or
3. An increase in the V/C ratio of 0.01 or more at an intersection with unacceptable operations (LOS E or F) when the change in critical delay is negative (i.e. decreases). This can occur if the critical movements change.

CITY OF FREMONT

Significant impacts at signalized City of Fremont intersections are defined to occur when the addition of project traffic causes one of the following:

1. Intersection operations to degrade from an acceptable level (LOS D or better) to an unacceptable level (LOS E or F); or

2. Exacerbation of unacceptable operations (LOS E or F) by increasing the average delay by more than four seconds.

SANTA CLARA COUNTY AND CONGESTION MANAGEMENT PROGRAM

The LOS standard for Santa Clara County expressway and Congestion Management Program (CMP) intersections is LOS E. Traffic impacts these intersections would occur when the addition of traffic associated with a project causes:

- Intersection operations to deteriorate from an acceptable level (LOS E or better) to an unacceptable level (LOS F); or

- Exacerbation of unacceptable operations by increasing the average critical delay by more than four seconds and increasing the critical volume-to-capacity (V/C) ratio by 0.01 or more at an intersection operating at LOS F; or

- The V/C ratio increases by 0.01 or more at an intersection with unacceptable operations (LOS F) when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

PEDESTRIAN AND BICYCLE IMPACT CRITERIA

The City of Milpitas *2010 General Plan Circulation Element* Chapter 3 describes related policies necessary to ensure that pedestrian and bicycle facilities are safe and effective for City residents. Using the General Plan as a guide, significant impacts to these facilities would occur when a project or an element of the project:

- Creates a hazardous condition that currently does not exist for pedestrians and bicyclists, or otherwise interferes with pedestrian accessibility to the site and adjoining areas; or
- Conflicts with an existing or planned pedestrian or bicycle facility; or
- Conflicts with policies related to bicycle and pedestrian activity adopted by the City of Milpitas, City of Fremont, City of San José, Santa Clara County, VTA, or Caltrans for their respective facilities in the study area.

TRANSIT IMPACT CRITERIA

Significant impacts to transit service would occur if the project or any part of the project:

- Conflicts with an existing or planned transit facility; or

- Conflicts with transit policies adopted by the City of Milpitas, City of Fremont, City of San José, Santa Clara County, VTA, or Caltrans for their respective facilities in the study area.

FREEWAY SIGNIFICANCE IMPACT CRITERIA

Freeway segments are evaluated using VTA Guidelines analysis procedure, which is based on the density of the traffic flow using methods described in the 2000 HCM. The VTA Guidelines standard for the freeway segments is LOS E. Traffic impacts on CMP freeway segments are determined to occur when the addition of project traffic causes:

1. Freeway segment operations to deteriorate from an acceptable level (LOS E or better) under the Existing Conditions to an unacceptable level (LOS F); or
2. An increase in traffic of more than one percent of the capacity of the segments that operate at LOS F under Existing Conditions.

REPORT ORGANIZATION

This report is divided into the next seven chapters as described below:

- **Chapter 2 – Existing Conditions** describes the transportation system near the project, including the surrounding roadway network, morning and evening peak period driveway and intersection turning movement volumes, existing bicycle, pedestrian, and transit facilities, intersection levels of service, and freeway segment level of service.

- **Chapter 3 – Existing with Project Traffic Conditions** addresses the Existing with Project Conditions, and discusses project vehicular impacts. The relevant project information, such as the project components and project trip generation, distribution, and assignment is also discussed in this chapter.

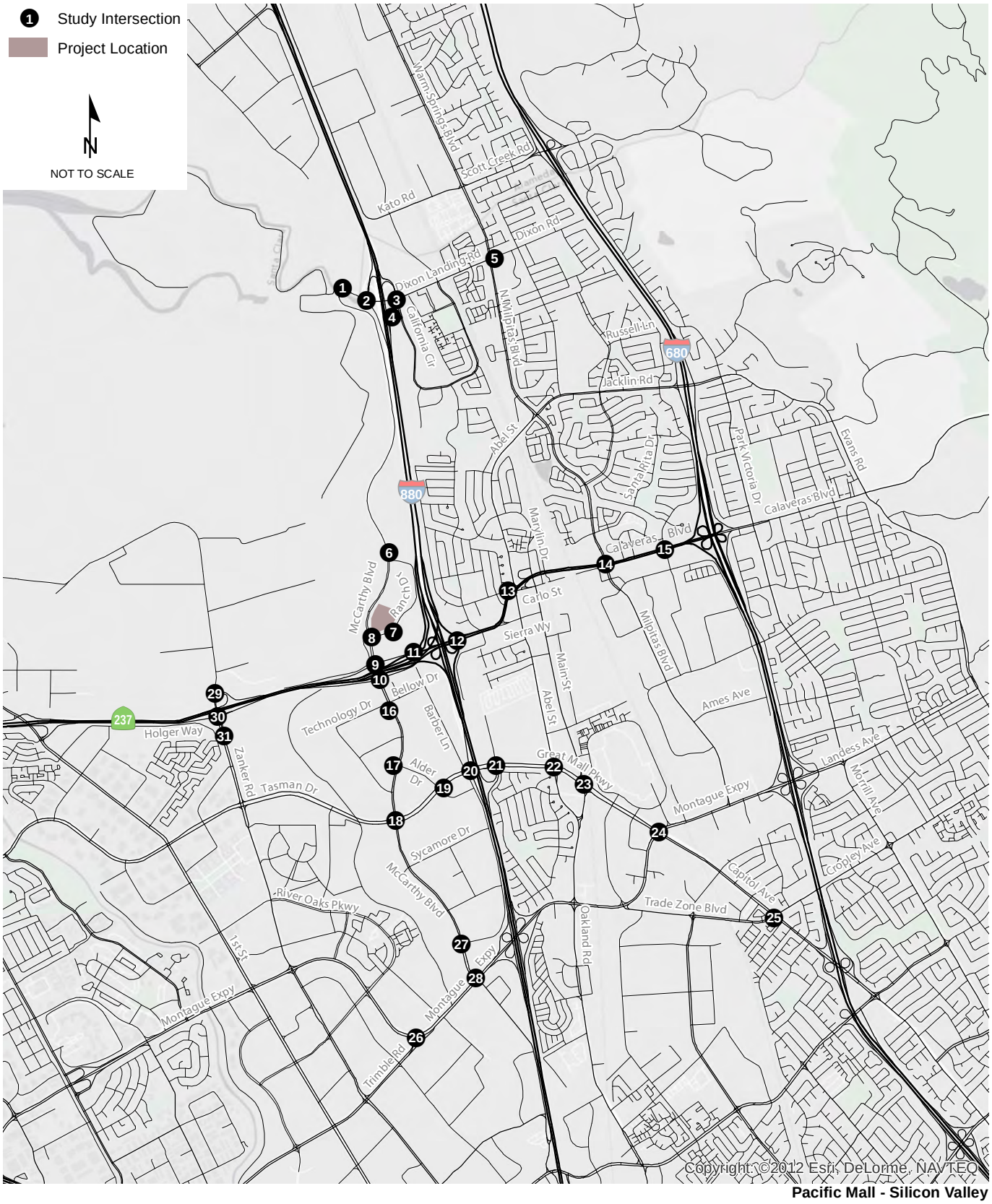
- **Chapter 4 – Background Traffic Conditions** addresses the near-term approved conditions, both without and with the project, and discusses project vehicular impacts.

- **Chapter 5 – Near-Term Cumulative Traffic Conditions** addresses the near-term pending conditions, both without and with the project, and discusses project vehicular impacts.

- **Chapter 6 – Site Access, Circulation and Parking** describes project access and circulation for all travel modes, and provides recommendations to improve project site access and circulation.

- **Chapter 7 – Construction Impacts** discusses expected traffic and parking impacts of the project during construction.

- **Chapter 8 – General Plan Amendment Conditions** addresses the longer term roadway segment conditions, both without and with the project, and discusses project vehicular impacts.



Pacific Mall - Silicon Valley

Figure 1a

Project Location and Study Intersections

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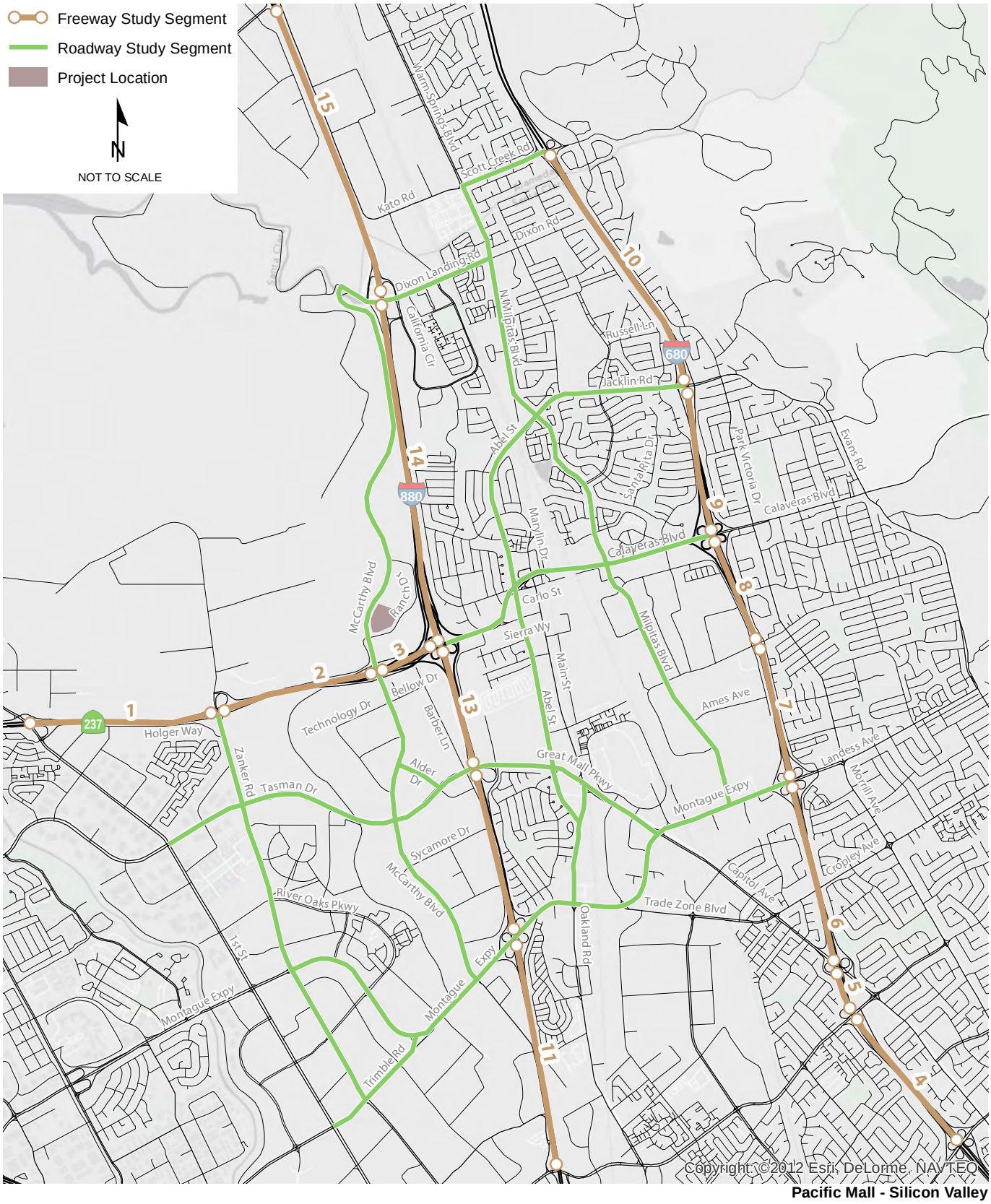

Pacific Mall - Silicon Valley

Figure 1b

Project Location and Study Segments

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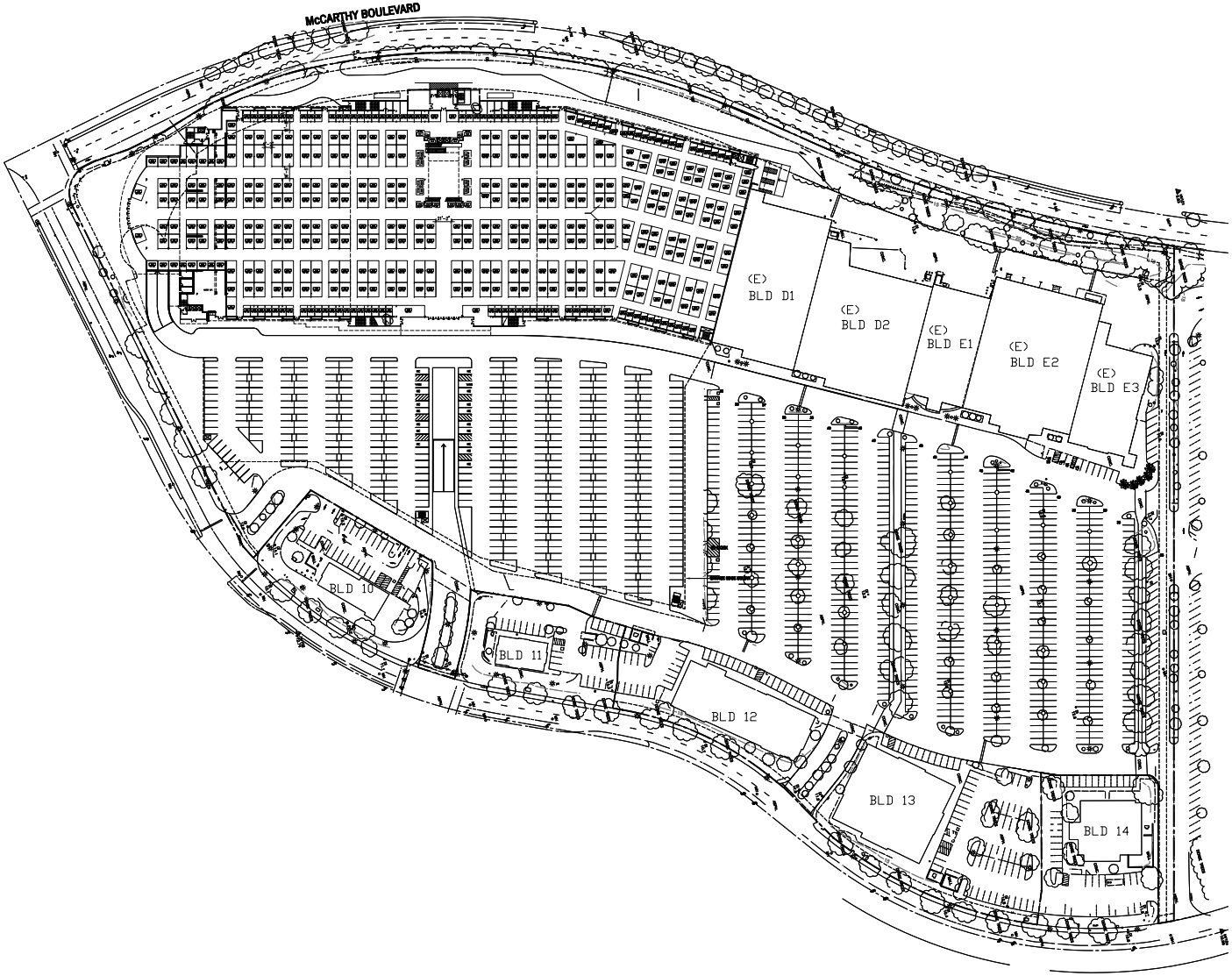

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Source:
Steinberg Architects

Pacific Mall - Silicon Valley

Figure 2a

Pacific Mall Site Plan - Surface Layout

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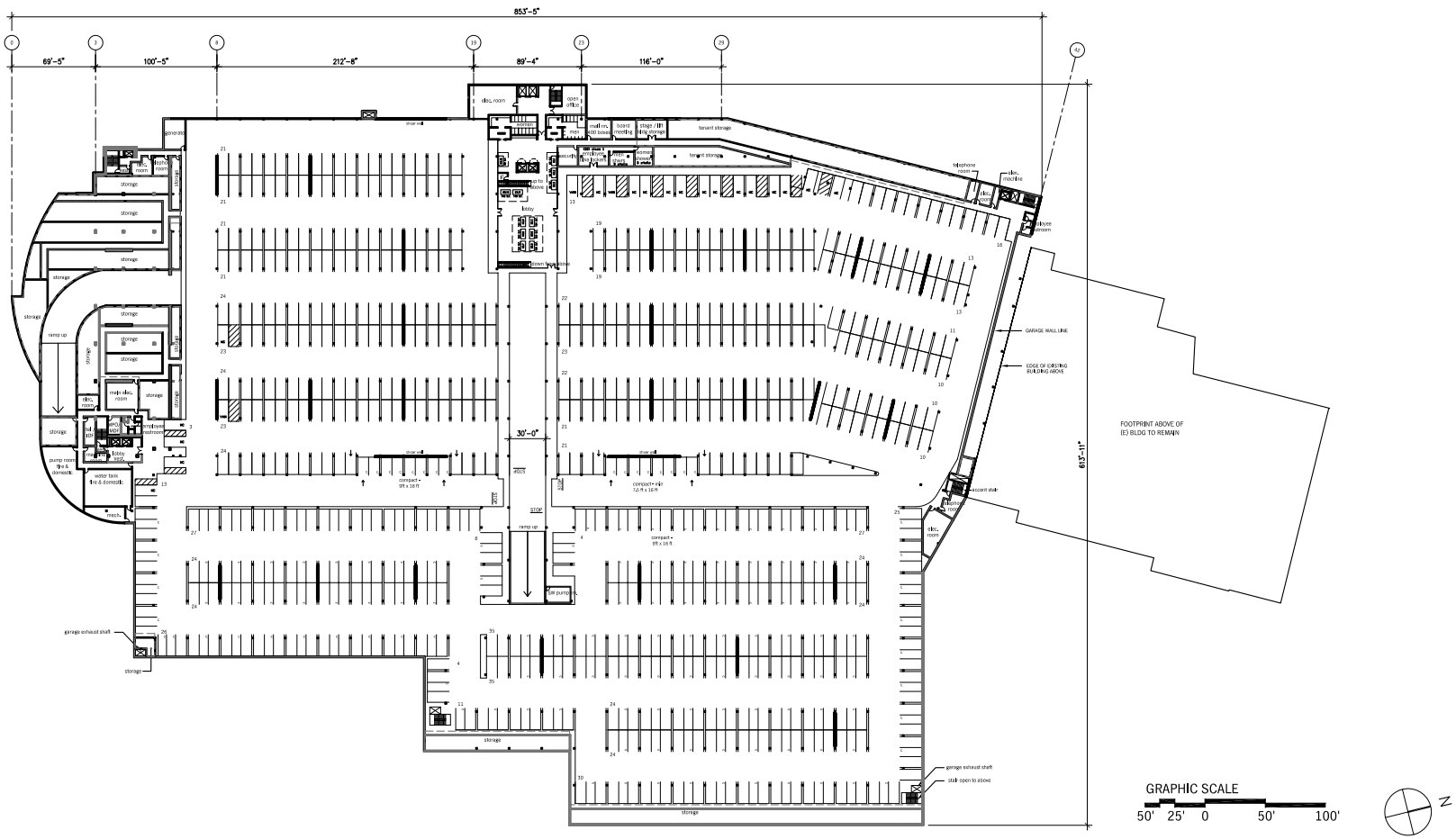

Pacific Mall - Silicon Valley

Figure 2b

Pacific Mall Site Plan - Garage Layout

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FEHR PEERS

2. EXISTING CONDITIONS

This chapter describes the existing conditions of the roadway facilities, pedestrian, and bicycle facilities, and transit service near the project site. It also presents existing traffic volumes and operations for the study intersections and freeway segments with the results of level of service calculations.

EXISTING TRANSPORTATION FACILITIES

EXISTING STREET SYSTEM

State Route 237 (SR 237), I-680, and I-880 provide regional access the project site. The following streets provide local access: McCarthy Boulevard, Ranch Drive, Dixon Landing, Capitol Avenue, Great Mall Parkway, Tasman Drive, and Montague Expressway. Each access facility is described below in more detail.

SR 237 (Calaveras Boulevard) is located south of the project site and provides regional freeway access between the Cities of Milpitas, Mountain View, Sunnyvale, and Santa Clara. Within the study area, SR 237 is an east-west freeway with two mixed-use lanes and one high occupancy vehicle (HOV) lane in each direction with the exception of the westbound direction between McCarthy Boulevard and I-880 where there are three mixed-use lanes. The freeway portion of SR 237 ends at I-880 but the route continues east to I-680 as Calaveras Boulevard. Access to the site from SR 237 is provided via McCarthy Boulevard. The peak direction of travel is westbound during the AM peak hour and eastbound during the PM peak hour; though both travel directions are congested during the PM peak hour.

During the Spring of 2012, the first phase of the SR 237 Express Lane project opened to motor vehicles. This project converted the HOV lane connector ramps at SR 237/I-880 interchange to express lanes. Carpool vehicles and eligible hybrids can use this express lane without a charge, while single-occupant vehicles can use the express lane during commute hours by paying a toll.

Interstate-680 is located east of the project site and provides regional freeway access. I-680 is a north-south freeway with four mixed-use lanes in the southbound direction south of SR 237 and three mixed-use lanes with one HOV lane in the southbound direction north of SR 237. In the northbound direction, there are three mixed-use lanes north of SR 237 and four mixed-use lanes south of SR 237. HOV lanes, also known as diamond or carpool lanes, restrict use to vehicles with two or more persons (carpool, vanpool, and buses) or motorcycles during the morning (5:00 AM to 9:00 AM) and evening (3:00 PM to 7:00 PM) commute periods. Access to the site from I-680 is provided via its interchanges with Scott Creek Road, SR 237, Montague Expressway, and Capitol Avenue.

Interstate-880 is located directly east of the project site and provides regional freeway access between the Cities of Milpitas, Fremont, and San José. Near the project site, the freeway includes a total of eight lanes north of SR 237 and six lanes to the south. The I-880/SR 237 interchange includes direct ramp connections for HOV lanes between the west and north legs of the interchange. In addition to direct ramp connections for HOV lanes, the I-880 northbound on-ramps from SR 237 are metered. Access to the site from I-880 is provided via its interchanges with Dixon Landing Road, SR 237, Tasman Drive/Great Mall Parkway, and Montague Expressway. The peak direction of travel is southbound during the AM peak hour and northbound during the PM peak hour; though both travel directions are congested during the PM peak hour. I-880 is a north-south freeway that runs parallel to I-680 through Milpitas.

McCarthy Boulevard is a four-lane, north-south divided arterial street near the project site that widens to a six-lane divided street south of Ranch Drive. This street forms the western boundary of the project site and provides local access via Ranch Drive. A single driveway is located on McCarthy Boulevard serving the project site but is restricted to service vehicles.

Ranch Drive is a two- to four-lane collector street with a two-way-left-turn lane that provides access to the project site and the adjacent retail and restaurant uses. Ranch Drive forms the southern and eastern boundary of the project site. Three existing project site driveways are provided on Ranch Drive.

Dixon Landing Road is an east-west, four-lane arterial street extending from McCarthy Boulevard east to Milpitas Boulevard. Dixon Landing Road is designated *Dixon Road* east of Milpitas Boulevard. Dixon Landing Road provides access to the project site via an interchange on I-880.

Tasman Drive / Great Mall Parkway / Capitol Avenue is generally a six-lane divided arterial street with only two northbound lanes south of Montague Expressway. This street is designated as Tasman Drive west of I-880, Great Mall Parkway between I-880 and Montague Expressway, and Capitol Avenue east of Montague Expressway. VTA light-rail transit runs in the median at-grade and is grade-separated within the median east of I-880. Access to the project site from Tasman Drive / Great Mall Parkway / Capitol Avenue is provided via an interchange at I-880 or via McCarthy Boulevard.

Montague Expressway is a six-to-eight-lane expressway extending east-west through the City of Milpitas and into San José. This expressway provides access between I-880 and I-680. Montague Expressway includes directional HOV lanes during peak periods (westbound during the morning and eastbound during the afternoon commute hours). The westbound HOV lane operates during the morning peak period from 6:00 am to 9:00 am operation and the eastbound HOV lane operates during the afternoon commute period from 3:00 pm to 7:00 pm. Access to the site from Montague Expressway is through I-880, McCarthy Boulevard, or through Great Mall Parkway.

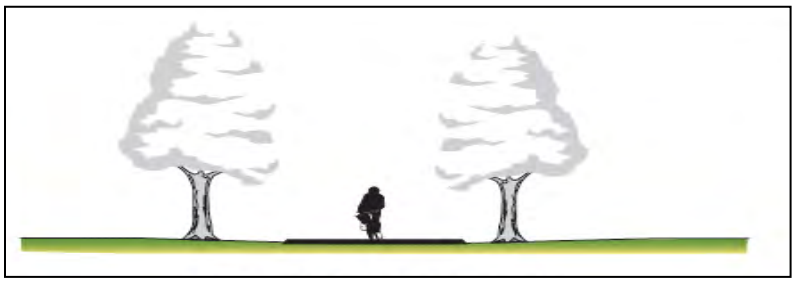
EXISTING PEDESTRIAN FACILITIES

Pedestrian facilities are comprised of sidewalks, crosswalks, and off-street paths. Most of the streets near the project site have sidewalks on both sides of the street. Ranch Drive only has sidewalks along the east side of the street opposite the project site. McCarthy Boulevard has landscaped, separated sidewalks on both sides of the street along the project site boundary to Ranch Drive (north). North of Ranch Drive, a sidewalk along McCarthy Boulevard is only provided on the east side of the street. Crosswalks are located at all signalized intersections in all directions within one-half mile of the project site except at freeway ramps, where crosswalks are only provided across two of the approaches.

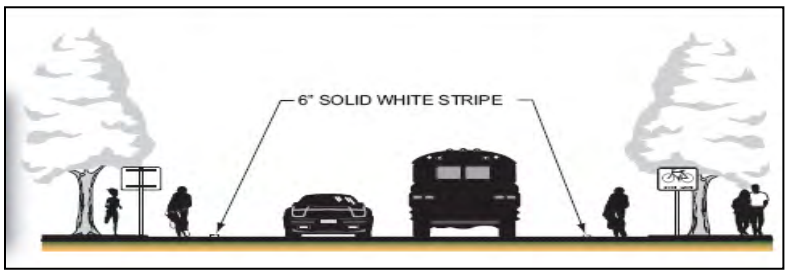
EXISTING BICYCLE FACILITIES

Bikeway planning and design in California typically relies on guidelines and design standards established by California Department of Transportation (Caltrans) in the *Highway Design Manual* (Chapter 1000: Bikeway Planning and Design and other design documents). For local reference, the *City of Milpitas Bikeway Master Plan Update* (June 2009) provides a bikeway planning and design tool. Bicycle facilities are comprised of paths (Class I), lanes (Class II), and routes (Class III), as described below and shown on the accompanying figures. Bicycle lanes are lanes on roadways designated for bicycle use by striping, pavement legends, and signs. Bicycle routes are roadways designated for bicycle use by signs only. **Figure 3** presents existing bicycle facilities in the study area located within a ½-mile ride of the project site.

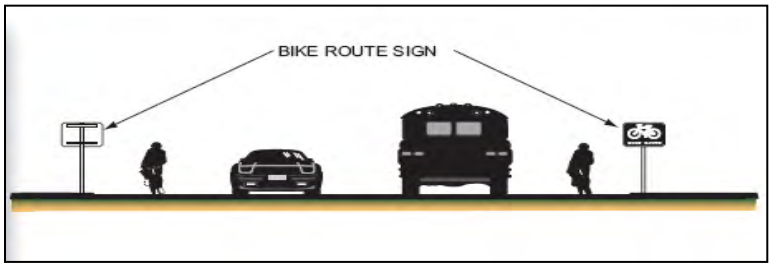
- Class I Bikeway (Bike Path) provides a completely separate right-of-way and is designated for the exclusive use of bicycles and pedestrians with vehicle and pedestrian cross-flow minimized. Coyote Creek Trail, Hetch Hetchy Trail, and Berryessa Creek Trail are Class I bikeways located near the project site.



- Class II Bikeway (Bike Lane) provides a restricted right-of-way and is designated for the use of bicycles with a striped lane on a street or highway. Bicycle lanes are generally five (5) feet wide. Adjacent vehicle parking and vehicle/pedestrian cross-flow are permitted. McCarthy Boulevard north of SR 237, Milpitas Boulevard, Barber Lane, Jacklin Road, Tasman Drive, and Great Mall Parkway are Class II bikeways located near the project site.



- *Class III Bikeway (Bike Route)* provides for a right-of-way designated by signs or pavement markings (sharrows) for shared use with pedestrians or motor vehicles. Sharrows are a type of pavement marking (bike and arrow stencil) placed to guide bicyclists to the best place to ride on the road, avoid car doors, and remind drivers to share the road with cyclists. Ranch Drive, Dixon Landing Road, and McCarthy Boulevard south of SR 237 are designated bike routes.



Santa Clara Countywide Bicycle Plan

The Santa Clara Countywide Bicycle Plan synthesizes other local and County plans into a comprehensive 20-year cross-county bicycle corridor network and expenditure plan (May 2008). The long-range countywide transportation plan and the means by which projects compete for funding and prioritization are documented in the Valley Transportation Plan (VTP) 2030 (adopted in February 2005). VTA has adopted the Santa Clara Countywide Bicycle Plan (CBP, May 2008), which is a planned bicycle network of 16 routes of countywide or intercity significance. Several of these proposed facilities travel through the study area, including connections between Scott Creek Road and Jacklin Road along I-680, Dixon Landing Road and SR 237 along I-880, McCarthy Boulevard and Abbott Ave along SR 237, Dixon Landing Road and Abel Street along Union Pacific Railroad, and McCarthy Boulevard at Dixon Landing and the pedestrian bridge at Alviso Milpitas along Coyote Creek.

San Francisco Bay Trail

The San Francisco Bay Trail is a bike and pedestrian trail that, when completed, will circumnavigate the shoreline of the San Francisco Bay with approximately 500 miles of continuous travel paths. The Trail

provides recreational opportunities for cyclists, hikers, joggers, and outdoor enthusiasts. It also provides important transportation benefits as a commute alternative for cyclists as well as connections to a number of transit facilities. In 1989, the Association of Bay Area Governments (ABAG) adopted the Bay Trail Plan, which included a proposed trail alignment and policies to guide route design, alignment, implementation, and financing. Today roughly 310 miles of trail are completed, or 60 percent of the total proposed length. The San Francisco Bay Trail Project Gap Analysis Study[3] identified, classified, and catalogued existing gaps in the Bay Trail. The Gap Analysis identified 12.79 miles of trail gaps in Santa Clara County: 3.9 miles of short-term projects (1-5 years) and 8.89 miles of mid-term projects (6-10 years). Many of the identified gap segments are located near the project area. The trail will eventually connect with Coyote Creek Trail at SR 237 and extend north to Dixon Landing Road.

PEDESTRIAN AND BICYCLE OBSERVATIONS

Pedestrian activity varied by intersection, with the greatest numbers observed south of SR 237 along McCarthy Boulevard and Tasman Drive. For example, at Tasman Drive and Alder Drive, over 100 pedestrians cross the west leg of the intersection during the PM peak hour due to the VTA light rail stop. High pedestrian activity was also recorded at Capitol Avenue and Trade Zone Boulevard (due to the intersection's proximity to the Cropley VTA light rail station).

Bicycle use is widespread throughout the study area and is consistent with pedestrian activity, with the greatest numbers observed south of SR 237 along McCarthy Boulevard and Tasman Drive. A Class II bike lane is provided along Tasman Drive and bicycle volumes reflect this feature, with the highest recorded number of cyclists in the area. Additional bicyclists accessed the Bay Trail and Coyote Creek Trail via Zanker Road.

Pedestrian and bicycle observations immediately adjacent to the project site were low. The greatest number of pedestrians and bicyclists in this area were recorded at the McCarthy Boulevard/Ranch Drive South intersection. This location serves as a gateway for Coyote Creek Trail for cyclists and the primary crossing point for pedestrians traveling from the office development west of McCarthy Boulevard near the project site. **Figure 4** presents the existing peak hour bicycle and pedestrian volumes.

EXISTING TRANSIT SERVICE

The project site is served by VTA Local Bus 47 transit line and ACE commute shuttle with bus stops located along Ranch Drive serving the McCarthy Ranch Shopping Center.

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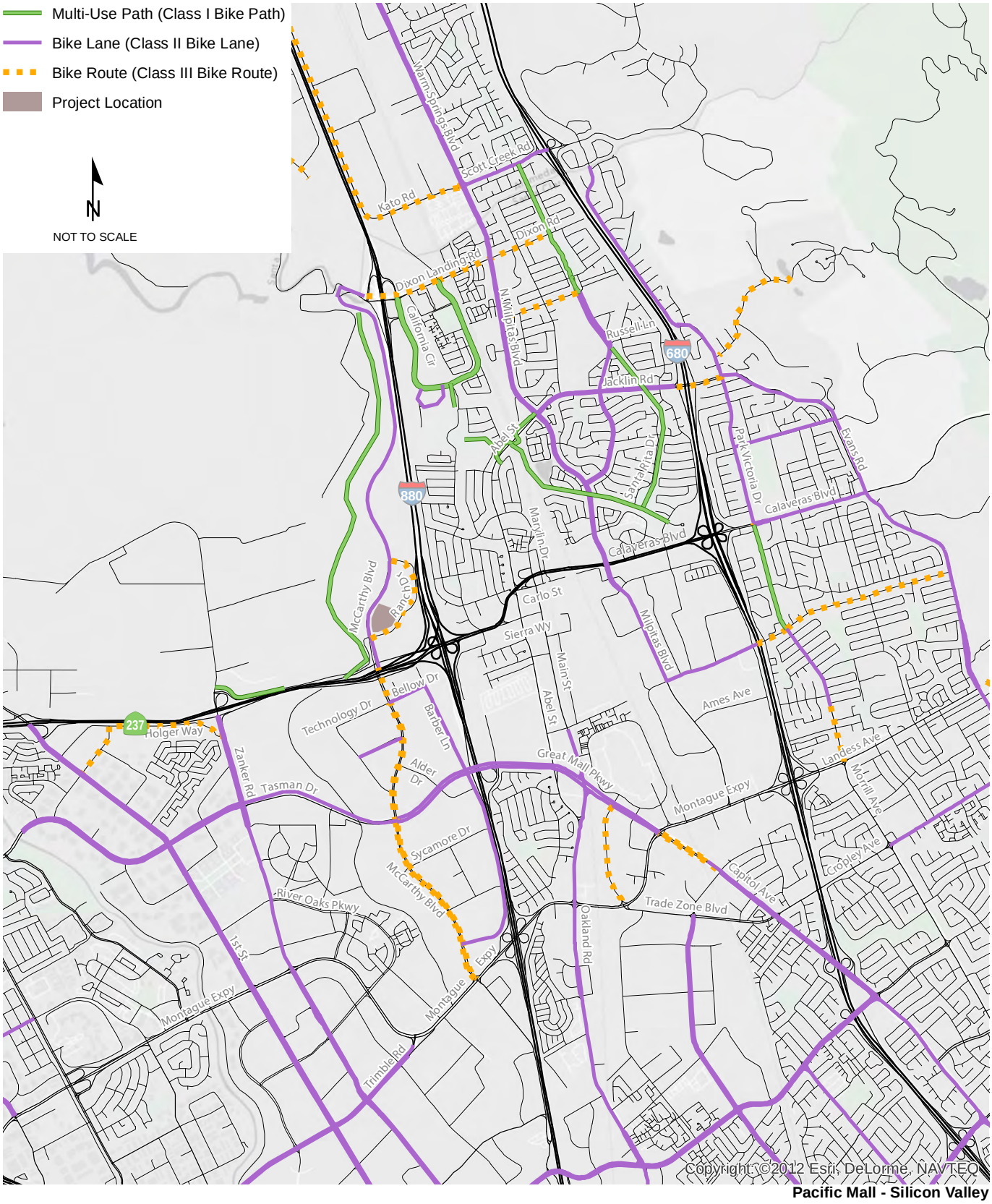
[3] *San Francisco Bay Trail Project*: Gap Analysis Study, September 2005, Association of Bay Area Governments Bay Trail Project.

- *Local Bus 47*: This local route connects Great Mall/Main Transit Center to McCarthy Ranch shopping center with weekday hours of operation from 6:00 am to 9:50pm. The time between consecutive buses (headway) is 30 minutes during the peak commute periods. According to the VTA, the average load factors for Route 47 at the project site are 0.35 during the AM peak (13 passengers per 37-seat bus) and 0.27 during the PM peak (10 passengers per 37-seat bus). The average load factors along other portions of the lines may be higher or lower.
- *ACE Purple Shuttle*: Altamont Commuter Express (ACE) is a passenger rail line that extends to San José with a stop at the Great America Station in Santa Clara. ACE and VTA sponsor free shuttles including the ACE Purple Shuttle that provides service from the Great America Station to west Milpitas via McCarthy Boulevard and Ranch Drive. Headways are between approximately 60 and 75 minutes during commute periods on weekdays only.

Figure 5 shows the existing transit service near the project site.



Pacific Mall - Silicon Valley

Figure 3

Existing Bicycle Facilities

FEHR PEERS

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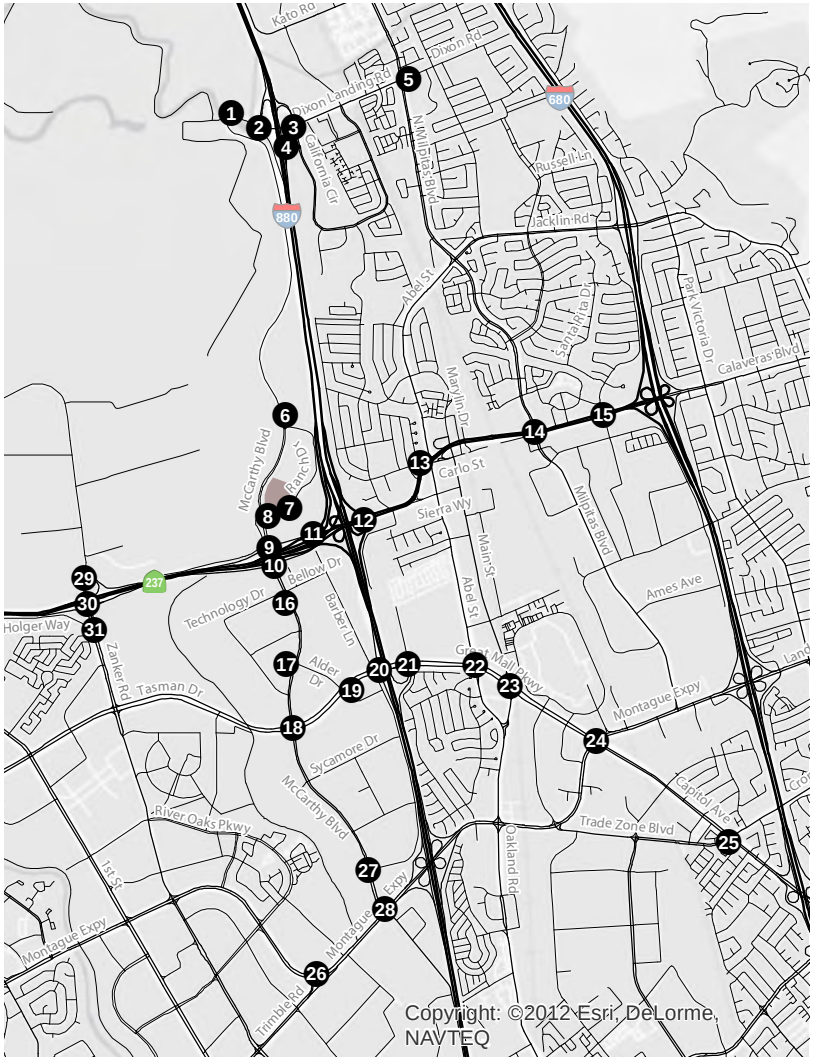

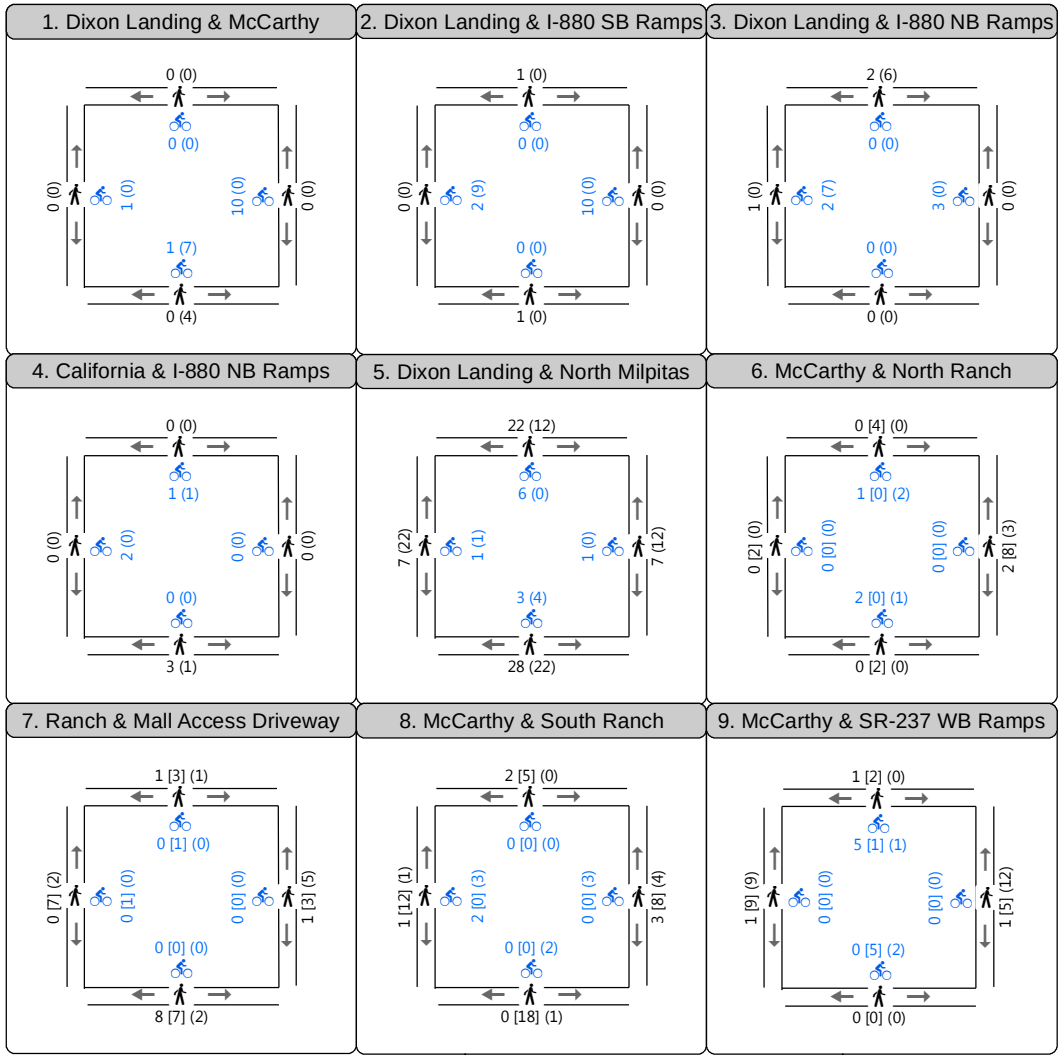

AM [MID] (PM) Peak Hour Bicycle Approach Volume

AM [MID] (PM) Peak Hour Pedestrian Crossing Volume

1 Study Intersection

Figure 4a

Existing Bicycle and Pedestrian Volumes
Intersections 1 - 9 of 31

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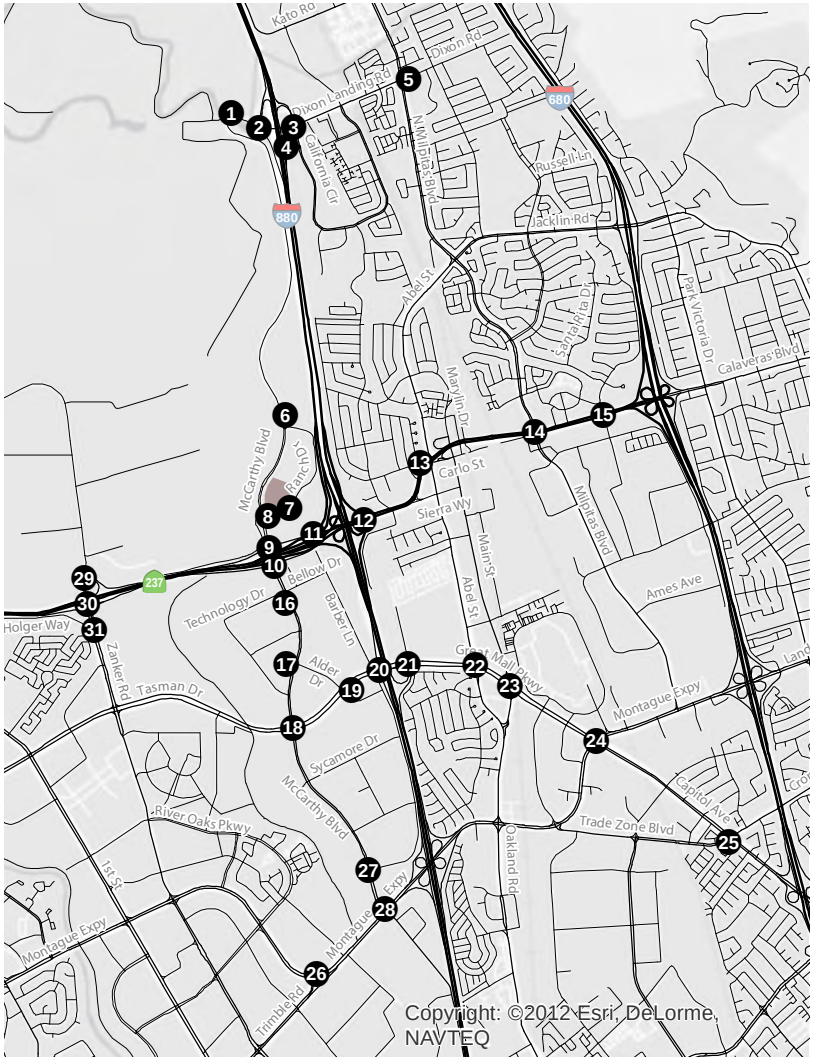

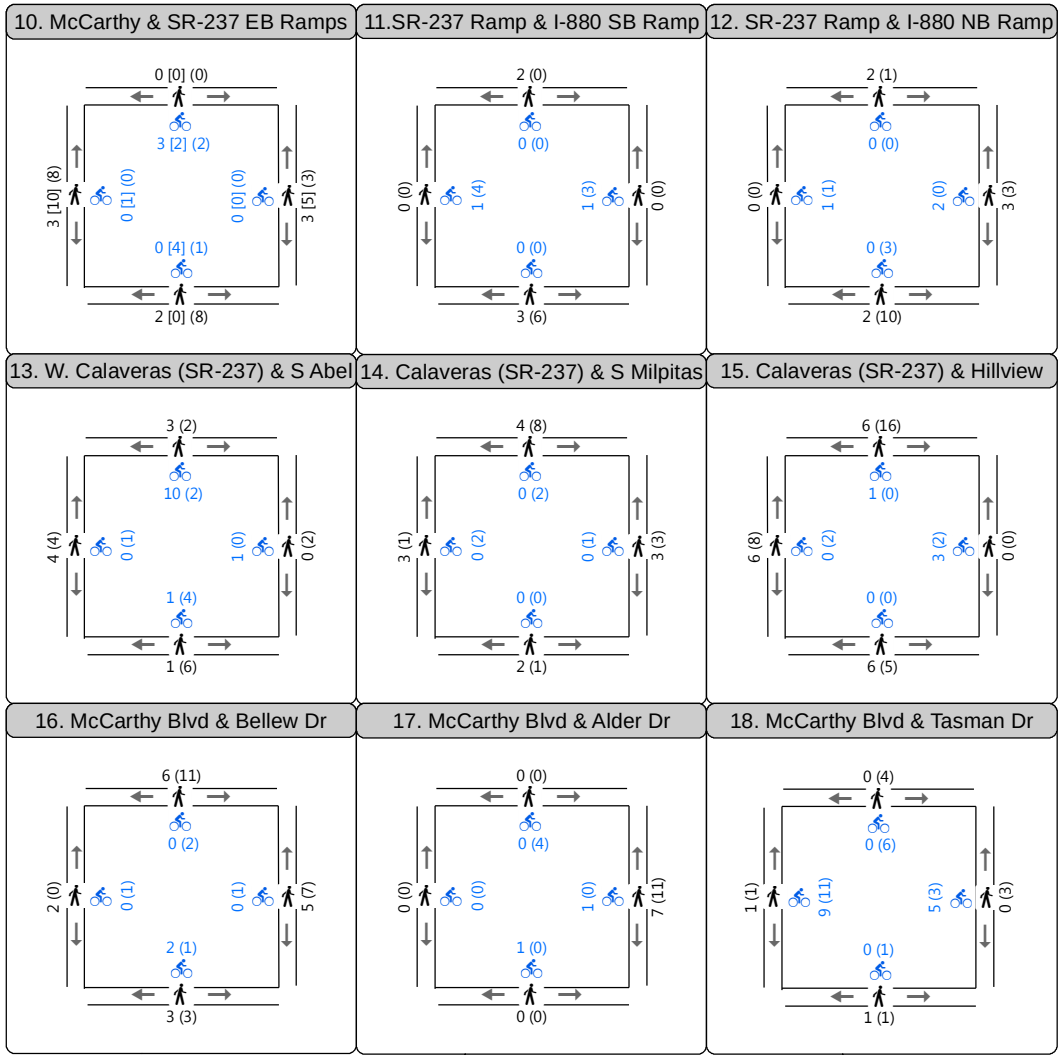

AM [MID] (PM) Peak Hour Bicycle Approach Volume

AM [MID] (PM) Peak Hour Pedestrian Crossing Volume

1 Study Intersection

Figure 4b

Existing Bicycle and Pedestrian Volumes
Intersections 10 - 18 of 31

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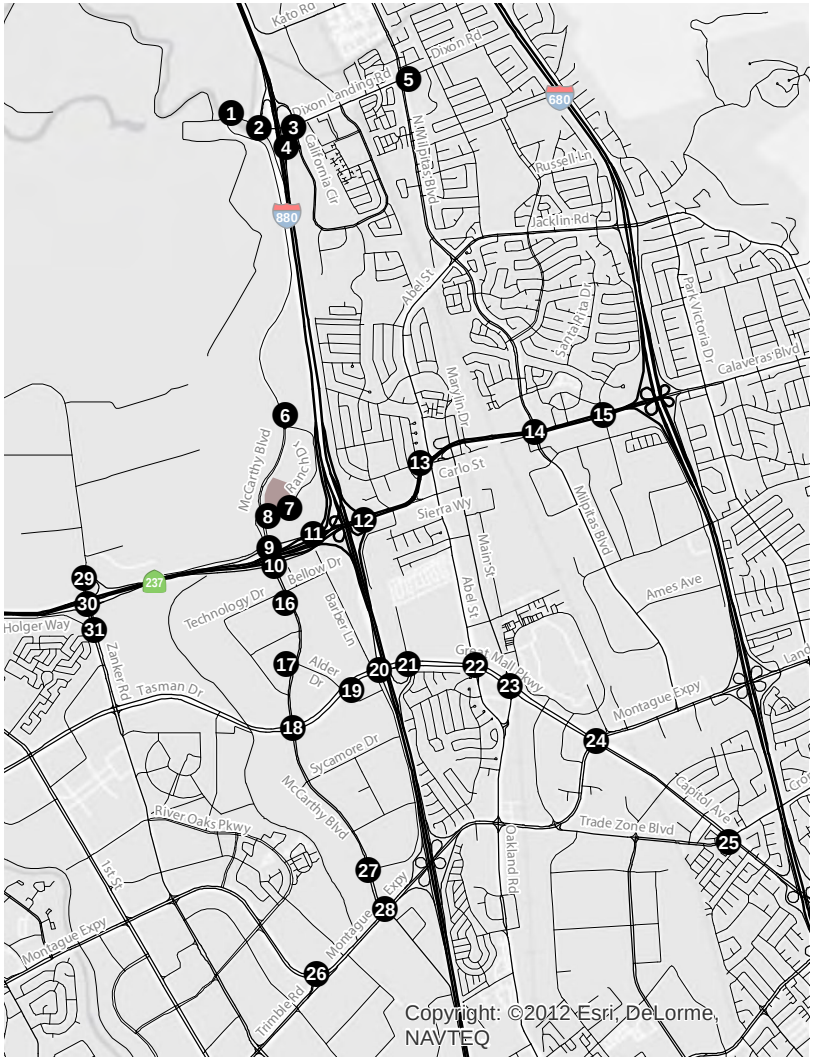

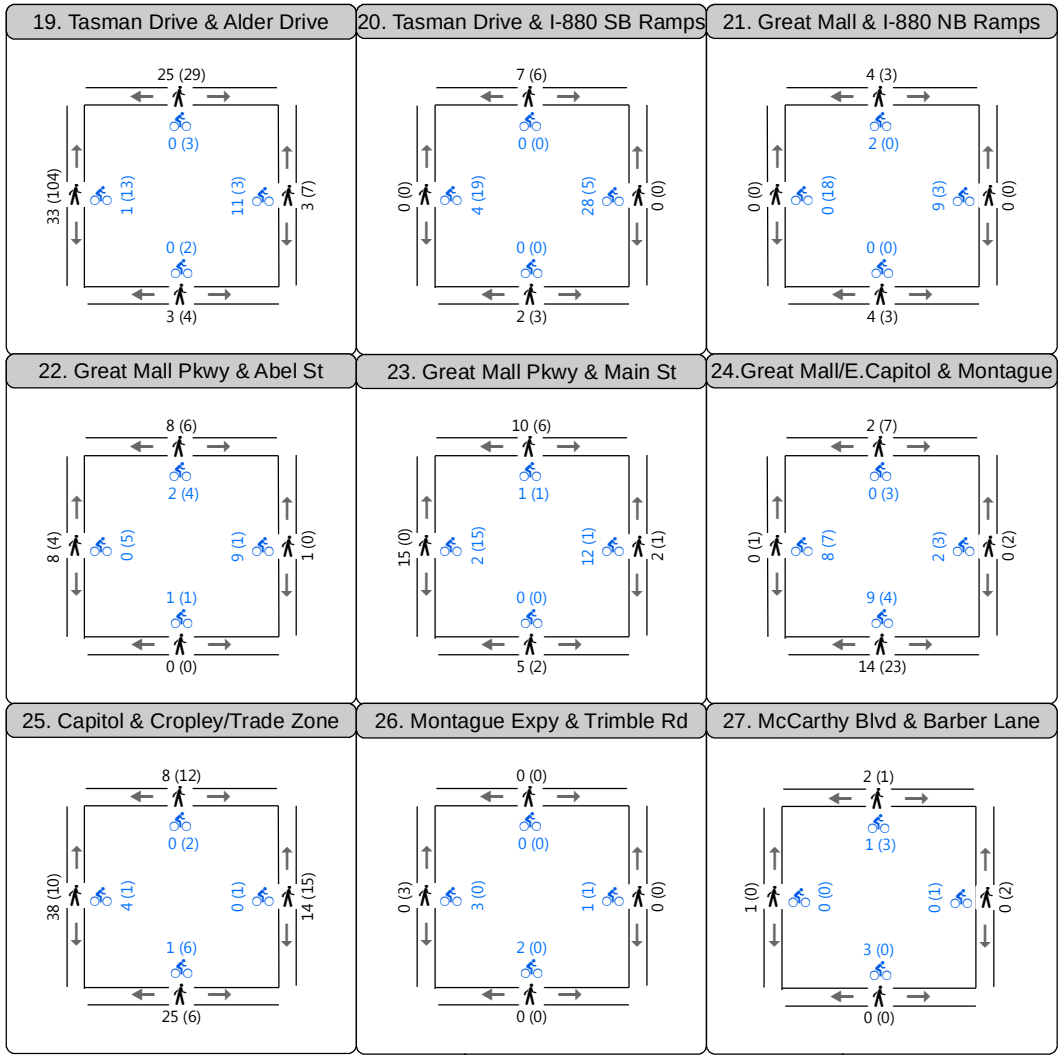

AM [MID] (PM) Peak Hour Bicycle Approach Volume

AM [MID] (PM) Peak Hour Pedestrian Crossing Volume

1 Study Intersection

Figure 4c

Existing Bicycle and Pedestrian Volumes
Intersections 19 - 27 of 31

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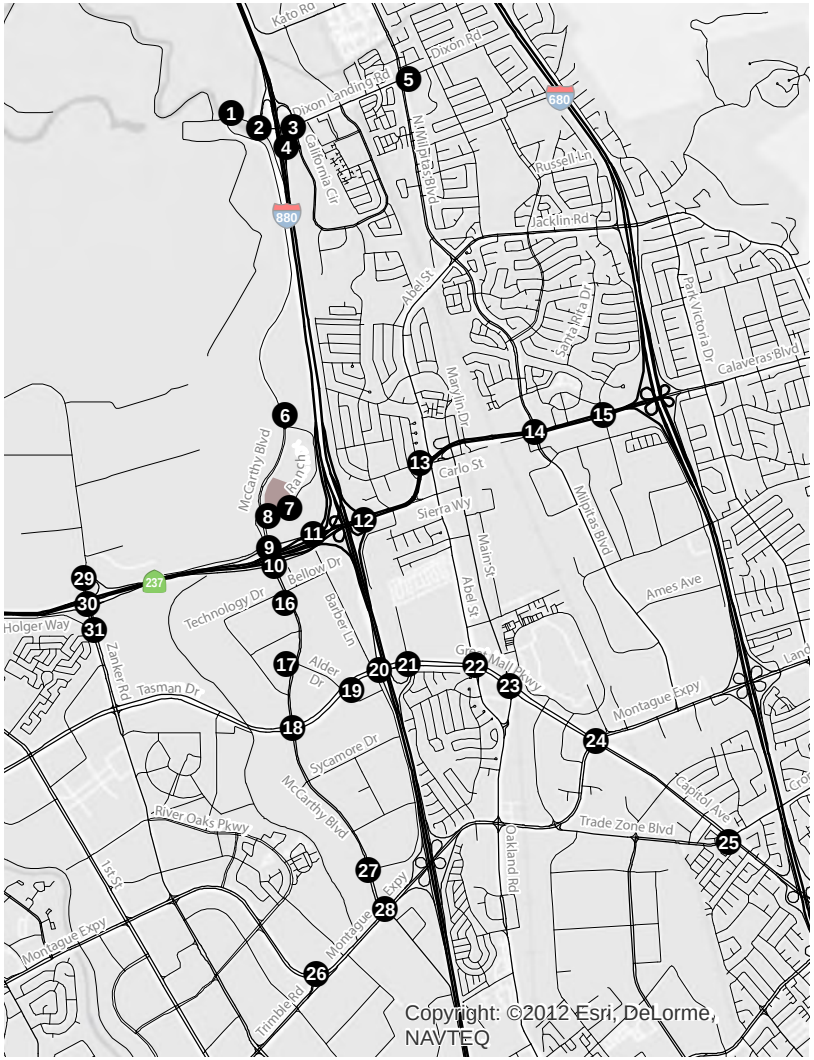

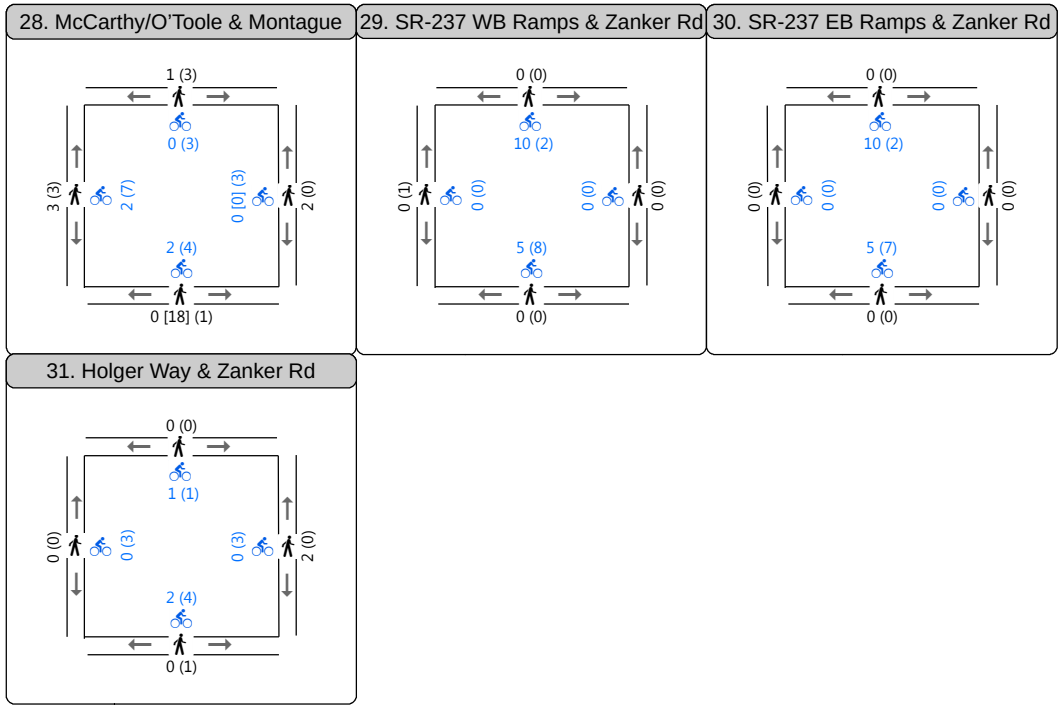

AM [MID] (PM) Peak Hour Bicycle Approach Volume

AM [MID] (PM) Peak Hour Pedestrian Crossing Volume

1 Study Intersection

Figure 4d

Existing Bicycle and Pedestrian Volumes
Intersections 28 - 31of 31

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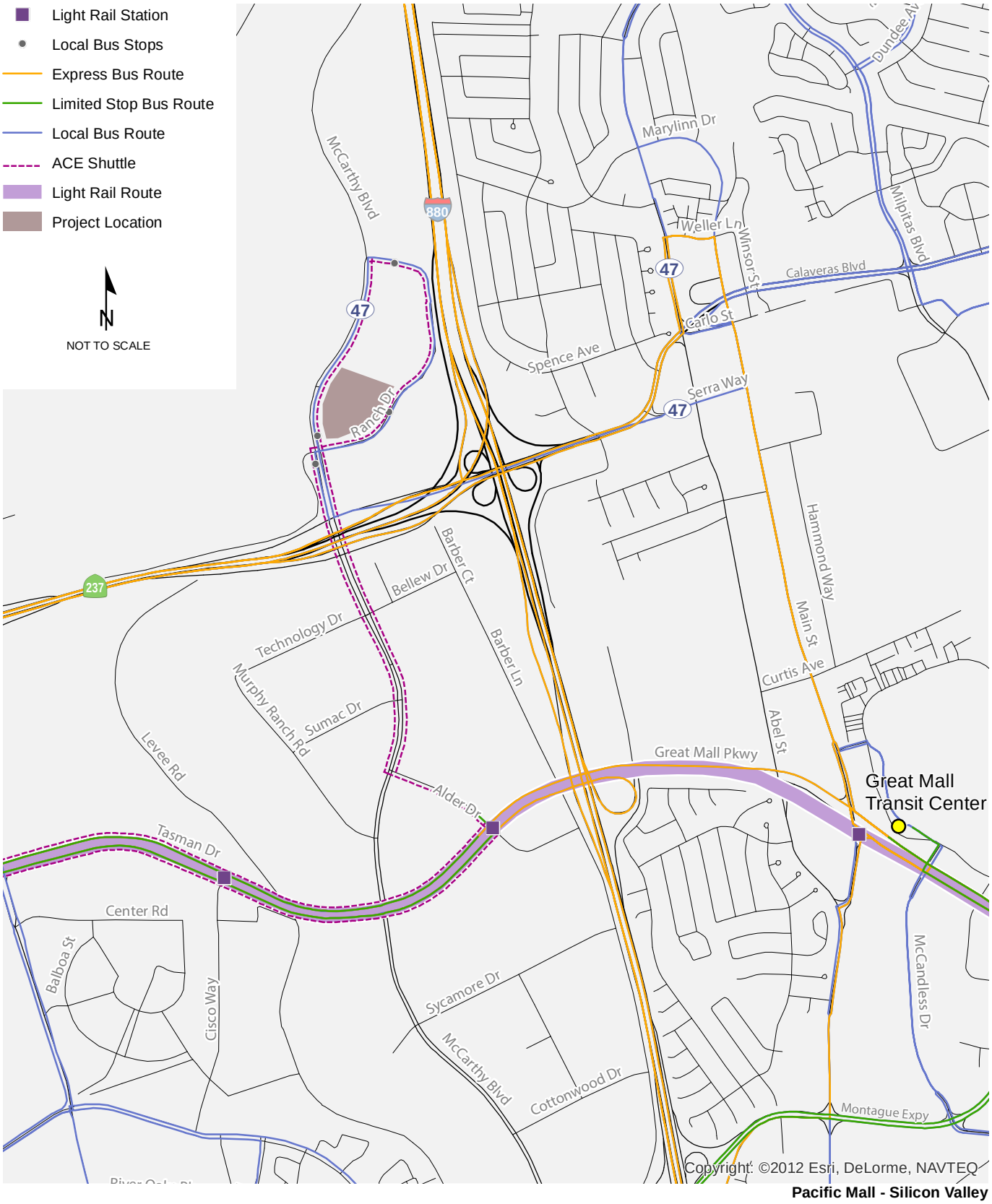

Pacific Mall - Silicon Valley

Figure 5

Existing Transit Service

FEHR PEERS

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EXISTING INTERSECTION VOLUMES AND LANE CONFIGURATIONS

Weekday morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak period intersection turning movement counts were conducted at the study intersections the week of June 4, 2012 on a clear day with area schools in session. In addition to morning and evening peak period counts, weekday midday peak period counts (11:30 AM to 1:30 PM) were obtained at locations immediately adjacent to the project site. For the study intersections, the single hour with the highest traffic volumes during the count period was identified. Existing lane configurations and signal controls were obtained through field observations. The peak hour volumes are presented on **Figure 6** along with the existing lane configuration and traffic control. Detailed traffic count data are contained in **Appendix A**.

EXISTING INTERSECTION LEVELS OF SERVICE

Existing intersection lane configurations, signal timings, and peak hour turning movement volumes were used to calculate the levels of service for the key intersections during each peak hour. The results of the LOS analysis using the TRAFFIX software program for Existing Conditions are presented in **Table 4**. **Appendix B** contains the corresponding LOS calculation sheets.

The results of the LOS calculations indicate that the majority of the study intersections operate at acceptable levels of service according to their designated LOS standard (by jurisdiction). The following two intersections in the City of Milpitas do not operate acceptably during the AM and/or PM peak hour.

- Intersection #5 - Dixon Landing and N. Milpitas Boulevard (AM and PM peak hour)
- Intersection #25 - Capitol Avenue and Cropley Avenue/Trade Zone Boulevard (PM peak hour)

The Dixon Landing and N. Milpitas Boulevard intersection (#5) is operating worse than it has in the past because of the closure of Kato Road associated with the BART expansion project. Drivers accessing office developments between Milpitas Boulevard and I-880 via Kato Road must detour south to Dixon Landing where they turn right and access various office developments via Milmont Drive. Historic roadway counts along Dixon Landing Road confirm the increase in traffic due to the detour. Roadway counts before and after the closure have shown an increase in approximately 500 vehicles during the AM peak hour and 300 vehicles during the PM peak hour. The VTA web-site has a detour plan that illustrates the U-shaped detour around the Kato Road closure. Kato Road is expected to re-open to traffic in early 2013 and operations are expected to improve, well before the proposed project is fully occupied. Operations with

the detour were analyzed under scenarios since counts were conducted with the detour in place and it also represents a worst-case scenario for analysis purposes.

TABLE 4: EXISTING INTERSECTIONS LEVEL OF SERVICE

	Intersection	Peak Hour[1]	Delay[2]	LOS[3]
1	Dixon Landing Road and McCarthy Boulevard	AM PM	11.4 13.1	B+ B
2	Dixon Landing Road and I-880 SB Ramps	AM PM	7.4 6.1	A A
3	Dixon Landing Road and I-880 NB Ramps/California Circle	AM PM	15.0 16.4	B B
4	California Circle and I-880 NB Ramps	AM PM	10.5 16.6	B+ B
5	Dixon Landing Road and N. Milpitas Boulevard[4]	AM PM	**>180** **66.3**	**F** **E**
6	McCarthy Boulevard and N. Ranch Drive	AM MID PM	6.8 13.0 12.7	A B B
7	Ranch Drive and Mall Access Driveway	AM MID PM	15.9 20.4 11.7	B C+ B+
8	McCarthy Boulevard and S. Ranch Drive	AM MID PM	17.7 24.1 30.8	B C C
9	McCarthy Boulevard and SR 237 WB Ramps	AM MID PM	19.3 25.8 16.5	B- C B
10	McCarthy Boulevard and SR 237 EB Ramps	AM MID PM	17.1 27.2 18.1	B C B-
11	SR 237 Ramps and I-880 SB Ramps	AM PM	16.1 11.1	B B+
12	SR 237 Ramps and I-880 NB Ramps	AM PM	18.5 17.3	B- B-
13	W. Calaveras Boulevard and S. Abel Street*	AM PM	42.2 45.5	D D

TABLE 4: EXISTING INTERSECTIONS LEVEL OF SERVICE

Intersection		Peak Hour[1]	Delay[2]	LOS[3]
14	E. Calaveras Boulevard and S. Milpitas Boulevard*	AM PM	48.0 40.5	D D
15	E. Calaveras Boulevard and Hillview Drive	AM PM	27.6 40.3	C D
16	McCarthy Boulevard and Bellew Drive	AM PM	21.7 45.6	C+ D
17	McCarthy Boulevard and Alder Drive	AM PM	13.2 19.3	B B-
18	McCarthy Boulevard and Tasman Drive	AM PM	33.9 35.1	C- D+
19	Tasman Drive and Alder Drive	AM PM	13.4 40.8	B D
20	Tasman Drive and I-880 SB Ramps	AM PM	19.6 17.4	B- B
21	Great Mall Parkway and I-880 NB Ramps	AM PM	29.0 28.8	C C
22	Great Mall Parkway and Abel Street	AM PM	40.1 29.8	D C
23	Great Mall Parkway and Main Street	AM PM	24.8 32.5	C C-
24	Great Mall Parkway/-E. Capitol Avenue and Montague Expressway*	AM PM	45.5 49.6	D D
25	Capitol Avenue and Cropley Avenue/Trade Zone Boulevard	AM PM	31.8 **59.3**	C **E+**
26	Montague Expressway and Trimble Road*	AM PM	24.5 41.3	C D
27	McCarthy Boulevard and Barber Lane	AM PM	16.7 31.4	B C
28	McCarthy Boulevard/O-Toole Avenue and Montague Expressway*	AM PM	33.0 58.9	C- E+
29	SR 237 WB Ramps and Zanker Road	AM PM	10.2 10.2	B+ B+

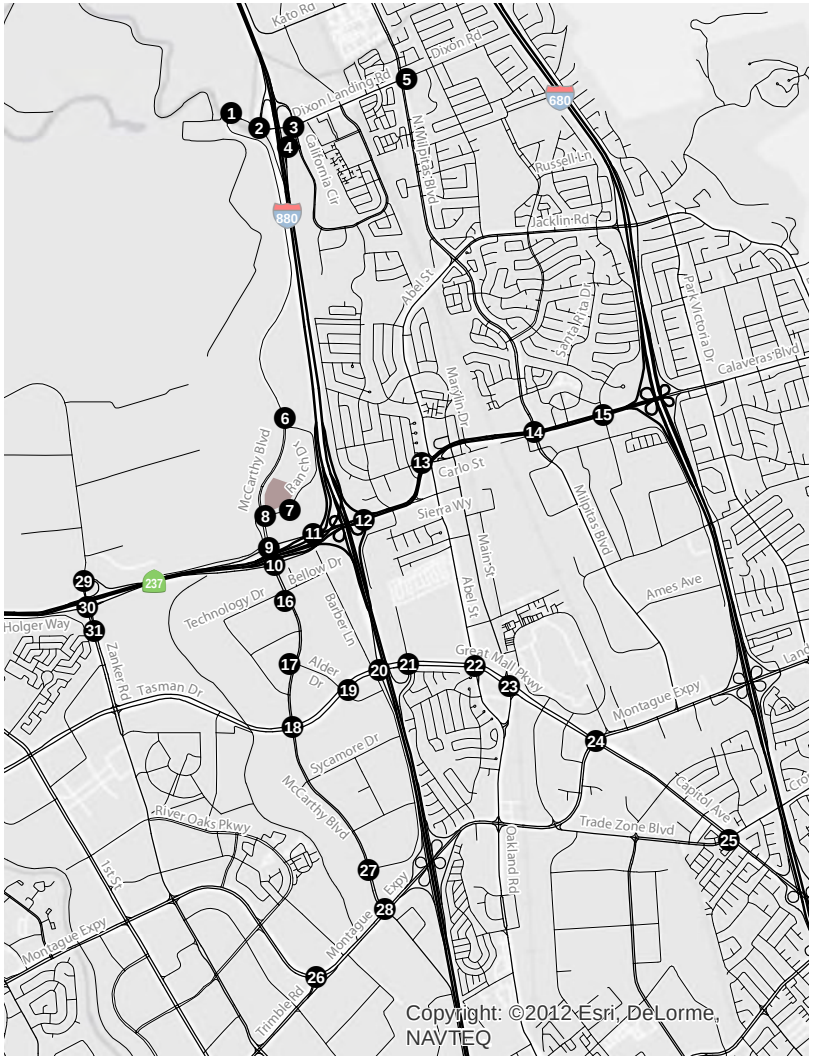
TABLE 4: EXISTING INTERSECTIONS LEVEL OF SERVICE

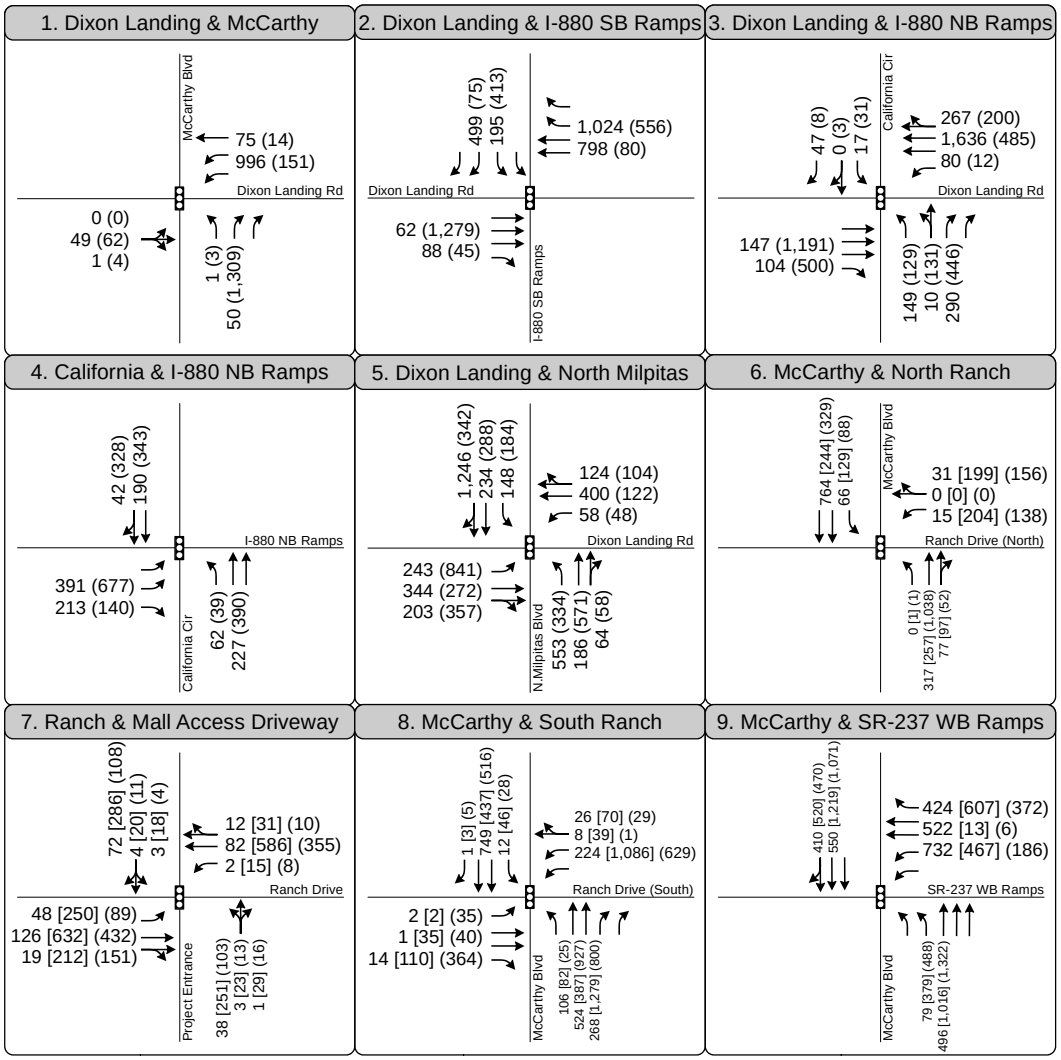
Intersection		Peak Hour[1]	Delay[2]	LOS[3]
30	SR 237 EB Ramps and Zanker Road	AM PM	14.5 11.0	B B+
31	Holger Way and Zanker Road	AM PM	20.0 23.0	B- C+

Notes:

1. AM = morning peak hour, MID = midday peak hour, PM = evening peak hour
2. Whole intersection weighted average control delay expressed in second per vehicle for signalized intersections. Signalized intersections include adjusted saturation flow rates to reflect Santa Clara County conditions per VTA guidelines.
3. LOS = Level of Service. LOS calculations conducted using the TRAFFIX level of service analysis software package, which applies the method described in the 2000 Highway Capacity Manual.
4. Dixon Landing and N. Milpitas Boulevard has historically operated better but due to Kato Road closure it is temporarily operating worse.
5. Vehicle, bicycle and pedestrian volumes collected in June 2012.

Bold text indicates deficient intersection operations.
* Denotes Congestion Management Program (CMP) intersection.
Source: Fehr & Peers, October 2012.





Turn Lane

AM [MID] (PM) Peak Hour Traffic Volume

Study Intersection

Signalized Intersection

Figure 6a

Existing Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes
Intersections 1 - 9 of 31

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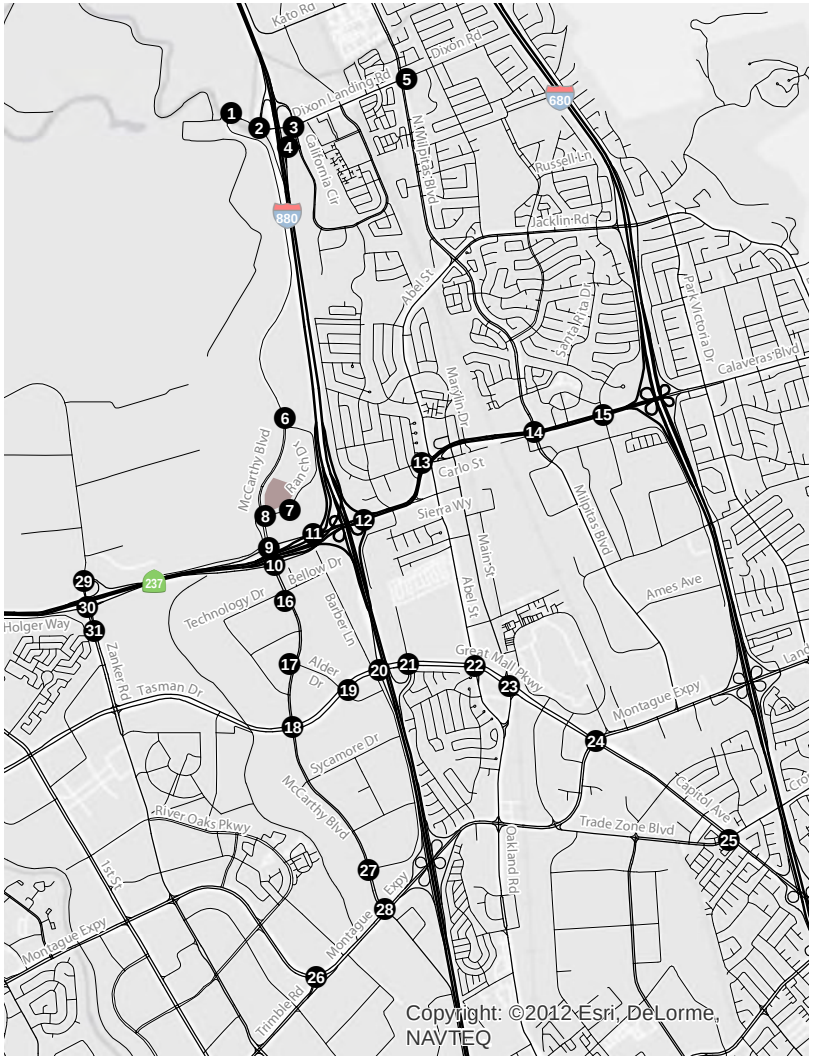

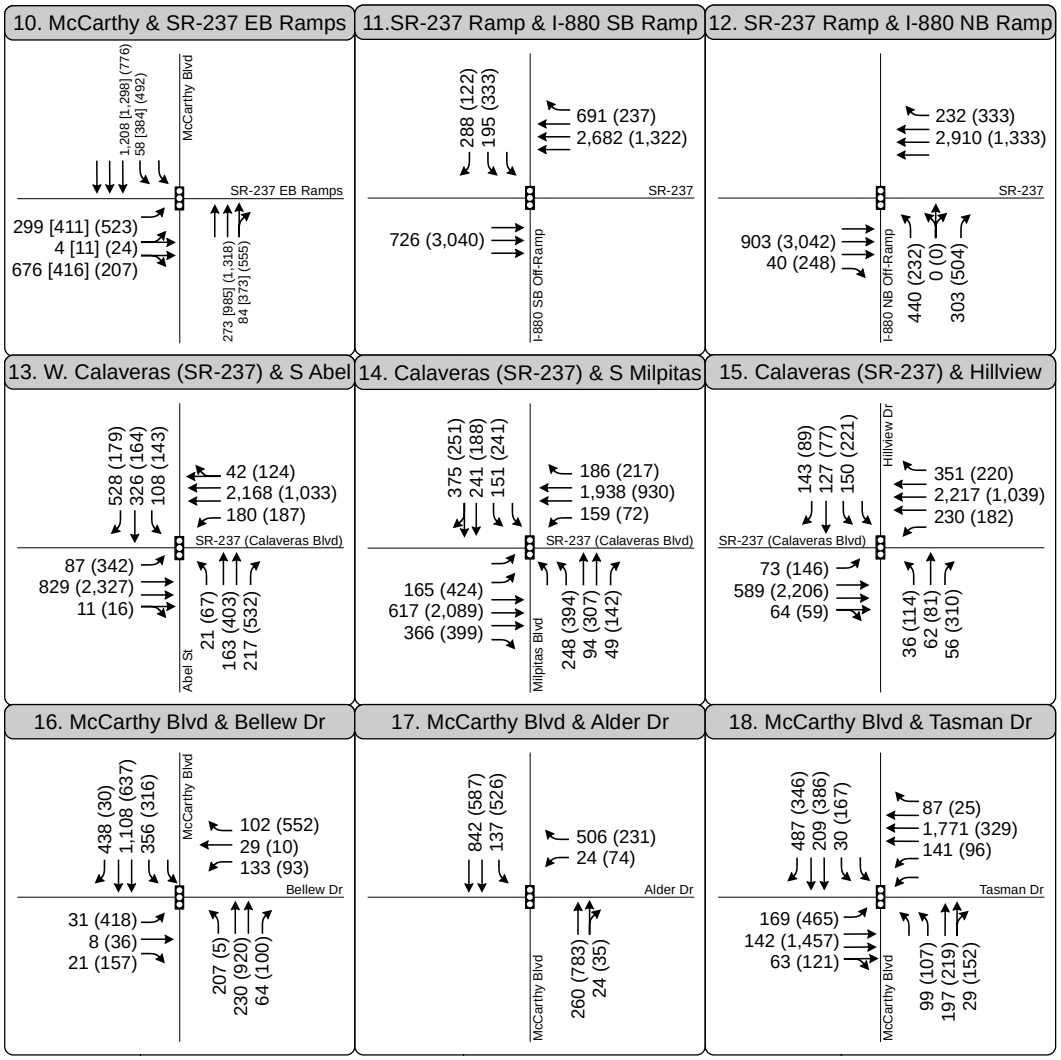

Turn Lane

AM [MID] (PM) Peak Hour Traffic Volume

Study Intersection

Signalized Intersection

Figure 6b

Existing Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes
Intersections 10 - 18 of 31

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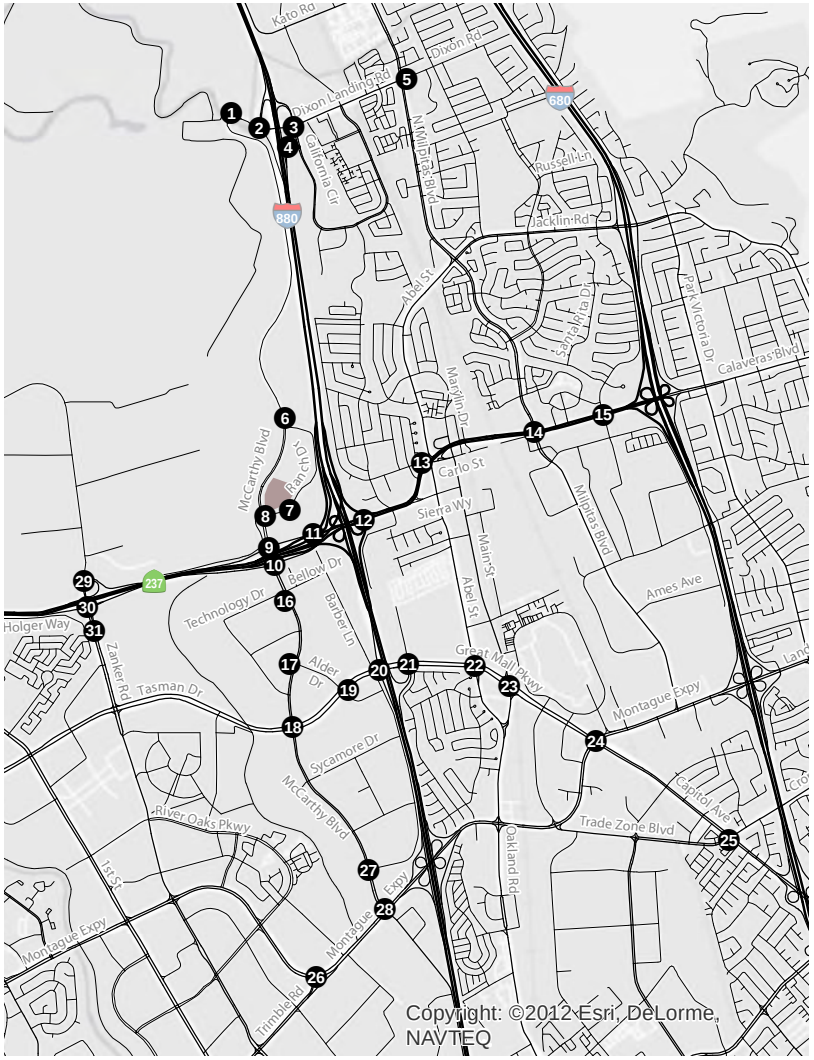

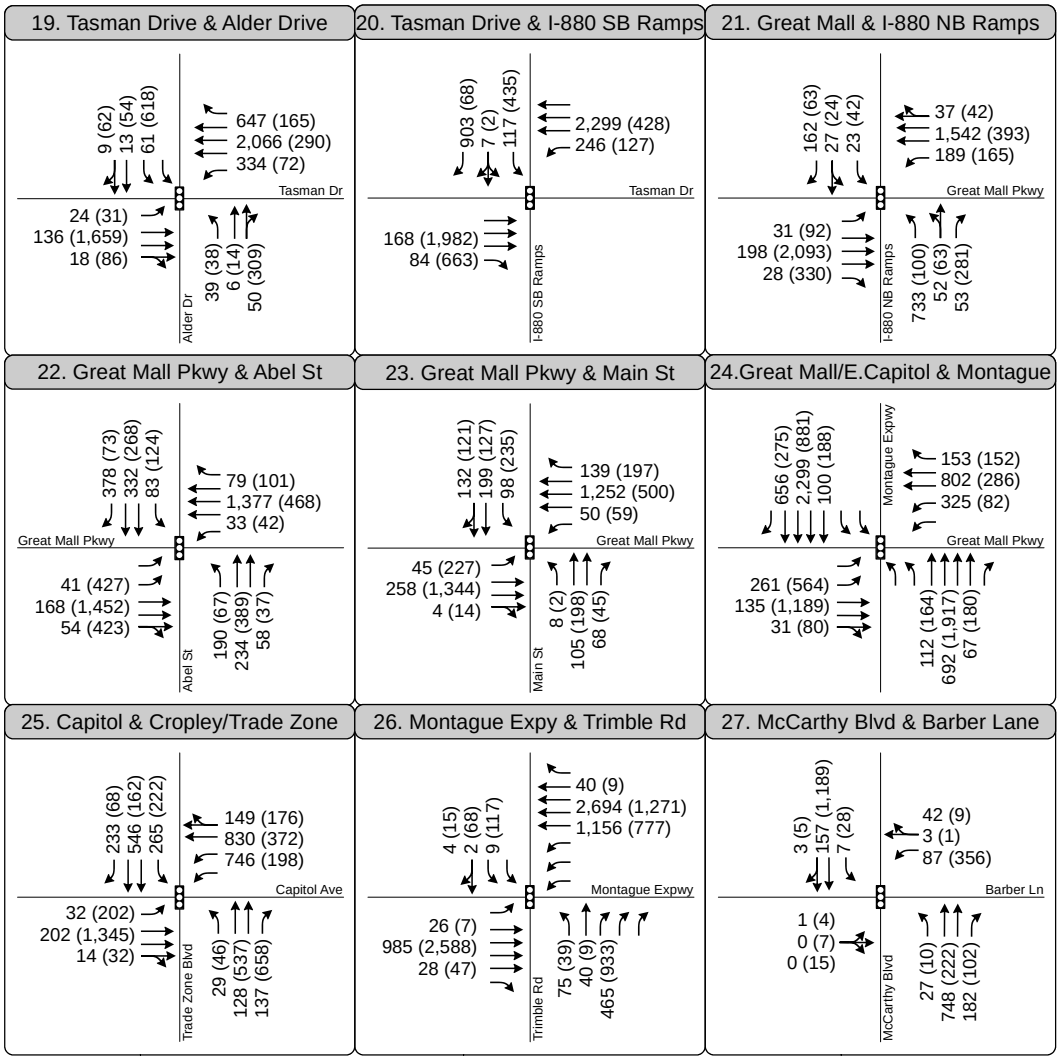

Turn Lane

AM [MID] (PM) Peak Hour Traffic Volume

1 Study Intersection

Signalized Intersection

Figure 6c

Existing Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes
Intersections 19 - 27 of 31

FEHR PEERS

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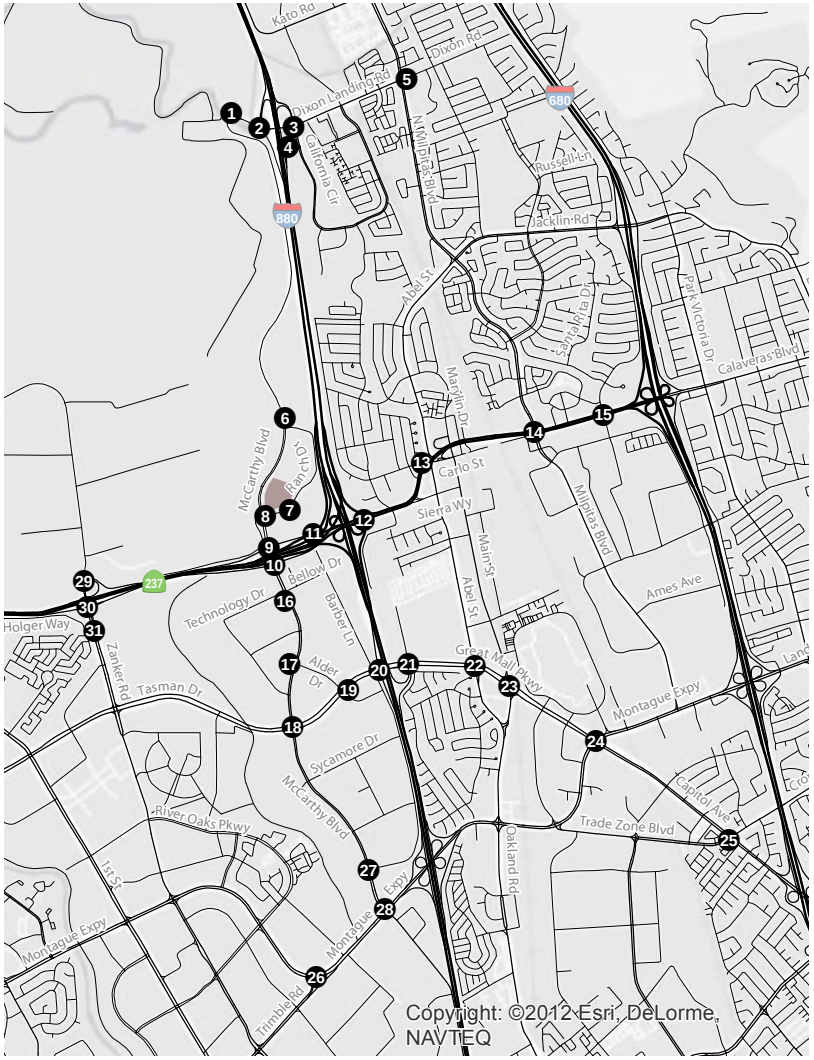

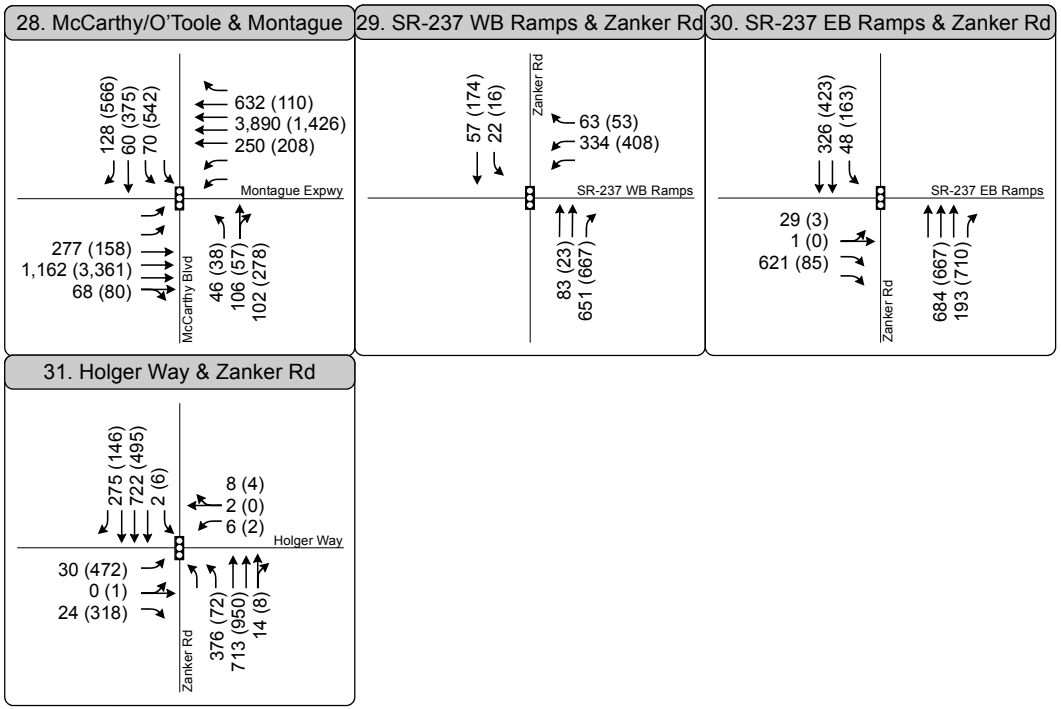

↱	Turn Lane
AM [MID] (PM)	Peak Hour Traffic Volume
❶	Study Intersection
▯	Signalized Intersection

Figure 6d

Existing Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes
Intersections 28 - 31 of 31

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FEHR PEERS

EXISTING FREEWAY SEGMENT LEVELS OF SERVICE

Freeway segment densities reported in VTA's *2011 Monitoring and Conformance Report* (June, 2012) were used to calculate the levels of service for the freeway segments in the study area during the AM and PM peak hours. **Table** 5 contains the existing freeway segment levels of service for the mixed-flow and HOV lanes. For mixed-flow lanes, freeway segment capacities are defined as 2,200 vehicles per hour per lane (vphpl) for four-lane freeway segments and 2,300 vphpl for six-lane freeway segments. HOV lane capacities are defined as 1,650 vphpl.

The morning and evening peak hour freeway segment level of service calculations were evaluated following VTA guidelines to satisfy the Congestion Management Program analysis method. The freeway analysis is consistent with the Caltrans *2008 State Highway Congestion Monitoring Program* (HICOMP): *Annual Data Compilation* (Caltrans, September 2009).

TABLE 5: EXISTING FREEWAY SEGMENT LEVEL OF SERVICE

Freeway Segment	Peak Hour[1]	Lanes		Density[2]		LOS[3]	
		Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 237 – Eastbound							
North First Street and Zanker Road	AM PM	2 2	1 1	42 **62**	15 27	D **F**	B D
Zanker Road and McCarthy Boulevard	AM PM	2 2	1 1	29 47	7 23	D E	A C
McCarthy Boulevard and I-880	AM PM	2 2	N/A	10 **86**	N/A	A **F**	N/A
State Route 237 – Westbound							
I-880 and McCarthy Boulevard	AM PM	3 3	N/A	**122** 16	N/A	**F** B	N/A
McCarthy Boulevard and Zanker Road	AM PM	2 2	1 1	**93** 45	**73** 13	**F** E	**F** B
Zanker Road and North First Street	AM PM	2 2	1 1	58 **61**	40 14	E **F**	D B
Interstate 680 – Northbound							
Berryessa Road and Hostetter Road	AM PM	4 4	N/A	32 23	N/A	D C	N/A

TABLE 5: EXISTING FREEWAY SEGMENT LEVEL OF SERVICE

Freeway Segment	Peak Hour[1]	Lanes		Density[2]		LOS[3]	
		Mixed	HOV	Mixed	HOV	Mixed	HOV
Hostetter Road and Capitol Avenue	AM PM	4 4	N/A	30 18	N/A	D B	N/A
Capitol Avenue and Montague Expressway	AM PM	4 4	N/A	41 19	N/A	D C	N/A
Montague Expressway and Yosemite Drive	AM PM	4 4	N/A	26 24	N/A	C C	N/A
Yosemite Drive and SR-237	AM PM	4 4	N/A	22 22	N/A	C C	N/A
SR-237 and Jacklin Road	AM PM	3 3	N/A	28 24	N/A	D C	N/A
Jacklin Road and Scott Creek Road	AM PM	3 3	N/A	39 28	N/A	D D	N/A
Interstate 680 – Southbound							
Scott Creek Road and Jacklin Road	AM PM	3 3	1 1	26 25	12 3	C C	B A
Jacklin Road and SR-237	AM PM	3 3	1 1	26 33	9 4	C D	B A
SR-237 and Yosemite Drive	AM PM	4 4	N/A	30 21	N/A	D C	N/A
Yosemite Drive and Montague Expressway	AM PM	4 4	N/A	39 53	N/A	D E	N/A
Montague Expressway and Capitol Avenue	AM PM	4 4	N/A	18 **67**	N/A	B **F**	N/A
Capitol Avenue and Hostetter Road	AM PM	4 4	N/A	24 **107**	N/A	C **F**	N/A
Hostetter Road and Berryessa Road	AM PM	4 4	N/A	18 **84**	N/A	B **F**	N/A
Interstate 880 – Northbound							
E. Brokaw Road and Montague Expressway	AM PM	3 3	N/A	30 36	N/A	D D	N/A
Montague Expressway and Great Mall Parkway	AM PM	3 3	N/A	27 **65**	N/A	D **F**	N/A

TABLE 5: EXISTING FREEWAY SEGMENT LEVEL OF SERVICE

Freeway Segment	Peak Hour[1]	Lanes		Density[2]		LOS[3]	
		Mixed	HOV	Mixed	HOV	Mixed	HOV
Great Mall Parkway and SR-237	AM PM	3 3	N/A	24 36	N/A	C D	N/A
SR-237 and Dixon Landing Road	AM PM	5 5	1 1	22 38	18 24	C D	B C
Dixon Landing Road and Mission Boulevard[4]	AM PM	5 5	1 1	N/A	N/A	N/A	N/A
Interstate 880 – Southbound							
Mission Boulevard and Dixon Landing Road[4]	AM PM	3 3	1 1	N/A	N/A	N/A	N/A
Dixon Landing Road and SR-237	AM PM	5 5	1 1	48 24	38 17	E C	D B
SR-237 and Great Mall Parkway	AM PM	3 3	N/A	**74** **81**	N/A	**F** **F**	N/A
Great Mall Parkway and Montague Expressway	AM PM	3 3	N/A	41 **75**	N/A	D **F**	N/A
Montague Expressway and East Brokaw Road	AM PM	3 3	N/A	30 **79**	N/A	D **F**	N/A

Notes:
1. AM = morning peak hour, PM = evening peak hour.
2. Measured in passenger cars per mile per lane. Mixed = Mix-Flow; HOV = High-Occupancy Vehicle.
3. Level of service based on density.
4. Not included in the most recent VTA Monitoring and Conformance Report. Reviewed the Alameda CTC *2011 Performance Report* (September 2012) and average freeway speeds in the morning commute were 56.7 mph for the referenced segment (southbound). The average afternoon commute speed was 52.1 mph northbound and 64.1 mph southbound.

N/A = not applicable. Freeway segment does not have HOV lanes.
Bold text indicates unacceptable operations by jurisdiction level of service standard (LOS F for CMP-designated facilities).
Source: *2011 Monitoring & Conformance Report*, VTA, June 2012; Fehr and Peers, October 2012.

The following Mixed-Flow freeway segments exceed VTA's LOS E standard during the specified peak hour:

- SR 237 Eastbound Mixed-Flow Lanes
  - N. First Street and Zanker Road (PM Peak Hour)
  - McCarthy Boulevard and I-880 (PM Peak Hour)
- SR 237 Westbound Mixed-Flow Lanes
  - McCarthy Boulevard and I-880 (AM Peak Hour)
  - Zanker Road and McCarthy Boulevard (AM Peak Hour)
  - N. First Street and Zanker Road (PM Peak Hour)

- I-680 Southbound Mixed-Flow Lanes
    - Berryessa Road to Capital Expressway (3 segments) (PM Peak Hour)
- I-880 Northbound Mixed-Flow Lanes
    - Montague Expressway and Great Mall Parkway (PM Peak Hour)
    - SR 237 and Dixon Landing Road (PM Peak Hour)
- I-880 Southbound Mixed-Flow Lanes
    - SR 237 and Dixon Landing Road (AM Peak Hour)
    - Great Mall Parkway and SR 237(AM and PM Peak Hour)
    - Montague Expressway and Great Mall Parkway (PM Peak Hour)
    - E. Brokaw Road and Montague Expressway (PM Peak Hour)

The following HOV lane freeway segment exceeds VTA's LOS E standard during the specified peak hour:

- SR 237 between Zanker Road and McCarthy Boulevard (Westbound, AM Peak Hour)

FIELD OBSERVATIONS

Field observations at the project site and at study area locations were conducted the week of May 28 and June 4, 2012 while counts were being conducted to verify the calculated LOS operations and observe overall transportation characteristics. In general, observations indicated that most of the study intersections are operating at or near the calculated levels of service. Specific descriptions for unique findings are listed below.

The intersection of Dixon Landing Road and North Milpitas Boulevard (#5) operates at LOS E or worse during the AM and PM peak hours. Refer to **Figure 6a** for existing traffic conditions. Specifically, the AM

southbound right queue spills back to Wilson Way, nearly 500 feet north of the intersection. This location has historically operated better but operations are temporarily worse due to a nearby road closure. This is due in part to the closure of Kato Road associated with the BART expansion project. Drivers accessing office developments between Milpitas Boulevard and I-880 via Kato Road must detour south to Dixon Landing where they turn right and access various office developments via Milmont Drive. Historic roadway counts along Dixon Landing Road confirm the increase in traffic due to the detour. Roadway counts before and after the closure have shown an increase in approximately 500 vehicles during the AM peak hour and 300 vehicles during the PM peak hour. The VTA web-site has a detour plan that illustrates the U-shaped detour around the Kato Road closure. Kato Road is expected to re-open to traffic in early 2013.

In addition to the southbound right at Dixon Landing Road, the remaining permitted turning movements were unable to clear all queued traffic. Typically, through volumes queued back and restricted drivers from entering the turning movement storage bays requiring multiple cycles to clear.

During the AM peak period, the peak direction of traffic flow along Calaveras Boulevard is westbound. Queues were observed extending from the I-880 ramps, eastward past Abel Street. In general, the westbound traffic lanes along Calaveras Boulevard were congested to I-680. The high volume limits the ability of vehicles along cross streets to turn right on red, including the I-880 southbound off-ramp. During the PM peak hour, eastbound traffic on Calaveras Boulevard was congested between the I-880 northbound off ramp and I-680. The high traffic volume limited the ability of vehicles on the I-880 northbound off-ramp to turn right on red, resulting in lengthy ramp queues. In addition to Calaveras Boulevard, similar traffic patterns were observed along Great Mall Parkway and Montague Expressway.

The VTA light rail extends at-grade along Tasman Drive through the intersections of McCarthy Boulevard, Alder Drive, and the I-880 ramps. The light rail line is grade-separated along Great Mall Parkway east of these intersections. Along the streets with at-grade tracks, pre-emptive phasing is included at signals, which means that the presence of light-rail vehicles will interrupt cycles and provide additional green time for eastbound and westbound through movements. This reduces green time for cross streets, but east-west traffic will continue to flow when the train is crossing the intersections. The AM and PM cycle lengths obtained during the observations captured operations of the intersections while the rail line was in operation.

Near the project site, the queue of westbound left-turning vehicles at the McCarthy Boulevard and Ranch Drive (south) intersection extended beyond the storage bay during the midday peak hour. At times, the queue was observed extending back to the upstream signalized intersection (Intersection #7). In addition, this queue limited drivers attempting to make a southbound left out at the unsignalized driveway between the two signals along Ranch Drive. However, all queued vehicles generally cleared the intersection during each cycle. During the PM peak hour, queuing for the westbound left turn was minimal.

3. EXISTING WITH PROJECT CONDITIONS

This chapter presents the impacts of the proposed project on the surrounding roadway system. First, the method used to estimate the amount of traffic generated by proposed development is described. Then, the results of the level of service calculations for Existing with Project Conditions are presented. Existing with Project Conditions are defined as Existing Conditions plus traffic generated by the proposed project. Impacts under this scenario are then identified by comparing the level of service results under Existing with Project Conditions to those under Existing Conditions. Pedestrian, bicycle, and transit impacts are also addressed in this chapter.

PROJECT TRAFFIC VOLUMES

The amount of traffic added to the roadway system by the proposed project is estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. The first step estimates the amount of traffic added to the roadway network. The second step estimates the directions of travel to and from the project site. The new trips are assigned to specific street segments and intersection turning movements during the third step. The results of the process are described in the following sections.

TRIP GENERATION

The purpose of the vehicular trip generation estimate is to determine the number of new vehicle trips entering and exiting the site for various purposes (ex. employee trips, customer trips) during a selected time period. The proposed project will remove the current retail facilities on the project site, (approximately 140,000 square feet), and replace them with approximately 292,000 square feet of retail space, as well as an approximately 250-room hotel.

AM and PM Peak Hour

The amount of AM and PM peak hour traffic was estimated using information for Shopping Center (code 820) developments published in Institute of Transportation Engineers' (ITE) *Trip Generation* (8th Edition, 2008). The trip generation estimates for this proposed project were developed by applying trip generation equations to the existing size and the proposed size of the retail square footage.

Midday Peak Hour

The amount of traffic generated by the proposed project was also estimated for a weekday midday peak hour. The *Trip Generation* manual does not contain midday rates for retail establishments. As such, the

midday rates were based on the midday intersection count data obtained at locations near the project site. Since the project is similar to existing uses of the McCarthy Ranch Shopping Center, the proportion of midday to PM peak traffic was used to derive the midday trip rates. In addition to reviewing the count data, driveway surveys were obtained at several retail locations in Milpitas and San José to determine the relationship between the midday and evening peak hours. However, of the overall amount of gross leasable commercial space, these locations had high proportions of restaurants (50 to 60 percent restaurant) compared to the proposed project (approximately 15 percent devoted to food court/restaurants). Thus, the local on-street Ranch Drive proportions of midday to evening peak hour were ultimately used for this analysis. The survey data provided the hotel ratio for midday to PM trip rates. The corresponding survey data can be found in **Appendix C**.

Trip Reductions

In addition to primary trips to and from the proposed project, retail trip generation also accounts for pass-by trips and diverted-link trips. Pass-by trips are trips to the site made by vehicles already traveling by the site on the adjacent street (i.e., these vehicles make an interim stop between their primary origin and destination). Diverted link trips are trips made by vehicles that make a detour to access the project site. For this study, diverted link trips consist of trips made by vehicles already traveling on I-880 and SR 237. Pass-by and diverted-link trips are included in the analysis of traffic that enters and exits the project site, but are not considered "new" trips added to the overall street system by the project. As presented in **Table 6**, a 10 to 20 percent pass-by reduction was applied to the net new retail space depending on the analysis time period. Similarly, depending on the time period, a 5 to 10 percent reduction for diverted-link trips was applied to the retail use. These pass-by and diverted-link trip reductions are in accordance with the VTA guidelines (*Transportation Impact Analysis Guidelines*, March 2009), *Trip Generation Handbook* (2nd Edition) by the Institute of Transportation Engineers (2004) and consultation with City staff. The combined reductions for pass-by and diverted trips were capped at 30 percent, and resulted in a total reduction of 15 to 246 peak hour trips.

A 10 percent mixed-use reduction between hotel and retail land uses was also applied to reflect the internalization of vehicle trips due to the complementary land uses. These trips would instead be made by patrons walking between each facility.

The trip generation results are presented in **Table 6**. The proposed project is estimated to generate 5,649 net new daily vehicle trips, 199 net new AM peak hour trips (124 inbound trips and 75 outbound trips), 651 net new midday peak hour trips (309 inbound trips and 342 outbound trips), and 473 net new PM peak hour trips (237 incoming trips and 236 outbound trips).

TRIP DISTRIBUTION

Trip distribution is defined as the directions of approach and departure that vehicles would use to arrive at and depart from the site. The trip distribution pattern was estimated based on the locations of complementary land uses, existing travel patterns, and the proposed site access. The general directions of approach and departure assumed for this study are illustrated in **Figure 7**.

TRIP ASSIGNMENT

The project trips were assigned to the roadway system based on the directions of approach and departure discussed above. **Figure 8** shows the net new project trips assigned to each turning movement by intersection. The project trip assignment was added to the existing volumes to represent Existing with Project Conditions as shown on **Figure 9**.

TABLE 6: PROJECT TRIP GENERATION RATES AND ESTIMATES

Land Use	Units (KSF)	Weekday Daily		AM Peak Hour				Midday Peak Hour				PM Peak Hour			
		Rate[1]	Total[2]	Rate[1]	In	Out	Total[2]	Rate[1]	In	Out	Total[2]	Rate[1]	In	Out	Total[2]
Retail															
Existing Retail (A)	140	60.41	8,440	1.35	115	73	188	9.23	606	684	1,290	5.70	390	406	796
Proposed Retail (B)	292	46.68	13,620	1.12	177	113	290	6.76	993	1,119	2,112	4.17	639	665	1,304
New Retail Trips (C) = (B - A)			*5,180*		*62*	*40*	*102*		*387*	*435*	*822*		*249*	*259*	*508*
Pass-By Trip Percentage[3]			-777		-6	-4	-10		-77	-87	-164		-50	-52	-102
Diverted Link Trip Percentage[3]			-389		-3	-2	-5		-39	-43	-82		-25	-26	-51
Net New Retail Trips (D)			*4,014*		*53*	*34*	*87*		*271*	*305*	*576*		*174*	*181*	*355*
Hotel															
Proposed Lodging (E)	250	8.17	2,043	0.56	85	55	140	0.38	48	47	95	0.59	78	70	148
Total New Trips															
Total Net New Project Trips = (D+E)			*6,057*		*138*	*89*	*227*		*319*	*352*	*671*		*252*	*251*	*503*
Mixed-Use Trip Reduction (Hotel to Retail) [6]			-204		-9	-5	-14		-5	-5	-10		-8	-7	-15
Mixed-Use Trip Reduction (Retail to Hotel)[6]			-204		-5	-9	-14		-5	-5	-10		-7	-8	-15
Total Net New Project Trips with Mixed Use Trip Reduction			**5,649**		**124**	**75**	**199**		**309**	**342**	**651**		**237**	**236**	**473**

Notes: KSF = 1,000 square feet
1. Rate per 1,000 s.f.
2. Following ITE trip generation equations used (ITE Code 820 - Shopping Center, 8th Edition):
   Weekday Daily: Ln (T) = EXP(0.65*LN(X)+5.83); Enter = 50%, Exit = 50%
   AM: Ln (T) = EXP(0.59*LN(X)+2.32); Enter = 61%, Exit = 39%
   Where X = 1,000 square feet of floor area, T = number of vehicle trips, Ln = natural log
   MID: Midday to PM Peak hour ratio for shopping center (1.62*PM Rate); Enter = 47%, Exit =53%
   PM: Ln (T) = EXP(0.67*LN(X)+3.37); Enter = 49%, Exit = 51%
3. Pass-by and Diverted trip percentage per ITE Trip Generation Handbook and VTA guidelines. We capped pass-by and diverted at 30 percent (max) as referenced.
   Pass-by Percentages: 15% Daily, 10% AM, 20% Midday, 20% PM
   Diverted Percentages: 7.5% Daily, 5% AM, 10% Midday, 10% PM
4. Rate per room
5. Following ITE trip generation equations used (ITE Code 310 - Hotel, 8th Edition):
   Weekday Daily: (T) = AVG(X)=8.17; Enter = 50%, Exit = 50%
   AM: (T) =AVG(X) = 0.56; Enter = 61%, Exit =39%
   Where X = number of rooms, T = number of vehicle trips, AVG = Average Rate
   MID: Midday to PM peak hour ratio for hotel (0.65*PM Rate); Enter = 50%, Exit =50%
   PM: (T) =AVG(X) = 0.59; Enter = 53%, Exit =47%
6. Hotel to Retail Trip Percentage: 10%
   Retail to Hotel Trip Percentage = 10%

Sources: Trip Generation Manual (8th Edition) and local trip surveys.

EXISTING WITH PROJECT INTERSECTION LEVELS OF SERVICE

Level of service calculations were conducted to evaluate intersection operations under Existing with Project Conditions. The results of the LOS analysis are summarized in **Table 7** along with changes in intersection critical delay due to the addition of project traffic.

The results for Existing Conditions are included for comparison purposes, along with the projected increases in critical delay and critical volume-to-capacity (V/C) ratios. Critical delay represents the delay associated with the critical movements of the intersection, or the movements that require the most "green time" and have the greatest effect on overall intersection operations. The changes in critical delay and critical V/C ratio between Existing and Existing with Project Conditions are used to identify significant impacts.

At times, intersections may show a reduction in average delay with the addition of project traffic, which is counter-intuitive. However, the average delay values in the table are weighted averages. Weighted average delays will be reduced when traffic is added to a movement with a low delay.[4] Conversely, relatively small volume increases to movements with high delays can substantially increase the weighted average delay.

The corresponding LOS calculation sheets are included in **Appendix B**. The results of the LOS calculations indicate that the majority of the study intersections will operate at acceptable levels of service according to their designed LOS standard. The following intersections in the City of Milpitas do not meet their respective LOS designation for AM, midday and/or PM.

- Intersection #5 – Dixon Landing and N. Milpitas Boulevard (AM and PM peak hour)
- Intersection #9 – McCarthy Boulevard and SR 237 Westbound Ramps (Midday peak hour)
- Intersection #25 – Capitol Avenue and Cropley Avenue/Trade Zone Boulevard (PM peak hour)

[4] For example, if there is one movement with 10 vehicles and a delay of 100 seconds and another movement with 400 vehicles and 10 seconds of delay, the weighted average delay is calculated as (100 seconds X 10 vehicles + 10 seconds X 400 vehicles) / 410 vehicles = 12.2 seconds per vehicle. Now if 100 vehicles are added to the movement with 10 seconds of delay, the weighted average delay is calculated as (100 seconds X 10 vehicles + 10 seconds X 500 vehicles) / 510 vehicles = 11.8 seconds per vehicle. The weighted average delay improves, even though more vehicles are added.

TABLE 7: EXISTING WITH PROJECT INTERSECTIONS LEVEL OF SERVICE

	Intersection	Peak Hour[1]	Existing Conditions		Existing with Project Conditions			
			Delay[2]	LOS[3]	Delay[2]	LOS[3]	Δ in Crit. V/C[4]	Δ in Crit. Delay[5]
1	Dixon Landing Road and McCarthy Boulevard	AM PM	11.4 13.1	B+ B	11.5 13.5	B+ B	0.006 0.016	0.1 0.4
2	Dixon Landing Road and I-880 SB Ramps	AM PM	7.4 6.1	A A	7.3 6.2	A A	0.001 0.005	0.0 0.0
3	Dixon Landing Road and I-880 NB Ramps/California Circle	AM PM	15.0 16.4	B B	15.0 16.4	B B	0.000 0.012	0.0 0.1
4	California Circle and I-880 NB Ramps	AM PM	10.5 16.6	B+ B	10.6 16.7	B+ B	0.002 0.006	0.0 0.1
5	Dixon Landing Road and N. Milpitas Boulevard	AM PM	**>180** **66.3**	**F** **E**	**>180** **67.5**	**F** **E**	**0.001** **0.006**	**0.5** **2.3**
6	McCarthy Boulevard and N. Ranch Drive	AM MID PM	6.8 13.0 12.7	A B B	7.0 13.3 12.8	A B B	0.006 0.023 0.018	0.5 0.3 0.2
7	Ranch Drive and Mall Access Driveway	AM MID PM	15.9 20.4 11.7	B C+ B+	15.7 47.5 16.8	B D B	0.120 0.527 0.329	0.0 46.8 7.6
8	McCarthy Boulevard and S. Ranch Drive	AM MID PM	17.7 24.1 30.8	B C C	18.3 24.8 35.2	B- C D+	0.028 0.124 0.085	1.2 1.1 8.7
9	McCarthy Boulevard and SR 237 WB Ramps	AM MID PM	19.3 25.8 16.5	B- C B	19.5 **55.8** 22.8	B- **E+** C+	0.054 **0.196** 0.148	1.4 **43.9** 8.8
10	McCarthy Boulevard and SR 237 EB Ramps	AM MID PM	17.1 27.2 18.1	B C B-	17.3 28.3 19.6	B C B-	0.014 0.058 0.058	0.2 2.5 2.2
11	SR 237 Ramps and I-880 SB Ramps	AM PM	16.1 11.1	B B+	16.3 11.1	B B+	0.016 0.016	0.4 0.0
12	SR 237 Ramps and I-880 NB Ramps	AM PM	18.5 17.3	B- B	19.1 18.2	B- B-	0.015 0.023	0.8 1.2

TABLE 7: EXISTING WITH PROJECT INTERSECTIONS LEVEL OF SERVICE

	Intersection	Peak Hour[1]	Existing Conditions		Existing with Project Conditions			
			Delay[2]	LOS[3]	Delay[2]	LOS[3]	Δ in Crit. V/C[4]	Δ in Crit. Delay[5]
13	W. Calaveras Boulevard and S. Abel Street*	AM PM	42.2 45.5	D D	42.4 45.8	D D	0.007 0.012	0.4 0.6
14	E. Calaveras Boulevard and S. Milpitas Boulevard*	AM PM	48.0 40.5	D D	48.8 40.6	D D	0.010 0.013	1.4 0.2
15	E. Calaveras Boulevard and Hillview Drive	AM PM	27.6 40.3	C D	27.5 40.2	C D	0.006 0.011	-0.1 0.3
16	McCarthy Boulevard and Bellew Drive	AM PM	21.7 45.6	C+ D	21.7 46.5	C+ D	0.009 0.013	0.1 1.8
17	McCarthy Boulevard and Alder Drive	AM PM	13.2 19.3	B B-	13.4 20.7	B C+	0.013 0.021	0.3 2.6
18	McCarthy Boulevard and Tasman Drive	AM PM	33.9 35.1	C- D+	34.3 35.7	C- D+	0.007 0.027	0.6 0.3
19	Tasman Drive and Alder Drive	AM PM	13.4 40.8	B D	13.5 41.2	B D	0.007 0.01	0.3 0.6
20	Tasman Drive and I-880 SB Ramps	AM PM	19.6 17.4	B- B	19.6 17.3	B- B	0.002 0.009	0.0 0.1
21	Great Mall Parkway and I-880 NB Ramps	AM PM	29.0 28.8	C C	29.0 28.9	C C	0.002 0.004	0.0 0.1
22	Great Mall Parkway and Abel Street	AM PM	40.1 29.8	D C	40.2 29.8	D C	0.003 0.004	0.1 -0.1
23	Great Mall Parkway and Main Street	AM PM	24.8 32.5	C C-	24.8 32.4	C C-	0.001 0.003	-0.1 -0.1
24	Great Mall Parkway/E. Capitol Avenue and Montague Expressway*	AM PM	45.5 49.6	D D	45.6 49.7	D D	0.002 0.000	0.1 0.0
25	Capitol Avenue and Cropley Avenue/Trade Zone Boulevard	AM PM	31.8 **59.3**	C **E+**	31.6 **59.5**	C **E+**	0.010 **0.002**	-4.1 **0.2**

TABLE 7: EXISTING WITH PROJECT INTERSECTIONS LEVEL OF SERVICE

Intersection		Peak Hour[1]	Existing Conditions		Existing with Project Conditions			
			Delay[2]	LOS[3]	Delay[2]	LOS[3]	Δ in Crit. V/C[4]	Δ in Crit. Delay[5]
26	Montague Expressway and Trimble Road*	AM PM	24.5 41.3	C D	24.6 40.5	C D	0.000 -0.046	0.0 -0.9
27	McCarthy Boulevard and Barber Lane	AM PM	16.7 31.4	B C	16.7 33.5	B C-	0.002 0.017	0.0 2.7
28	McCarthy Boulevard/O-Toole Avenue and Montague Expressway*	AM PM	33.0 58.9	C- E+	33.4 61.0	C- E	0.006 0.014	0.6 3.0
29	SR 237 WB Ramps and Zanker Road	AM PM	10.2 10.2	B+ B+	10.2 10.1	B+ B+	0.000 0.003	0.0 0.0
30	SR 237 EB Ramps and Zanker Road	AM PM	14.5 11.0	B B+	14.5 11.0	B B+	0.000 0.000	0.0 0.0
31	Holger Way and Zanker Road	AM PM	20.0 23.0	B- C	20.0 23.0	B- C	0.000 0.002	0.0 0.0

Notes:
1. AM = morning peak hour, MID = midday peak hour, PM = evening peak hour
2. Whole intersection weighted average control delay expressed in second per vehicle for signalized intersections. Signalized intersections include adjusted saturation flow rates to reflect Santa Clara County conditions per VTA guidelines.
3. LOS = Level of Service. LOS calculations conducted using the TRAFFIX level of service analysis software package, which applies the method described in the 2000 Highway Capacity Manual.
4. Change in critical volume to capacity ratio between Existing and Existing with Project conditions.
5. Change in average critical movement delay between Existing and Existing with Project conditions.

Bold text indicates intersection operates at a deficient Level of Service. **Bold and highlighted** indicates a significant impact.

* Denotes Congestion Management Program (CMP)

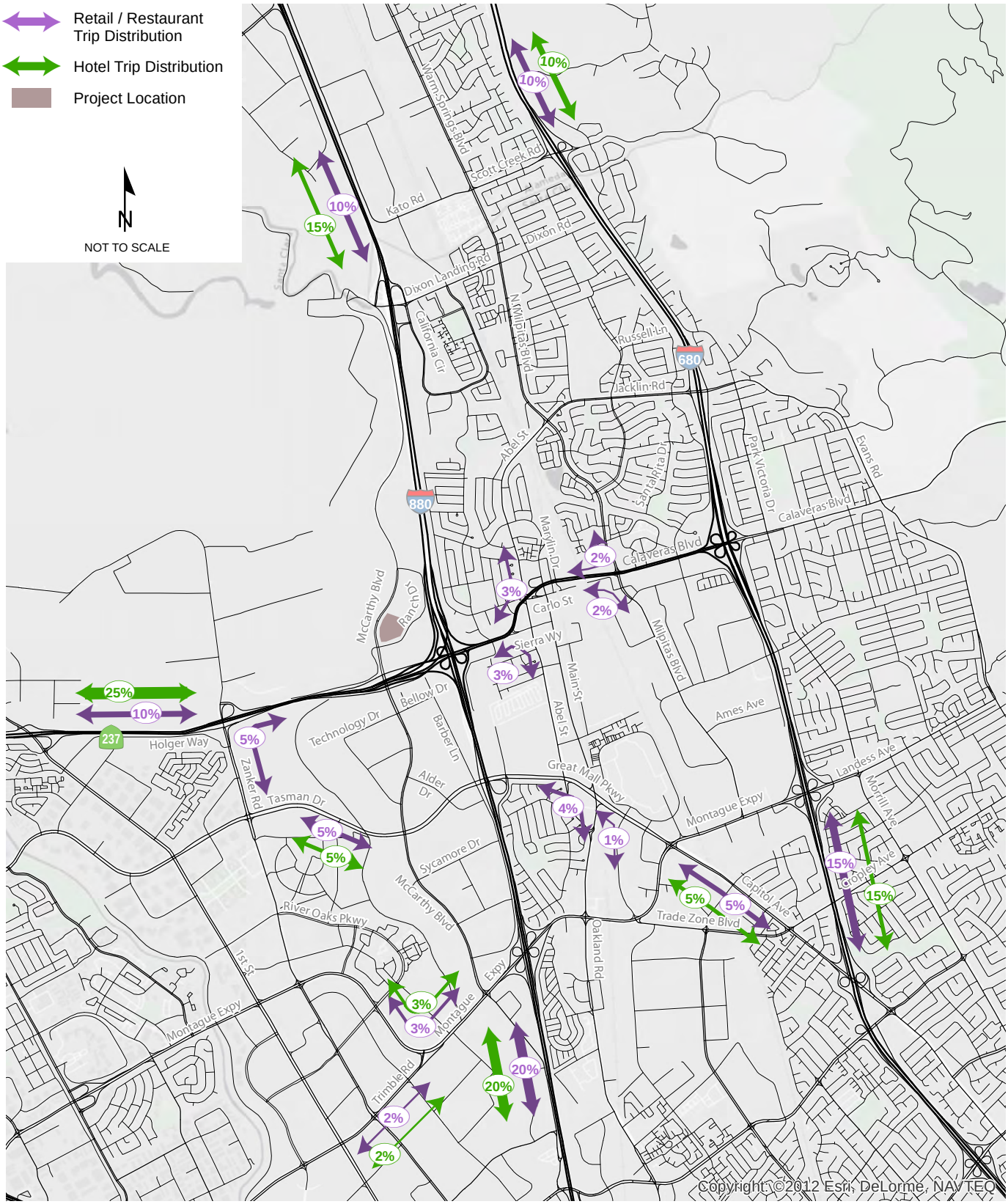
Source: Fehr & Peers, October 2012.

INTERSECTION IMPACTS AND MITIGATION

While the critical delay and V/C is substantially increased at locations near the project site, the intersections continue to operate within acceptable levels of service during the AM and PM peak hours. This is due in part to the level of traffic demand the intersections are designed to accommodate. A large amount of vacant land along McCarthy Boulevard remains undeveloped. The existing intersections are designed to handle traffic demand well beyond the number of trips produced by this project during the AM and PM peak hours.

Based on the impact criteria listed in Chapter 1, the proposed project will have a significant impact at the intersection McCarthy Boulevard and SR 237 WB Ramps (Intersection #9). The mitigation of the midday scenario is provided for informational purposes. The mitigated intersection LOS calculations are presented in **Table 7**, and **Appendix B** contains the corresponding calculation sheets.

McCarthy Boulevard / SR 237 WB Ramps (Intersection #9) – The addition of project traffic under Background Conditions exacerbate unacceptable intersection operations during the midday peak hour. The addition of a free southbound right-turn lane would improve intersection operations to acceptable levels of service; however, this improvement requires right-of-way acquisition of the west side of the roadway. Existing signal equipment on the northwest corner and the sidewalk on the west side of McCarthy Boulevard will need to be relocated. Substantial physical alterations along the west side of McCarthy Boulevard, including construction of a retaining wall and/or relocation of utility poles, would be required with the widening. Secondary impacts of widening include lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians. As previously determined by City staff in the *Campus at McCarthy Ranch Environ*mental *Impact Report* (November, 2008), these physical improvements would be infeasible. In lieu of the aforementioned improvements, the addition of a second westbound right-turn lane with an overlap phase would mitigate the project's impact at this location to a ***less-than-significant*** level. No-right-turn on red restriction should be posted to address limited sight visibility of the outer westbound right-turn lane to see crossing pedestrians and northbound vehicle traffic. Because the outside northbound lane on McCarthy Boulevard north of the ramp intersection is a "trap" lane to S. Ranch Drive, directional signage on the off-ramp is recommended to ensure appropriate lane utilization in the two right turn lanes. Signage on the westbound SR-237 approach should designate the inside right turn lane for McCarthy Boulevard and the outside or curb right-turn lane for South Ranch Drive.



Pacific Mall - Silicon Valley

Figure 7

Project Trip Distribution

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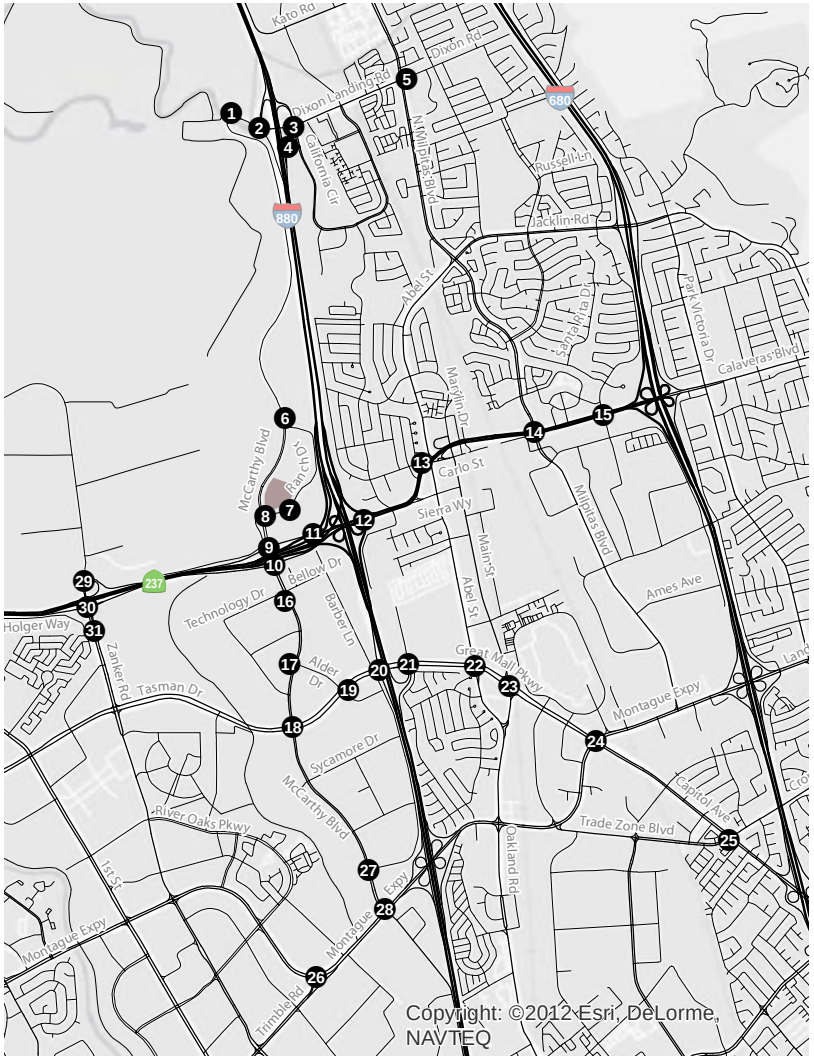

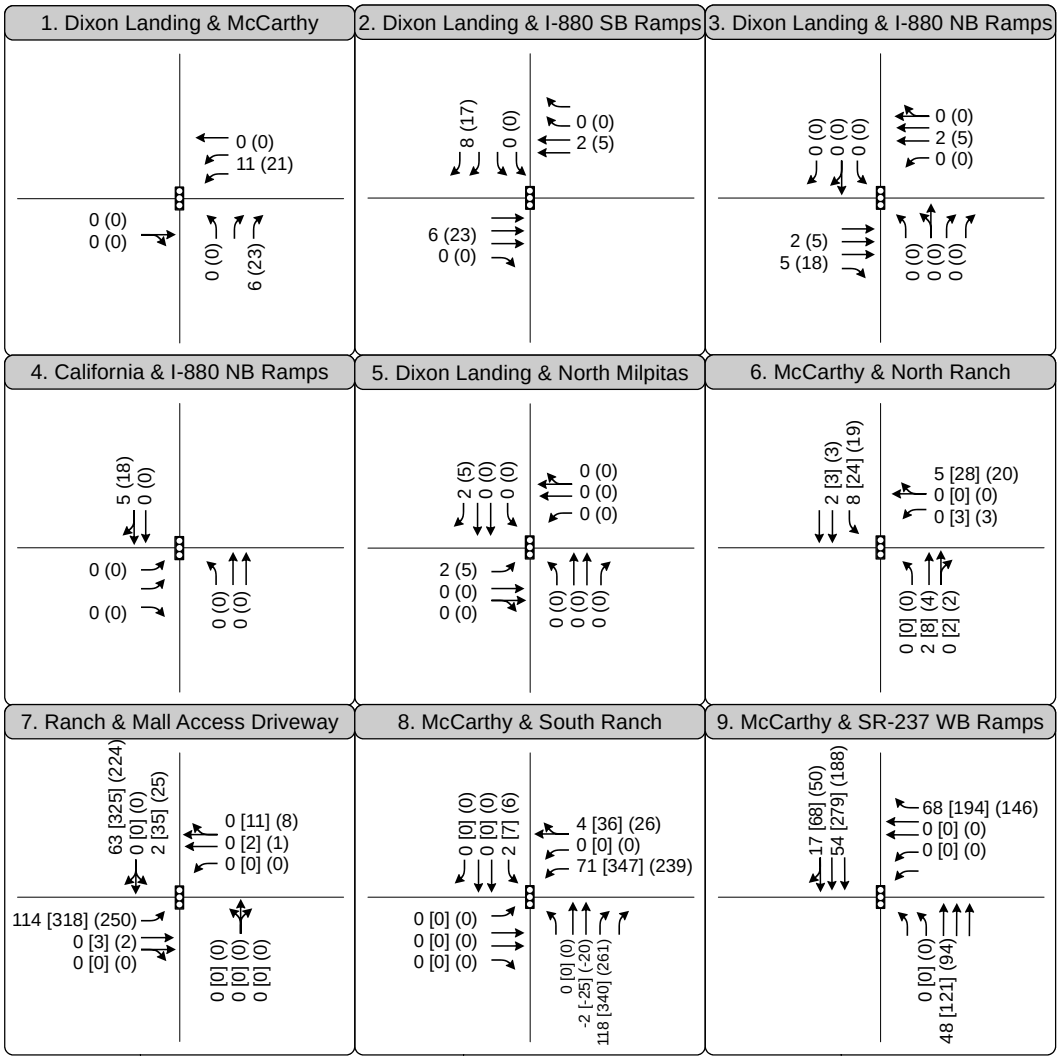

Turn Lane

AM [MID] (PM) Peak Hour Traffic Volume

1 Study Intersection

Signalized Intersection

Figure 8a

Project Trip Assignment
Intersections 1 - 9 of 31

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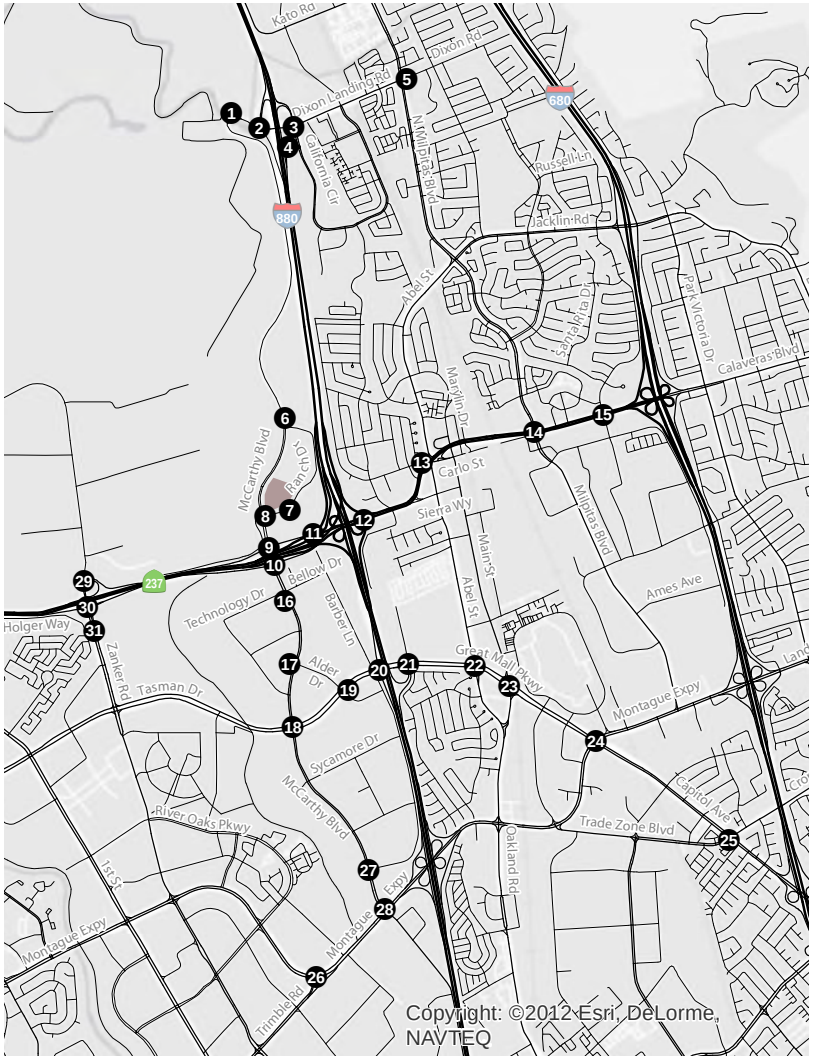

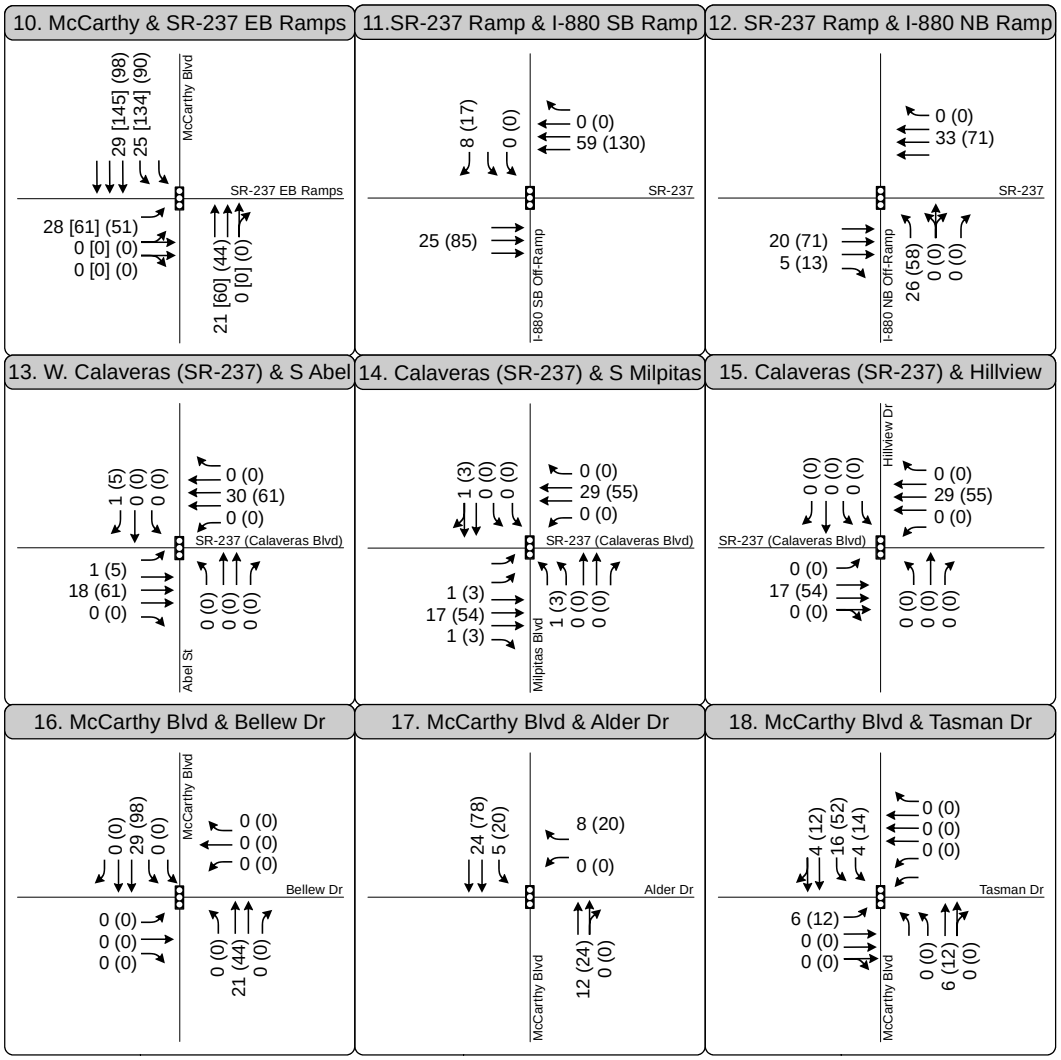

Figure 8b

Project Trip Assignment
Intersections 10 - 18 of 31

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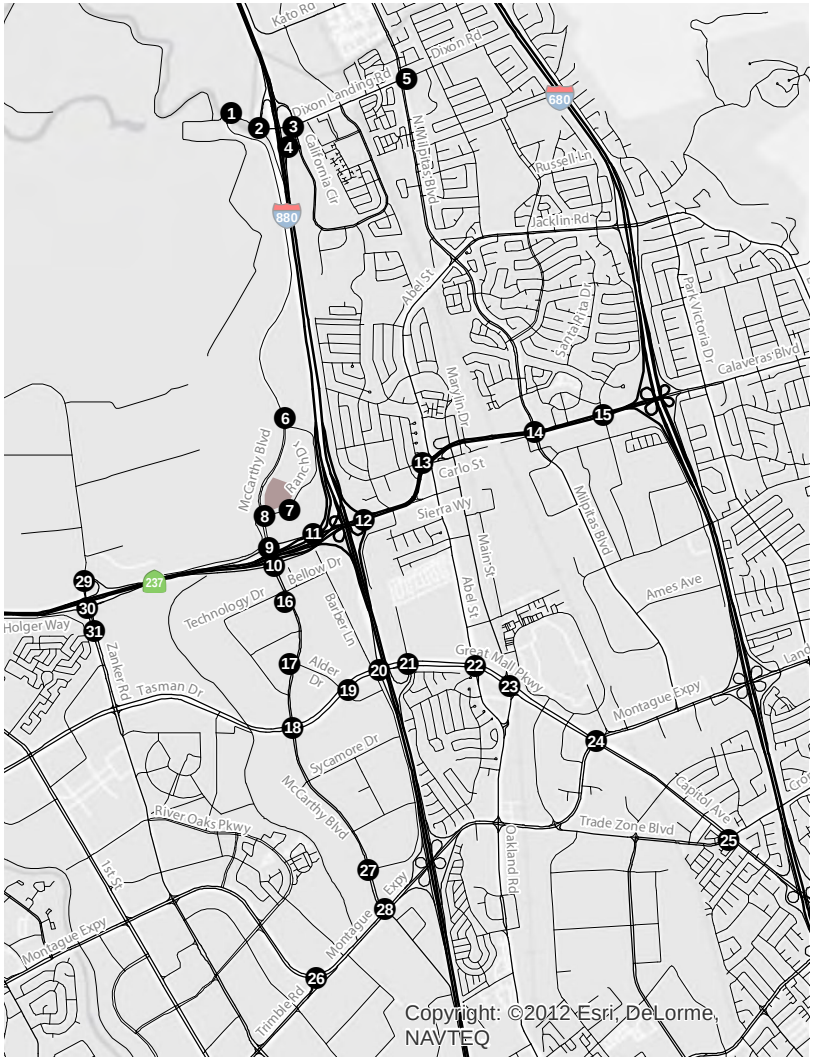

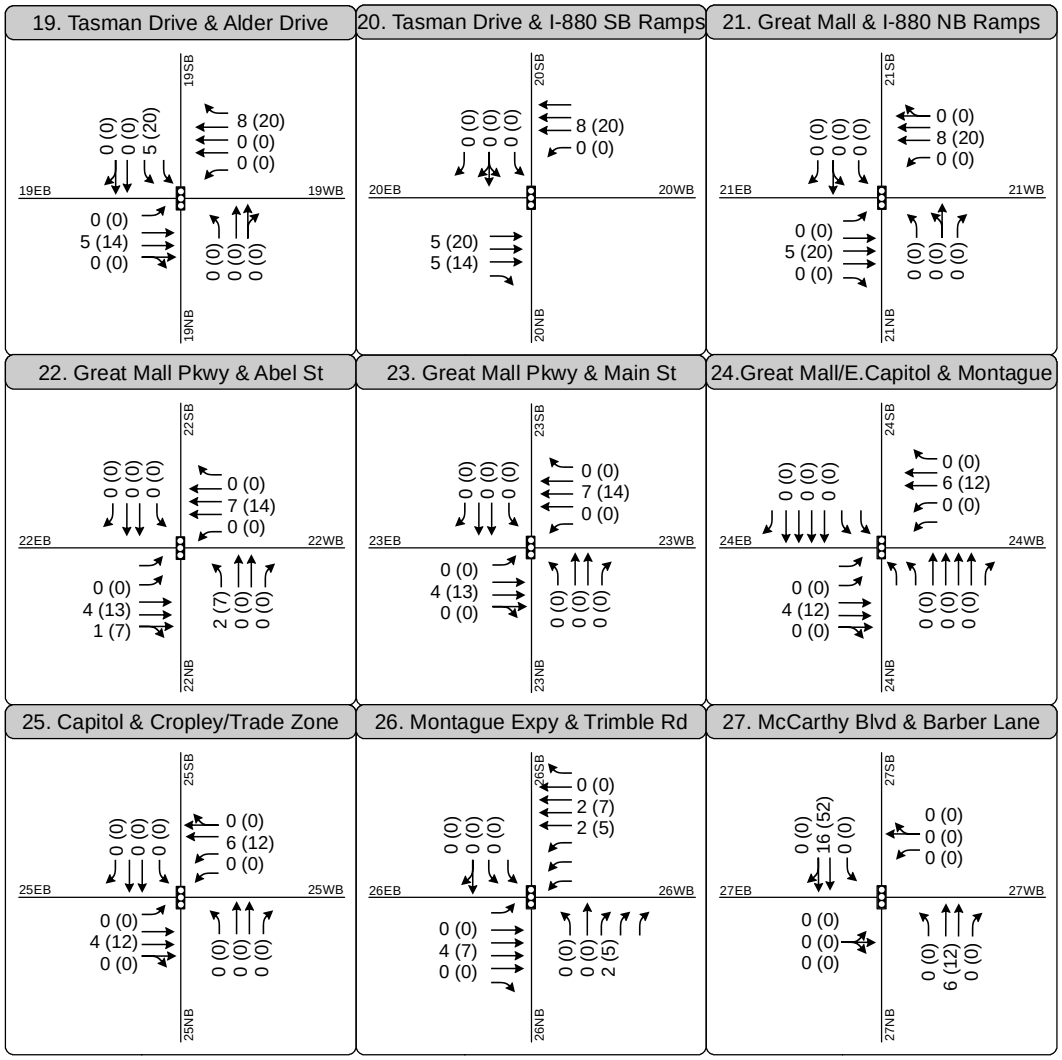

Turn Lane

AM [MID] (PM) Peak Hour Traffic Volume

1 Study Intersection

Signalized Intersection

Figure 8c

Project Trip Assignment
Intersections 19 - 27 of 31

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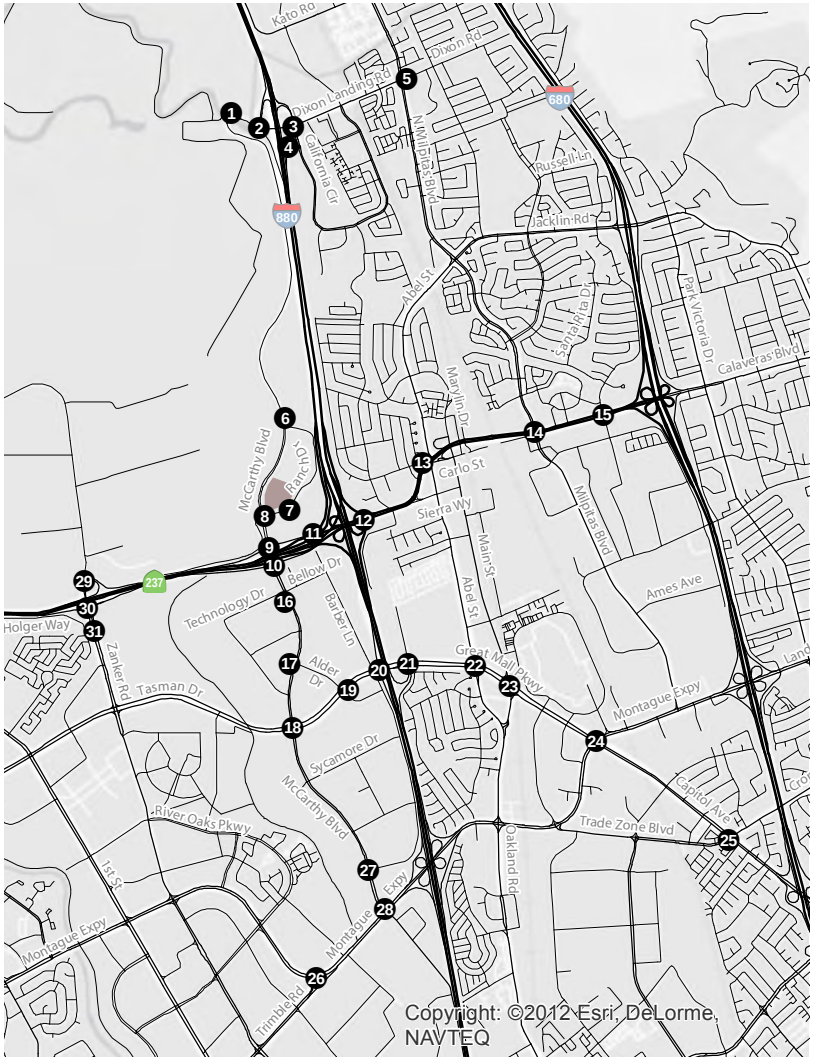

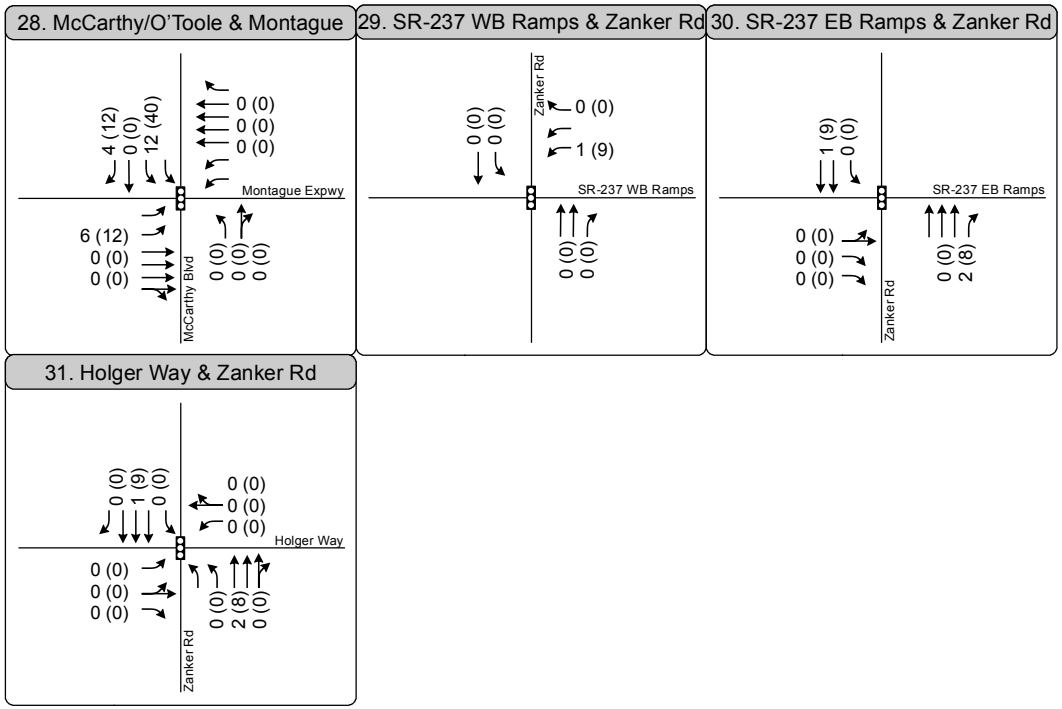

	Turn Lane
AM [MID] (PM)	Peak Hour Traffic Volume
1	Study Intersection
	Signalized Intersection

Figure 8d

Project Trip Assignment
Intersections 28 - 31 of 31

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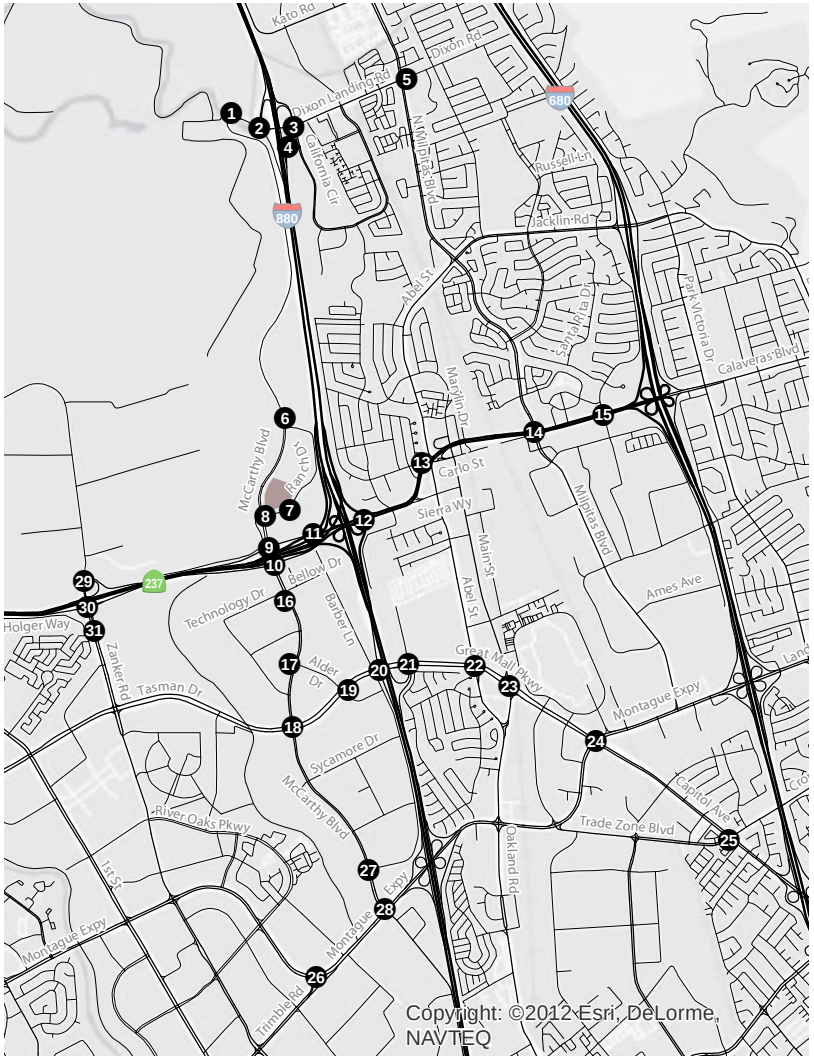

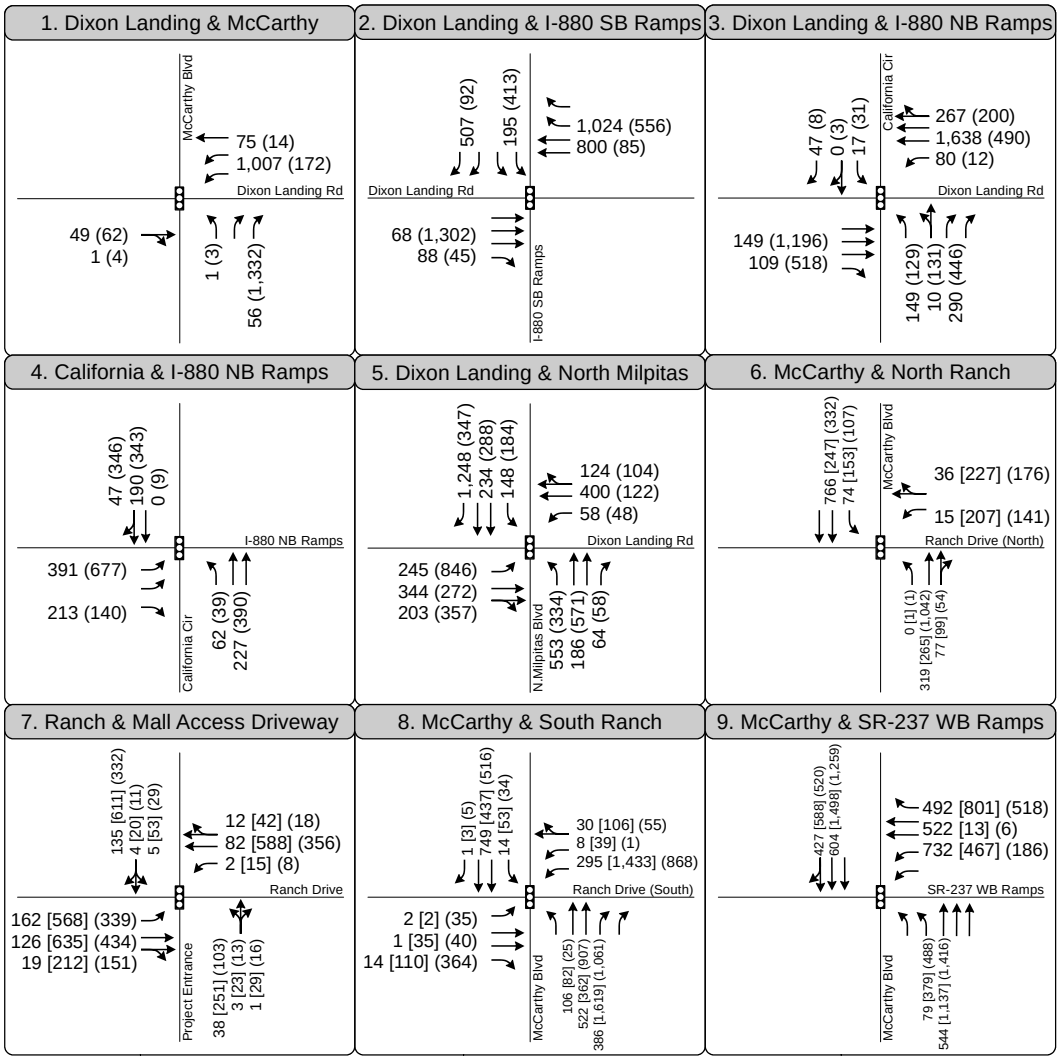

Turn Lane

AM [MID] (PM) Peak Hour Traffic Volume

1 Study Intersection

Signalized Intersection

Figure 9a

Existing with Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes
Intersections 1 - 9 of 31

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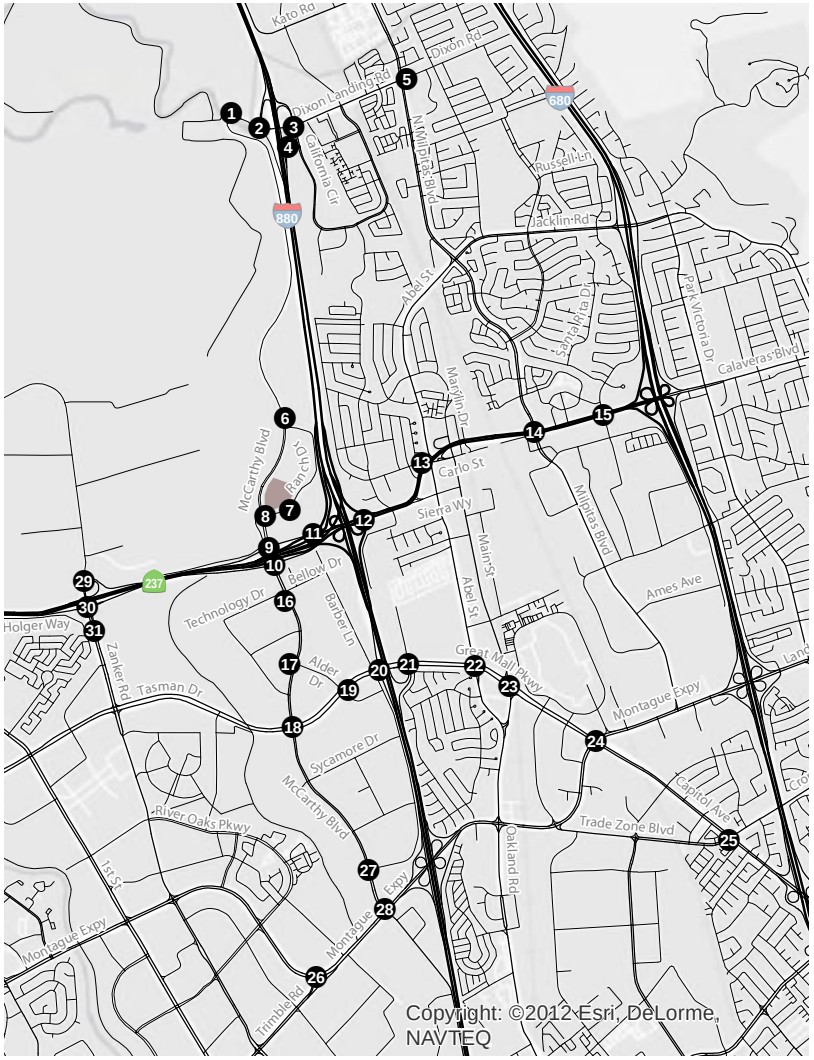

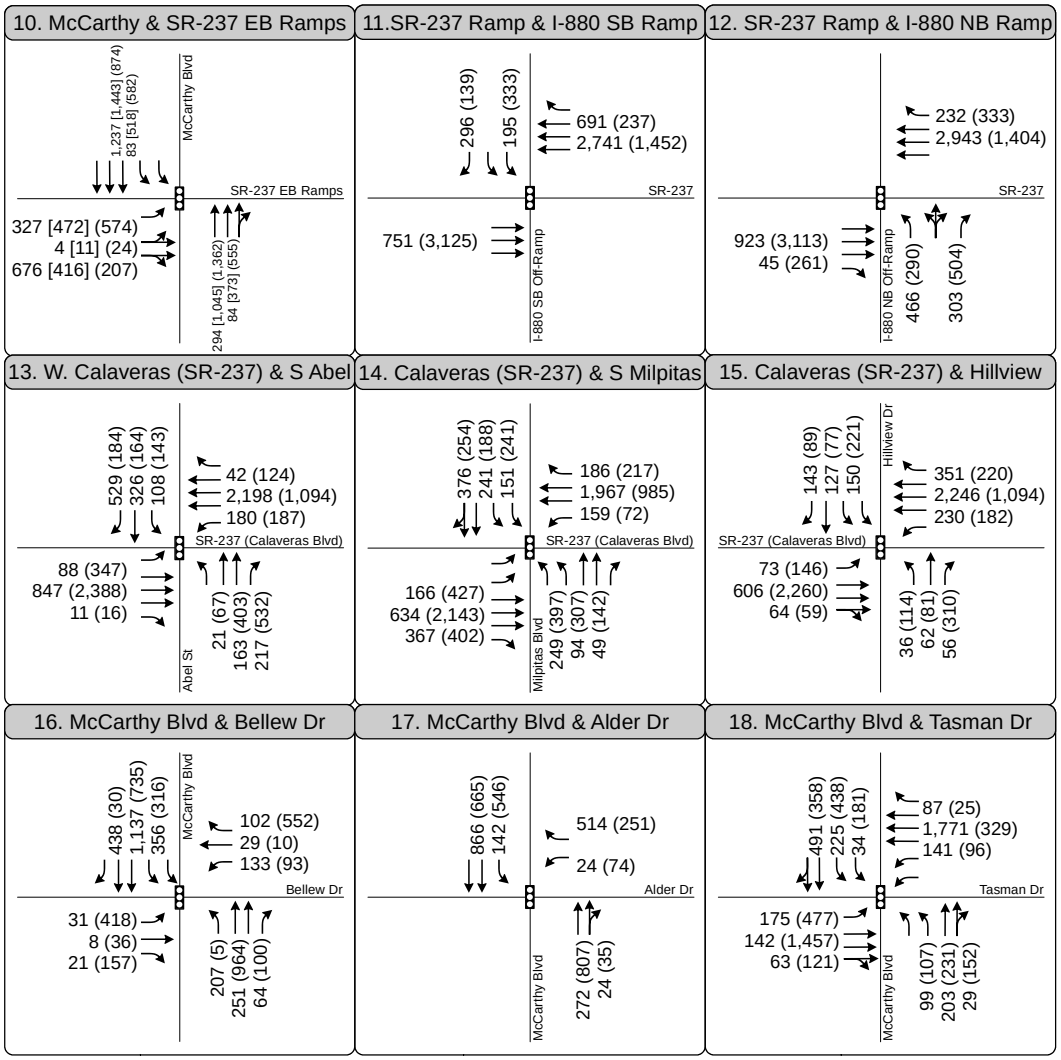

Turn Lane

AM [MID] (PM) Peak Hour Traffic Volume

Study Intersection

Signalized Intersection

Figure 9b

Existing with Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes
Intersections 10 - 18 of 31

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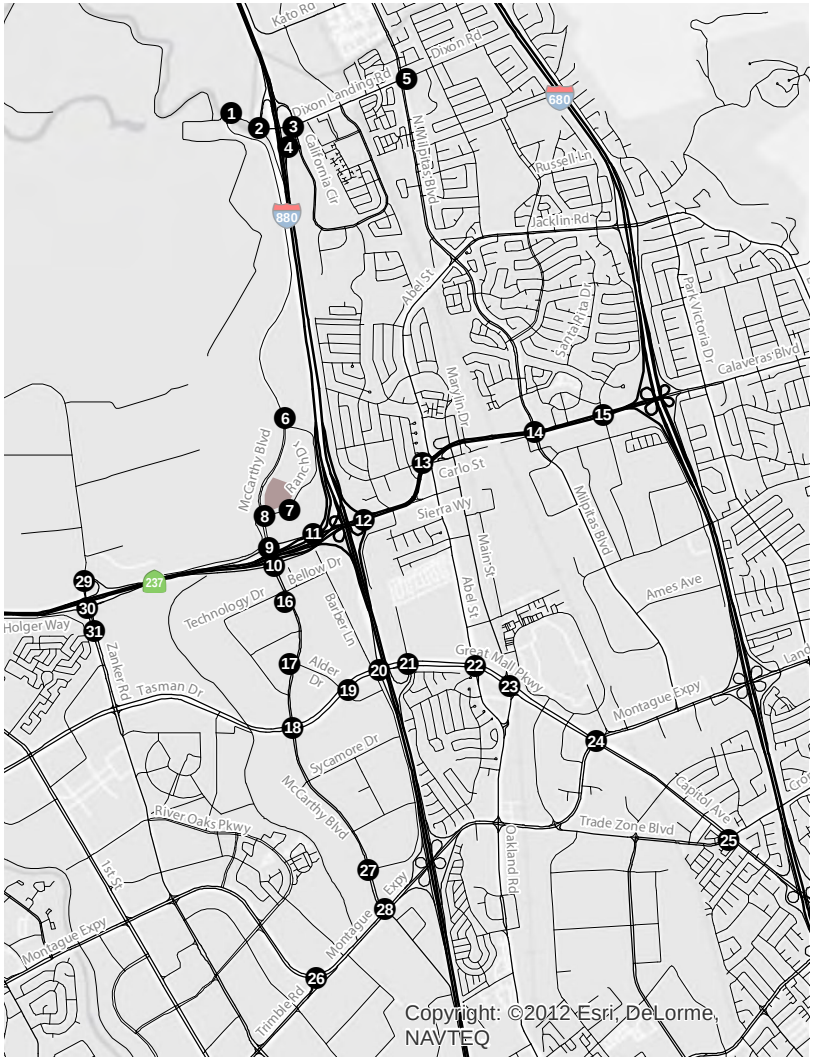

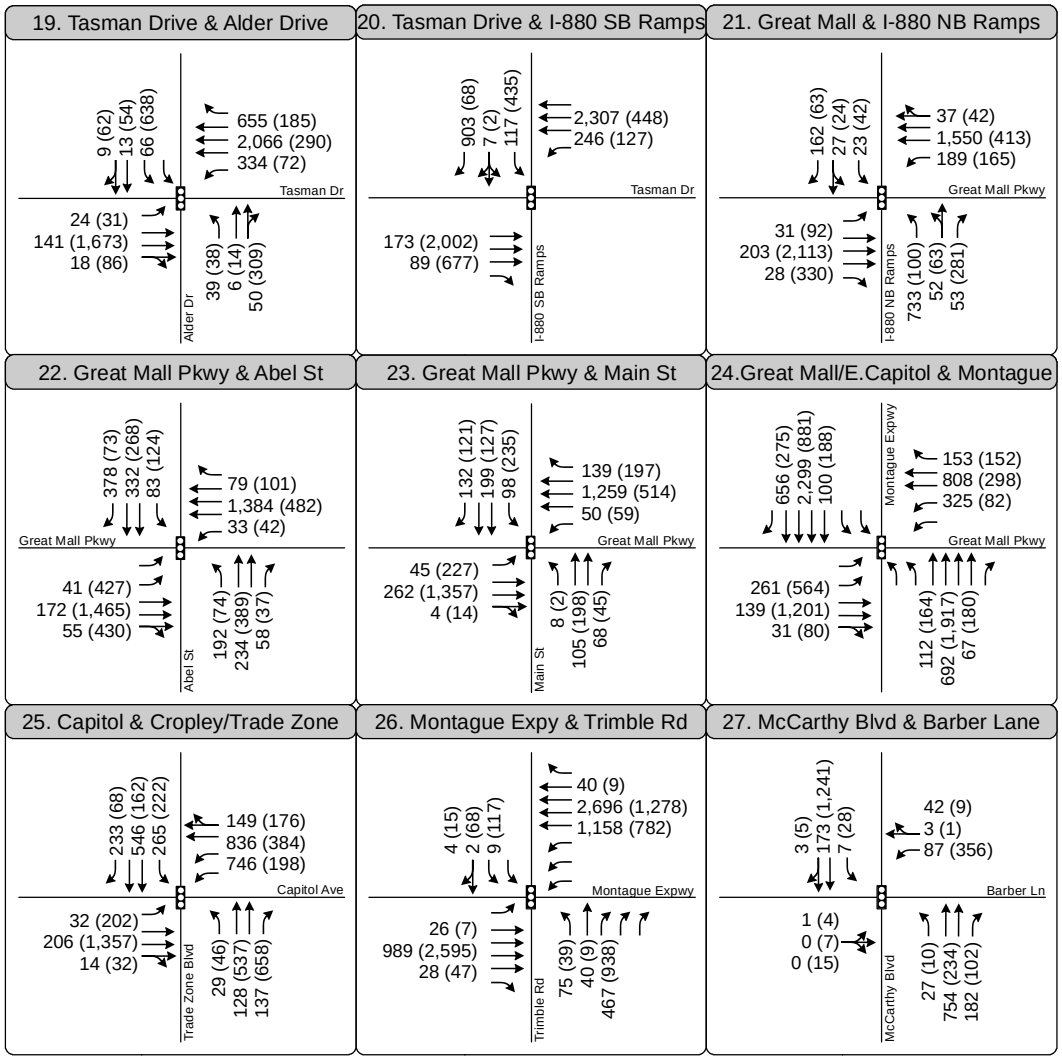

Turn Lane

AM [MID] (PM) Peak Hour Traffic Volume

Study Intersection

Signalized Intersection

Figure 9c

Existing with Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes Intersections 19 - 27 of 31

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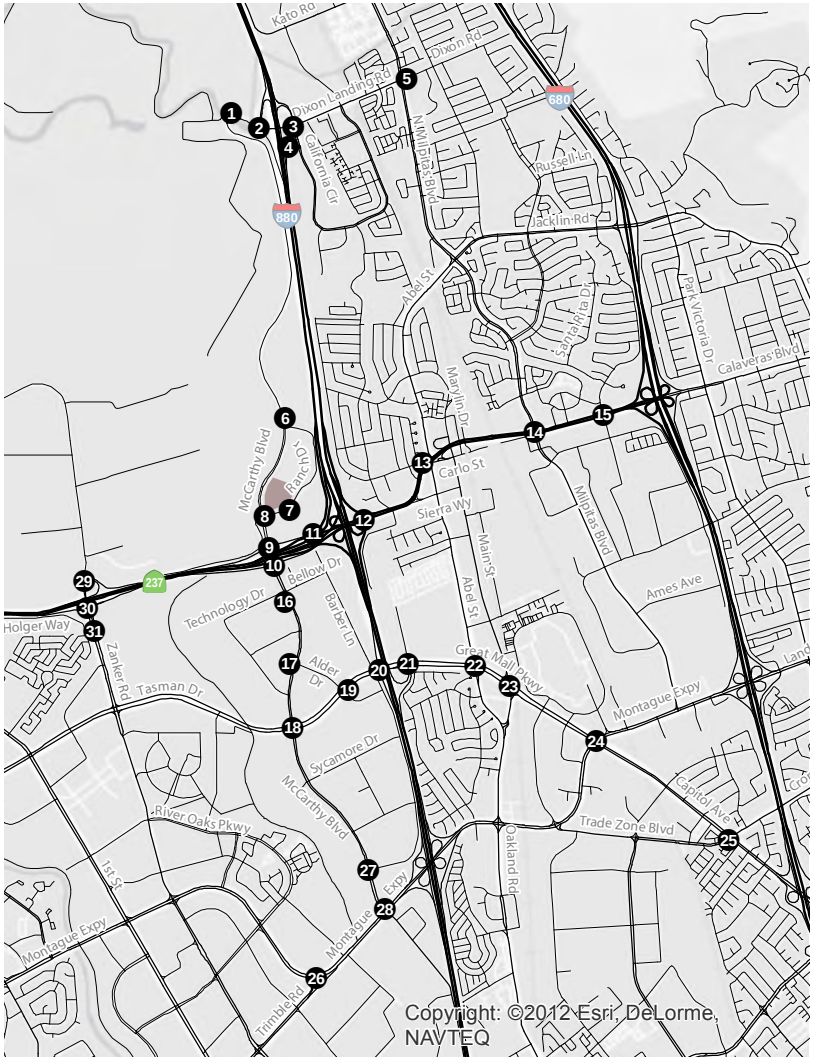

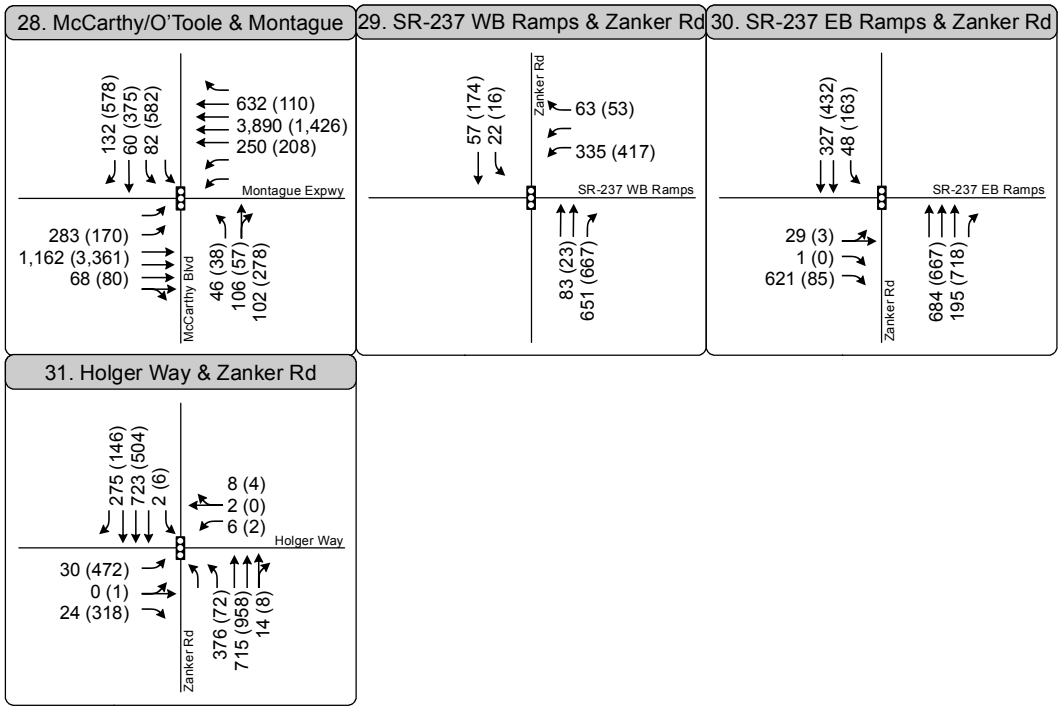

	Turn Lane
AM [MID] (PM)	Peak Hour Traffic Volume
1	Study Intersection
	Signalized Intersection

Figure 9d

Existing with Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes
Intersections 28 - 31 of 31

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FEHR PEERS

EXISTING WITH PROJECT FREEWAY LEVEL OF SERVICES

Freeway segments of SR 237, I-880, and I-680 were analyzed during the AM and PM peak hours to calculate the amount of project traffic projected to be added. Results of the segments exceeding the VTA one percent threshold are presented in **Table 8**. As shown in **Appendix D**, the project would add less than one percent of the freeway segment capacity.

TABLE 8: PROJECT FREEWAY SEGMENT IMPACT EVALUATION

Direction	From	To	Peak Hour[1]	Mixed Flow				HOV			
				Trips[2]	LOS[3]	Cap	%[4]	Trips[2]	LOS[3]	Cap	%[4]
EB SR 237	McCarthy Boulevard	I-880	AM PM	25 **90**	B **F**	4,600	0.54% **1.96%**	N/A	N/A	N/A	N/A
WB SR 237	McCarthy Boulevard	I-880	AM PM	68 146	F B	6,900	0.99% 2.12%	N/A	N/A	N/A	N/A

1. AM = morning peak hour, PM = evening peak hour
2. Derived from Trip Distribution. Indicates proportion.
3. LOS = level of service
4. Percent determined by dividing the number of project trips by the freeway segment's capacity.

Bold and highlighted indicates a significant impact.
N/A = not applicable. Freeway segment does not have HOV lanes.
Source: 2011 Monitoring and Conformance Report (June 2012), Fehr & Peers October 2012.

FREEWAY IMPACTS AND MITIGATION

As shown in **Table 8**, the project traffic would add more than one percent of the freeway's capacity to one of the study freeway segments in the PM peak period currently operating at LOS F. Therefore, the Project would result in a ***significant impact*** to the segment of SR 237 between McCarthy Boulevard and I-880 under Existing with Project conditions.

The mitigation for freeway impacts is typically the provision of increased capacity in the form of additional mainline or auxiliary lanes. Several freeway improvements were identified in the Valley Transportation Plan (VTP) 2035 to improve freeway operations on the affected segments including the conversion of HOV lanes to express lanes on SR 237 from I-880 to Mathilda Avenue (VTP ID H9). Although these improvements were constructed and became operational in the spring of 2012, they were under construction during the most recent CMP analysis when the freeway data was collected. In addition, the conversion of HOV lanes to express lanes is not a capacity-enhancing project but rather an operational improvement designed to manage volume on the freeway.

The complete mitigation of freeway impacts is considered beyond the scope of an individual development project, due to the inability of any individual project or City to: 1) acquire right of way for freeway widening, and 2) fully fund a major freeway mainline improvement. Freeway improvements also would require approval by Caltrans, and as such neither the project applicant nor the City can guarantee implementation of any improvement in the freeway right-of-way.

Partial mitigation can include efforts to reduce single occupant vehicle trips by implementing a comprehensive Transportation Demand Management (TDM) Program. To manage deficient freeway operations, potential TDM measures that reduce vehicle trips are described in the VTA *Immediate Implementation Action List* (See **Appendix F).** The VTA action list is supplemented by a list of transportation demand management measures described in a report titled *Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures* by the California Air Pollution Control Officers Association (CAPCOA) (August, 2010) to reduce vehicle trips. While a successful TDM program may incrementally reduce the traffic, it by itself would not reduce the identified impact to a less-than-significant level. Therefore, the addition of project traffic results in a ***significant and unavoidable*** impact to the identified freeway segment.

PEDESTRIAN, BICYCLE, AND TRANSIT IMPACTS AND MITIGATION

The project is determined to cause a significant impact to pedestrian, bicycle, and transit facilities and services if an element of the proposed project conflicts with existing or planned pedestrian, bicycle, and transit services, or creates hazardous conditions for pedestrians or bicyclists that currently do not exist.

PEDESTRIAN AND BICYCLE FACILITIES

The project will generate new demand for pedestrian, and bicycle facilities. Existing sidewalks are provided adjacent to and near the site except along the Ranch Drive project site frontage. The project is expected to generate demand for sidewalks that allow pedestrians to access nearby bus stops and adjacent land uses. Spacing of existing signalized intersections on Ranch Drive is greater than 800 feet, which precludes pedestrians crossing Ranch Drive to access sidewalks on the south side of the street. Existing pedestrian facilities along the project site frontage will not accommodate pedestrian demand; thus, this is considered a potentially significant impact. Within the *City of Milpitas General Plan*, the city has a sidewalk policy:

3.d-I-27 Require sidewalks on both sides of the street as a condition of development approval, where appropriate with local conditions.

Thus, to accommodate all users of the street system and provide a complete and connected pedestrian facility between the project site and nearby land uses (i.e., hotels and retail shops south and east of Ranch Drive), a sidewalk with a minimum width of six feet should be installed along the project frontage and include accessible connections to the proposed project building pedestrian entrances.

Crosswalks and pedestrian signals are provided at all signalized study intersections in the study area. Bicycle lanes are provided on McCarthy Boulevard and Ranch Drive is a designated bike route. Other bicycle facilities are provided on roadways and off-street paths near the site. On-site bicycle facilities such as bicycle parking should be located in visible, well lit areas and conveniently located next to the building's front doors. All bicycle facilities should be noted on the site plan (see Chapter 6 for bicycle parking evaluation).

With the construction of the sidewalk along the project frontage, the existing pedestrian and bicycle facilities can accommodate the increased demand; therefore, ***less-than-significant*** impacts are anticipated for these travel modes.

TRANSIT SERVICE

The project will generate new demand for transit services and facilities. The project site is served by VTA Local Bus Route 47 with bus stops located along Ranch Drive serving the McCarthy Ranch Shopping Center. The ACE Purple Shuttle provides service from the Great America Station to west Milpitas via McCarthy Boulevard and Ranch Drive. Headways are between approximately 60 and 75 minutes during commute periods on weekdays only.

<u>Potential Impact #1: Increased Demand</u> – Fixed-route bus service operates adjacent to the site with stops located on the adjacent streets of the development. According to the VTA, the average load factors for Route 47 at the project site are 0.35 during the AM peak (13 passengers per 37-seat bus) and 0.27 during the PM peak (10 passengers per 37-seat bus). The average load factors along other portions of the lines may be higher or lower. Average transit mode share in Santa Clara is approximately two to three percent of weekday total trips (see Tables 5.2.4 and 5.2.5 of the *San Francisco Bay Area Travel Survey 2000: Regional Travel Characteristics Report Volume I*, Metropolitan Transportation. August 2004). Thus, the proposed project would on-average add three to 11 peak hour transit passengers.

The proposed project will generate demand for existing transit services in the area, which can be accommodated by the existing supply. Therefore, impacts to transit service are expected to be **less-than-significant**.

4. BACKGROUND CONDITIONS

This chapter presents the results of the level of service calculations under Background Conditions with and without the project. Background without Project Conditions are defined as conditions prior to completion and occupancy of the proposed project. Traffic volumes for Background without Project Conditions comprise existing volumes plus traffic generated by approved but not yet constructed and occupied developments in the area. Background with Project Conditions are defined as Background without Project Conditions plus net new traffic generated by the proposed project.

BACKGROUND DEVELOPMENT PROJECTS

Background Conditions represent traffic volumes from approved, but not yet constructed and occupied developments in the area obtained from the City of Milpitas, City of San José, City of Fremont and recent TIAs done in the study area. Review of each City's Approved Trip Inventory (ATI) list indicated that there are 11 projects near the project site that are expected to directly increase traffic through the study intersections. Below are the approved Milpitas projects included under Background Conditions:

- Shea Residential (204 residential units)
- Sinclair Horizon Residential Project (82 residential units)
- Walmart Expansion (150,000 square feet)
- Robson Homes (88 residential units)
- Piper Montague (942 residential units)
- Murphy Ranch Residential Project (659 residential units)
- Landmark Towers Mixed Use Project (375 condo units, 148,000 square feet of retail)
- Contour (134 residential units)
- Elmwood Residential & Commercial (722 residential units, 180,000 square feet of auto dealer)
- Campus at McCarthy Ranch (1,000,000 square feet of office space)
- Peery Arriaga (238,400 square feet of office space)

The Background Conditions volumes also include the most recent City of San José ATI list with nearby projects such as North San José.

BACKGROUND ROADWAY IMPROVEMENTS

Two study intersections are expected to be modified prior to completion of the proposed project. Both of these locations include the addition of a new west leg to accommodate future development: 1) McCarthy

Boulevard and N. Ranch Drive (intersection #6) and 2) McCarthy Boulevard and Alder Drive (intersection #17). No other approved and funded transportation network improvements were identified that would be constructed and operational prior to project completion.

BACKGROUND WITHOUT PROJECT INTERSECTION VOLUMES

Traffic volumes for Background Conditions were estimated by adding traffic generated from approved but not yet constructed or occupied development projects to existing traffic volumes during the weekday morning (7:00 AM to 9:00 AM) and evening (4:00 PM to 6:00 PM) peak periods. Per City guidelines, midday analysis is not included under the Background scenario. The Approved Trip Inventory (ATI) list can be found within **Appendix E**. **Figure 10** presents the existing AM and PM peak-hour turning movement volumes, lane configurations, and traffic control devices at the study intersections under this scenario.

BACKGROUND WITH PROJECT INTERSECTION VOLUMES

Net new trips from the project trip estimates in Chapter 4 were added to the Background without Project Conditions to develop traffic volumes for Background with Project Conditions. The resulting volumes are shown on **Figure 10** and **Figure 11**.

BACKGROUND INTERSECTION LEVELS OF SERVICE

Level of service calculations were conducted to evaluate intersection operations under Background Conditions. The results of the LOS analysis are summarized in **Table 9** along with changes in intersection critical delay due to the addition of project traffic.

The results for Background without Project Conditions are included for comparison purposes, along with the projected changes in critical delay and critical volume-to-capacity (V/C) ratios. These changes are used to identify significant project impacts.

The corresponding LOS calculation sheets are included in **Appendix B**. The results of the LOS calculations indicate that the majority of the study intersections will operate at acceptable levels of service according to their designed LOS standard. The following intersections do not meet their respective LOS designation for AM and/or PM.

- Intersection #5 – Dixon Landing Road and N. Milpitas Boulevard (AM and PM peak hour)

- Intersection #8 – McCarthy Boulevard and S. Ranch Drive (PM peak hour)
- Intersection #9 – McCarthy Boulevard and SR 237 WB Ramps (PM peak hour)
- Intersection #16 – McCarthy Boulevard and Bellew Drive (PM peak hour)
- Intersection #17 – McCarthy Boulevard and Alder Drive (PM peak hour)
- Intersection #19 – Tasman Drive and Alder Drive (PM peak hour)
- Intersection #25 – Capitol Avenue and Cropley Avenue/Trade Zone Boulevard (PM peak hour)
- Intersection #28 – McCarthy Boulevard/O-Toole Avenue and Montague Expressway (PM peak hour)

TABLE 9: BACKGROUND WITH PROJECT INTERSECTIONS LEVEL OF SERVICE

Intersection		Peak Hour[1]	Background Conditions		Background with Project Conditions				Mitigated Conditions	
			Delay[2]	LOS[3]	Delay[2]	LOS[3]	Δ in Crit. V/C[4]	Δ in Crit. Delay[5]	Delay[2]	LOS[3]
1	Dixon Landing Road and McCarthy Boulevard	AM PM	14.9 18.8	B B-	15.1 19.9	B B-	0.006 0.018	0.2 1.1		
2	Dixon Landing Road and I-880 SB Ramps	AM PM	7.5 6.5	A A	7.5 6.5	A A	0.001 0.005	0.0 0.0		
3	Dixon Landing Road and I-880 NB Ramps/ California Circle	AM PM	15.7 17	B B	15.7 17.1	B B	0.000 0.012	0.0 0.4		
4	California Circle and I-880 NB Ramps	AM PM	10.6 15.8	B+ B	10.6 15.9	B+ B	0.002 0.003	0.0 0.0		
5	Dixon Landing Road and N. Milpitas Boulevard	AM PM	**>180** **84.0**	**F** **F**	**>180** **85.4**	**F** **F**	**0.003** **0.006**	**1.1** **2.6**		
6	McCarthy Boulevard and N. Ranch Drive	AM PM	20.6 29.1	C+ C	20.7 30.3	C+ C	0.001 0.029	0.0 1.8		
7	Ranch Drive and Mall Access Driveway	AM PM	15.8 11.9	B B+	15.8 16.9	B B	0.120 0.328	0.2 7.5		

TABLE 9: BACKGROUND WITH PROJECT INTERSECTIONS LEVEL OF SERVICE

Intersection		Peak Hour[1]	Background Conditions		Background with Project Conditions				Mitigated Conditions	
			Delay[2]	LOS[3]	Delay[2]	LOS[3]	Δ in Crit. V/C[4]	Δ in Crit. Delay[5]	Delay[2]	LOS[3]
8	McCarthy Boulevard and S. Ranch Drive	AM PM	18.7 47.0	B- D	19.9 **63.4**	B- **E**	0.028 **0.088**	2.4 **29.7**	**Significant and Unavoidable**	
9	McCarthy Boulevard and SR 237 WB Ramps	AM PM	23.5 35.6	C D+	25.4 **72.3**	C **E**	0.054 **0.144**	4.9 **53.7**	20.9 30.9	C+ C
10	McCarthy Boulevard and SR 237 EB Ramps	AM PM	20.5 23.9	C+ C	20.7 27.3	C+ C	0.014 0.021	0.3 3.4		
11	SR 237 Ramps and I-880 SB Ramps	AM PM	20.5 16.7	C+ B	21 17.4	C+ B	0.016 0.026	0.6 1.3		
12	SR 237 Ramps and I-880 NB Ramps	AM PM	23.5 19.4	C B-	24.2 18.6	C B-	0.014 -0.005	0.9 -0.8		
13	W. Calaveras Boulevard and S. Abel Street*	AM PM	49 49.2	D D	49.6 50.1	D D	0.007 0.012	1.1 1.4		
14	E. Calaveras Boulevard and S. Milpitas Boulevard*	AM PM	65.4 42.7	E D	67.1 43.0	E D	0.010 0.013	2.9 0.5		
15	E. Calaveras Boulevard and Hillview Drive	AM PM	28.7 43.1	C D	28.6 43.6	C D	0.006 0.018	-0.1 1.2		
16	McCarthy Boulevard and Bellew Drive	AM PM	26.2 **81.8**	C **F**	26.4 **88.0**	C **F**	0.009 **0.013**	0.5 **4.7**	25.0 53.1	C D-
17	McCarthy Boulevard and Alder Drive	AM PM	45.9 **81.5**	D **F**	47.8 **90.4**	D **F**	0.012 **0.039**	2.6 **15.2**	47.2 43.3	D D

TABLE 9: BACKGROUND WITH PROJECT INTERSECTIONS LEVEL OF SERVICE

Intersection		Peak Hour[1]	Background Conditions		Background with Project Conditions				Mitigated Conditions	
			Delay[2]	LOS[3]	Delay[2]	LOS[3]	Δ in Crit. V/C[4]	Δ in Crit. Delay[5]	Delay[2]	LOS[3]
18	McCarthy Boulevard and Tasman Drive	AM PM	40.5 37.1	D D+	41.3 37.8	D D+	0.007 0.024	1.2 0.6		
19	Tasman Drive and Alder Drive	AM PM	18.4 **90.6**	B- **F**	18.7 **94.9**	B- **F**	0.007 **0.015**	0.6 **5.4**	17.6 **60.1**	B **E**
20	Tasman Drive and I-880 SB Ramps	AM PM	22.5 21.6	C+ C+	22.5 21.7	C+ C+	0.002 0.007	0.1 0.8		
21	Great Mall Parkway and I-880 NB Ramps	AM PM	39.2 31.9	D C	39.4 32.1	D C-	0.002 0.005	0.3 0.3		
22	Great Mall Parkway and Abel Street	AM PM	42.2 31.4	D C	42.3 31.4	D C	0.003 0.004	0.1 0.0		
23	Great Mall Parkway and Main Street	AM PM	24.0 32.4	C C-	24.0 32.3	C C-	0.001 0.008	0.0 -0.1		
24	Great Mall Parkway/E. Capitol Avenue and Montague Expressway*	AM PM	51.8 57.6	D- E+	51.9 57.8	D- E+	0.002 0.000	0.2 0.0		
25	Capitol Avenue and Cropley Avenue/Trade Zone Boulevard	AM PM	32.4 **67.4**	C- **E**	32.4 **68.3**	C- **E**	0.002 **0.007**	0.0 **1.3**		
26	Montague Expressway and Trimble Road*	AM PM	28.9 67.4	C E	28.9 68.0	C E	0.001 0.003	0.0 0.8		
27	McCarthy Boulevard and Barber Lane	AM PM	16.3 39.5	B D	16.4 47.2	B D	0.002 0.029	0.0 10.1		

TABLE 9: BACKGROUND WITH PROJECT INTERSECTIONS LEVEL OF SERVICE

Intersection		Peak Hour[1]	Background Conditions		Background with Project Conditions				Mitigated Conditions	
			Delay[2]	LOS[3]	Delay[2]	LOS[3]	Δ in Crit. V/C[4]	Δ in Crit. Delay[5]	Delay[2]	LOS[3]
28	McCarthy Boulevard/O-Toole Avenue and Montague Expressway*	AM PM	44.0 **103.3**	D **F**	45.4 **108.3**	D **F**	0.006 **0.015**	2.0 **6.7**	39.0 **101.4**	D+ **F**
29	SR 237 WB Ramps and Zanker Road	AM PM	13.1 16.4	B B	13.1 16.5	B B	0.000 0.003	0.0 0.1		
30	SR 237 EB Ramps and Zanker Road	AM PM	15.8 15.1	B B	15.8 15.0	B B	0.000 0.000	0.0 0.0		
31	Holger Way and Zanker Road	AM PM	21.1 24.9	C+ C	21.1 24.9	C+ C	0.000 0.006	0.0 0.1		

Notes:
1. AM = morning peak hour, MID = midday peak hour, PM = evening peak hour
2. Whole intersection weighted average control delay expressed in second per vehicle for signalized intersections. Signalized intersections include adjusted saturation flow rates to reflect Santa Clara County conditions per VTA guidelines.
3. LOS = Level of Service. LOS calculations conducted using the TRAFFIX level of service analysis software package, which applies the method described in the 2000 Highway Capacity Manual.
4. Change in critical volume to capacity ratio between Background and Background with Project conditions.
5. Change in average critical movement delay between Background and Background with Project conditions.

Bold text indicates intersection operates at a deficient Level of Service. **Bold and highlighted** indicates a significant impact.
* Denotes Congestion Management Program (CMP)
Source: Fehr & Peers, October 2012.

INTERSECTION IMPACTS AND MITIGATION

Based on the impact criteria listed in Chapter 1, the proposed project will have a significant impact at six study intersections within the City of Milpitas, City of San José and Santa Clara County during the PM peak hour:

- Intersection #8 – McCarthy Boulevard and S. Ranch Drive
- Intersection #9 – McCarthy Boulevard and SR 237 WB Ramps
- Intersection #16 – McCarthy Boulevard and Bellew Drive
- Intersection #17 – McCarthy Boulevard and Alder Drive
- Intersection #19 – Tasman Drive and Alder Drive
- Intersection #28 – McCarthy Boulevard/O-Toole Avenue and Montague Expressway

The following measures are recommended to mitigate significant impacts. The mitigated intersection LOS calculations are presented in **Table 9**, and **Appendix B** contains the corresponding calculation sheets.

CITY OF MILPITAS INTERSECTIONS (NON-CMP INTERSECTIONS)

McCarthy Boulevard / S. Ranch Drive (Intersection #8) – The addition of project traffic under Background Conditions exacerbate unacceptable intersection operations during the PM peak hour. The addition of a southbound through lane on McCarthy Boulevard would mitigate this impact; however, this improvement is considered infeasible due to right-of-way constraints. Alternatively, conversion of the southbound right-turn lane to a shared through/right-turn lane and the addition of a third southbound receiving lane approximately 1,000 feet in length would be required. Shifting of the existing bike lane and existing sidewalks farther west is also required. Secondary impacts with widening will include tree removal, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians. As previously determined by City staff in the *Campus at McCarthy Ranch Environ*mental *Impact Report* (November, 2008) the right-of-way cannot be acquired and due to potential secondary impacts to pedestrian and bicycle facilities, the project's impact at this location is considered ***significant and unavoidable.***

McCarthy Boulevard / SR 237 WB Ramps (Intersection #9) – The addition of project traffic under Background Conditions exacerbate unacceptable intersection operations during the PM peak hour. The addition of a free southbound right-turn lane would improve intersection operations to acceptable levels of service; however, this improvement requires right-of-way acquisition of the west side of the roadway. Existing signal equipment on the northwest corner and the sidewalk on the west side of McCarthy

Boulevard will need to be relocated. Substantial physical alterations along the west side of McCarthy Boulevard, including construction of a retaining wall and/or relocation of utility poles, would be required with the widening. Secondary impacts with widening will include lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians. As previously determined by City staff in the *Campus at McCarthy Ranch Environ*mental *Impact Report* (November, 2008) these physical improvements would be infeasible. In lieu of the aforementioned improvements, the addition of a second westbound right-turn lane with an overlap phase would mitigate the project's impact at this location to a ***less-than-significant*** level. A "No-Right-Turn on Red restriction should be posted to address limited site visibility of the outer westbound right-turn lane to see crossing pedestrians and northbound vehicle traffic. There is a concern about the lane utilization and short merging distance from the westbound right turn-lane of this intersection to the northbound through and right-turn lanes at the intersection of McCarthy Boulevard and S. Ranch Drive. Directional signage on the westbound SR-237 approach should designate the outside right turn lane for McCarthy Boulevard and the inside right-turn lane for South Ranch Drive.

McCarthy Boulevard / Bellew Drive (Intersection #16) – The addition of project traffic under Background Conditions exacerbate unacceptable intersection operations during the PM peak hour. The restriping of the eastbound approach (one left-turn, one through, and one right-turn lane) to provide two left-turn lanes and one shared through/right-turn lane would improve operations, to an acceptable LOS based on the City's standard during the both peak hours. This improvement would mitigate the project's impact at this location to a ***less-than-significant*** level.

McCarthy Boulevard / Alder Drive (Intersection #17) – The addition of project traffic under Background Conditions will degrade acceptable levels of service to unacceptable levels during the PM peak hour. The addition of a second southbound left-turn lane (from McCarthy Boulevard to Alder Drive) would improve intersection operations. The southbound approach and southbound receiving through lanes on McCarthy Boulevard would need to be shifted westwards to accommodate a 2nd southbound left-turn lane. Right-of-way acquisition from the property located on the west side of McCarthy is required. Secondary impacts with widening will include lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians. This improvement would mitigate the project's impact at this location to a ***less-than-significant*** level.

Tasman Drive / Alder Drive (Intersection #19) – Traffic from the proposed project exacerbate LOS F operations during the PM peak hour. Conversion of one southbound through lane on Alder Drive to a left-turn lane to provide a total of three southbound left-turn lanes improves intersection operations. This improvement would mitigate the project's impact at this location to a ***less-than-significant*** level.

CMP Intersections

The addition of project traffic under Background Conditions exacerbates unacceptable intersection operations during the PM peak hour. *McCarthy Boulevard-O'Toole Avenue / Montague Expressway* (Intersection #28) – Three options are available to partially (options 1 or 2) or fully mitigate the impact at the intersection of McCarthy Boulevard-O'Toole Avenue /Montague Expressway to a less than significant level.

- ***Option 1*** – Widen the northbound approach approximately three feet to provide a dedicated right turn lane from northbound O'Toole Avenue to eastbound Montague Expressway. With this improvement, the intersection would operate at LOS D during the AM peak hour and LOS F during the PM peak hour. The dedicated right turn lane would extend from Rincon Avenue to Montague Expressway, approximately 250 feet. Preliminary engineering drawings indicate that this mitigation can be implemented within the existing right-of-way. This would be accomplished by shifting the existing lanes on the south leg of this intersection approximately three feet to the west. The south half of the intersection is within the jurisdiction of the City of San José and, therefore, the above-described mitigation is outside the control of the City of Milpitas to implement, and does not return the intersection to an acceptable level of service (LOS E or better).

- ***Option 2*** – If subsequent evaluation of the mitigation proposed in Option 1 determines that the lane shift is not feasible, then right-of-way acquisition along the east side of the north approach would be necessary. The south half of the intersection is within the jurisdiction of the City of San José and, therefore, the above-described mitigation is outside the control of the City of Milpitas to implement. Mitigation that reduces sidewalk widths below the City standard is not allowed under City of San José Transportation Impact Policy 5-3. The standard sidewalk width in North San José is five feet. The existing sidewalk is five and one-half feet wide. Therefore, in order to implement this mitigation consistent with adopted policy, approximately two and one-half feet of right-of-way behind the sidewalk would need to be acquired from the adjacent property owner for the length of the dedicated right turn lane. This equates to the acquisition of approximately 625 square feet of right-of-way (i.e., 2.5 square feet x 250 feet = 625 square feet). The mitigation would also require relocating existing utilities (e.g., a light pole). The landscape reduction and utility relocation would result in a secondary significant impact.

- ***Option 3*** – A square-loop interchange is planned to be constructed at the intersection of McCarthy Boulevard-O'Toole Avenue/Montague Expressway under Phase 3 of the North San José Area Development Policy (NSJADP). With the square loop interchange, a level of service is not reported at this location because the intersection is eliminated (Montague Expressway will be

elevated over McCarthy Boulevard with on and off-ramps located to the west). The project's impact at this location will be less than significant. The City of San José has stated that payment of an in-lieu fee towards the planned square-loop interchange is acceptable and is the preferred mitigation for the project impact at this intersection. The dollar amount of the in-lieu fee would be equal to the cost to implement the lane shift (Option 1) or the appraised value of the right-of-way needed to construct the dedicated right turn lane (625 square feet, described in Option 2, above). The NSJADP is the adopted program that would allow for a fair-share contribution to this mitigation. The NSJADP does not establish a timeline for the development phases. The amount of development and its timing will be determined by the economy, and regional markets. Therefore, if the City of Milpitas accepts the City of San José's timeline for implementation of the mitigation (i.e., unknown), then payment of the in-lieu fee would mitigate the project's traffic impact at the intersection of McCarthy Boulevard-O'Toole Avenue /Montague Expressway.

PEDESTRIAN, BICYCLE, AND TRANSIT IMPACTS AND MITIGATION

The project's impacts to pedestrian, bicycle, and transit facilities are discussed in the Existing with Project Conditions Chapter and the results are expected to be similar under this scenario. Secondary impacts associated with widening intersections for vehicle movements will include removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians. Improvements resulting in these secondary impacts are not recommended because of the potential to reduce travel demand for these active transportation modes.

The City of Milpitas General Plan Circulation Element (City of Milpitas, updated October 2010) includes the following guiding principles supporting pedestrian and bicycle circulation:

3.d-G-1 Implement the goals, objectives, and benchmarks of the Bikeways Master plan.

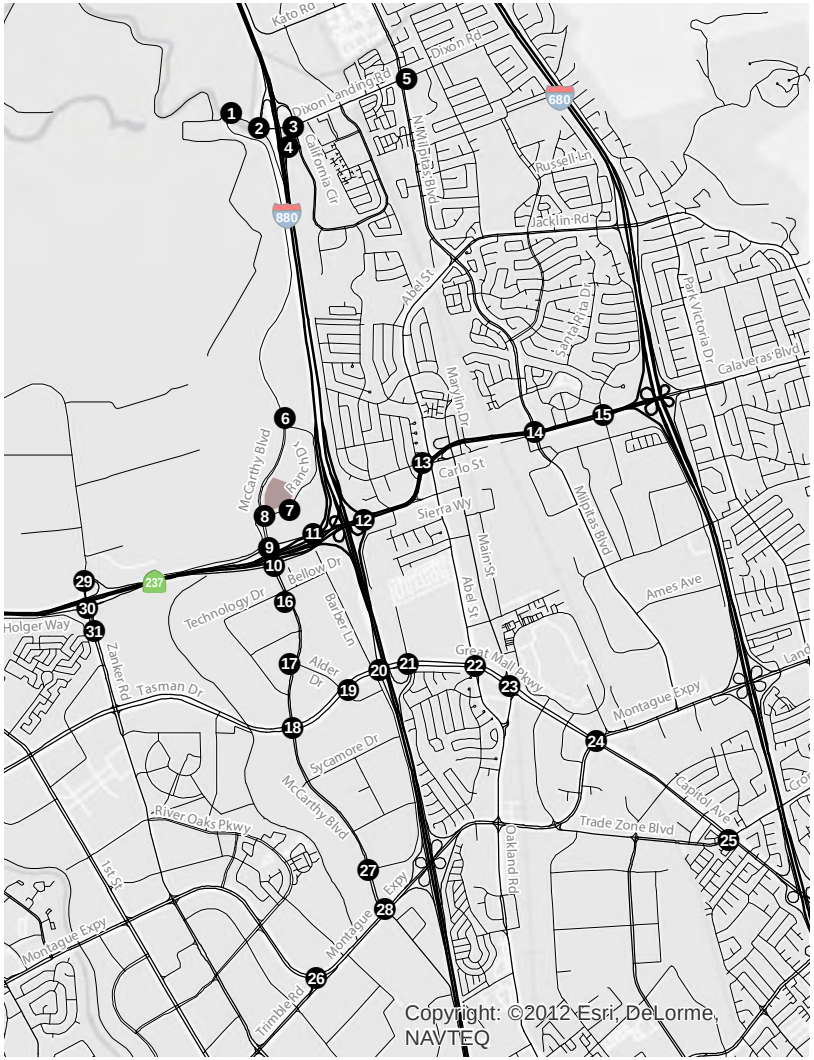
3.d-G-2 Promote walking and bicycling for transportation and recreation purposes by providing a comprehensive system of sidewalks, bicycle lanes and routes and off-street trails that connects all parts of the City.

3.d-G-3 Provide adequate bicycle parking and end-of trip support facilities for bicyclists at centers of public and private activity.

3.d-G-4 Promote intermodal commuting options.

3.d-G-5 Encourage a mode shift to non-motorized transportation by expanding current pedestrian and bicycle facilities.

These policies in connection with statewide complete streets policies are intended to balance transportation investments and promote active travel modes like walking and bicycling.



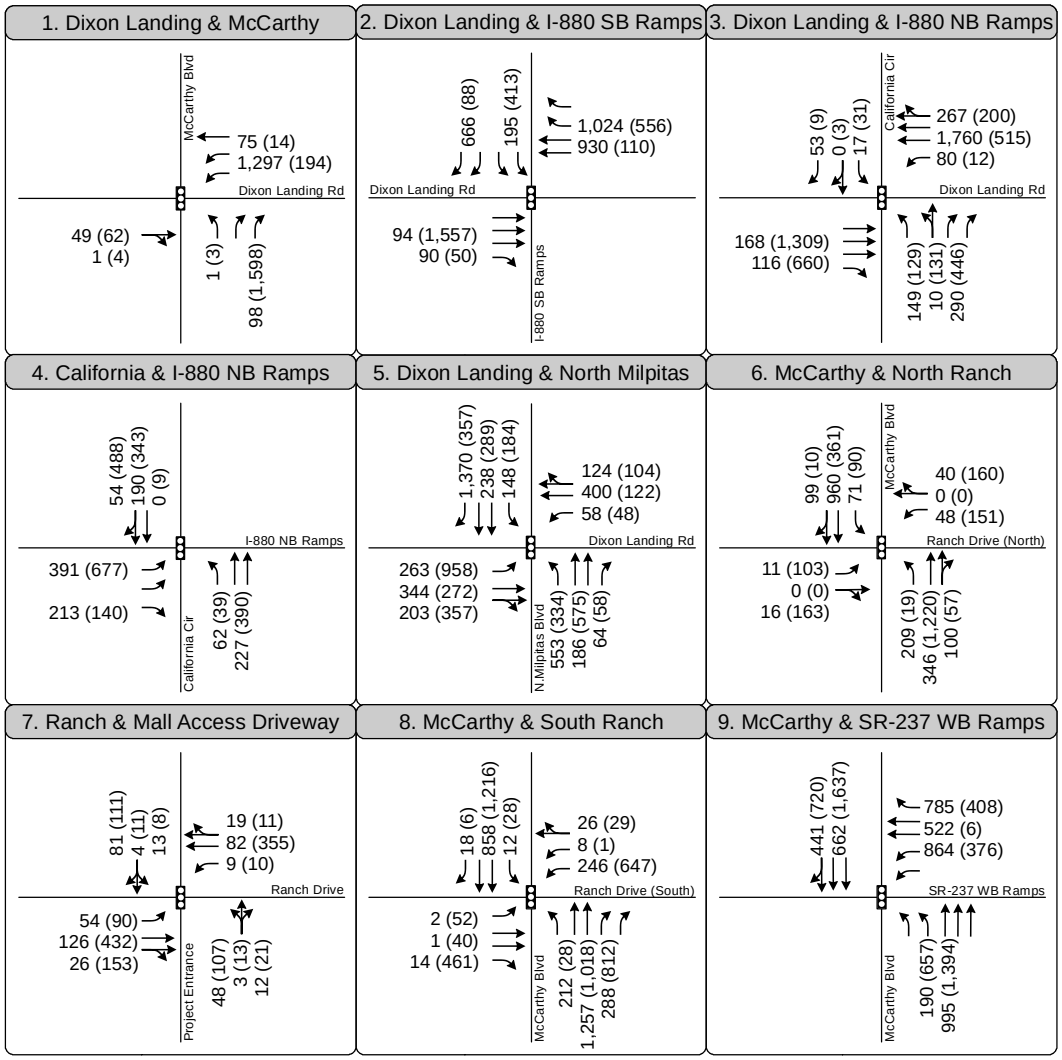


Figure 10a

Background without Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes
Intersections 1 - 9 of 31

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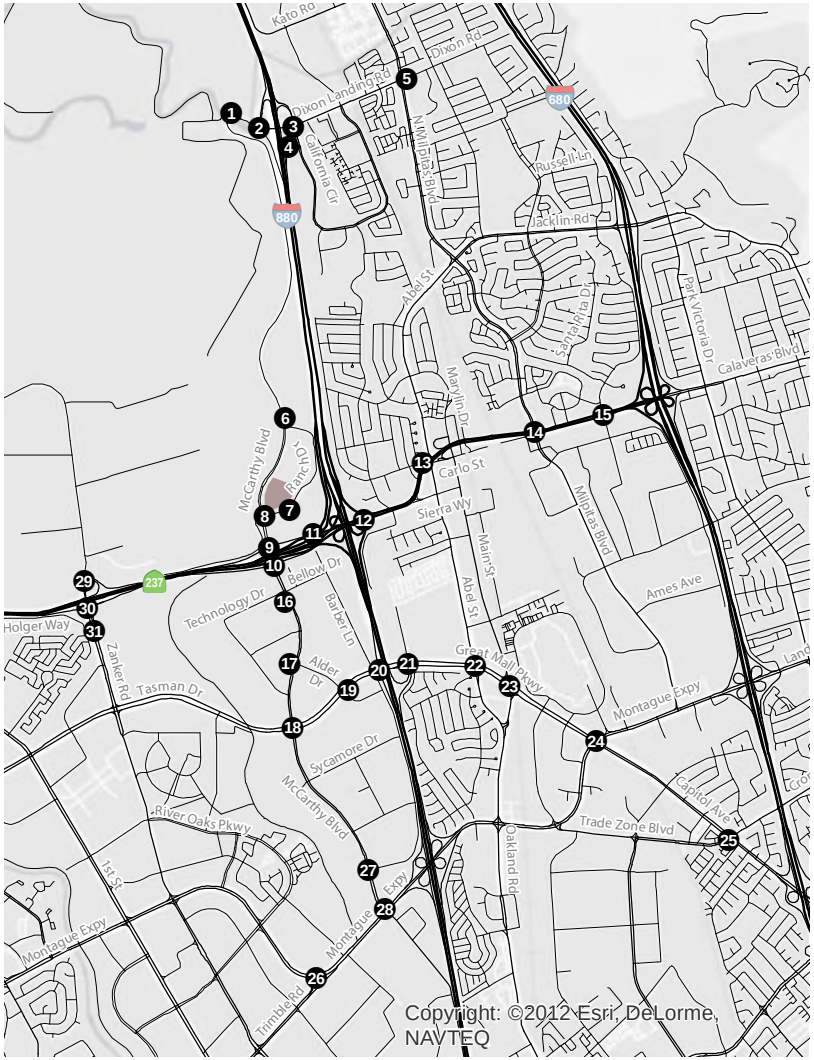

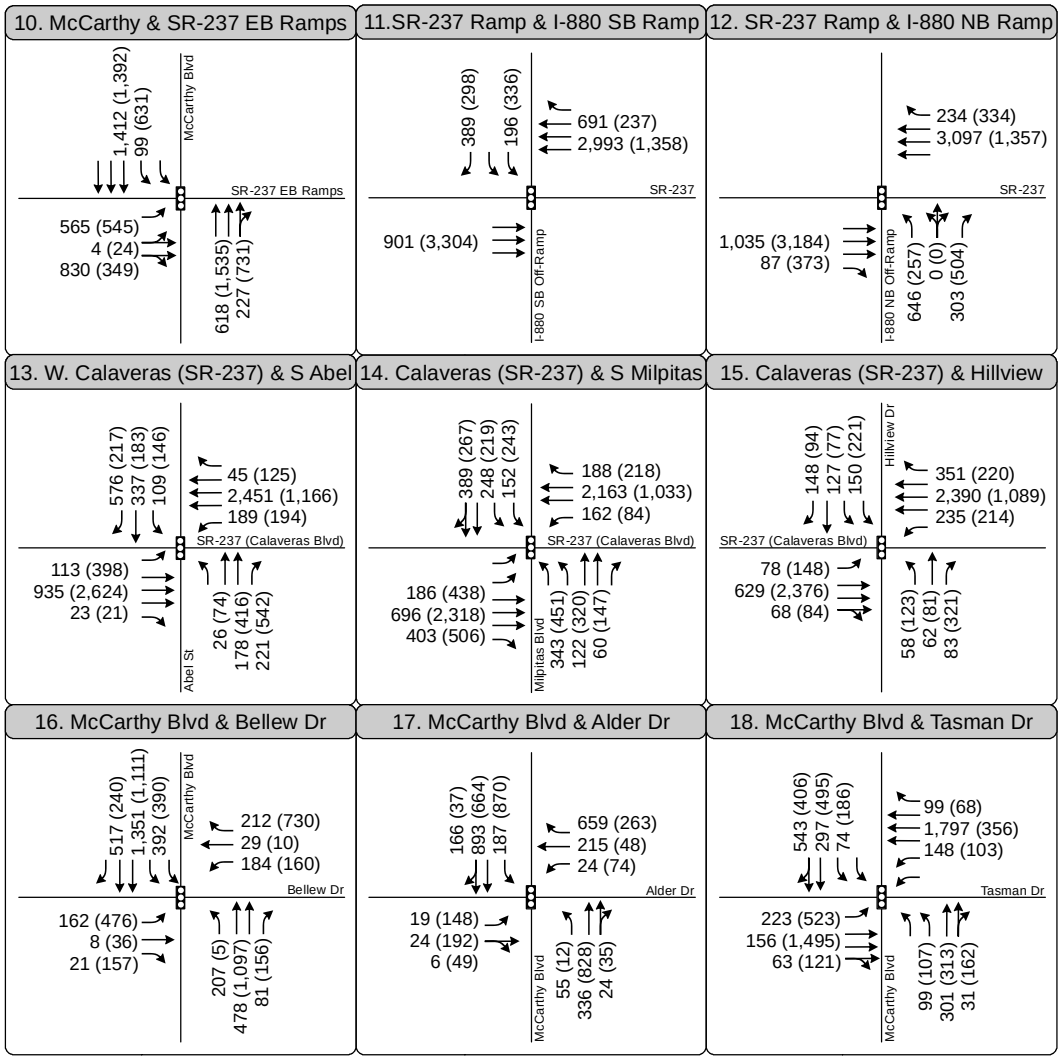

Turn Lane

AM (PM) Peak Hour Traffic Volume

1 Study Intersection

Signalized Intersection

Figure 10b

Background without Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes
Intersections 10 - 18 of 31

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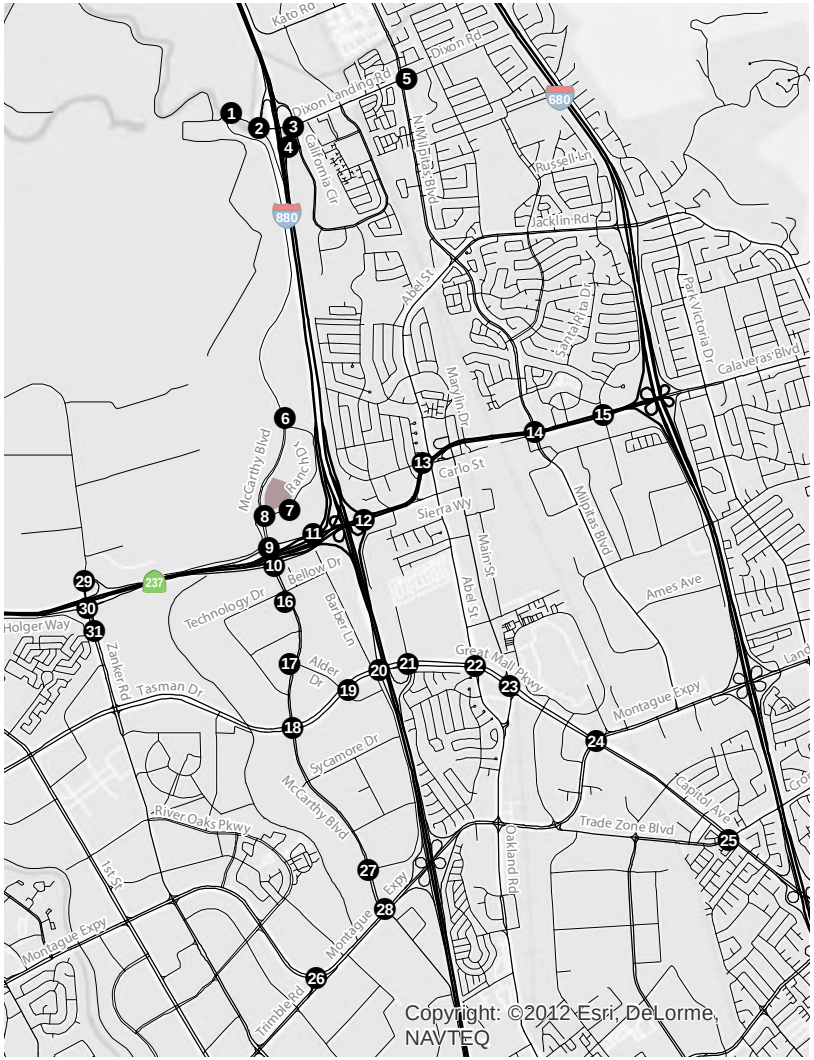

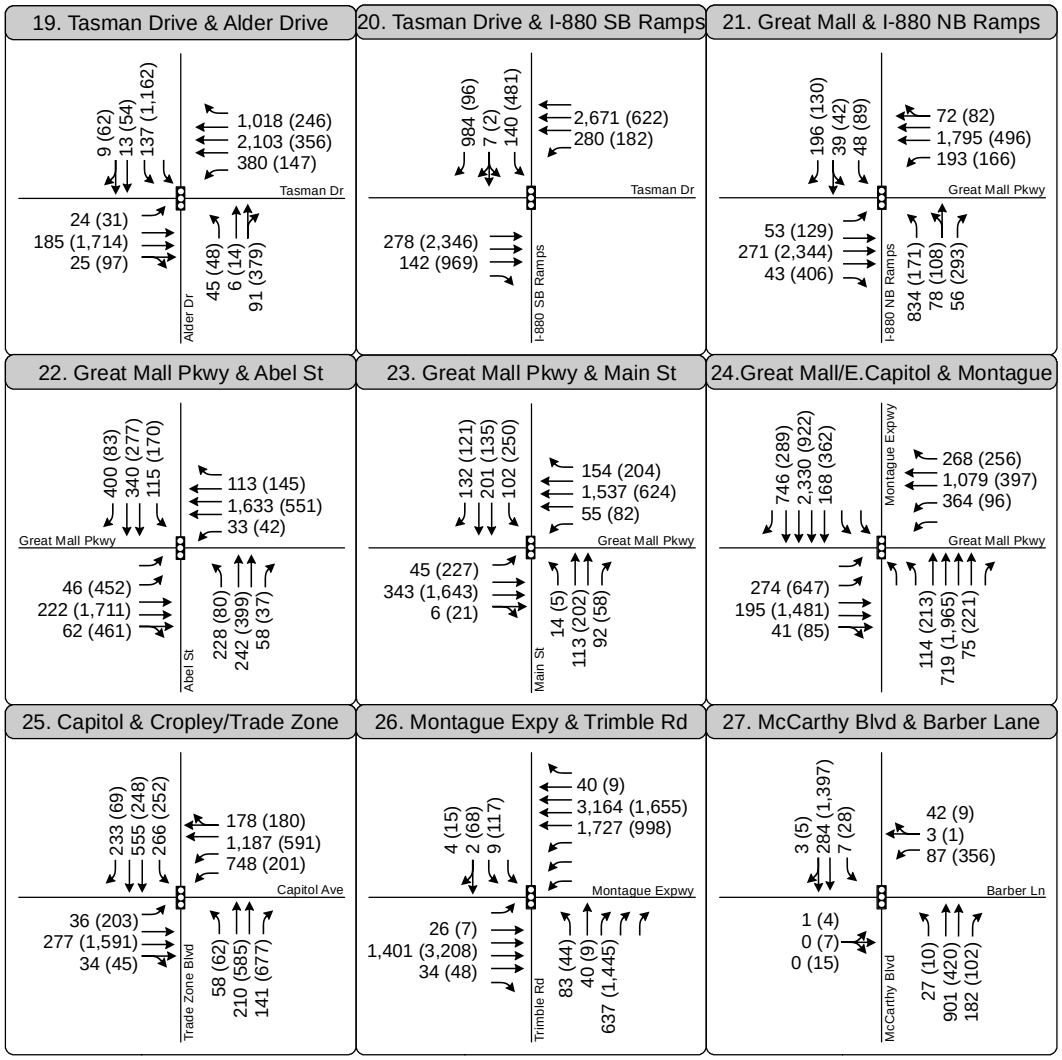

Turn Lane

AM (PM) Peak Hour Traffic Volume

1 Study Intersection

Signalized Intersection

Figure 10c

Background without Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes
Intersections 19 - 27 of 31

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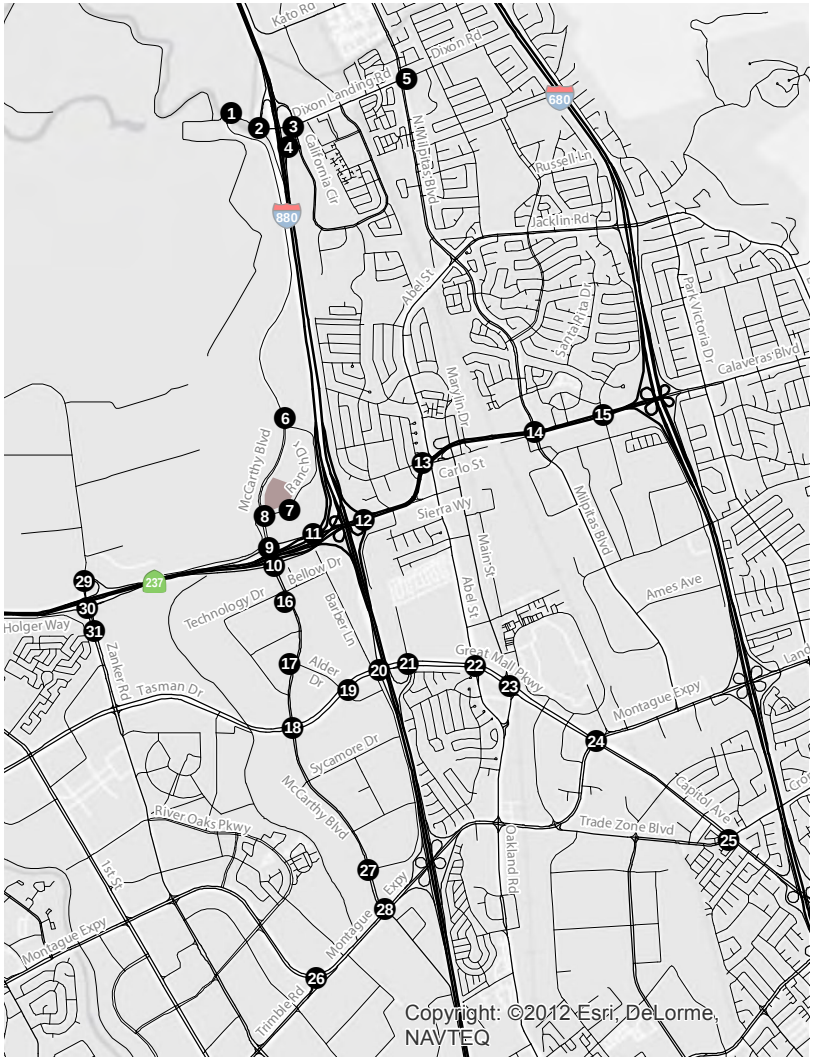

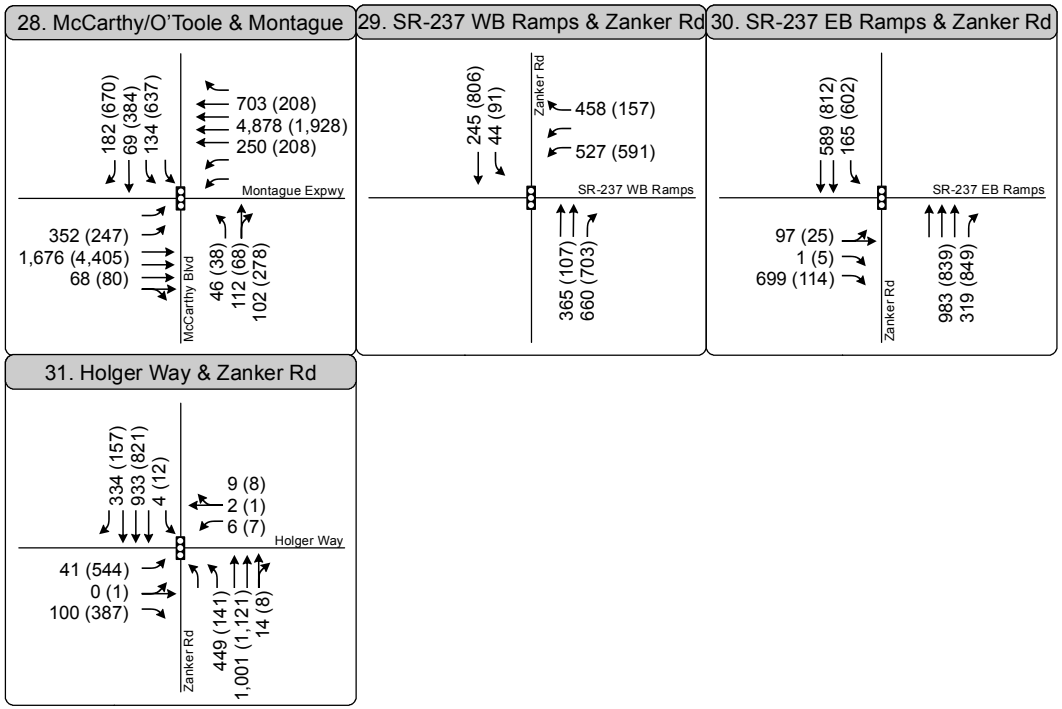

	Turn Lane
AM (PM)	Peak Hour Traffic Volume
1	Study Intersection
	Signalized Intersection

Figure 10d

Background without Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes
Intersections 28 - 31 of 31

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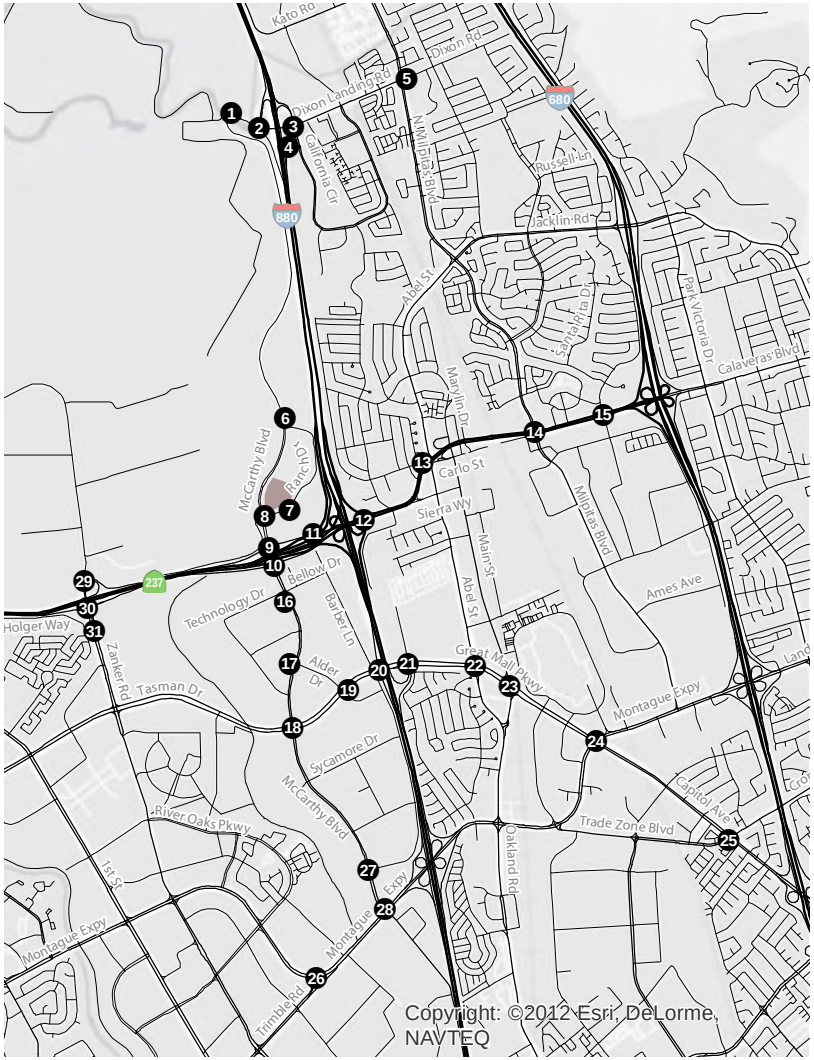

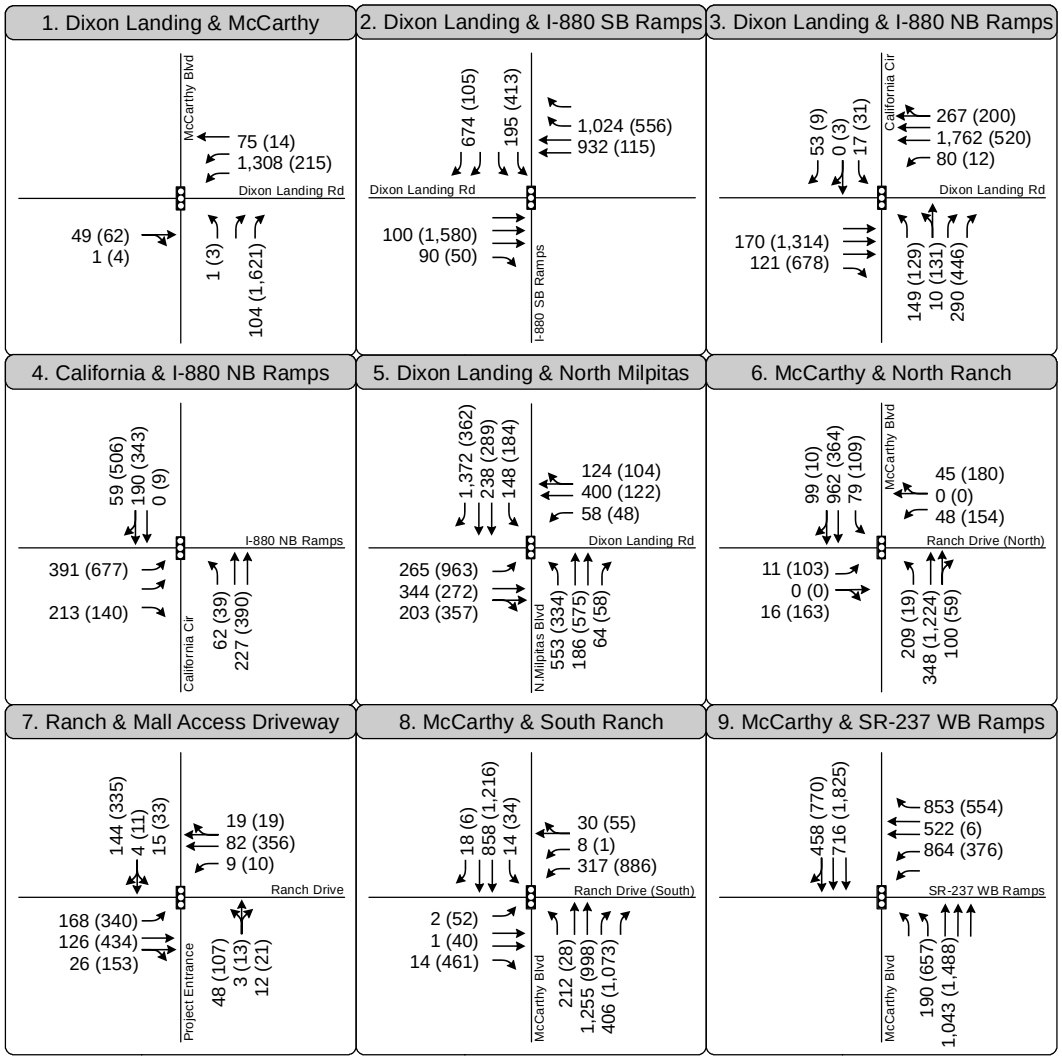

Figure 11a

Background with Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes Intersections 1 - 9 of 31

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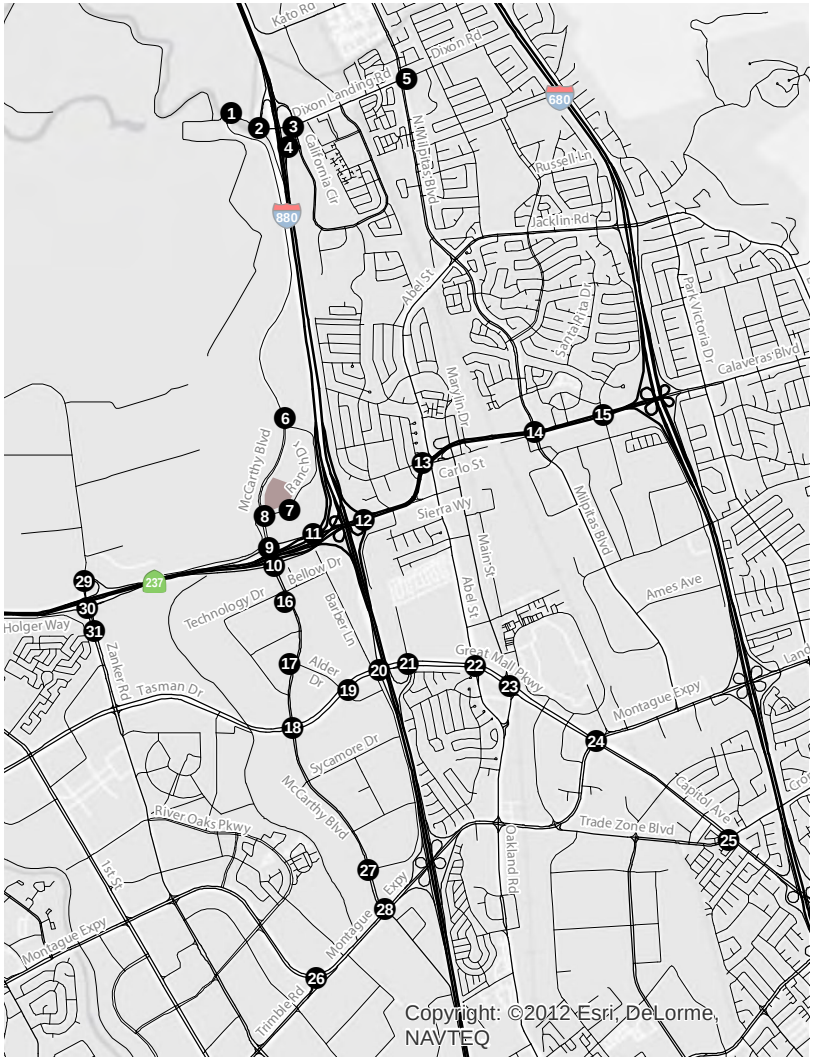

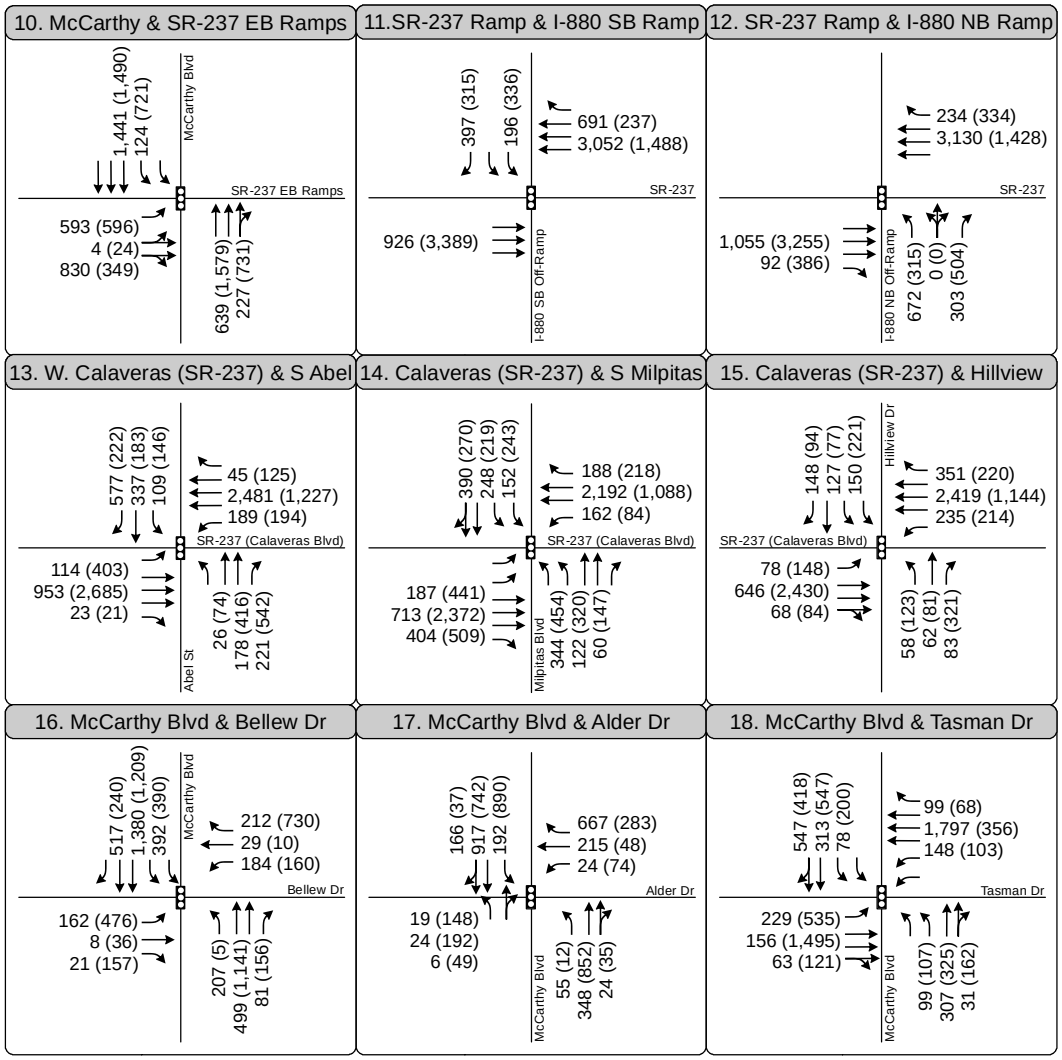

Turn Lane

AM (PM) Peak Hour Traffic Volume

1 Study Intersection

Signalized Intersection

Figure 11b

Background with Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes Intersections 10 - 18 of 31

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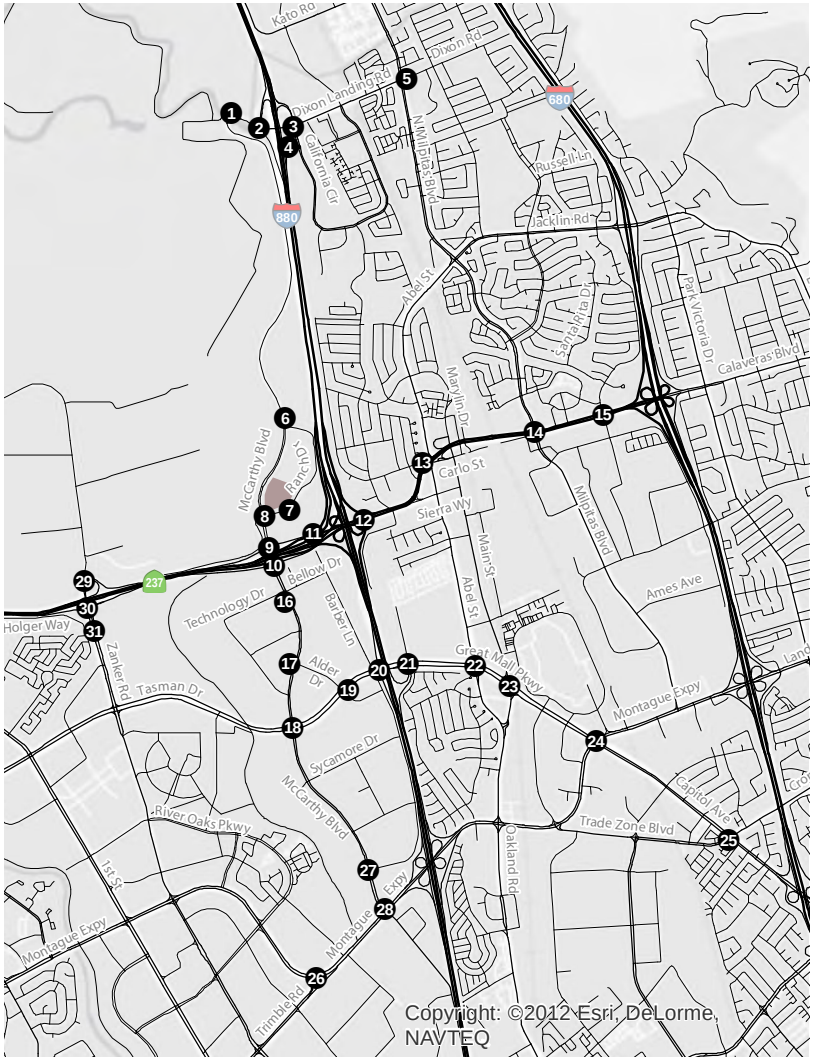

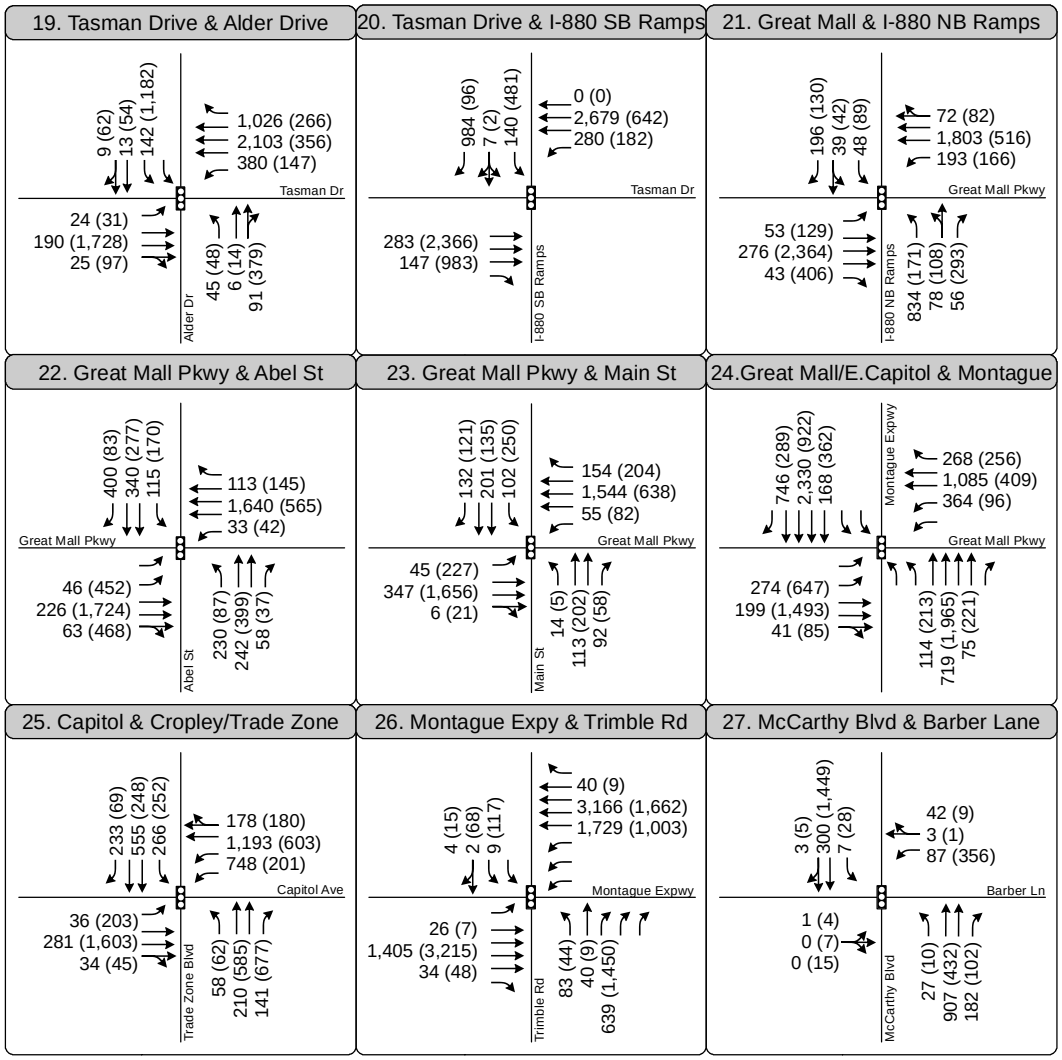

Turn Lane

AM (PM) Peak Hour Traffic Volume

1 Study Intersection

Signalized Intersection

Figure 11c

Background with Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes Intersections 19 - 27 of 31

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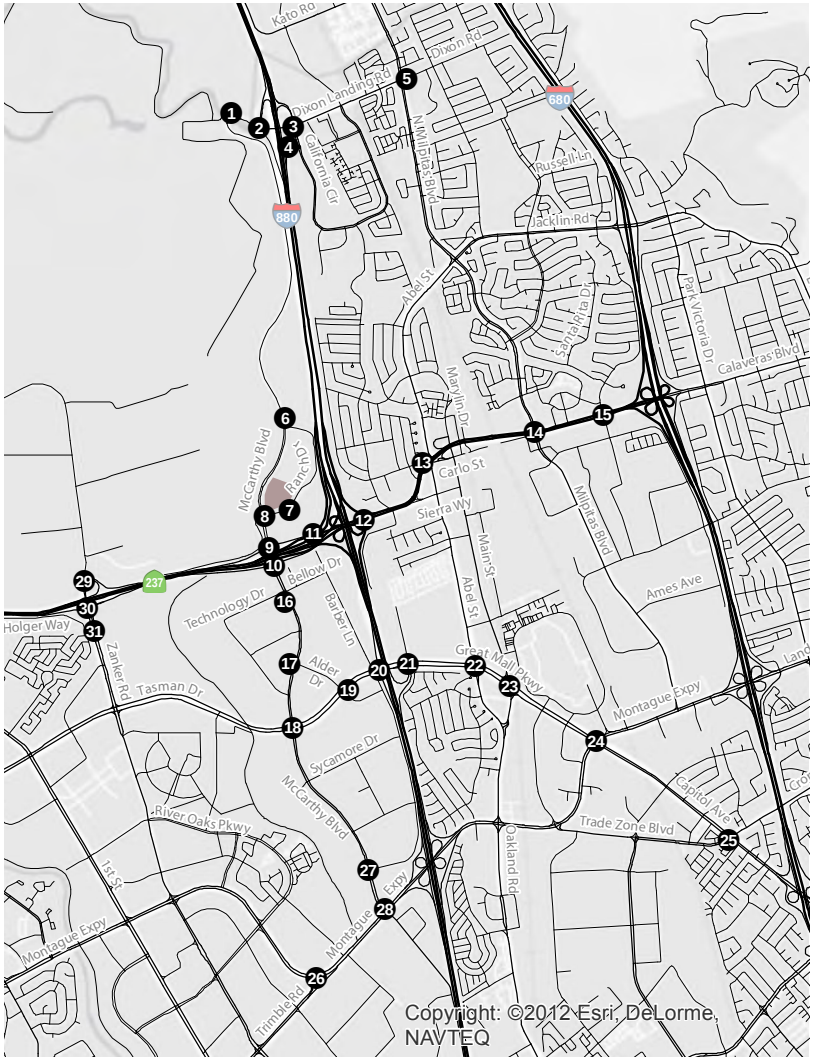
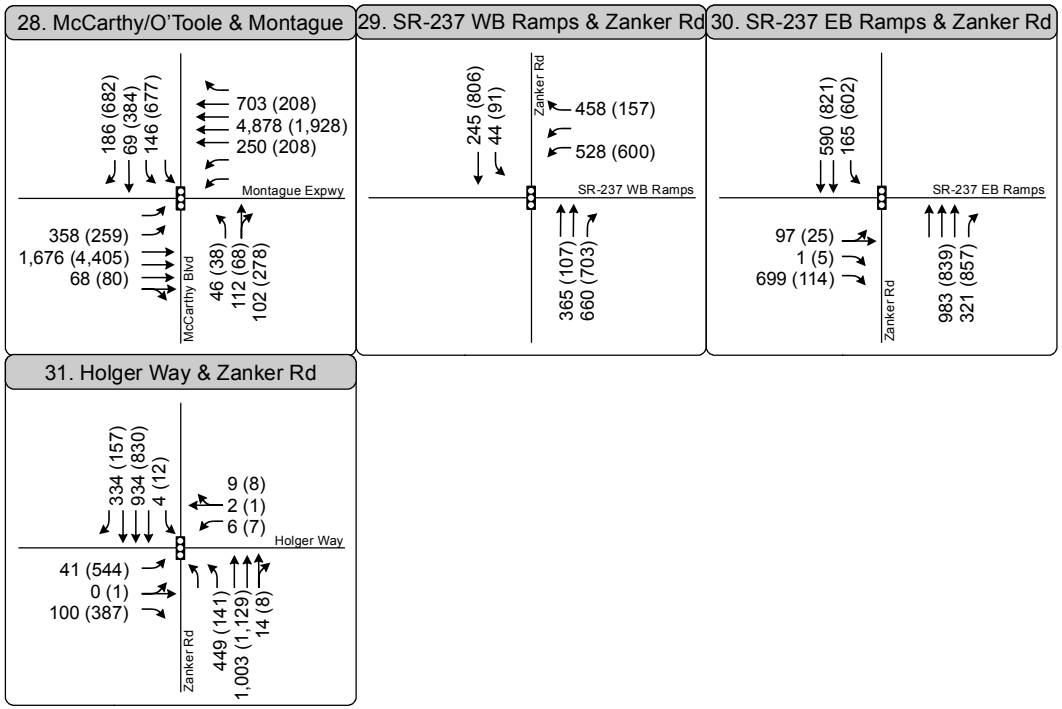




	Turn Lane
AM (PM)	Peak Hour Traffic Volume
1	Study Intersection
	Signalized Intersection

Figure 11d

Background with Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes
Intersections 28 - 31 of 31

Document Path: N:\Projects_SJ12_Projects\SJ12_1361_Pacific_Mall_Silicon_Valley\Graphics\GIS\MXD\fig11d_BG_plus_p_volumes.mxd

FEHR PEERS

5. NEAR-TERM CUMULATIVE CONDITIONS

This chapter presents the results of the intersection level of service calculations under Near-Term Cumulative Conditions with and without the Project. Near-Term Cumulative without Project Conditions are defined as existing volumes plus traffic generated by all foreseen development projects that would affect the transportation system in the study area, including "approved but not yet built," as well as pending development projects that have not yet been approved. Near-Term Cumulative with Project Conditions are defined as Near-Term Cumulative without Project Conditions plus traffic generated by the proposed project.

PENDING DEVELOPMENT PROJECTS

Near-Term Cumulative Conditions represent the traffic volumes from approved but not yet constructed or occupied developments (listed in Background Conditions), as well as traffic from pending projects in the area obtained from the City of Milpitas. In addition to the approved but not yet constructed or occupied developments listed in Chapter 4, three additional pending projects are expected to directly increase traffic through the study intersections once they are built and occupied. A list of approved and pending projects and their available traffic projections was provided by City of Milpitas staff. The pending projects include:

- Preston Properties – 220 multi-family residential units along Railroad Avenue south of SR 237
- Waterstone – 84 single-family residential units along California Circle
- McCarthy Ranch – 1.2 million square feet of office space

NEAR-TERM CUMULATIVE ROADWAY IMPROVEMENTS

Two study intersections are expected to be modified prior to completion of the proposed project. Both of these locations include the addition of a new west leg to accommodate future development: 1) McCarthy Boulevard and N. Ranch Drive (intersection #6) and 2) McCarthy Boulevard and Alder Drive (intersection #17). No other approved and funded transportation network improvements were identified that would be constructed and operational prior to project completion.

NEAR-TERM CUMULATIVE WITHOUT PROJECT VOLUMES

Traffic volumes for Near-Term Cumulative Conditions were estimated by adding traffic generated by approved (not occupied) and pending development projects to existing volumes. Trip generation estimates for pending project trips were estimated based on trip generation rates published in the Institute of Transportation Engineers, *Trip Generation* (8th Edition) and available transportation impact studies. The trips for each of these projects were then assigned to the roadway network based on the relative locations of complementary land uses, as well as, existing and estimated future travel patterns.

NEAR-TERM CUMULATIVE WITH PROJECT VOLUMES

Net new trips from the proposed project were added to the near-term cumulative traffic projections to develop traffic volumes for Near-Term Cumulative with Project Conditions. The resulting volumes are shown on **Figure 12** and **Figure 13**.

NEAR-TERM CUMULATIVE INTERSECTION LEVELS OF SERVICE

Level of service calculations were conducted to evaluate intersection operations under Near-Term without and with Cumulative Conditions. The results of the LOS analysis are summarized in **Table 10** along with changes in intersection critical delay due to the addition of project traffic.

The results for Near-Term Cumulative without Project Conditions are included for comparison purposes, along with the projected change in critical delay and critical volume-to-capacity (V/C) ratios. These changes are used to identify significant project impacts.

The corresponding LOS calculation sheets are included in **Appendix B**. The results of the LOS calculations indicate that the majority of the study intersections will operate at acceptable levels of service according to their designed LOS standard. The following intersections do not meet their respective LOS designation for AM and/or PM.

- Intersection #1 – Dixon Landing Road and McCarthy Boulevard (AM and PM peak hour)
- Intersection #2 – Dixon Landing Road and I-880 SB Ramps (AM peak hour)
- Intersection #5 – Dixon Landing and N. Milpitas Boulevard (AM and PM peak hour)
- Intersection #8 – McCarthy Boulevard and S. Ranch Drive (PM peak hour)
- Intersection #9 – McCarthy Boulevard and SR 237 WB Ramps (PM peak hour)

- Intersection #16 – McCarthy Boulevard and Bellew Drive (PM peak hour)
- Intersection #17 – McCarthy Boulevard and Alder Drive (AM and PM peak hour)
- Intersection #19 – Tasman Drive and Alder Drive (PM peak hour)
- Intersection #25 – Capitol Avenue and Cropley Avenue/Trade Zone Boulevard (PM peak hour)
- Intersection #28 – McCarthy Boulevard/O-Toole Avenue and Montague Expressway (PM peak hour)

TABLE 10: NEAR-TERM CUMULATIVE WITH PROJECT INTERSECTIONS LEVEL OF SERVICE

	Intersection	Peak Hour[1]	Near-Term Cumulative Conditions		Near-Term Cumulative with Project Conditions				Mitigated Conditions	
			Delay[2]	LOS[3]	Delay[2]	LOS[3]	Δ in Crit. V/C[4]	Δ in Crit. Delay[5]	Delay[2]	LOS[3]
1	Dixon Landing Road and McCarthy Boulevard	AM PM	**158.9** **152.7**	**F** **F**	**161.3** **157.4**	**F** **F**	**0.008** **0.018**	**2.4** **4.7**	43.6 53.8	D D-
2	Dixon Landing Road and I-880 SB Ramps	AM PM	**63.0** 8.0	**E** A	**63.1** 8.1	**E** A	**0.001** 0.005	**0.6** 0.1		
3	Dixon Landing Road and I-880 NB Ramps/ California Circle	AM PM	19.3 27.9	B- C	19.6 29.6	B- C	0.003 0.014	0.3 5.0		
4	California Circle and I-880 NB Ramps	AM PM	10.9 27.7	B+ C	10.9 27.4	B+ C	0.002 -0.002	0.0 -0.8		
5	Dixon Landing Road and N. Milpitas Boulevard	AM PM	**>180** **97.7**	**F** **F**	**>180** **99.2**	**F** **F**	**0.004** **0.006**	**1.7** **2.7**		
6	McCarthy Boulevard and N. Ranch Drive	AM PM	17.2 26.6	B C	17.3 27.6	B C	0.007 0.030	0.0 1.9		
7	Ranch Drive and Mall Access Driveway	AM PM	15.8 11.9	B B+	15.8 16.9	B B	0.121 0.328	0.2 7.5		
8	McCarthy Boulevard and S. Ranch Drive	AM PM	51.9 **83.2**	D- **F**	52.1 **105.9**	D- **F**	0.028 **0.088**	1.9 **41.0**	**Significant and Unavoidable**	
9	McCarthy Boulevard and SR 237 WB Ramps	AM PM	36.3 **78.2**	D+ **E-**	43.3 **109.7**	D **F**	0.054 **0.132**	19.5 **58.6**	22.1 **71.7**	C+ **E**

TABLE 10: NEAR-TERM CUMULATIVE WITH PROJECT INTERSECTIONS LEVEL OF SERVICE

Intersection		Peak Hour[1]	Near-Term Cumulative Conditions		Near-Term Cumulative with Project Conditions				Mitigated Conditions	
			Delay[2]	LOS[3]	Delay[2]	LOS[3]	Δ in Crit. V/C[4]	Δ in Crit. Delay[5]	Delay[2]	LOS[3]
10	McCarthy Boulevard and SR 237 EB Ramps	AM PM	20.5 23.9	C+ C	20.0 27.6	B- C	-0.002 0.023	-0.9 3.8		
11	SR 237 Ramps and I-880 SB Ramps	AM PM	20.6 17.3	C+ B	21 18	C+ B	0.016 0.026	0.6 1.3		
12	SR 237 Ramps and I-880 NB Ramps	AM PM	30.5 20.2	C C+	29.1 19.3	C B-	-0.013 -0.006	-1.6 -0.9		
13	W. Calaveras Boulevard and S. Abel Street*	AM PM	56.2 52.0	E+ D-	57.3 53.1	E+ D-	0.007 0.012	1.8 1.8		
14	E. Calaveras Boulevard and S. Milpitas Boulevard*	AM PM	69.9 42.9	E D	71.8 43.4	E D	0.010 0.013	3.2 0.6		
15	E. Calaveras Boulevard and Hillview Drive	AM PM	28.6 43.3	C D	28.5 43.9	C D	0.006 0.018	-0.1 1.4		
16	McCarthy Boulevard and Bellew Drive	AM PM	26.2 **86.6**	C **F**	26.5 **95.2**	C **F**	0.009 **0.013**	0.5 **4.7**	22.6 40.6	C+ D
17	McCarthy Boulevard and Alder Drive	AM PM	47.8 **84.2**	D **F**	50.8 **93.2**	D **F**	0.016 **0.039**	4.2 **15.7**	49.0 43.5	D D
18	McCarthy Boulevard and Tasman Drive	AM PM	41.2 37.9	D D+	42.1 38.6	D D+	0.007 0.024	1.3 0.8		
19	Tasman Drive and Alder Drive	AM PM	18.8 **92.6**	B- **F**	19.1 **96.9**	B- **F**	0.007 **0.015**	0.6 **5.5**	18.0 **60.1**	B **E**
20	Tasman Drive and I-880 SB Ramps	AM PM	23.2 22.8	C C+	22.7 22.9	C+ C+	-0.007 0.007	-0.7 0.9		
21	Great Mall Parkway and I-880 NB Ramps	AM PM	39.4 32.5	D C-	40.1 32.7	D C-	0.006 0.005	0.9 0.3		
22	Great Mall Parkway and Abel Street	AM PM	42.3 31.3	D C	42.4 31.3	D C	0.003 0.004	0.1 0.0		
23	Great Mall Parkway and Main Street	AM PM	23.9 32.1	C C-	23.9 32.1	C C-	0.001 0.008	0.0 -0.1		

TABLE 10: NEAR-TERM CUMULATIVE WITH PROJECT INTERSECTIONS LEVEL OF SERVICE

Intersection		Peak Hour[1]	Near-Term Cumulative Conditions		Near-Term Cumulative with Project Conditions				Mitigated Conditions	
			Delay[2]	LOS[3]	Delay[2]	LOS[3]	Δ in Crit. V/C[4]	Δ in Crit. Delay[5]	Delay[2]	LOS[3]
24	Great Mall Parkway/E. Capitol Avenue and Montague Expressway*	AM PM	52.3 57.9	D- E+	52.4 58.1	D- E+	0.002 0.000	0.2 0.0		
25	Capitol Avenue and Cropley Avenue/Trade Zone Boulevard	AM PM	32.4 **68.4**	C- **E**	32.5 **69.4**	C- **E**	0.008 **0.007**	0.2 **1.4**		
26	Montague Expressway and Trimble Road*	AM PM	29.1 67.5	C E	29.1 68.1	C E	0.001 0.003	0.0 0.9		
27	McCarthy Boulevard and Barber Lane	AM PM	16.0 44.7	B D	16.0 53.7	B D-	0.002 0.030	0.0 11.7		
28	McCarthy Boulevard/ O-Toole Avenue and Montague Expressway*	AM PM	49.6 **113.1**	D **F**	51.5 **117.9**	D- **F**	0.008 **0.015**	2.7 **6.8**	45.2 **112.6**	D **F**
29	SR 237 WB Ramps and Zanker Road	AM PM	13.1 17.8	B B	13.1 17.9	B B	0.000 0.003	0.0 0.1		
30	SR 237 EB Ramps and Zanker Road	AM PM	15.8 14.6	B B	15.8 14.6	B B	0.000 0.000	0.0 0.0		
31	Holger Way and Zanker Road	AM PM	21.1 25.0	C+ C	21.1 25.0	C+ C	0.000 0.006	0.0 0.1		

Notes:
1. AM = morning peak hour, MID = midday peak hour, PM = evening peak hour
2. Whole intersection weighted average control delay expressed in second per vehicle for signalized intersections. Signalized intersections include adjusted saturation flow rates to reflect Santa Clara County conditions per VTA guidelines.
3. LOS = Level of Service. LOS calculations conducted using the TRAFFIX level of service analysis software package, which applies the method described in the 2000 Highway Capacity Manual.
4. Change in critical volume to capacity ratio between Near-Term Cumulative and Near-Term Cumulative with Project Conditions.
5. Change in average critical movement delay between Near-Term Cumulative and Near-Term Cumulative with Project Conditions.
Bold text indicates intersection operates at a deficient Level of Service, **Bold and highlighted** indicates a significant impact.
* Denotes Congestion Management Program (CMP)
Source: Fehr & Peers, October 2012.

INTERSECTION IMPACTS AND MITIGATION

Based on the impact criteria listed in Chapter 1, the proposed project will have a significant impact at seven study intersections under Near-Term with Cumulative Conditions within the City of Milpitas, City of San José, City of Fremont, and Santa Clara County during the PM peak hour:

- Intersection #1 – Dixon Landing Road and McCarthy Boulevard
- Intersection #8 – McCarthy Boulevard and S. Ranch Drive
- Intersection #9 – McCarthy Boulevard and SR 237 WB Ramps
- Intersection #16 – McCarthy Boulevard and Bellew Drive
- Intersection #17 – McCarthy Boulevard and Alder Drive
- Intersection #19 – Tasman Drive and Alder Drive
- Intersection #28 – McCarthy Boulevard/O-Toole Avenue and Montague Expressway

The following measures are recommended to mitigate significant impacts. The mitigated intersection LOS calculations are presented in **Table 10**, and **Appendix B** contains the corresponding calculation sheets.

CITY OF MILPITAS INTERSECTIONS (NON-CMP INTERSECTIONS)

McCarthy Boulevard / S. Ranch Drive (Intersection #8) – – The addition of project traffic under Near-Term Cumulative Conditions exacerbate unacceptable intersection operations during the PM peak hour. The addition of a southbound through lane on McCarthy Boulevard would mitigate this impact; however, this improvement is considered infeasible due to right-of-way constraints. Alternatively, conversion of the southbound right-turn lane to a shared through/right-turn lane and addition of a third southbound receiving lane approximately 1,000 feet in length would be required. Shifting of the existing bike lane and existing sidewalks farther west is also required. Secondary impacts with widening will include tree removal, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians. As previously determined in City staff in the *Campus at McCarthy Ranch Environ*mental *Impact Report* (November, 2008) the right-of-way cannot be acquired and due to potential secondary impacts to pedestrian and bicycle facilities, the project's impact at this location is considered ***significant and unavoidable.***

McCarthy Boulevard / SR 237 WB Ramps (Intersection #9) –The addition of project traffic under Near-Term Cumulative Conditions exacerbate unacceptable intersection operations during the PM peak hour. The addition of a free southbound right-turn lane would improve intersection operations to acceptable levels of service; however, this improvement requires right-of-way acquisition of the west side of the roadway. Existing signal equipment on the northwest corner and the sidewalk on the west side of McCarthy

Boulevard would need to be relocated. Substantial physical alterations along the west side of McCarthy Boulevard, including construction of a retaining wall and/or relocation of utility poles, would be required with the widening. Secondary impacts with widening will include lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians. As previously determined in City staff in the *Campus at McCarthy Ranch Environ*mental *Impact Report* (November, 2008) these physical improvements to be infeasible. The addition of a second westbound right-turn lane with an overlap phase would mitigate the project's impact at this location to a ***less-than-significant*** level. A no-right-turn on red restriction should be posted to address limited site visibility of the outer westbound right-turn lane to see crossing pedestrians and northbound vehicle traffic. There is a concern about the lane utilization and short merging distance from the westbound right turn-lane of this intersection to the northbound through and right-turn lanes at the intersection of McCarthy Boulevard and S. Ranch Drive. Directional signage on the westbound SR-237 approach should designate the outside right turn lane for McCarthy Boulevard and the inside right-turn lane for South Ranch Drive.

McCarthy Boulevard / Bellew Drive (Intersection #16) – The addition of project traffic under Near-Term Cumulative Conditions exacerbate unacceptable intersection operations during the PM peak hour. The restriping of the eastbound approach (one left-turn, one through, and one right-turn lane) to provide two left-turn lanes and one shared through/right-turn lane would improve operations, but the intersection operations would be considered unacceptable based on the City level of service standard. The widening of McCarthy Boulevard to three lanes in both directions, in conjunction with the restriping of the eastbound approach, would improve intersection operations to acceptable levels of service during the AM and PM peak hours. Secondary impacts related to right-of-way acquisition, relocation of existing utility poles, removal of existing landscaping lengthening of crosswalk distance/time for pedestrians, and/or modification of signal phasing would also occur. These physical intersection improvements would mitigate the project's impact at this location to a ***less-than-significant*** level.

McCarthy Boulevard / Alder Drive (Intersection #17) – The addition of project traffic under Near-Term Cumulative Conditions exacerbate unacceptable intersection operations during the PM peak hour. The addition of a second southbound left-turn lane (from McCarthy Boulevard to Alder Drive) improves intersection operations. The southbound approach and southbound receiving through lanes on McCarthy Boulevard would need to be shifted westwards to accommodate a 2nd southbound left-turn lane. Right-of-way acquisition from the property located on the west side of McCarthy is required. Secondary impacts with widening will include lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians. This improvement would mitigate the project's impact at this location to a ***less-than-significant*** level.

Tasman Drive / Alder Drive (Intersection #19) – Traffic from the proposed project exacerbate LOS F operations during the PM peak hour. Conversion of one southbound through lane on Alder Drive to a left-turn lane to provide a total of three southbound left-turn lanes improves intersection operations. This improvement would mitigate the near-term cumulative impact to a ***less-than-significant*** level.

CMP Intersection

McCarthy Boulevard-O'Toole Avenue / Montague Expressway (Intersection #28) – The addition of project traffic under Near-Term Cumulative Conditions exacerbate unacceptable intersection operations during the PM peak hour. Three options are available to partially (options 1 or 2) or fully (option 3) mitigate the near-term cumulative impact at the intersection of McCarthy Boulevard-O'Toole Avenue /Montague Expressway to a less than significant level.

- ***Option 1*** – Widen the northbound approach approximately three feet to provide a dedicated right turn lane from northbound O'Toole Avenue to eastbound Montague Expressway. With this improvement, the intersection would operate at LOS D during the AM peak hour and LOS F during the PM peak hour. The dedicated right turn lane would extend from Rincon Avenue to Montague Expressway, approximately 250 feet. Preliminary engineering drawings indicate that this mitigation can be implemented within the existing right-of-way. This would be accomplished by shifting the existing lanes on the south leg of this intersection approximately three feet to the west. The south half of the intersection is within the jurisdiction of the City of San José and, therefore, the above-described mitigation is outside the control of the City of Milpitas to implement, and does not return the intersection to an acceptable level of service (LOS E or better).

- ***Option 2*** – If subsequent evaluation of the mitigation proposed in Option 1 determines that the lane shift is not feasible, then right-of-way acquisition along the east side of the north approach would be necessary. The south half of the intersection is within the jurisdiction of the City of San José and, therefore, the above-described mitigation is outside the control of the City of Milpitas to implement. Mitigation that reduces sidewalk widths below the City standard is not allowed under City of San José Transportation Impact Policy 5-3. The standard sidewalk width in North San José is five feet. The existing sidewalk is five and one-half feet wide. Therefore, in order to implement this mitigation consistent with adopted policy, approximately two and one-half feet of right-of-way behind the sidewalk would need to be acquired from the adjacent property owner for the length of the dedicated right turn lane. This equates to the acquisition of approximately 625 square feet of right-of-way (i.e., 2.5 square feet x 250 feet = 625 square feet). The mitigation would also require relocating existing utilities (e.g., a light pole). The landscape reduction and utility relocation would result in a secondary significant impact.

- ***Option 3*** – A square-loop interchange is planned to be constructed at the intersection of McCarthy Boulevard-O'Toole Avenue/Montague Expressway under Phase 3 of the North San José Area Development Policy (NSJADP). With the square loop interchange, a level of service is not reported at this location because the intersection is eliminated (Montague Expressway will be elevated over McCarthy Boulevard with on and off-ramps located to the west). The project's impact at this location will be less than significant. The City of San José has stated that payment of an in-lieu fee towards the planned square-loop interchange is acceptable and is the preferred mitigation for the project impact at this intersection. The dollar amount of the in-lieu fee would be equal to the cost to implement the lane shift (Option 1) or the appraised value of the right-of-way needed to construct the dedicated right turn lane (625 square feet, described in Option 2, above). The NSJADP is the adopted program that would allow for a fair-share contribution to this mitigation. The NSJADP does not establish a timeline for the development phases. The amount of development and its timing will be determined by the economy, and regional markets. Therefore, if the City of Milpitas accepts the City of San José's timeline for implementation of the mitigation (i.e., unknown), then payment of the in-lieu fee would mitigate the project's traffic impact at the intersection of McCarthy Boulevard-O'Toole Avenue /Montague Expressway.

CITY OF FREMONT INTERSECTION

Dixon Landing Road / McCarthy Boulevard (Intersection #1) – The addition of near-term cumulative projects degrades the level of service at this location from acceptable (LOS B in the AM and PM peak hours) under Near-Term Cumulative Conditions to unacceptable (LOS F in the AM and PM peak hours). No capacity improvements are considered feasible at this intersection due to building and right-of-way constraints; however, increasing the cycle length to 90 seconds would improve operations to LOS D in the AM peak hour and increasing the cycle length to 110 would improve operations to LOS D- in the PM peak hour and mitigate the Near-Term Cumulative impact to a less than significant level. Because the signal timing modifications are under the control of the City of Fremont and signal modifications alone are not considered acceptable mitigation, the Near-Term Cumulative impact at this intersection is considered **significant and unavoidable**.

PEDESTRIAN, BICYCLE, AND TRANSIT IMPACTS AND MITIGATION

The project impact to pedestrian, bicycle, and transit facilities are discussed in the Existing with Project Conditions Chapter and the results are expected to be similar under this scenario. Secondary impacts associated with widening intersections for vehicle movements will include removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing

distance/time for pedestrians. Improvements resulting in these secondary impacts are not recommended because of the potential to reduce travel demand for these active transportation modes.

The City of Milpitas General Plan Circulation Element (City of Milpitas, updated October 2010) includes the following guiding principles supporting pedestrian and bicycle circulation:

3.d-G-1 Implement the goals, objectives, and benchmarks of the Bikeways Master plan.

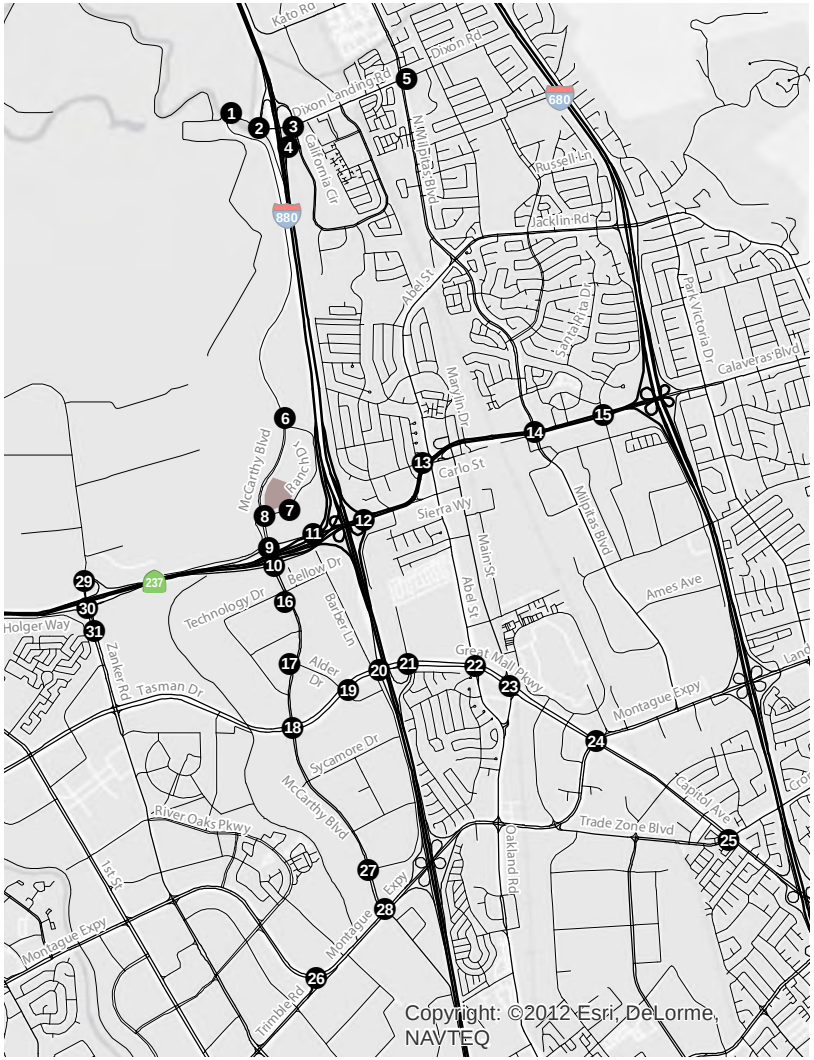
3.d-G-2 Promote walking and bicycling for transportation and recreation purposes by providing a comprehensive system of sidewalks, bicycle lanes and routes and off-street trails that connects all parts of the City.

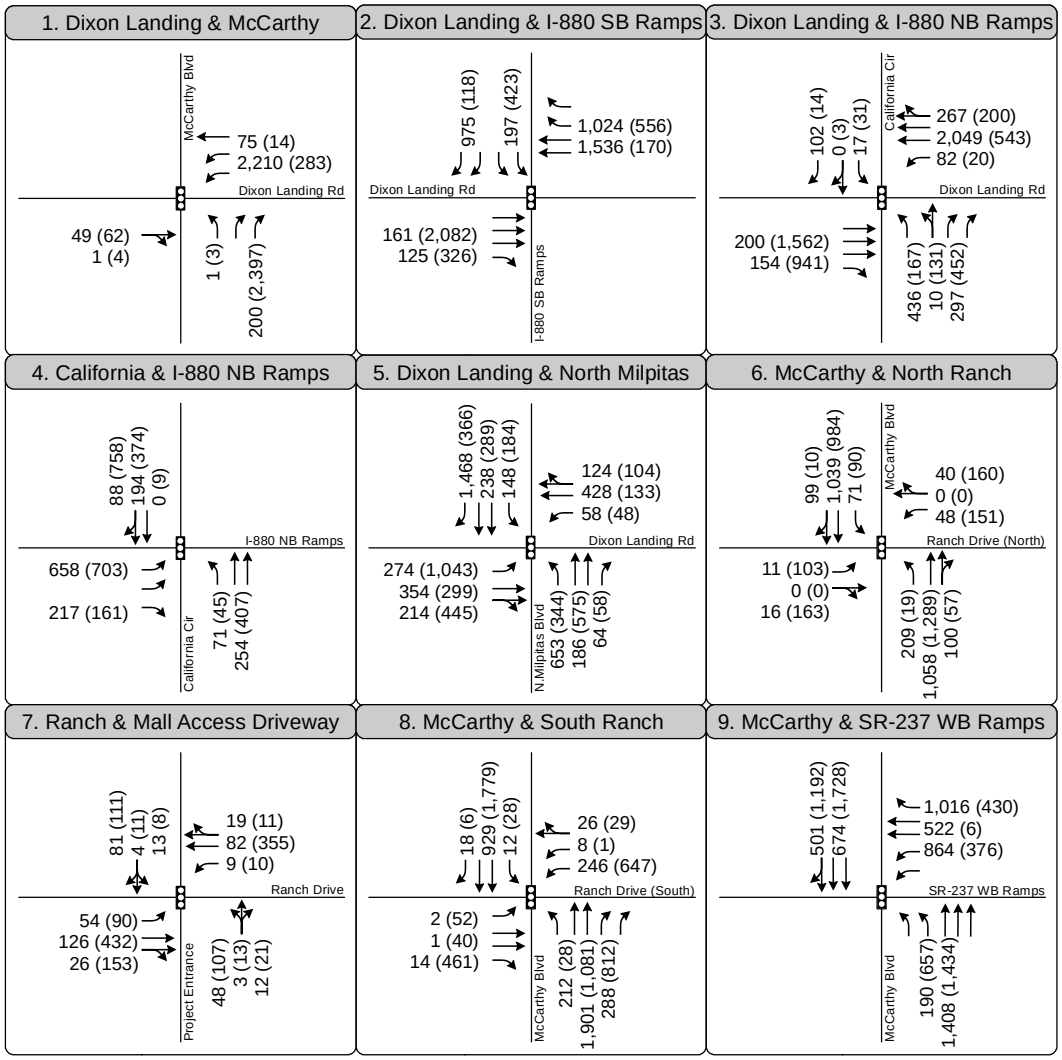
3.d-G-3 Provide adequate bicycle parking and end-of trip support facilities for bicyclists at centers of public and private activity.

3.d-G-4 Promote intermodal commuting options.

3.d-G-5 Encourage a mode shift to non-motorized transportation by expanding current pedestrian and bicycle facilities.

These policies in connection with statewide complete streets policies are intended to balance transportation investments and promote active travel modes like walking and bicycling.





Turn Lane

AM (PM) Peak Hour Traffic Volume

Study Intersection

Signalized Intersection

Figure 12a

Near-Term Cumulative without Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes Intersections 1 - 9 of 31

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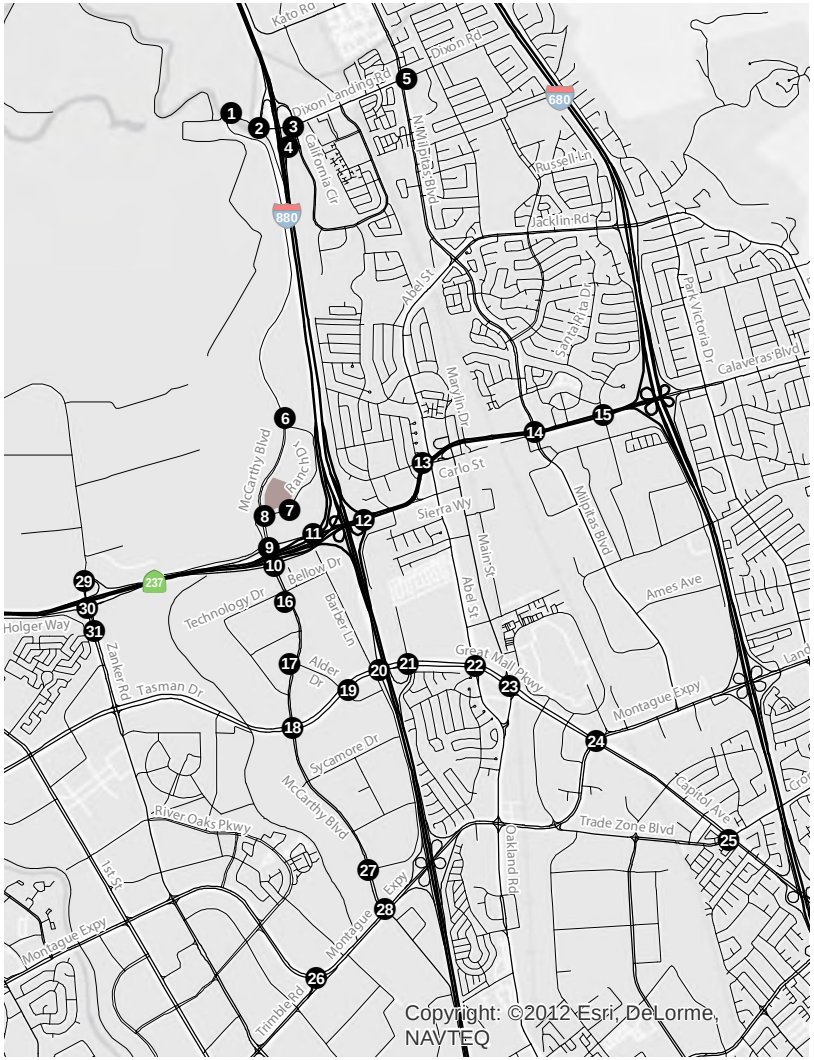

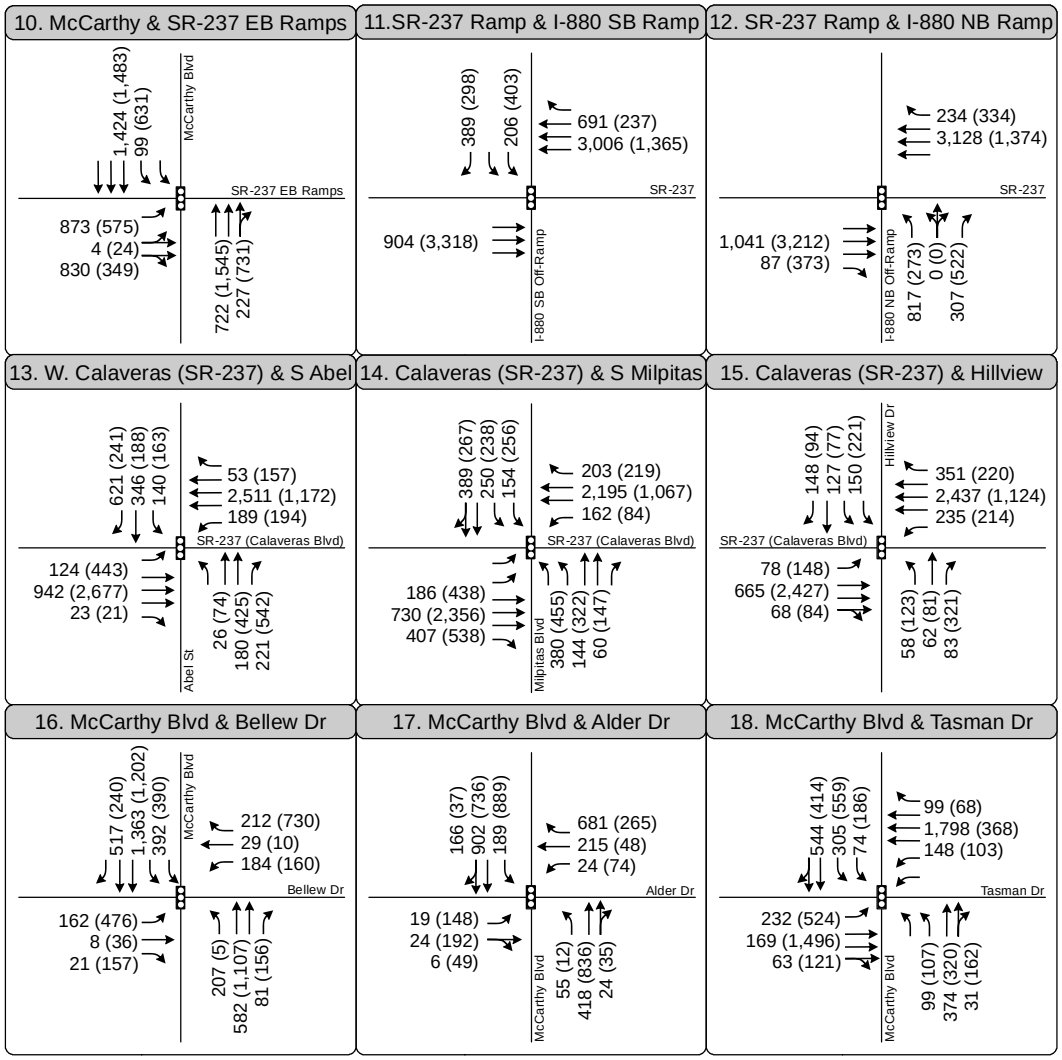

Turn Lane

AM (PM) Peak Hour Traffic Volume

1 Study Intersection

Signalized Intersection

Figure 12b

Near-Term Cumulative without Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes Intersections 10 - 18 of 31

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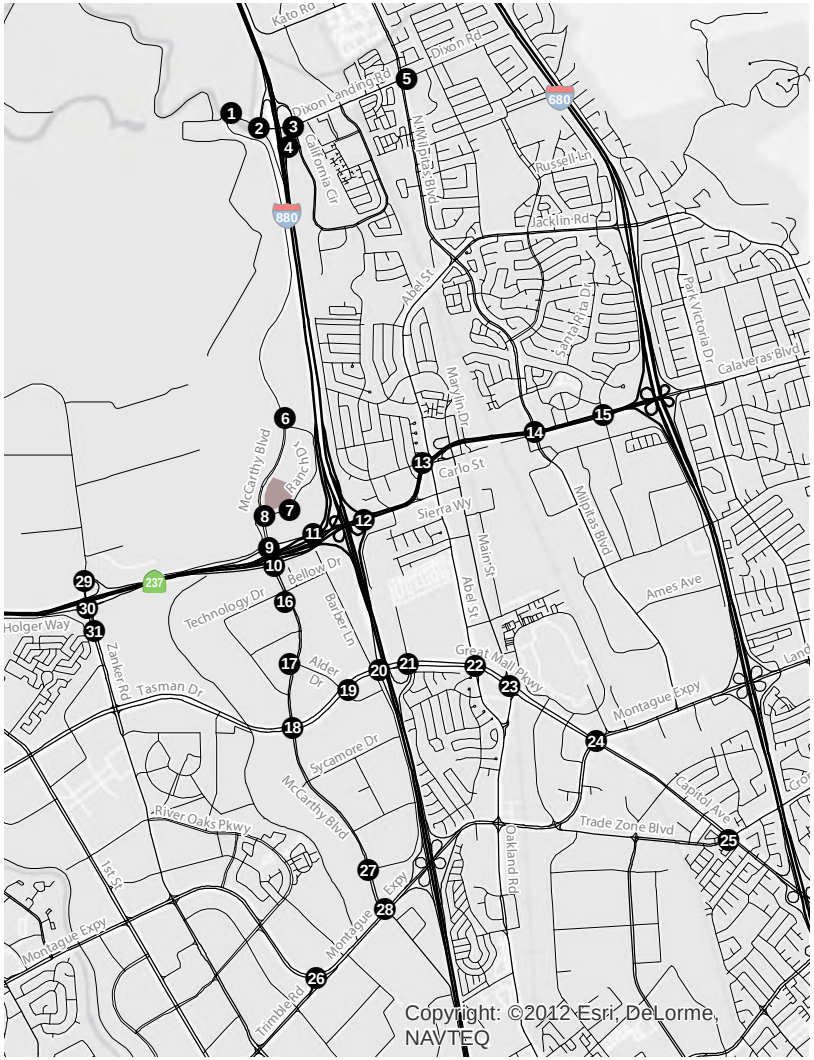

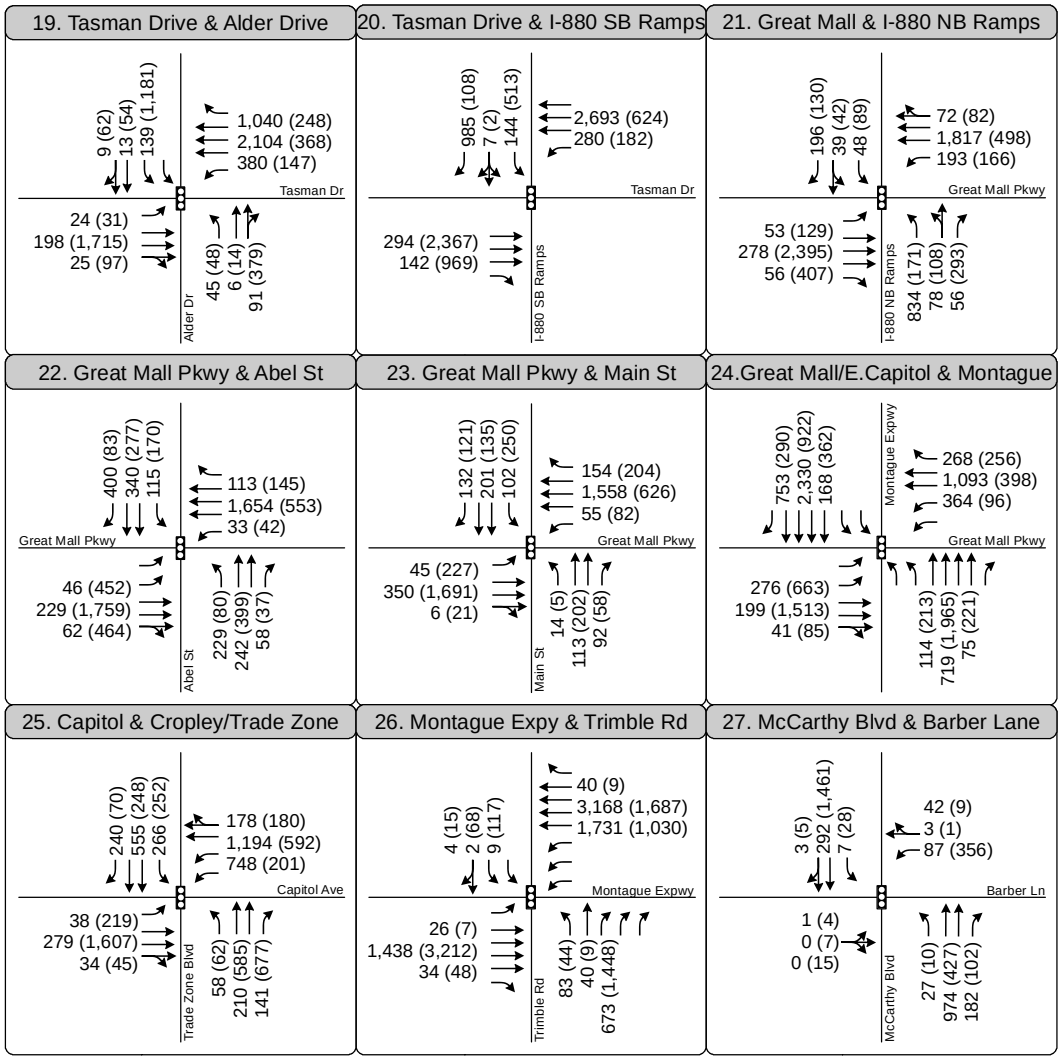

Turn Lane

AM (PM) Peak Hour Traffic Volume

1 Study Intersection

Signalized Intersection

Figure 12c

Near-Term Cumulative without Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes Intersections 19 - 27 of 31

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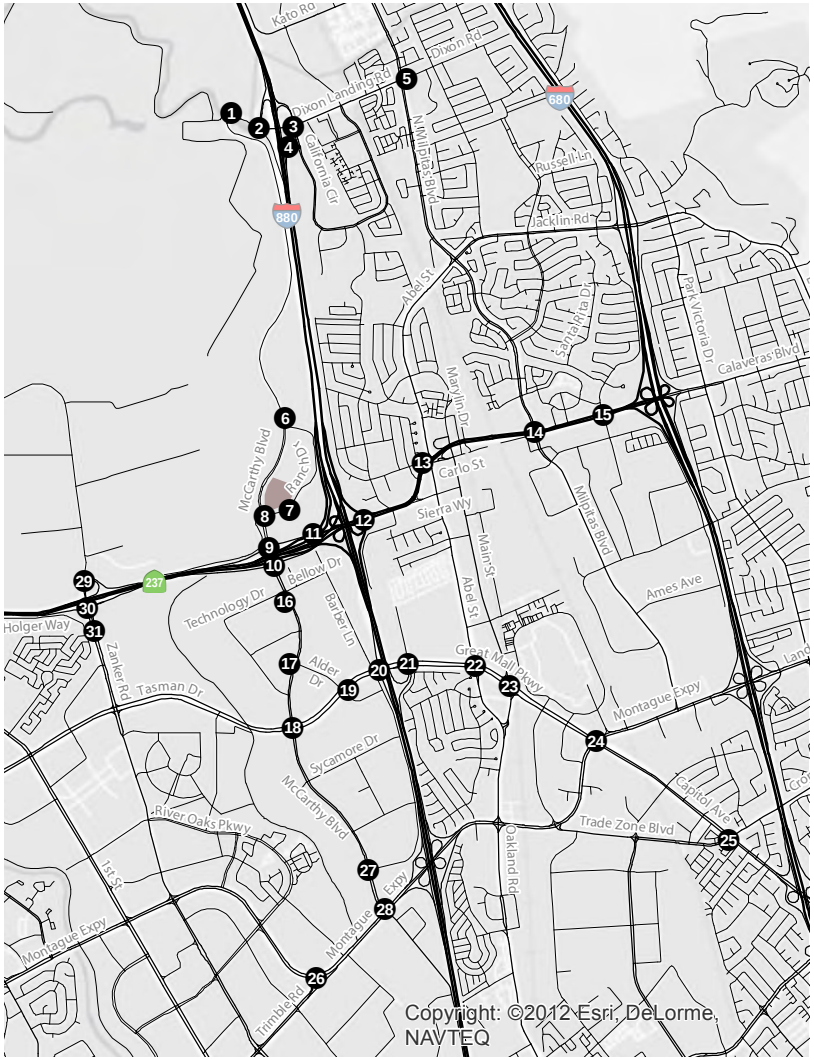

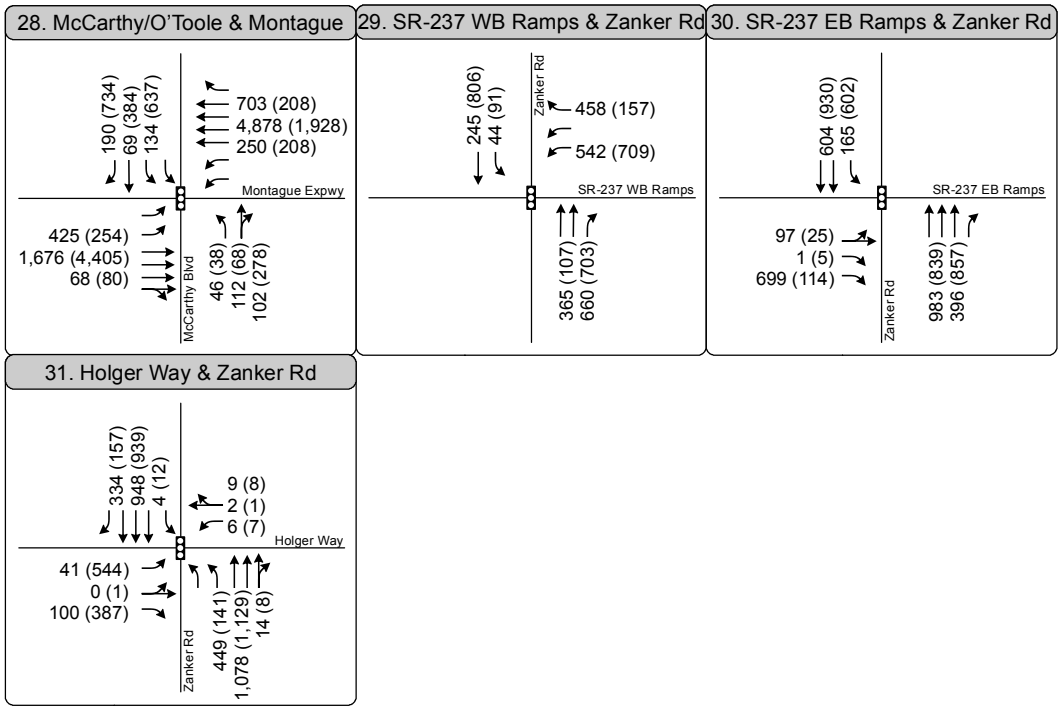

→	Turn Lane
AM (PM)	Peak Hour Traffic Volume
1	Study Intersection
	Signalized Intersection

Figure 12d

Near-Term Cumulative without Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes Intersections 28 - 31 of 31

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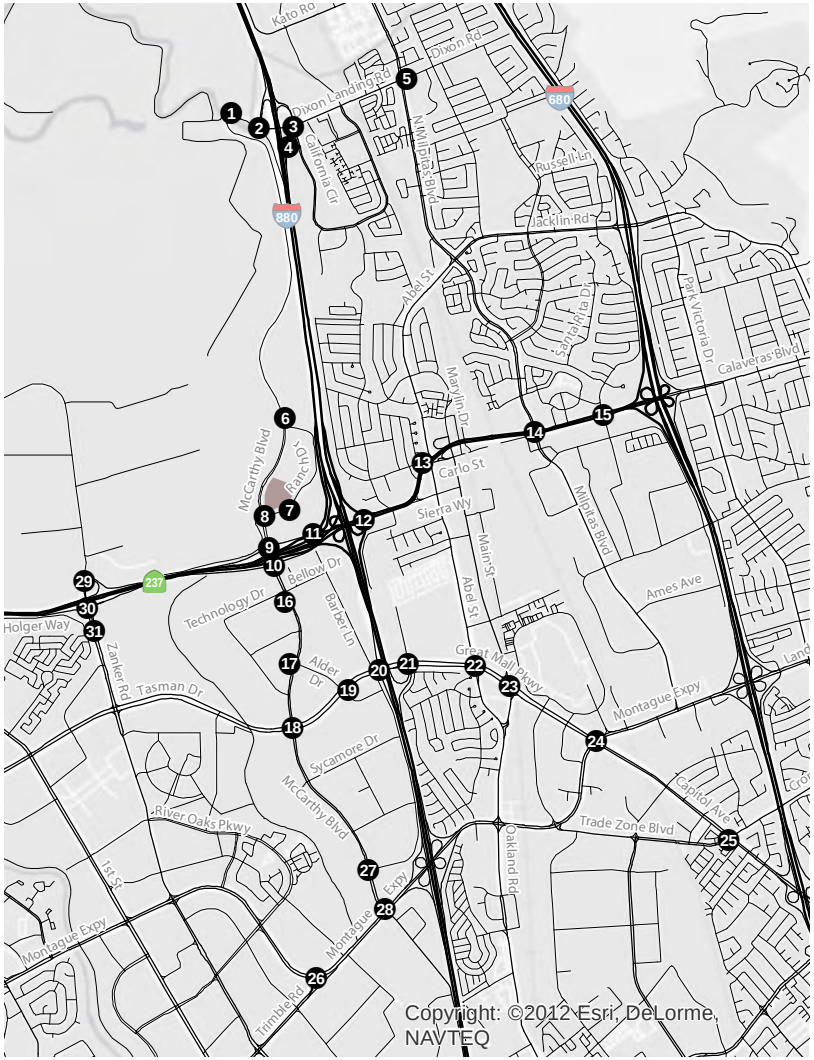

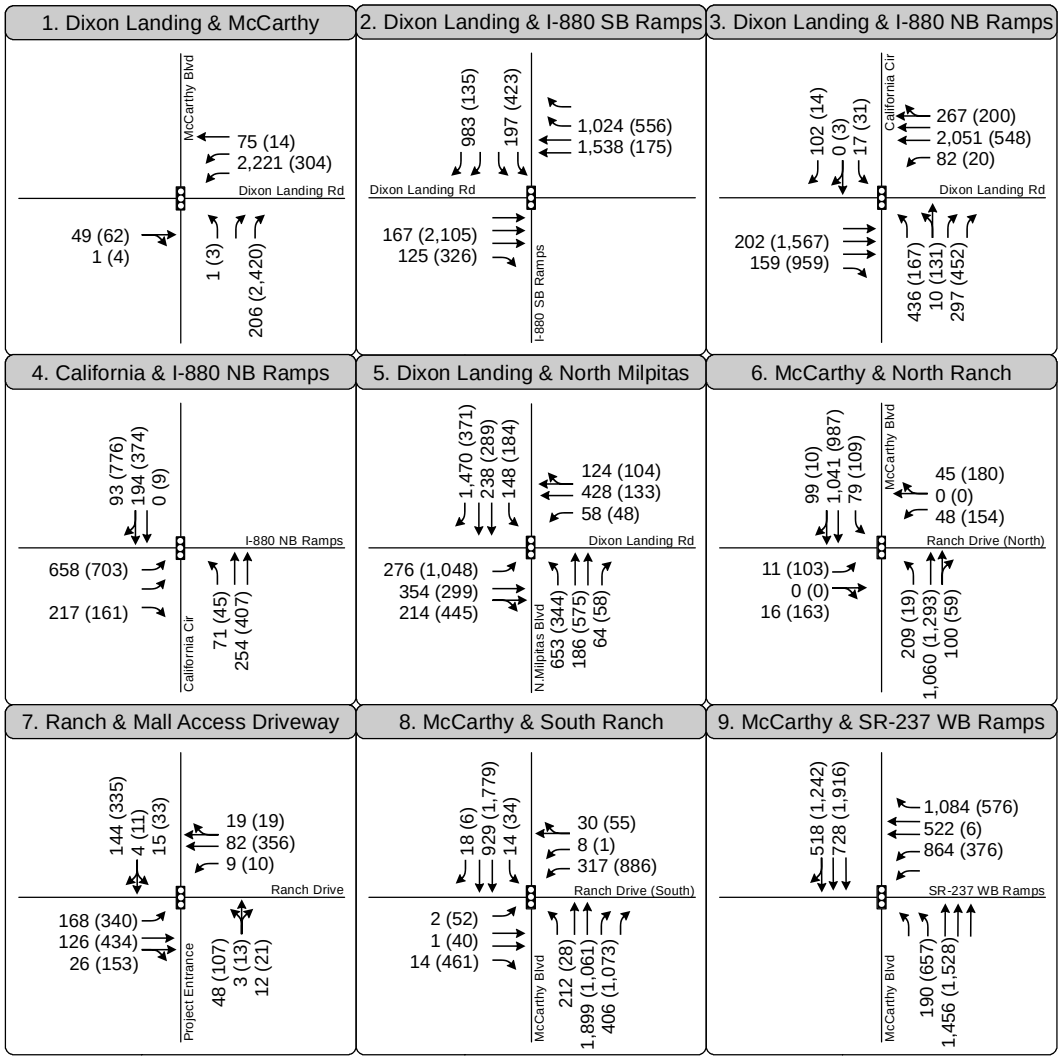

Turn Lane

AM (PM) Peak Hour Traffic Volume

1 Study Intersection

Signalized Intersection

Figure 13a

Near-Term Cumulative with Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes Intersections 1 - 9 of 31

FEHR PEERS

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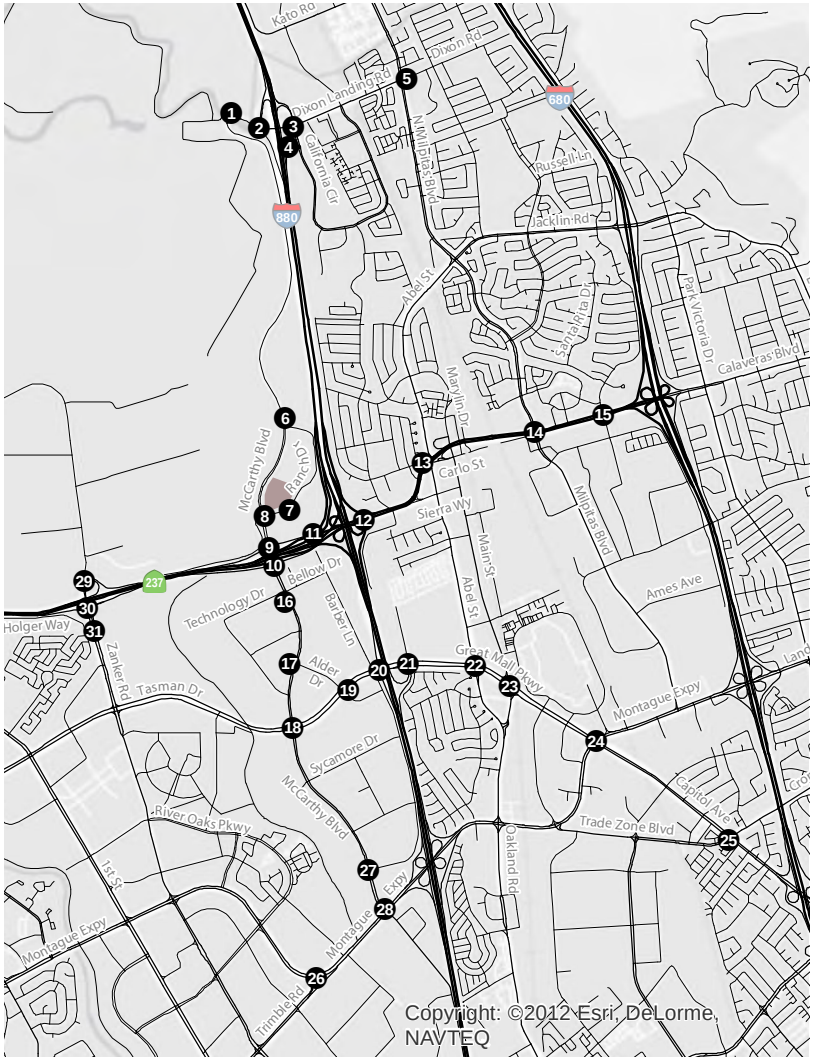

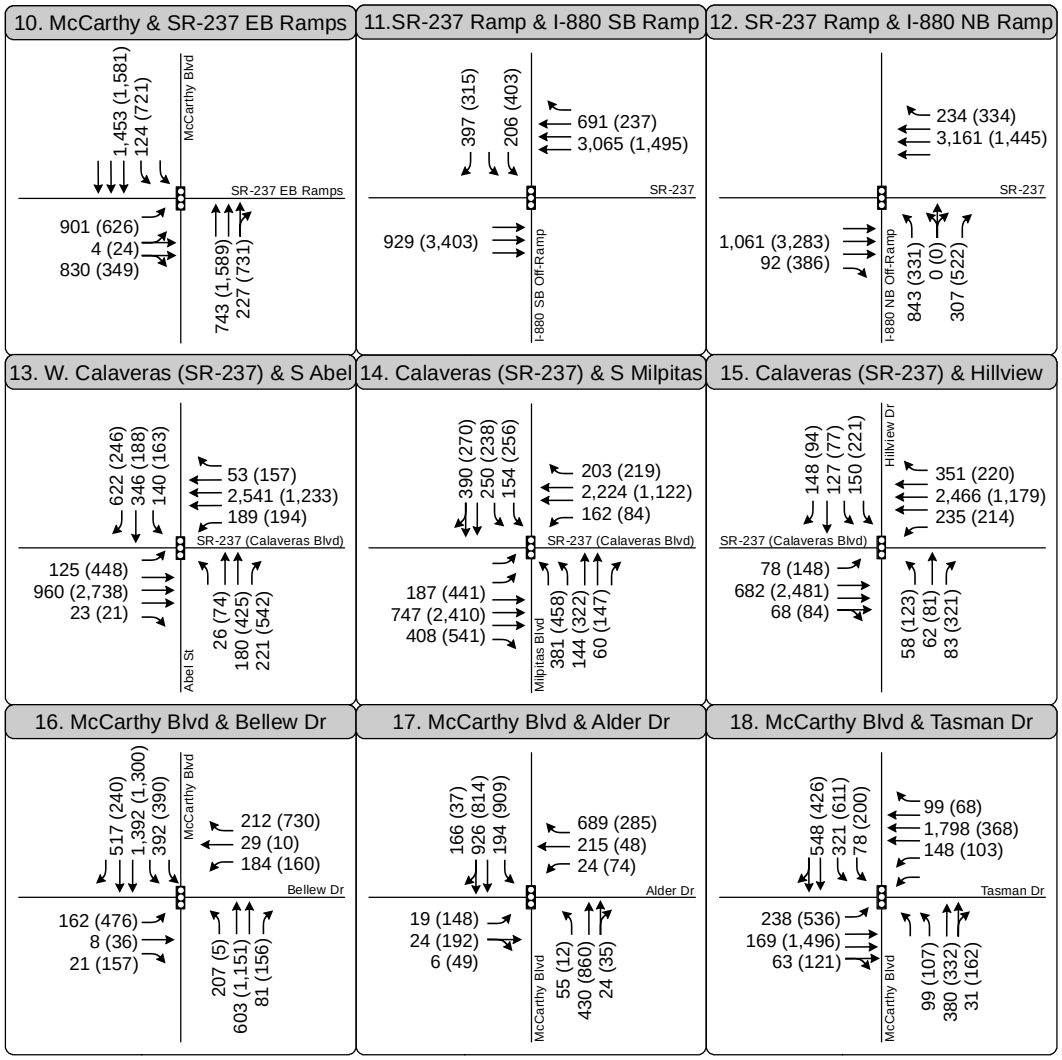

Turn Lane

AM (PM) Peak Hour Traffic Volume

1 Study Intersection

Signalized Intersection

Figure 13b

Near-Term Cumulative with Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes Intersections 10 - 18 of 31

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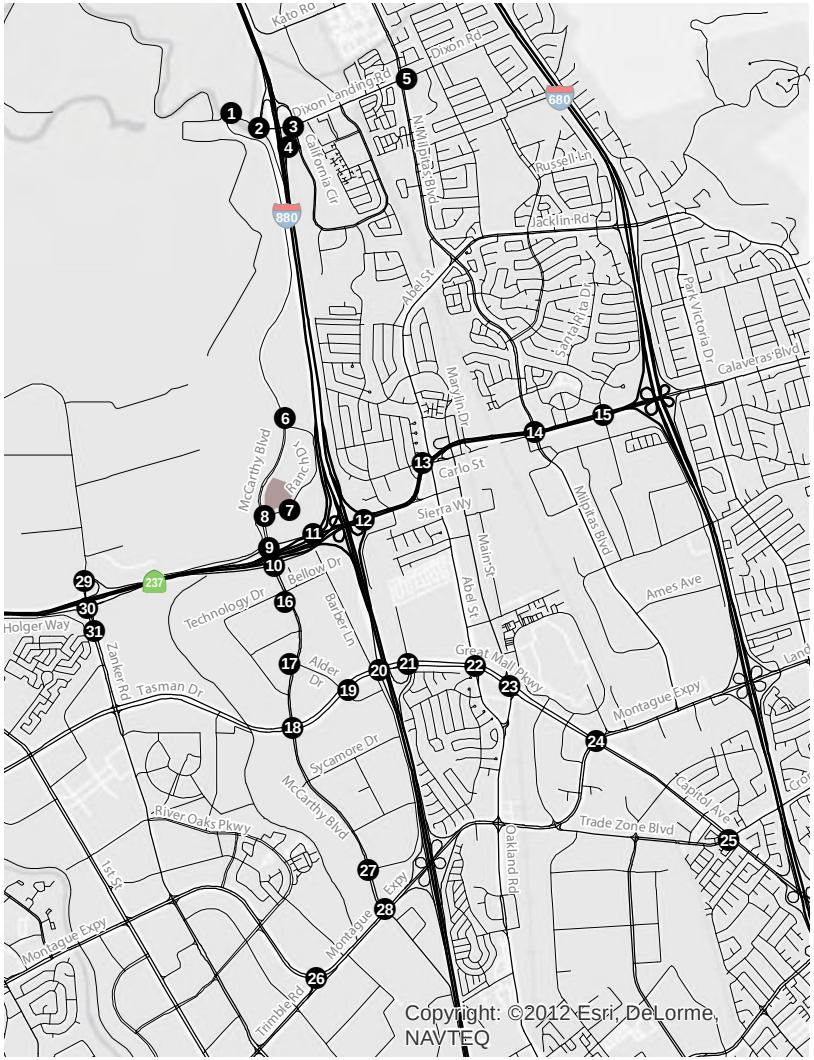

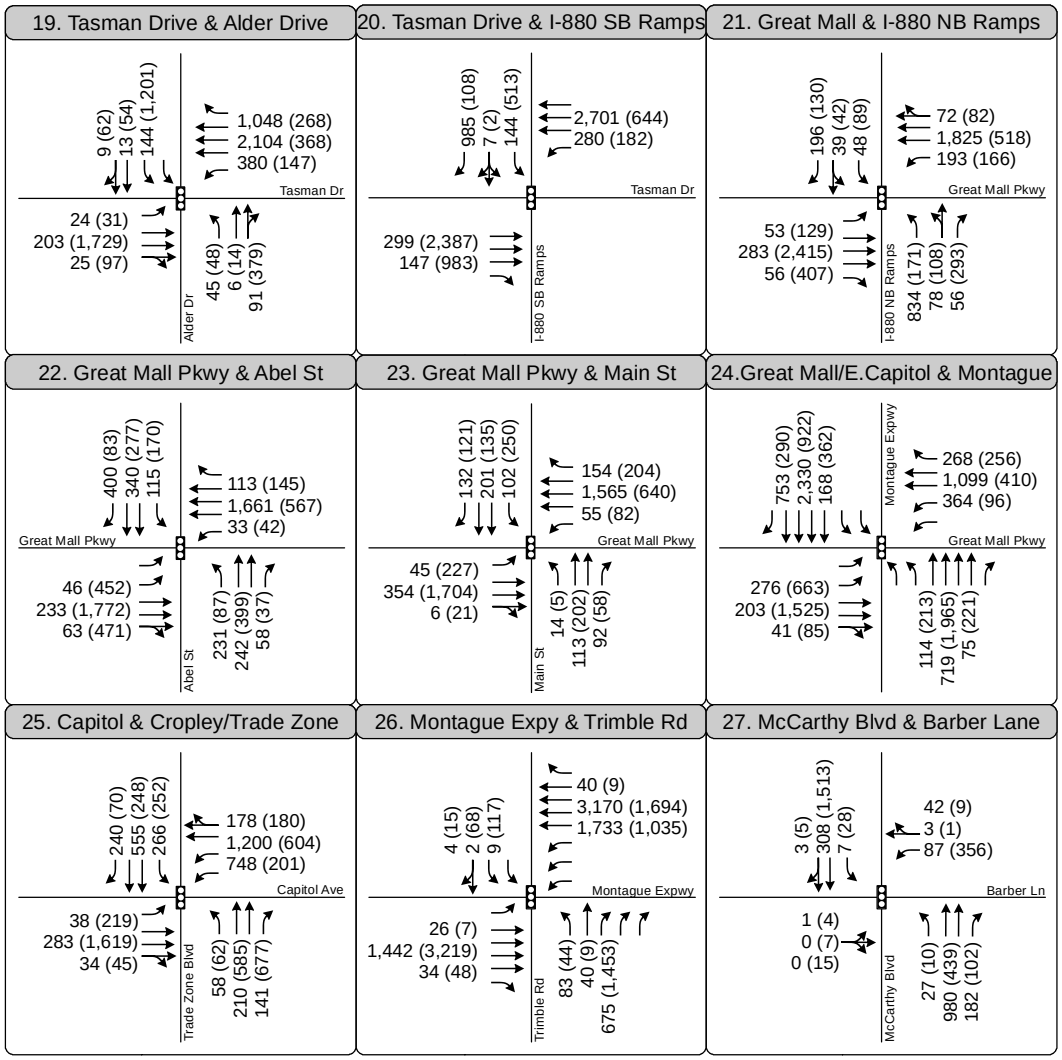

Turn Lane

AM (PM) Peak Hour Traffic Volume

Study Intersection

Signalized Intersection

Figure 13c

Near-Term Cumulative with Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes Intersections 19 - 27 of 31

FEHR PEERS

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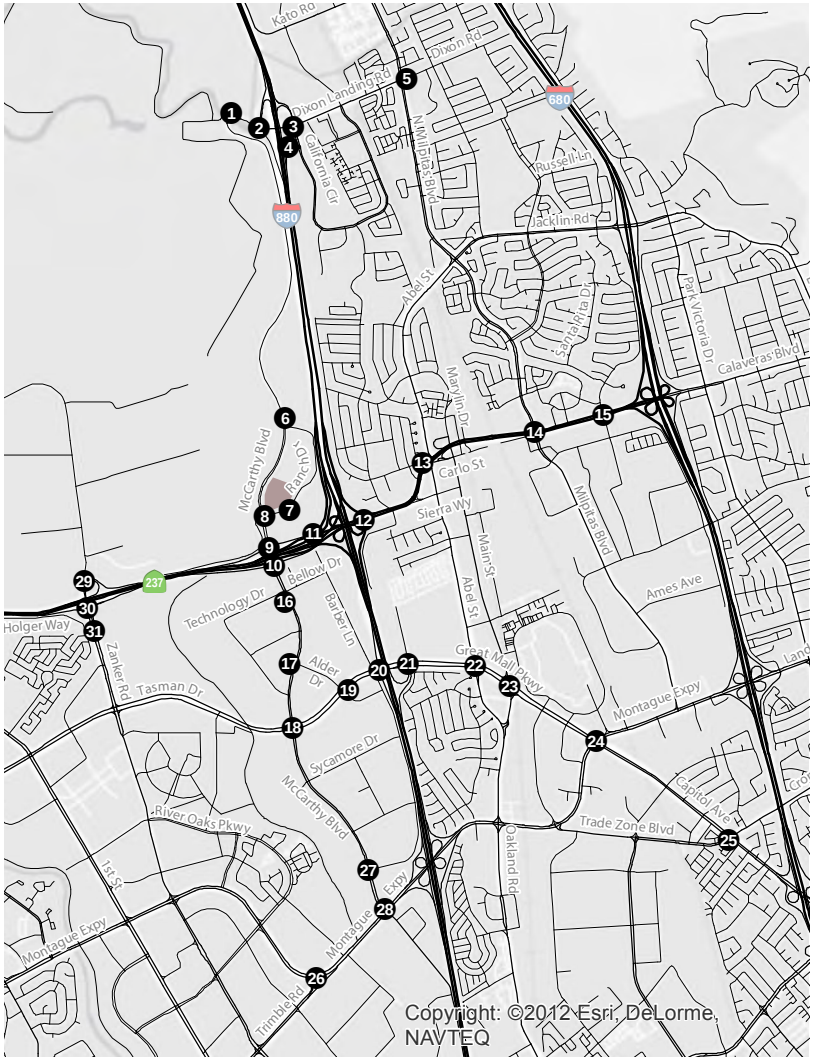

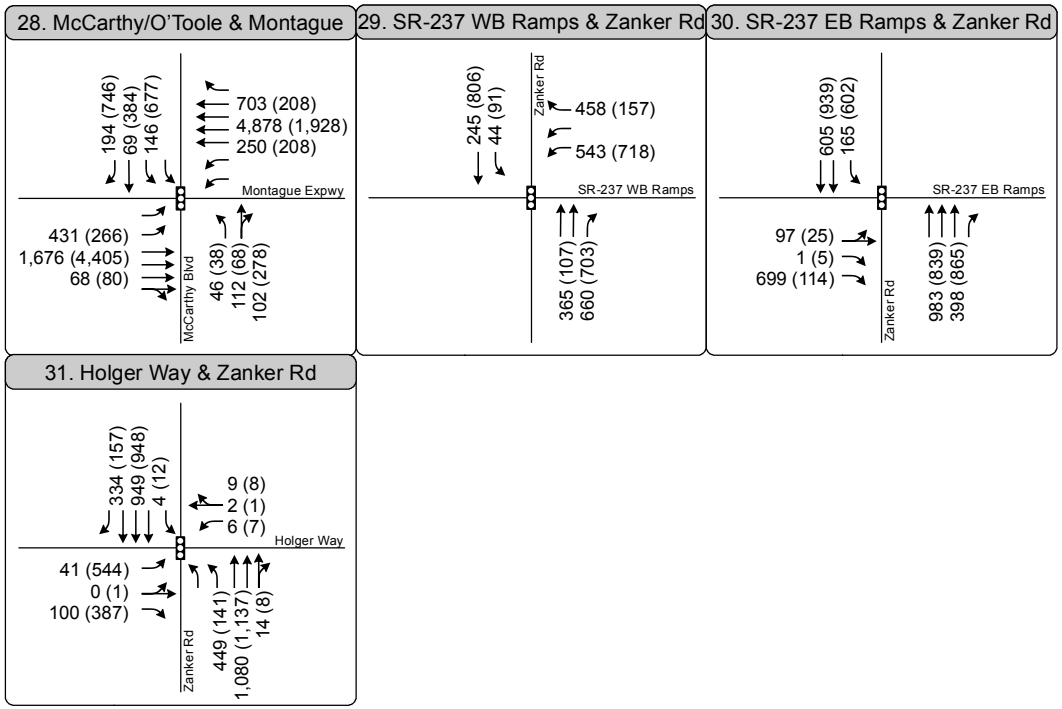

	Turn Lane
AM (PM)	Peak Hour Traffic Volume
1	Study Intersection
	Signalized Intersection

Figure 13d

Near-Term Cumulative with Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes Intersections 28 - 31 of 31

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6. YEAR 2035 CONDITIONS

This chapter discusses the analysis of Year 2035 Conditions (without and with the project) that was conducted using projected roadway link volumes per City of Milpitas guidelines. Peak-hour roadway segment volumes are used for this long-term analysis since estimating intersection turning movement volumes for 2035 is considered speculative. This analysis is conducted during the AM and PM peak commute period when this project will generate the greatest number of peak hour trips.

YEAR 2035 TRAFFIC VOLUMES

YEAR 2035 WITHOUT PROJECT VOLUMES

Year 2035 PM peak-hour roadway segment traffic volumes were obtained from the VTA Year 2035 Travel Demand Forecast (TDF) model. The model land use was refined in the McCarthy Ranch shopping center area to reflect a future 0.5 floor-to-area ratio (FAR) for office development.

YEAR 2035 WITH PROJECT VOLUMES

The net difference in new project trips presented in Chapter 3 was added to these volumes to generate Year 2035 with Project Conditions.

YEAR 2035 NETWORK ASSUMPTIONS

The Year 2035 roadway network includes planned transportation improvements that have a high probability of receiving funding in the future. Within the study area, the following improvements were identified (VTP 2035 project number included):

- Calaveras Boulevard Overpass Widening (VTP ID R11) – Replace the four-lane bridge over the Union Pacific railroad tracks with a new six-lane structure. This project includes intersection improvements at Abel Street and from the overpass west to Abbott Avenue on Calaveras Boulevard.

- Dixon Landing Road Widening (VTP ID R13) – Dixon Landing Road will be widened from four to six travel lanes between North Milpitas Boulevard and I-880.

- State Route 237 Express Lanes: I-880 to Mathilda Avenue (VTP ID H9) – SR 237 will convert existing HOV lanes to express lanes from I-880 to Mathilda Avenue.

- I-880 and Montague Expressway Interchange Improvement (VTP ID H72) – Montague Expressway will have a partial cloverleaf interchange onto and off of I-880.

- Montague Expressway Widening (VTP ID X13 & X14) – Montague Expressway will widen to eight lanes between Lick Mill Boulevard and Park Victoria Drive with designated new lanes between Lick Mill Boulevard and I-680 as HOV lanes.

- I-880 Widening Projects (VTP ID H74) – I-880 will be widened to include a high-occupancy vehicle lane from SR-237 to Old Bayshore.

- Fremont Boulevard Extension to Dixon Landing Road (City of Fremont 2035 General Plan) – Fremont Boulevard will be extended southward from its current terminus near Lakeview Drive to Dixon Landing Road. The extension will include two lanes of travel in each direction and will form the forth leg of the McCarthy Boulevard/Dixon Landing Road intersection. This extension is located within the City of Fremont and will be funded by the developer of the King-Lyon Property.

YEAR 2035 ROADWAY SEGMENT LEVELS OF SERVICE

As shown in **Tables 11** and **12** illustrating Year 2035 Conditions in the AM and PM peak hours, respectively, the addition of project traffic is expected to exacerbate unacceptable operations on six roadway segments in the AM peak hour and nine roadway segments in the PM peak hour in Year 2035. The impacted segments are identified in bold.

YEAR 2035 ROADWAY SEGMENT IMPACTS AND MITIGATION MEASURES

Cumulative impacts of the project were identified by comparing the results of the level of service calculations under Year 2035 with Project Conditions to the results under Year 2035 without Project Conditions. Significant impacts to roadway segments occur if one of the following occurs:

- The addition of traffic from the proposed project degrades operations under Year 2035 without Project Conditions from an acceptable level of service to an unacceptable level, or

- The proposed project adds trips that are more than one percent of the segment's capacity when the segment is operating unacceptably under Year 2035 without Project Conditions.

Acceptable operations are defined as LOS D or better for City roadway segments and LOS E or better for CMP roadway segments. Based on the minimum LOS policy, the thresholds described above, and the information in **Tables 11** and **12**, the implementation of the proposed project is expected to cause a significant impact on the following segments:

- Calaveras Boulevard: Abel Street to Abbott Avenue (WB, AM)
- Calaveras Boulevard: Abbott Avenue to Interstate 880 (WB, AM)
- McCarthy Boulevard: Ranch Drive (south) to SR 237 Eastbound Ramps (SB, AM)
- McCarthy Boulevard: SR 237 Eastbound Ramps to Technology Drive (SB, AM & PM)
- McCarthy Boulevard: Technology Drive to Alder Lane (SB, AM & PM)
- McCarthy Boulevard: Alder Lane to Tasman Drive (SB, PM)
- McCarthy Boulevard: Tasman Drive to Montague Expressway (SB, PM)
- McCarthy Boulevard: Montague Expressway to Tasman Drive (NB, PM)
- McCarthy Boulevard: Technology Drive to SR 237 Eastbound Ramps (NB, PM)
- McCarthy Boulevard: SR 237 Eastbound Ramps to Ranch Drive (south) (NB, AM & PM)
- Tasman Drive: North First Street to Baypointe Drive (EB, PM)
- Tasman Drive: McCarthy Boulevard to Interstate 880 (EB, PM)

To improve the LOS, these roadway segments could be widened to meet the current level of service standard as listed below.

- Widen westbound Calaveras Boulevard between Abbott Avenue and Interstate 880 from 3 to 4 lanes.
- Widen both directions of McCarthy Boulevard between Ranch Drive (south) and Montague Expressway from 2 to 3 lanes in each direction.
- Widen the eastbound direction of Tasman Drive between North First Street and Baypoint Drive.
- Widen the eastbound direction of Tasman Drive between McCarthy Boulevard and Interstate 880.

While widening these roadways would result in improved levels of service and decreased vehicle delays, the additional pavement width will cause secondary impacts such as tree removal, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians. As previously determined by City staff in the *Campus at McCarthy Ranch Environ*mental *Impact Report* (November, 2008) the right-of-way cannot be acquired for McCarthy Ranch between Ranch Drive (south) and SR 237 east ramps. Furthermore, the Tasman Drive roadway segment between North First Street and Baypoint Drive is owned and maintained by the City of San José; thus, implementation of this improvement cannot be guaranteed.

Roadway widening also provides capacity that is not needed for the majority of the day outside the peak periods. Furthermore wider roadways, in general, are inconsistent with goals promoting a more livable city, cause greater impacts to biological resources and discourage roadway use by pedestrians and bicyclists. In addition, mitigating impacts to affected roadway segments can result in high infrastructure costs including acquisition of additional right-of-way.

Partial mitigation can include efforts to reduce single occupant vehicle trips by implementing a comprehensive Transportation Demand Management (TDM) Program. To manage deficient freeway operations, potential TDM measures that reduce vehicle trips are described in the VTA *Immediate Implementation Action List* (See **Appendix F).** The VTA action list is supplemented by a list of transportation demand management measures described in a report titled *Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures* by the California Air Pollution Control Officers Association (CAPCOA) (August, 2010) to reduce vehicle trips. While a successful TDM program may incrementally reduce the traffic, it by itself would not reduce the identified impact to a less-than-significant level. Therefore, the addition of project traffic results in a ***significant and unavoidable*** impact to the identified roadway segments.

TABLE 11: YEAR 2035 AM PEAK HOUR FORECASTS: WITHOUT AND WITH PROJECT

From	To	Direction	Capacity	2035 without Project		Project Trips	2035 with Project		% Change	Impact?
				V/C	LOS		V/C	LOS		
Calaveras Boulevard (CMP Facility)										
I-880	Abbott Avenue	EB	3800	0.63	B	22	0.64	B	0.58%	No
		WB	2850	**1.16**	**F**	35	**1.17**	**F**	**1.23%**	**Yes**
Abbott Avenue	Abel Avenue	EB	3800	0.63	B	22	0.63	B	0.58%	No
		WB	2850	**1.13**	**F**	35	**1.14**	**F**	**1.23%**	**Yes**
Abel Avenue	Milpitas Boulevard	EB	4350	0.45	A	20	0.45	A	0.46%	No
		WB	4350	0.95	E	33	0.96	E	0.76%	No
Milpitas Boulevard	Hillview Drive	EB	2850	0.54	A	19	0.55	A	0.67%	No
		WB	2850	0.97	E	31	0.98	E	1.09%	No
Hillview Drive	I-680	EB	2850	0.46	A	19	0.47	A	0.67%	No
		WB	2850	0.94	E	31	0.95	E	1.09%	No

TABLE 11: YEAR 2035 AM PEAK HOUR FORECASTS: WITHOUT AND WITH PROJECT

From	To	Direction	Capacity	2035 without Project		Project Trips	2035 with Project		% Change	Impact?
				V/C	LOS		V/C	LOS		
Montague Expressway (CMP Facility)										
Zanker Road	Plumeria Drive	EB WB	5800 5800	0.5 0.76	A C	4 2	0.5 0.76	A C	0.07% 0.03%	No No
Plumeria Drive	Trimble Road	EB WB	5800 5800	0.61 0.88	B D	4 2	0.61 0.88	B D	0.07% 0.03%	No No
Trimble Road	McCarthy Boulevard	EB WB	5800 5800	0.68 **1.04**	B **F**	6 4	0.69 **1.04**	B **F**	0.10% 0.07%	No No
McCarthy Boulevard	I-880	EB WB	5800 5800	0.57 **1.04**	A **F**	11 0	0.58 **1.04**	A **F**	0.19% 0.00%	No No
I-880	S. Main Street	EB WB	5800 5800	0.58 0.91	A E	0 0	0.58 0.91	A E	0.00% 0.00%	No No
S. Main Street	McCandless Drive	EB WB	5800 5800	0.48 0.96	A E	0 0	0.48 0.96	A E	0.00% 0.00%	No No
McCandless Drive	Great Mall Parkway	EB WB	5800 5800	0.31 0.81	A D	0 0	0.31 0.81	A D	0.00% 0.00%	No No
Great Mall Parkway	S. Milpitas Boulevard	EB WB	5800 5800	0.42 0.86	A D	0 0	0.42 0.86	A D	0.00% 0.00%	No No
S. Milpitas Boulevard	I-680	EB WB	5800 5800	0.31 0.82	A D	0 0	0.31 0.82	A D	0.00% 0.00%	No No
McCarthy Boulevard										
Dixon Landing Road	Ranch Dr (N)	NB SB	1900 1900	0.81 **1.00**	D **F**	6 11	0.82 **1.01**	D **F**	0.32% 0.58%	No No
Ranch Dr (N)	Ranch Dr (S)	NB SB	1800 1800	**0.98** **1.04**	**E** **F**	2 2	**0.98** **1.05**	**E** **F**	0.11% 0.11%	No No
Ranch Dr (S)	SR 237 EB Ramps	NB SB	1800 1800	**0.96** **1.08**	**E** **F**	116 70	**1.03** **1.12**	**F** **F**	**6.44%** **3.89%**	**Yes** **Yes**
SR 237 EB Ramps	Technology Dr	NB SB	1800 1800	0.74 **1.18**	C **F**	21 54	0.75 **1.21**	C **F**	1.17% **3.00%**	No **Yes**

TABLE 11: YEAR 2035 AM PEAK HOUR FORECASTS: WITHOUT AND WITH PROJECT

From	To	Direction	Capacity	2035 without Project		Project Trips	2035 with Project		% Change	Impact?
				V/C	LOS		V/C	LOS		
Technology Dr	Alder Lane	NB	1800	0.85	D	12	0.86	D	0.67%	No
		SB	1800	**0.93**	**E**	28	**0.95**	**E**	**1.56%**	**Yes**
Alder Lane	Tasman Dr	NB	1800	0.85	D	9	0.86	D	0.50%	No
		SB	1800	0.82	D	22	0.83	D	1.22%	No
Tasman Dr	Montague Expwy	NB	1800	**1.06**	**F**	9	**1.06**	**F**	0.50%	No
		SB	1800	0.82	D	15	0.83	D	0.83%	No
Tasman Drive/Great Mall Parkway/Capitol Avenue										
North First Street	Baypointe Drive	EB	1800	0.59	A	6	0.59	A	0.33%	No
		WB	1800	**0.92**	**E**	4	**0.92**	**E**	0.22%	No
Baypointe Drive	Zanker Road	EB	1800	**1.01**	**F**	6	**1.01**	**F**	0.33%	No
		WB	1800	**1.03**	**F**	4	**1.03**	**F**	0.22%	No
Zanker Road	McCarthy Boulevard	EB	2700	0.81	D	6	0.81	D	0.22%	No
		WB	2700	**1.16**	**F**	4	**1.16**	**F**	0.15%	No
McCarthy Boulevard	I-880	EB	2700	0.45	A	9	0.45	A	0.33%	No
		WB	2700	**1.18**	**F**	8	**1.19**	**F**	0.30%	No
I-880	S. Main Street	EB	2700	0.34	A	5	0.35	A	0.19%	No
		WB	2700	**1.2**	**F**	8	**1.2**	**F**	0.30%	No
S. Main Street	Montague Expwy	EB	2700	0.84	D	4	0.84	D	0.15%	No
		WB	1800	**1.05**	**F**	7	**1.06**	**F**	0.39%	No
Montague Expressway	Capewood Lane	EB	2700	0.72	C	4	0.72	C	0.15%	No
		WB	1800	**1.02**	**F**	6	**1.03**	**F**	0.33%	No
Capewood Lane	Trade Zone Blvd	EB	2700	0.26	A	4	0.27	A	0.15%	No
		WB	1800	**0.93**	**E**	6	**0.94**	**E**	0.33%	No
Milpitas Boulevard										
Scott Creek Road	Dixon Landing Road	NB	1800	0.69	B	0	0.69	B	0.00%	No
		SB	1800	0.8	C	2	0.8	C	0.11%	No
Dixon Landing Road	Jacklin Road	NB	1800	**0.94**	**E**	0	**0.94**	**E**	0.00%	No
		SB	1800	0.83	D	0	0.83	D	0.00%	No

TABLE 11: YEAR 2035 AM PEAK HOUR FORECASTS: WITHOUT AND WITH PROJECT

From	To	Direction	Capacity	2035 without Project		Project Trips	2035 with Project		% Change	Impact?
				V/C	LOS		V/C	LOS		
Jacklin Road	Calaveras Boulevard	NB SB	1800 1800	0.5 **0.95**	A **E**	1 1	0.5 **0.95**	A **E**	0.06% 0.06%	No No
Calaveras Boulevard	Yosemite Drive	NB SB	1800 1800	**0.94** 0.64	**E** B	1 1	**0.94** 0.64	**E** B	0.06% 0.06%	No No
Yosemite Drive	Montague Expressway	NB SB	1800 1800	**0.95** 0.88	**E** D	0 0	**0.95** 0.88	**E** D	0.00% 0.00%	No No
Scott Creek Road										
Warm Springs Road	I-680	EB WB	1900 1900	0.41 **1.05**	A **F**	0 2	0.41 **1.06**	A **F**	0.00% 0.11%	No No
Alder Drive										
McCarthy Drive	Tasman Dr	NB SB	1100 1100	0.57 0.22	A A	0 0	0.57 0.22	A A	0.00% 0.00%	No No
Abel Street										
N. Milpitas Boulevard	Calaveras Boulevard	NB SB	1800 1800	0.54 **0.97**	A **E**	1 1	0.54 **0.97**	A **E**	0.06% 0.06%	No No
Calaveras Boulevard	Great Mall Parkway	NB SB	1800 1800	0.68 **1.09**	B **F**	1 1	0.68 **1.09**	B **F**	0.06% 0.06%	No No
Great Mall Parkway	S. Main Street	NB SB	1800 1800	0.6 0.28	A A	2 1	0.6 0.28	A A	0.11% 0.06%	No No
Dixon Landing Road										
McCarthy Boulevard	I-880	EB WB	2700 2700	0.44 0.76	A C	6 11	0.45 0.77	A C	0.22% 0.41%	No No
I-880	Milmont Drive	EB WB	2700 2700	0.42 **1.02**	A **F**	2 2	0.42 **1.02**	A **F**	0.07% 0.07%	No No
Milmont Drive	N. Milpitas Boulevard	EB WB	2700 2700	0.37 0.89	A D	2 2	0.37 0.89	A D	0.07% 0.07%	No No

TABLE 11: YEAR 2035 AM PEAK HOUR FORECASTS: WITHOUT AND WITH PROJECT

From	To	Direction	Capacity	2035 without Project		Project Trips	2035 with Project		% Change	Impact?
				V/C	LOS		V/C	LOS		
Jacklin Road										
I-680	N. Milpitas Boulevard	NB SB	1900 1900	0.35 0.76	A C	0 0	0.35 0.76	A C	0.00% 0.00%	No No
Fremont Boulevard										
Lakeview Boulevard	Dixon Landing Road	NB SB	1800 1800	0.62 0.91	B E	0 0	0.62 0.91	B E	0.00% 0.00%	No No
Trimble Road (CMP Facility)										
North First Street	Zanker Road	EB WB	2850 2850	0.72 0.96	C E	2 2	0.72 0.96	C E	0.07% 0.07%	No No
Zanker Road	Junction Avenue	EB WB	2850 2850	0.55 0.87	A D	2 2	0.55 0.87	A D	0.07% 0.07%	No No
Junction Avenue	Montague Expressway	EB WB	2850 2850	0.75 0.89	C D	2 2	0.75 0.89	C D	0.07% 0.07%	No No
Zanker Road										
SR 237	Tasman Dr	NB SB	2700 2700	**0.91** 0.75	**E** C	2 1	**0.91** 0.75	**E** C	0.07% 0.04%	No No
Tasman Drive	Montague Expwy	NB SB	2700 2700	**1.03** **1.12**	**F** **F**	2 1	**1.03** **1.12**	**F** **F**	0.07% 0.04%	No No
Montague Expwy	Plumeria Drive	NB SB	2700 2700	0.6 **0.98**	B **E**	2 1	0.6 **0.98**	B **E**	0.07% 0.04%	No No
Plumeria Drive	Trimble Road	NB SB	2700 2700	**0.97** 0.75	**E** C	1 1	**0.97** 0.75	**E** C	0.04% 0.04%	No No
Main Street										
Great Mall Parkway	Montague Expressway	NB SB	1800 1800	**0.92** **1.1**	**E** **F**	2 1	**0.92** **1.1**	**E** **F**	0.11% 0.06%	No No

Notes:
Bold text indicates deficient roadway operations. **Bold and highlighted** text indicates a potentially significant impact.

Source: Fehr & Peers, October 2012

TABLE 12: YEAR 2035 PM PEAK HOUR FORECASTS: WITHOUT AND WITH PROJECT

From	To	Direction	Capacity	2035 without Project		Project Trips	2035 with Project		% Change	Impact?
				V/C	LOS		V/C	LOS		
Calaveras Boulevard (CMP Facility)										
I-880	Abbott Avenue	EB WB	3800 2850	0.93 0.88	E D	76 76	0.95 0.9	E E	2.00% 2.67%	No No
Abbott Avenue	Abel Avenue	EB WB	3800 2850	0.89 0.87	D D	76 76	0.91 0.9	E D	2.00% 2.67%	No No
Abel Avenue	Milpitas Boulevard	EB WB	4350 4350	0.82 0.52	D A	66 66	0.83 0.54	D A	1.52% 1.52%	No No
Milpitas Boulevard	Hillview Drive	EB WB	2850 2850	0.9 0.59	D A	59 59	0.92 0.61	E B	2.07% 2.07%	No No
Hillview Drive	I-680	EB WB	2850 2850	0.88 0.52	D A	59 59	0.9 0.54	E A	2.07% 2.07%	No No
Montague Expressway (CMP Facility)										
Zanker Road	Plumeria Drive	EB WB	5800 5800	0.69 0.52	B A	7 7	0.69 0.52	B A	0.12% 0.12%	No No
Plumeria Drive	Trimble Road	EB WB	5800 5800	0.8 0.59	C A	7 7	0.8 0.59	C A	0.12% 0.12%	No No
Trimble Road	McCarthy Boulevard	EB WB	5800 5800	**1.02** 0.73	**F** C	12 12	**1.02** 0.74	**F** C	0.21% 0.21%	No No
McCarthy Boulevard	I-880	EB WB	5800 5800	**1.07** 0.7	**F** C	35 0	**1.08** 0.7	**F** C	0.60% 0.00%	No No
I-880	S. Main Street	EB WB	5800 5800	**1.03** 0.53	**F** A	0 0	**1.03** 0.53	**F** A	0.00% 0.00%	No No
S. Main Street	McCandless Drive	EB WB	5800 5800	**1.02** 0.52	**F** A	12 0	**1.02** 0.52	**F** A	0.21% 0.00%	No No
McCandless Drive	Great Mall Parkway	EB WB	5800 5800	0.82 0.39	D A	0 0	0.82 0.39	D A	0.00% 0.00%	No No

TABLE 12: YEAR 2035 PM PEAK HOUR FORECASTS: WITHOUT AND WITH PROJECT

From	To	Direction	Capacity	2035 without Project		Project Trips	2035 with Project		% Change	Impact?
				V/C	LOS		V/C	LOS		
Great Mall Parkway	S. Milpitas Boulevard	EB	5800	0.87	D	0	0.87	D	0.00%	No
		WB	5800	0.5	A	0	0.5	A	0.00%	No
S. Milpitas Boulevard	I-680	EB	5800	0.85	D	0	0.85	D	0.00%	No
		WB	5800	0.4	A	0	0.4	A	0.00%	No
McCarthy Boulevard										
Dixon Landing Road	Ranch Dr (N)	NB	1900	**0.98**	**E**	18	**0.99**	**E**	0.95%	No
		SB	1900	0.84	D	18	0.85	D	0.95%	No
Ranch Dr (N)	Ranch Dr (S)	NB	1800	**1.08**	**F**	5	**1.08**	**F**	0.28%	No
		SB	1800	**1**	**E**	5	**1**	**F**	0.28%	No
Ranch Dr (S)	SR 237 EB Ramps	NB	1800	**1.08**	**F**	224	**1.2**	**F**	**12.44%**	**Yes**
		SB	1800	0.74	C	222	0.86	D	12.33%	No
SR 237 EB Ramps	Technology Dr	NB	1800	**1.03**	**F**	44	**1.06**	**F**	**2.44%**	**Yes**
		SB	1800	0.86	D	91	**0.91**	**E**	**5.06%**	**Yes**
Technology Dr	Alder Lane	NB	1800	0.81	D	44	0.84	D	2.44%	No
		SB	1800	0.88	D	91	**0.93**	**E**	**5.06%**	**Yes**
Alder Lane	Tasman Dr	NB	1800	0.86	D	24	0.87	D	1.33%	No
		SB	1800	0.87	D	71	**0.91**	**E**	**3.94%**	**Yes**
Tasman Dr	Montague Expwy	NB	1800	0.9	D	12	**0.91**	**E**	**0.67%**	**Yes**
		SB	1800	**1.07**	**F**	47	**1.1**	**F**	**2.61%**	**Yes**
Tasman Drive/Great Mall Parkway/Capitol Avenue										
North First Street	Baypointe Drive	EB	1800	0.9	D	12	**0.91**	**E**	**0.67%**	**Yes**
		WB	1800	0.63	B	12	0.64	B	0.67%	No
Baypointe Drive	Zanker Road	EB	1800	**1.05**	**F**	12	**1.06**	**F**	0.67%	No
		WB	1800	**0.97**	**E**	12	**0.97**	**E**	0.67%	No
Zanker Road	McCarthy Boulevard	EB	2700	**1.17**	**F**	12	**1.18**	**F**	0.44%	No
		WB	2700	0.88	D	12	0.89	D	0.44%	No
McCarthy Boulevard	I-880	EB	2700	**1.28**	**F**	32	**1.29**	**F**	**1.19%**	**Yes**
		WB	2700	0.61	B	20	0.61	B	0.74%	No

TABLE 12: YEAR 2035 PM PEAK HOUR FORECASTS: WITHOUT AND WITH PROJECT

From	To	Direction	Capacity	2035 without Project		Project Trips	2035 with Project		% Change	Impact?
				V/C	LOS		V/C	LOS		
I-880	S. Main Street	EB	2700	**1.09**	**F**	20	**1.09**	**F**	0.74%	No
		WB	2700	0.55	A	20	0.55	A	0.74%	No
S. Main Street	Montague Expwy	EB	2700	**1**	**F**	13	**1.01**	**F**	0.48%	No
		WB	1800	**1.01**	**F**	14	**1.02**	**F**	0.78%	No
Montague Expressway	Capewood Lane	EB	2700	**1.02**	**F**	12	**1.02**	**F**	0.44%	No
		WB	1800	0.85	D	12	0.85	D	0.67%	No
Capewood Lane	Trade Zone Blvd	EB	2700	**0.91**	**E**	12	**0.91**	**E**	0.44%	No
		WB	1800	0.39	A	12	0.39	A	0.67%	No
Milpitas Boulevard										
Scott Creek Road	Dixon Landing Road	NB	1800	0.82	D	5	0.82	D	0.28%	No
		SB	1800	0.48	A	5	0.49	A	0.28%	No
Dixon Landing Road	Jacklin Road	NB	1800	**0.93**	**E**	0	**0.93**	**E**	0.00%	No
		SB	1800	**0.94**	**E**	0	**0.94**	**E**	0.00%	No
Jacklin Road	Calaveras Boulevard	NB	1800	0.85	D	3	0.85	D	0.17%	No
		SB	1800	0.58	A	3	0.58	A	0.17%	No
Calaveras Boulevard	Yosemite Drive	NB	1800	0.72	C	3	0.72	C	0.17%	No
		SB	1800	0.81	D	3	0.81	D	0.17%	No
Yosemite Drive	Montague Expressway	NB	1800	**0.94**	**E**	2	**0.95**	**E**	0.11%	No
		SB	1800	**0.93**	**E**	2	**0.93**	**E**	0.11%	No
Scott Creek Road										
Warm Springs Road	I-680	EB	1900	**0.96**	**E**	0	**0.96**	**E**	0.00%	No
		WB	1900	0.36	A	0	0.36	A	0.00%	No
Alder Drive										
McCarthy Drive	Tasman Dr	NB	1100	0.18	A	20	0.2	A	1.82%	No
		SB	1100	0.71	C	20	0.73	C	1.82%	No
Abel Street										

TABLE 12: YEAR 2035 PM PEAK HOUR FORECASTS: WITHOUT AND WITH PROJECT

From	To	Direction	Capacity	2035 without Project		Project Trips	2035 with Project		% Change	Impact?
				V/C	LOS		V/C	LOS		
N. Milpitas Boulevard	Calaveras Boulevard	NB SB	1800 1800	**0.93** 0.58	**E** A	5 5	**0.93** 0.59	**E** A	0.28% 0.28%	No No
Calaveras Boulevard	Great Mall Parkway	NB SB	1800 1800	**0.92** 0.68	**E** B	5 5	**0.92** 0.69	**E** B	0.28% 0.28%	No No
Great Mall Parkway	S. Main Street	NB SB	1800 1800	0.35 0.52	A A	7 7	0.36 0.53	A A	0.39% 0.39%	No No
Dixon Landing Road										
McCarthy Boulevard	I-880	EB WB	2700 2700	0.68 0.42	B A	18 18	0.69 0.42	B A	0.67% 0.67%	No No
I-880	Milmont Drive	EB WB	2700 2700	**0.96** 0.52	**E** A	5 5	**0.96** 0.52	**E** A	0.19% 0.19%	No No
Milmont Drive	N. Milpitas Boulevard	EB WB	2700 2700	0.89 0.47	D A	5 5	0.89 0.47	D A	0.19% 0.19%	No No
Jacklin Road										
I-680	N. Milpitas Boulevard	NB SB	1900 1900	0.55 0.36	A A	0 0	0.55 0.36	A A	0.00% 0.00%	No No
Fremont Boulevard										
Lakeview Boulevard	Dixon Landing Road	NB SB	1800 1800	0.83 0.51	D A	0 0	0.83 0.51	D A	0.00% 0.00%	No No
Trimble Road (CMP Facility)										
North First Street	Zanker Road	EB WB	2850 2850	0.97 0.85	E D	5 5	0.97 0.86	E D	0.18% 0.18%	No No
Zanker Road	Junction Avenue	EB WB	2850 2850	0.89 0.72	D C	5 5	0.89 0.73	D C	0.18% 0.18%	No No
Junction Avenue	Montague Expressway	EB WB	2850 2850	0.92 0.78	E C	5 5	0.92 0.78	E C	0.18% 0.18%	No No

TABLE 12: YEAR 2035 PM PEAK HOUR FORECASTS: WITHOUT AND WITH PROJECT

From	To	Direction	Capacity	2035 without Project		Project Trips	2035 with Project		% Change	Impact?
				V/C	LOS		V/C	LOS		
Zanker Road										
SR 237	Tasman Dr	NB SB	2700 2700	0.75 0.7	C C	8 9	0.75 0.71	C C	0.30% 0.33%	No No
Tasman Drive	Montague Expwy	NB SB	2700 2700	**1.1** **1.03**	**F** **F**	8 9	**1.1** **1.03**	**F** **F**	0.30% 0.33%	No No
Montague Expwy	Plumeria Drive	NB SB	2700 2700	**0.97** 0.68	**E** B	8 9	**0.97** 0.69	**E** B	0.30% 0.33%	No No
Plumeria Drive	Trimble Road	NB SB	2700 2700	0.77 **0.95**	C **E**	8 9	0.77 **0.95**	C **E**	0.30% 0.33%	No No
Main Street										
Great Mall Parkway	Montague Expressway	NB SB	1800 1800	**1.05** 0.75	**F** C	7 7	**1.05** 0.75	**F** C	0.39% 0.39%	No No

Notes:
Bold text indicates deficient roadway operations. **Bold and highlighted** text indicates a potentially significant impact.
Source: Fehr & Peers, October 2012

7. SITE ACCESS AND ON-SITE CIRCULATION

This chapter analyzes site access and internal circulation for vehicles, pedestrians, bicycles, and transit vehicles based on the site plan presented on **Figure 2**. A parking assessment was also conducted based on the surface level and underground garage circulation plan. The site access and on-site circulation is considered adequate with the recommendations illustrated in **Figure 14A** and **14B**. These recommendations address on-site vehicle circulation issues including parking locations, and the operation of internal intersections/conflict points to reduce driver confusion. Active and transit mode recommendations include provision of direct pedestrian and bicycle facilities and connections, efficient linkages with existing and potential future transit stops (internal or external to the site).

VEHICLE SITE ACCESS AND CIRCULATION

SURFACE LEVEL PARKING AREA

Access to the project site will be provided via three existing driveways on Ranch Drive that will serve the surface parking area and the underground garage. The driveway along McCarthy Boulevard is restricted to service vehicle access only. In general, the addition of stop controls at these driveways will increase safety and improve the circulation characteristics of the surface lot. Stop controls should include signing at a minimum and striping where appropriate.

Due to the high demand at the main project entrance (Intersection 7), the site design should ensure the outbound driveway lane is at least 20 feet wide with a designated through-left lane and right-turn only vehicle lane with an overlap signal phase. In addition to separating each movement, the recommended design will also provide storage for queued vehicles reducing the potential for spillback onto the internal circulation roadway. A queuing analysis was conducted for the main driveway exit (i.e., the southbound driveway approach) for the Midday and PM peak hours. Results indicated a 95th percentile queue length of 19 vehicles, or 475 feet (25 feet per vehicle) is anticipated during the Midday peak. For the PM peak hour, results indicated a 95th percentile queue length of seven (7) vehicles, or 175 feet (25 feet per vehicle). The proposed throat depth for the outbound lanes are approximately 150 feet. Therefore, on-site queuing is expected to occur at peak times on the ramp from the underground garage and on the intersecting circulation aisles.

The queuing analysis also examined the primary inbound movement to the site, which is the eastbound left-turn movement at the main project driveway. The existing eastbound left-turn storage pocket depth is approximately 175 feet but projected queues would exceed this storage length with project buildout. A

review of the queuing analysis results shows that vehicle demand during the AM and PM peak hours can be accommodated within the existing storage length. To accommodate inbound midday traffic, a second eastbound left turn lane is needed from S. Ranch Drive into the project site, and the additional lane will fit within the existing curb-to-curb width of 70 feet by re-striping lanes. With the southbound right-turn overlap and the second eastbound left-turn lane, the results indicated a 95th percentile queue of 11 vehicles per lane, or 275 feet (25 feet per vehicle) would still occur during the midday peak hour; therefore, inbound queuing is expected to occur during some cycles in the midday peak hour.

Service vehicle access provided along McCarthy Boulevard should continue to be provided via a right-in-right-out driveway. For large trucks accessing the loading zone with north facing platforms (looking towards Dixon Landing Road), the delivery route should be restricted to inbound from McCarthy Boulevard to the Hotel Landing driveway aisle (south of Wal-Mart). For large trucks accessing the loading zone platforms facing south (looking towards SR 237) indicated on the site plan, vehicle paths shall access the loading zone by reversing from the Hotel Landing driveway aisle after entering. Trucks will pull forward and exit via the service entry on McCarthy Boulevard.

Figure 14 illustrates the complete list of recommended site plan modifications for the surface level lot and circulation roadways.

UNDERGROUND GARAGE

The internal circulation for the proposed underground parking garage was reviewed for issues related to queuing, safety, dead-end aisles, and parking spaces that may be difficult to maneuver in and out of. All circulation aisles accommodate two-way travel and all of the proposed parking spaces are perpendicular. No dead-end aisles are proposed.

A vehicular circulation concern may exist between the first driveway aisle and garage ramp up (i.e., the first intersection located on the underground level). We recommend converting the intersection to a four-way stop control intersection. This will reduce inbound and outbound vehicle speeds, and increase awareness of both vehicles and pedestrians.

PARKING

The project and adjacent uses will provide 2,061 stalls, of which 551 stalls are required for existing buildings that will remain north of the project site. Therefore, the proposed project will have a total available supply of 1,510 parking spaces (210 surface spaces to remain, 465 new surface level spaces, and

835 garage level spaces) for visitors and hotel guests. **Table 13** outlines the parking requirements by land use type according to Section XI-10-53.09 of the City's Municipal Code.

Based on the City parking requirements, Steinberg Architects estimates using net building square footage (without walking aisles and auxiliary space), the project is required to provide 1,496 stalls, independent of shared parking reductions. Existing uses north of the project site require 551 of the 761 existing surface lot spaces to remain; therefore, 210 spaces are available for the project. In addition to the existing surface spaces to remain, the project will provide 465 new surface parking spaces and 835 new garage spaces for a total of 1,510 spaces. The proposed parking supply is 14 spaces above the City requirements.

TABLE 13: PARKING REQUIREMENTS BASED ON CITY CODE

City Defined Use	Parking Ratio	Size (Net) (S.F. or noted)	Required Parking Supply
Retail/Service	1 Stall/200 s.f.	139,927 s.f.	700
Restaurant – Sit Down	1 Stall/39 s.f.	6,907 s.f.	178
Restaurant – Take Out	1 Stall/2.5 Seats + 1 Stall/60 s.f.	340 Seats + 12,519 s.f.	345
Office	1 Stall/240 s.f.	1,452 s.f.	7
Entertainment - Arcade	1 Stall/200 s.f.	2,742	14
Auxiliary (food booths, performance area, kitchen)		12,358 s.f.	N/A
Total for Mall			**1,244**
Lodging	1 Stall/Guest Room + 2 Stalls/Manager Unit	250 Guest Rooms	252
Total for Hotel			**252**
Project Total			**1,496**

Source: Section 53, City of Milpitas Municipal Code and Steinberg Architects Sheets.

The site plan should be revised to indicate the total number of ADA spaces provided, by land use type or overall proportion. Parking spaces for the disabled should comply in all respects with the requirements of the California Code of Regulations (State Building Code) or Federal law, where such requirements prevail over State law. For parking lots containing 1,001 spaces and over, 20 handicap (HC) spaces plus one HC space for each 100 spaces over 1,000. The project will provide 39 HC spaces, of which five are van accessible. The proposed supply meets the minimum required number of accessible spaces.

SHARED PARKING EVALUATION

To account for the difference in the peak times of parking demand for the proposed mall and hotel, Fehr & Peers prepared shared parking demand estimates for the project using the Urban Land Institute (ULI) method. Shared parking occurs when complementary land uses on the same site or in close proximity are able to utilize the same parking spaces because they have different peak parking characteristics. The shared parking demand estimates are used to calculate the required parking supply considering how many spaces would be dedicated to the hotel uses and how the remaining parking spaces could serve both the hotel and retail uses during peak conditions.

ULI sponsored a national study in 1984 that established a basic method for analyzing parking demand in mixed-use developments and developed averages for parking rates by land use. Fehr & Peers staff was involved in the 2004 update of this national study sponsored by ULI[5]. The analysis presented in this memo utilizes the data from the updated *Shared Parking, Second Edition* report, where the demand rates are different than the City code requirements.

In the shared parking method, the base parking rate and daily/hourly/seasonal patterns for each land use are established, and then the overall parking demand is calculated by taking into account the unique travel characteristics of the project being analyzed. Parking facilities are not designed to handle the maximum volume that would ever occur, since this would result in substantial excess capacity during all but the busiest times of the year. Instead, the activity level representing the 85th percentile of peak demand is typically used for design. The 85th percentile is the point where 85 percent of surveyed retail stores have a lower peak hour parking demand rate, but 15 percent will have higher parking demand. The 85th percentile rate is consistently recommended in a number of industry-standard publications, including the ULI's *Shared Parking* (*Second Edition*, p. 4).

Shared Parking Assumptions

To evaluate the number of spaces needed under shared parking conditions, a number of characteristics regarding a particular development must be identified. The following assumptions were used for this analysis:

- No reserved parking was assumed.
- Calculations were made for hotel (250 rooms) and retail (292,000 gross square feet).
- To reflect low transit use, the mode adjustment is 100 percent automobile, which is more conservative.
- Maintained all remaining base ULI parameters.

The assumptions outlined are used to determine peak parking demand. The effective parking supply is the number of occupied spaces at optimum operating efficiency. Due to the difficulty of finding the last available space in a large parking lot, parking planners typically apply a circulation factor of between five and 15 percent to the projected parking demand to determine the adequate parking supply. For Pacific Mall, the recommended circulation factor is 15 percent of parking demand.

[5] *Shared Parking, Second Edition*, Urban Land Institute, Washington D.C., 2004

Results

The shared parking analysis estimated the 85th percentile peak parking demand for the project during weekdays and weekends and indicates the supply needed to meet the demands of the mixed-use project. In this case, the peak month is December and peak day is Saturday. The recommended parking supply should be 15 percent greater than the estimated parking demand to account for parking turn-over and perceived capacity. The results below indicate the following total parking supply needed to accommodate the shared demand with a 15 percent circulation factor:

- Weekday Demand: 1,193 parking spaces; Recommended Weekday Supply: 1,372 parking spaces (1,193 plus 15% circulation factor)
- Weekend Demand: 1,301 parking spaces: Recommended Weekend Supply: 1,496 parking spaces (1,301 plus 15% circulation factor)

The results of the supplemental shared parking analysis indicate that 1,496 spaces will be needed for the project based on the maximum weekend parking demand (which includes a 15% circulation factor). Thus, the project has proposed 14 spaces more than calculated using shared parking reductions. Note that is completely coincidental that the shared parking demand and the city code parking requirement are equal. Also, it is important to recognize that the city code requirement assumes that several hotel amenities located on the 2nd floor of the hotel (fitness center, restaurant, meeting space) are only available to hotel guests. The shared parking model does not explicitly include this assumption; therefore, if these amenities were public, their parking demand is covered within the shared parking calculations. The model worksheets are provided in **Appendix F**.

PEDESTRIAN, BICYCLE, AND TRANSIT ACCESS AND CIRCULATION

This section of the report addresses both off-site and on-site facilities that provide pedestrian and bicycle access and circulation for the project. **Figure 14** illustrates the complete list of recommendations.

OFF-SITE PEDESTRIAN EVALUATION

The signalized study intersections provide crosswalks and pedestrian signals on all approaches. Existing sidewalks are provided adjacent to and near the site except along the Ranch Drive project site frontage. To accommodate all users of the street system and provide a complete and pedestrian facility between the project site and nearby land uses (i.e., hotels and retail shops south and east of Ranch Drive), a sidewalk with a minimum width of six feet should be installed along the project frontage and include accessible connections to the proposed project building pedestrian entrances. The signalized intersection at the main entrance provides pedestrian crosswalks and pedestrian signals. The current pedestrian

facilities and proposed sidewalk improvements will increase connectivity between adjacent uses, reducing the need to travel by vehicle.

ON-SITE PEDESTRIAN EVALUATION

A pedestrian sidewalk is proposed to be extended through the center of the surface parking lot and adjacent to the ramp serving the below-grade garage. The site design should ensure the sidewalk is six feet wide, at a minimum. This width is recommended because it provides a comfortable width for two people walking side-by-side and addresses ADA compliance by removing the need to provide passing zones. A travel path of four feet will require ADA passing zones. To support the pedestrian pathway continuity, we recommend the installation of a speed table/crosswalk across the main circulation aisle in front of the new mall building. A speed table/raised crosswalk refers to a raised speed hump designed as a pedestrian crossing. Typically, they are implemented as an elevated, wide flat "table" with transition ramps, gently sloped. The installation of speed tables and raised crosswalks will improve pedestrian safety and flow to and from the primary entrance and the surface parking lot and Ranch Drive.

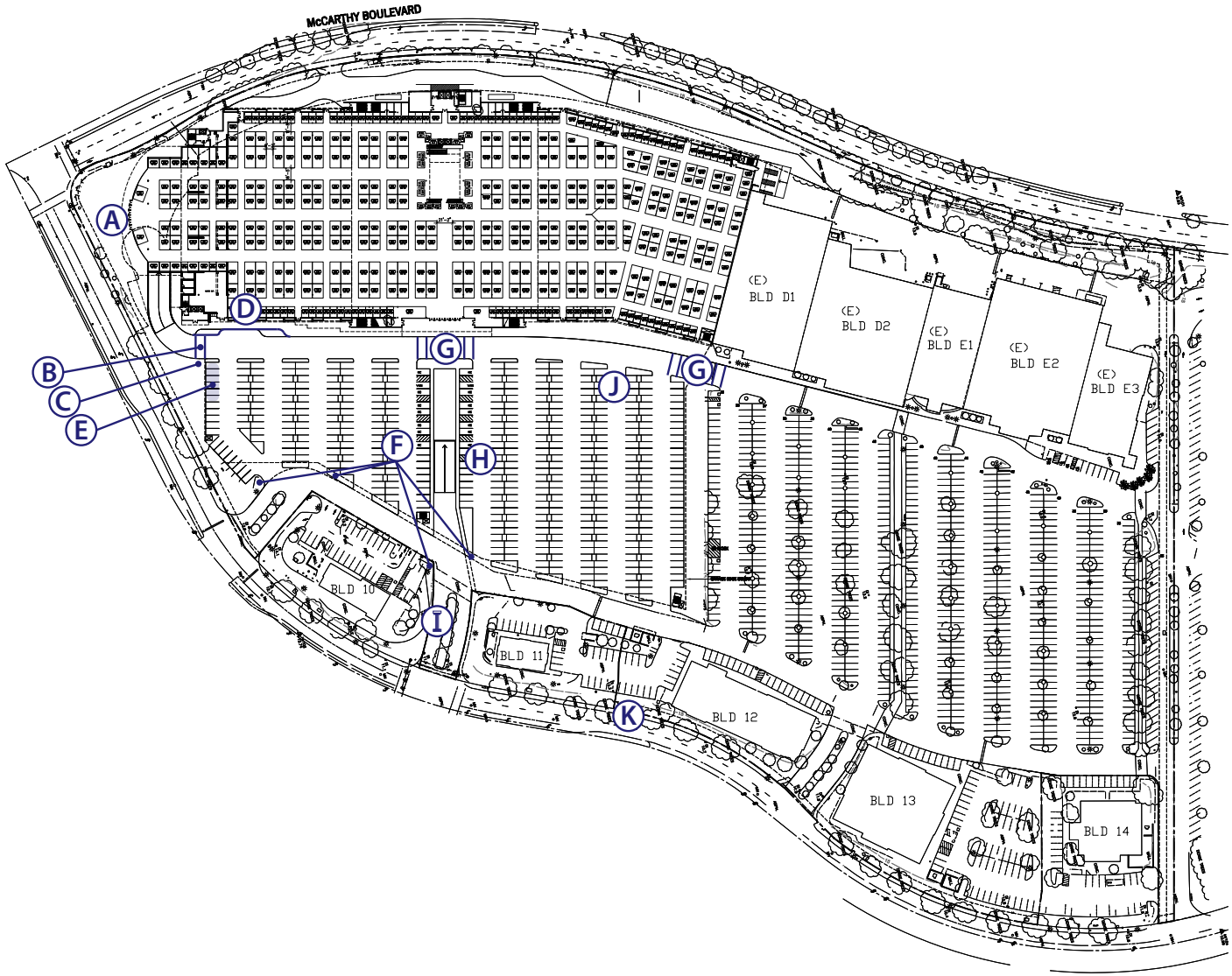
BICYCLE ACCESS EVALUATION

The proposed project does not conflict with existing or planned bicycle and pedestrian facilities, and no modifications to the off-site bicycle and pedestrian facilities are recommended. However, bicycle facilities exist adjacent to the project site and the City, VTA, and Santa Clara County have current plans to expand the surrounding trail network. The project will increase bicycle demand and should ensure appropriate bicycle accommodations are provided for their patrons and are accessible from the McCarthy Boulevard and Ranch Drive South intersection. This location provides direct access to the bike lanes along McCarthy Boulevard and Coyote Creek Trail. According to Section XI-10-53.09 of the City's Municipal Code, a commercial use shall provide a bicycle parking supply that is equivalent to 5 percent of the total vehicle parking supply. Based on these standards, the project is required to provide 75 bicycle parking spaces. These spaces should be conveniently located near building entrances for guests and employees. Per Section XI-10-53.11-B-4-d of the City Municipal Code: bicycle spaces shall measure at least two (2) feet by seven (7) feet and shall be located in groups of four (4) and shall be of the following three types: 1) a rack which secures the frame, or 2) an enclosed bike locker, or 3) a fenced, covered, locked or guarded bike storage area.

TRANSIT ACCESS

The project is located adjacent to existing transit lines and bus stops operating along McCarthy Boulevard and Ranch Drive. Although the increase in passenger demand may not exceed capacity, enhancements to

existing service are recommended to encourage transit use. To the extent possible, all bus stops should maximize amenities including shelters, benches, trash receptacles, etc.



Ⓐ Indicate bicycle facilities

Ⓑ Add painted crosswalk to provide a pedestrian crossing point and increase driver awareness

Ⓒ Provide "Exit" (with direction arrow) sign

Ⓓ Relocate loading zone to the right as indicated

Ⓔ Designate/reserve as "new guest" spaces for hotel

Ⓕ Add stop controls

Ⓖ Install speed tables/raised crosswalk

Ⓗ Ensure sufficient clearance to accommodate a 6' sidewalk

Ⓘ Widen to at least 20' to accommodate southbound approach through-left and right movements, and stripe. Widen inbound to at least 20' to accomodate 2 inbound lanes.

Ⓙ Indicate the drive aisle width and parking dimensions

Ⓚ Indicate where bus stop treatments are located, if applicable.

Ⓛ Widen to accomodate 2nd eastbound left turn lane.

NOT TO SCALE

Source:
Steinberg Architects

Pacific Mall - Silicon Valley

Figure 14a

Site Access and On-Site Circulation Recommendations - Surface Layout

FEHR PEERS

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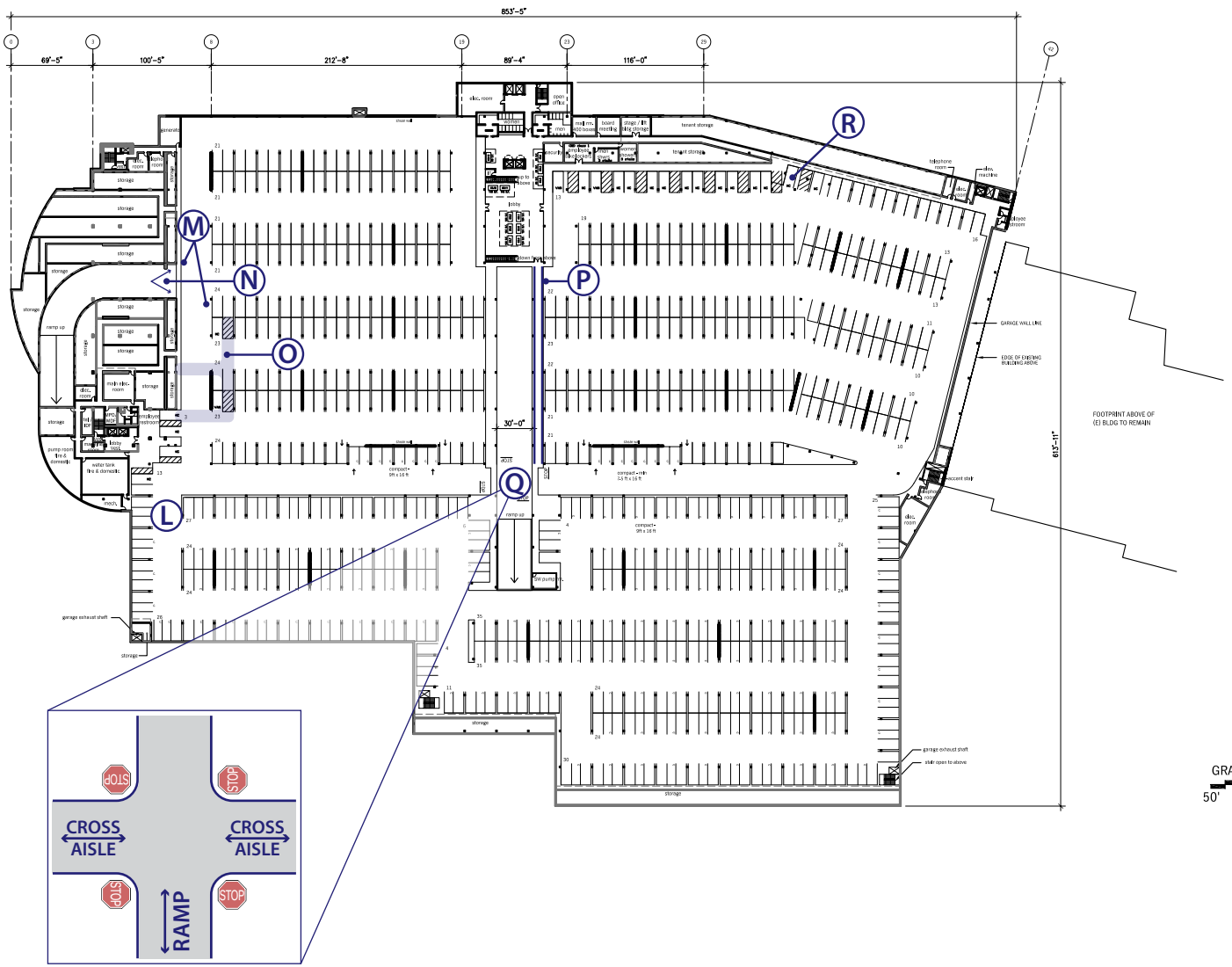
Continuation from Figure 12a

- (L) Indicate drive aisle width and dimensions of the parking stalls.
- (M) Provide painted stop controls
- (N) Potential vehicle and pedestrian Line of Sight issues. We suggest providing vehicle sight lines and conducting a turning template analysis for radius verse corner sight.
- (O) Define clear path delineation to exits for HC spaces
- (P) Add Pedestrian pavement marking. Install striping to guide pedestrians and raise driver awareness
- (Q) All way stop intersection
- (R) Remove, or re-align if possible



GRAPHIC SCALE
50' 25' 0 50' 100'

N

Pacific Mall - Silicon Valley

Figure 14b

Site Access and On-Site Circulation Recommendations - Garage Layout

FEHR PEERS

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8. CONSTRUCTION IMPACTS

This chapter discusses the construction period of the proposed project, including construction traffic estimates, construction parking, pedestrian, bicycle, and transit circulation during the construction period. Construction activities include those associated with site preparation and building construction.

Site preparation includes all of the activities required to allow construction on the project parcel. Major components of site preparation would involve removal of the existing parking lot, grading of the site, and construction of necessary infrastructure. A variety of equipment would be required for the site preparation stage, including bulldozers, grading machines, cranes, and dump trucks, which would be responsible for the removal and deposition of cut and fill material on the site.

Building construction involves the assembly of the buildings and underground garage. Major elements of building construction would include driving piles to support the building foundation, assembling the concrete reinforcing bars as the building frame, pouring concrete, and completing the building accessories such as elevators.

Construction activities are expected to commence by mid-2013 and be completed by mid-2015. This section of the report addresses potential construction-related impacts of the project, specifically as they relate to expected traffic and parking impacts. General recommendations are also provided for construction-related mitigations, such as limiting times when trucks would be permitted to travel to/from the sites and restricting routes to prevent impacting neighboring communities.

Construction of the development will occur in phases. The existing surface lot will be maintained allowing vehicles to stage or park during the entire construction process. The project will provide two preliminary staging areas. The first staging area is located on the southern frontage adjacent to the McCarthy Boulevard and Ranch Drive intersection and the second is located along the northern extent of the surface parking lot. No on-street parking is permitted near the project site.

TRAFFIC OPERATIONS AND PARKING

McCarthy Boulevard provides the only access to the project site. As shown in **Table 4** all of the study signalized intersections near the project site operate at acceptable LOS thresholds or better during peak hours under Existing Conditions. However, truck access to the site should be limited during peak commute times (7:00 to 9:00 am and 4:00 to 6:00 pm) to reduce potential impacts to the operations of the signalized intersections and to reduce delay.

The number of workers expected on-site will range from an average daily total of 100 workers to a maximum daily total of 250 workers. Approximately 21,000 truck deliveries of building materials and supplies are anticipated over a two-year period. This results in approximately 42,000 truck trips (inbound and outbound). Based upon 260 working days (not factoring in Holidays), the average daily number of truck deliveries will be approximately 80 trips per day. It was assumed that 25 percent of truck traffic will occur during the peak hours, or 20 peak hour truck trips. The workers will generate between 50 and 125 trips during the AM and/or PM peak hour, assuming that 50 percent will travel during the peak hour. Therefore, the maximum number of peak hour worker and truck trips will be approximately 145 trips (125 workers plus 20 trucks) and would not exceed the trips generated by the project. Temporary lane closures along McCarthy Boulevard and Ranch Drive are not expected.

Although anticipated to be less than the day-to-day traffic of the project, the traffic associated with the construction of the project could be a potentially significant impact. Prior to the issuance of each building permit, the project applicant and construction contractor should meet with the Public Works department to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of this project. The project applicant should develop a construction management plan for review and approval by the Public Works department. The plan should include at least the following items and requirements:

- A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic and pedestrian hours, detour signs if required, lane closure procedures, sidewalk closure procedures, signs, cones for drivers, and designated construction access routes.
- Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur.
- Location of construction staging areas for materials, equipment, and vehicles (must be located on the project site).
- Identification of haul routes for movement of construction vehicles that would minimize impacts on vehicular and pedestrian traffic, circulation and safety; and provision for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul trucks can be identified and corrected by the project applicant.
- Temporary construction fences to contain debris and material and to secure the site.
- Provisions for removal of trash generated by project construction activity.
- A process for responding to and tracking complaints pertaining to construction activity.
- Provisions for monitoring surface streets used for truck routes so that any damage and debris attributable to the trucks can be identified and corrected.

- It is anticipated that these measures will be incorporated into a more detailed Construction Management Plan, which would address other issues such as hours of construction on site, limitations on noise and dust emissions, and other applicable items.

The preparation of this plan would reduce construction traffic impacts to less-than-significant levels.

APPENDIX A:
EXISTING TRAFFIC COUNTS

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

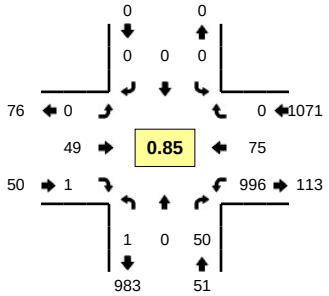
LOCATION: McCarthy Blvd -- Dixon Landing Rd

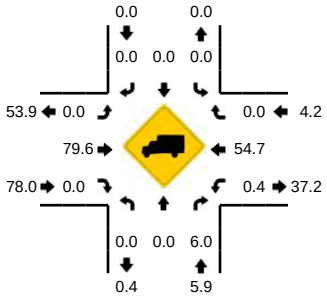
CITY/STATE: Milpitas, CA

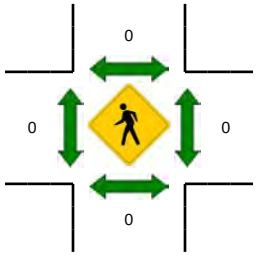
QC JOB #: 10769401

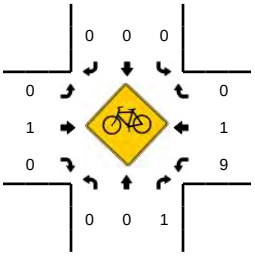
DATE: Thu, Jun 07 2012

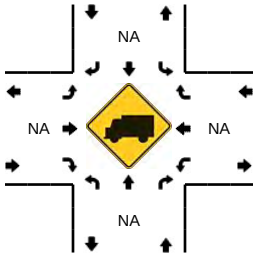
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

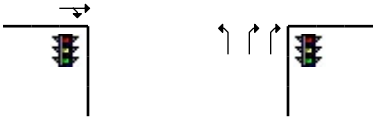


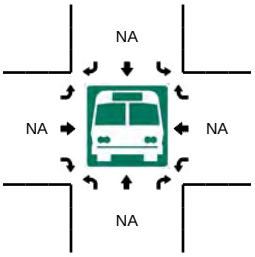












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				Dixon Landing Rd (Eastbound)				Dixon Landing Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	6	0	0	0	0	0	0	6	0	0	38	18	0	0	68	
7:05 AM	0	0	1	0	0	0	0	0	0	10	0	0	33	6	0	1	51	
7:10 AM	1	0	5	0	0	0	0	0	0	4	1	0	61	6	0	1	79	
7:15 AM	1	0	3	0	0	0	0	0	0	3	0	0	48	12	0	0	67	
7:20 AM	1	0	5	0	0	0	0	0	0	1	0	0	57	7	0	1	72	
7:25 AM	0	0	2	0	0	0	0	0	0	2	0	0	75	6	0	0	85	
7:30 AM	0	0	1	0	0	0	0	0	0	5	0	0	71	6	0	0	83	
7:35 AM	0	0	1	0	0	0	0	0	0	9	1	0	60	9	0	1	81	
7:40 AM	0	0	4	0	0	0	0	0	0	5	0	0	54	4	0	1	68	
7:45 AM	0	0	4	0	0	0	0	0	0	4	0	0	81	9	0	0	98	
7:50 AM	0	0	2	0	0	0	0	0	0	3	1	0	67	7	0	0	80	
7:55 AM	0	0	2	0	0	0	0	0	0	5	1	0	77	7	0	0	92	924
8:00 AM	0	0	4	0	0	0	0	0	0	5	0	0	79	7	0	2	97	953
8:05 AM	0	0	2	0	0	0	0	0	0	7	0	0	59	6	0	1	75	977
8:10 AM	1	0	3	0	0	0	0	0	0	1	1	0	70	5	0	1	82	980
8:15 AM	0	0	2	0	0	0	0	0	0	2	0	0	79	2	0	1	86	999
8:20 AM	0	0	5	0	0	0	0	0	0	3	0	0	82	8	0	1	99	1026
8:25 AM	0	0	5	0	0	0	0	0	0	1	0	0	85	5	0	1	97	1038
8:30 AM	0	0	2	0	0	0	0	0	0	3	0	0	80	3	0	0	88	1043
8:35 AM	0	0	8	0	0	0	0	0	0	5	0	0	91	5	0	0	109	1071
8:40 AM	0	0	4	0	0	0	0	0	0	5	0	0	77	8	0	0	94	1097
8:45 AM	0	0	6	0	0	0	0	0	0	5	0	0	83	9	0	3	106	1105
8:50 AM	0	0	3	0	0	0	0	0	0	4	0	0	105	8	0	1	121	1146
8:55 AM	0	0	6	0	0	0	0	0	0	8	0	0	92	9	0	3	118	1172

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	60	0	0	0	0	0	0	68	0	0	1120	104	0	28	1380
Heavy Trucks	0	0	4		0	0	0		0	48	0		8	60	0		120
Pedestrians		0				0				0				0			0
Bicycles	0	0	1		0	0	0		0	0	0		1	0	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 4AM FINAL
Site Code : 00000004
Start Date : 2/23/2012
Page No : 1

Groups Printed- Vehicles

	I-880 SB RAMPS Southbound					Westbound					Northbound					DIXON LANDING RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	59	0	23	1	83	215	123	0	0	338	0	0	0	1	1	6	10	0	0	16	438
07:15 AM	69	0	37	0	106	254	120	0	0	374	0	0	0	0	0	5	13	0	0	18	498
07:30 AM	87	0	40	0	127	269	146	0	0	415	0	0	0	0	0	4	16	0	0	20	562
07:45 AM	104	0	71	0	175	244	148	0	0	392	0	0	0	0	0	14	13	0	0	27	594
Total	319	0	171	1	491	982	537	0	0	1519	0	0	0	1	1	29	52	0	0	81	2092
08:00 AM	106	0	52	0	158	277	159	0	0	436	0	0	0	0	0	13	12	0	0	25	619
08:15 AM	113	0	43	0	156	288	192	0	0	480	0	0	0	0	0	13	16	0	0	29	665
08:30 AM	133	0	51	0	184	226	224	0	0	450	0	0	0	0	0	29	11	0	0	40	674
08:45 AM	147	0	49	0	196	233	223	0	0	456	0	0	0	0	0	33	23	0	0	56	708
Total	499	0	195	0	694	1024	798	0	0	1822	0	0	0	0	0	88	62	0	0	150	2666
Grand Total	818	0	366	1	1185	2006	1335	0	0	3341	0	0	0	1	1	117	114	0	0	231	4758
Apprch %	69	0	30.9	0.1		60	40	0	0		0	0	0	100		50.6	49.4	0	0		
Total %	17.2	0	7.7	0	24.9	42.2	28.1	0	0	70.2	0	0	0	0	0	2.5	2.4	0	0	4.9	

	I-880 SB RAMPS Southbound					Westbound					Northbound					DIXON LANDING RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	106	0	**52**	0	158	277	159	0	0	436	0	0	0	0	0	13	12	0	0	25	619
08:15 AM	113	0	43	0	156	**288**	192	0	0	**480**	0	0	0	0	0	13	16	0	0	29	665
08:30 AM	133	0	51	0	184	226	**224**	0	0	450	0	0	0	0	0	29	11	0	0	40	674
08:45 AM	**147**	0	49	0	**196**	233	223	0	0	456	0	0	0	0	0	**33**	**23**	0	0	**56**	**708**
Total Volume	499	0	195	0	694	1024	798	0	0	1822	0	0	0	0	0	88	62	0	0	150	2666
% App. Total																					
PHF	.849	.000	.938	.000	.885	.889	.891	.000	.000	.949	.000	.000	.000	.000	.000	.667	.674	.000	.000	.670	.941

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Campbell, CA
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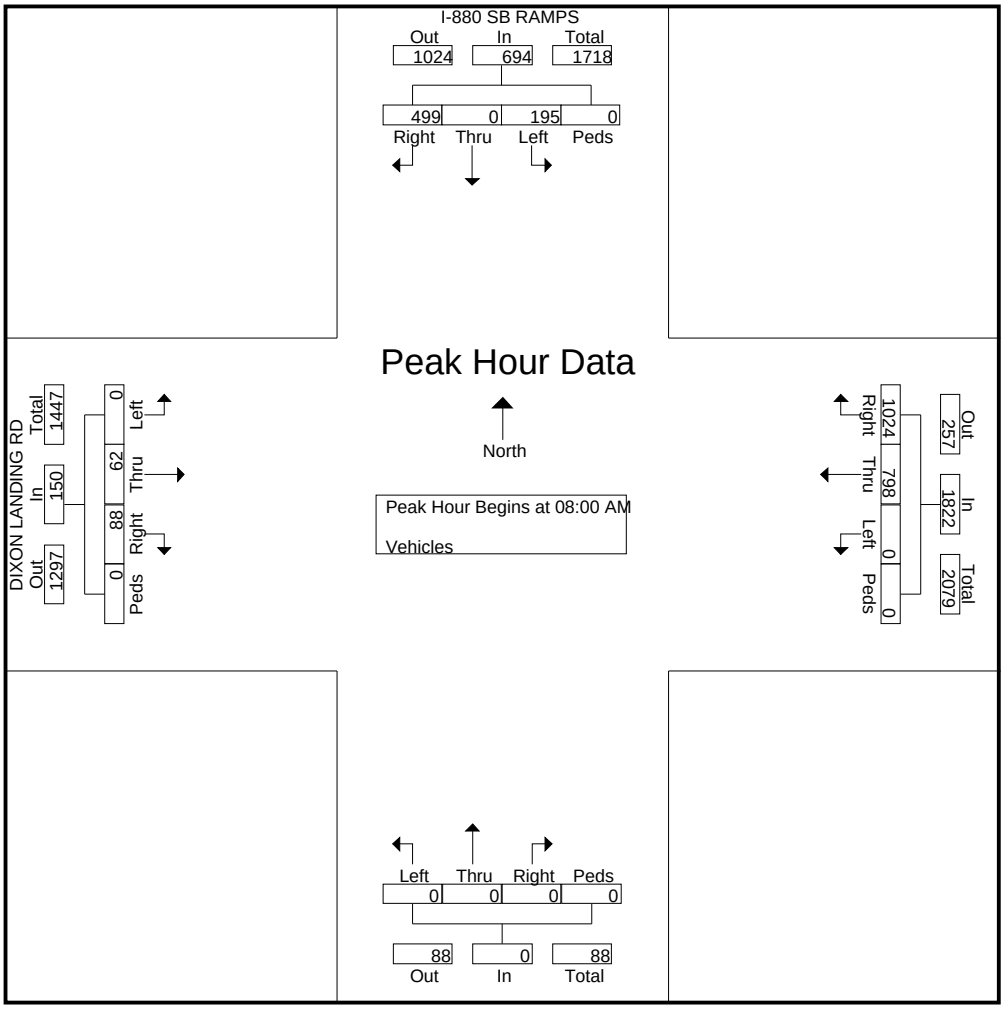
File Name : 4AM FINAL
Site Code : 00000004
Start Date : 2/23/2012
Page No : 2



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Site Code : 00000004
Start Date : 2/23/2012
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Groups Printed- Bikes

	I-880 SB RAMPS Southbound					Westbound					Northbound					DIXON LANDING RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
07:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
07:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
Total	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	11
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
08:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	8
Grand Total	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	3	0	0	3	19
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	84.2	0	0	84.2	0	0	0	0	0	0	15.8	0	0	15.8	

	I-880 SB RAMPS Southbound					Westbound					Northbound					DIXON LANDING RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	**1**	0	0	**1**	3
07:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	**4**
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	**4**	0	0	**4**	0	0	0	0	0	0	0	0	0	0	4
Total Volume	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	2	0	0	2	12
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.625	.000	.000	.625	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.750

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File Name : 4AM FINAL
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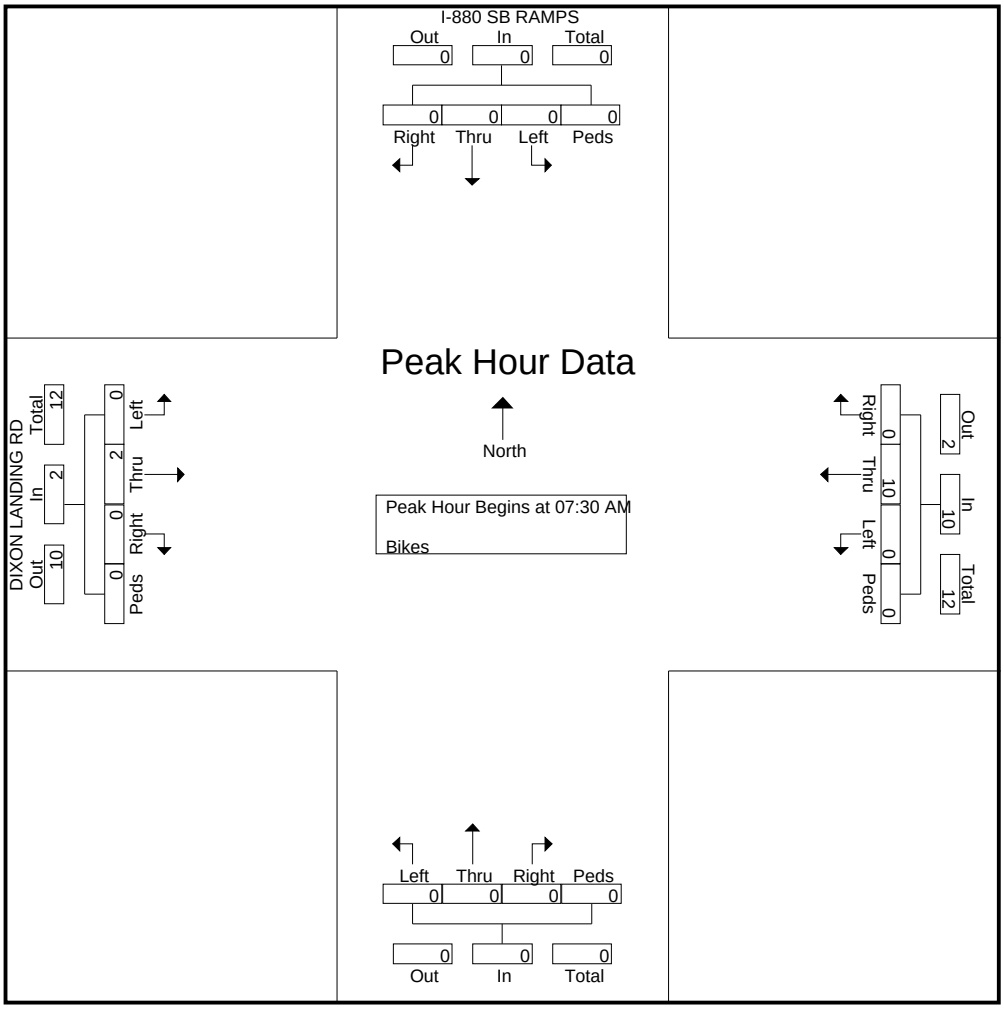

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File Name : 5AM FINAL
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Page No : 1

Groups Printed- Vehicles

	I-880 NB RAMPS Southbound					DIXON LANDING RD Westbound					CALIFORNIA CIR Northbound					DIXON LANDING RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	12	0	0	0	12	30	298	9	0	337	67	2	21	0	90	13	18	0	0	31	470
07:15 AM	13	0	7	0	20	54	334	13	0	401	76	2	27	0	105	21	31	0	0	52	578
07:30 AM	16	0	5	0	21	65	344	28	1	438	90	4	36	0	130	24	28	0	0	52	641
07:45 AM	8	0	6	0	14	66	310	23	0	399	98	3	38	1	140	33	47	0	0	80	633
Total	49	0	18	0	67	215	1286	73	1	1575	331	11	122	1	465	91	124	0	0	215	2322
08:00 AM	11	0	3	0	14	69	344	26	0	439	75	5	49	1	130	28	38	0	0	66	649
08:15 AM	10	0	4	0	14	51	434	17	0	502	65	2	36	0	103	28	33	0	0	61	680
08:30 AM	18	0	5	0	23	65	419	16	0	500	82	3	30	0	115	23	32	0	0	55	693
08:45 AM	8	0	5	0	13	82	439	21	0	542	68	0	34	0	102	25	44	0	0	69	726
Total	47	0	17	0	64	267	1636	80	0	1983	290	10	149	1	450	104	147	0	0	251	2748
Grand Total	96	0	35	0	131	482	2922	153	1	3558	621	21	271	2	915	195	271	0	0	466	5070
Apprch %	73.3	0	26.7	0		13.5	82.1	4.3	0		67.9	2.3	29.6	0.2		41.8	58.2	0	0		
Total %	1.9	0	0.7	0	2.6	9.5	57.6	3	0	70.2	12.2	0.4	5.3	0	18	3.8	5.3	0	0	9.2	

	I-880 NB RAMPS Southbound					DIXON LANDING RD Westbound					CALIFORNIA CIR Northbound					DIXON LANDING RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	11	0	3	0	14	69	344	**26**	0	439	75	**5**	**49**	**1**	**130**	**28**	38	0	0	66	649
08:15 AM	10	0	4	0	14	51	434	17	0	502	65	2	36	0	103	28	33	0	0	61	680
08:30 AM	**18**	0	**5**	0	**23**	65	419	16	0	500	**82**	3	30	0	115	23	32	0	0	55	693
08:45 AM	8	0	5	0	13	**82**	**439**	21	0	**542**	68	0	34	0	102	25	**44**	0	0	**69**	**726**
Total Volume	47	0	17	0	64	267	1636	80	0	1983	290	10	149	1	450	104	147	0	0	251	2748
% App. Total																					
PHF	.653	.000	.850	.000	.696	.814	.932	.769	.000	.915	.884	.500	.760	.250	.865	.929	.835	.000	.000	.909	.946

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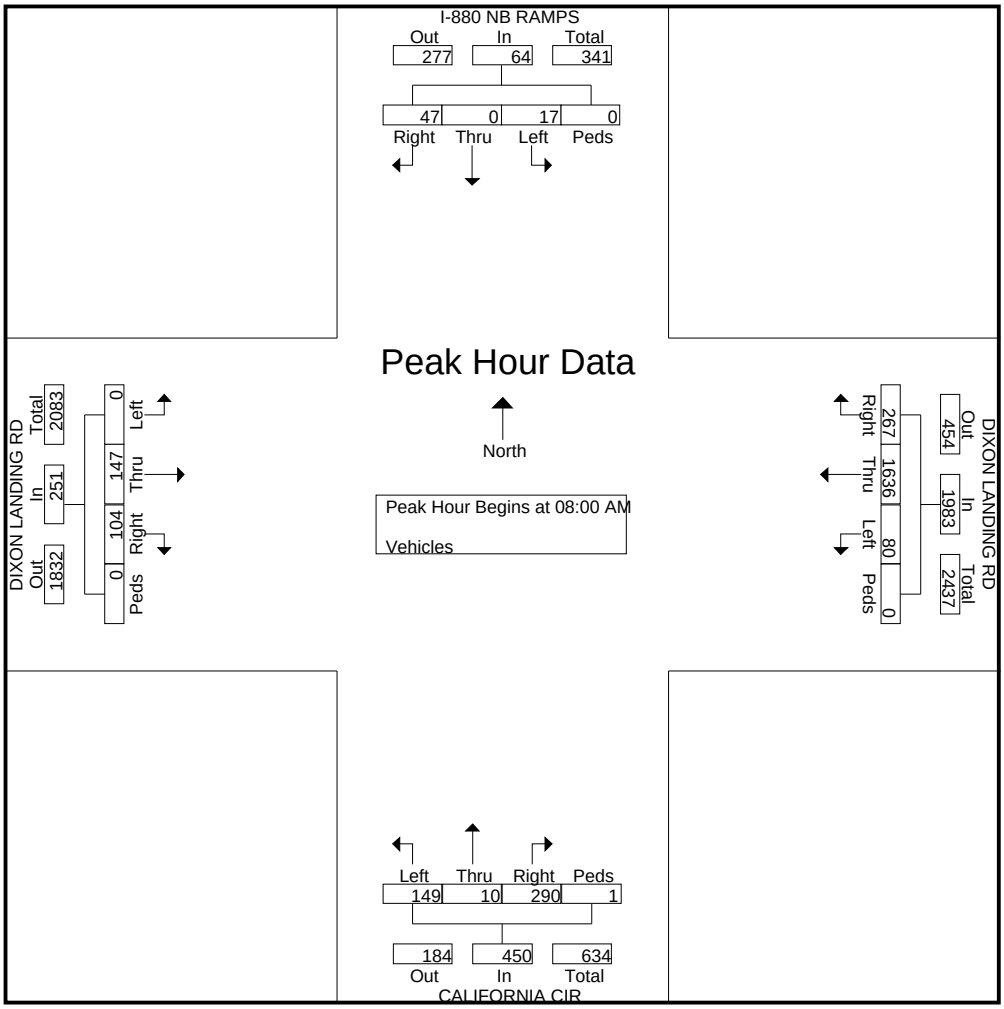

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Groups Printed- Bikes

	I-880 NB RAMPS Southbound					DIXON LANDING RD Westbound					CALIFORNIA CIR Northbound					DIXON LANDING RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	4
08:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Grand Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	2	0	0	3	7
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		33.3	66.7	0	0		
Total %	0	0	0	0	0	0	57.1	0	0	57.1	0	0	0	0	0	14.3	28.6	0	0	42.9	

	I-880 NB RAMPS Southbound					DIXON LANDING RD Westbound					CALIFORNIA CIR Northbound					DIXON LANDING RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	**2**	**2**
08:00 AM	0	0	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	5
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		50	50	0	0		
PHF	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375	.000	.000	.000	.000	.000	.250	.250	.000	.000	.250	.625

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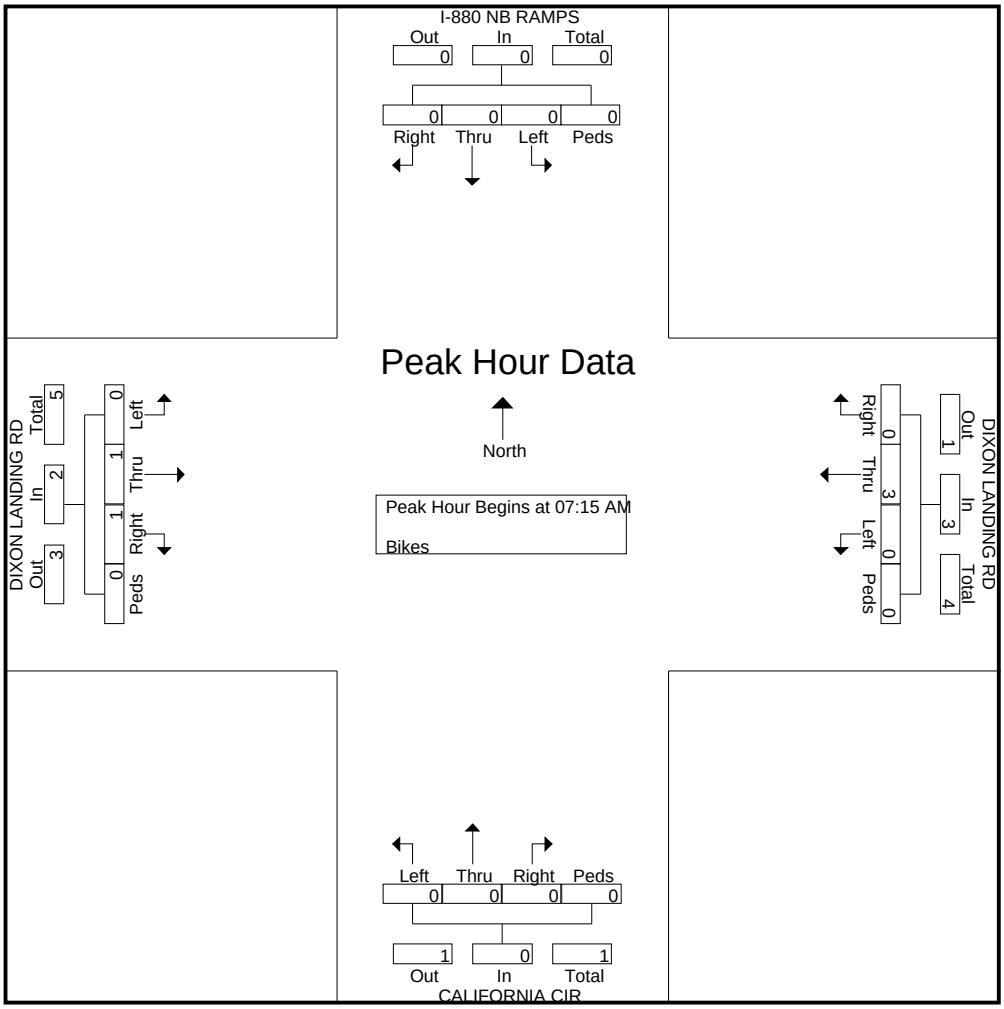


Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

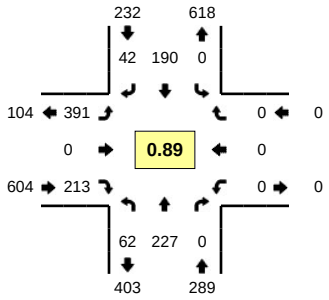
LOCATION: California Cir -- I-880 NB Ramps

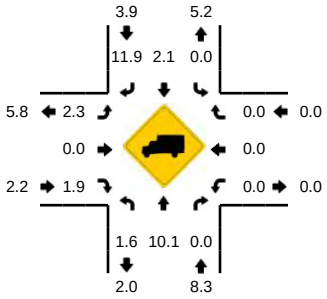
CITY/STATE: Milpitas, CA

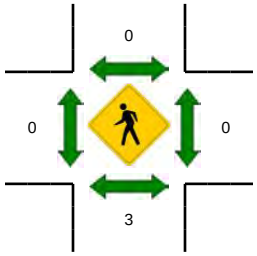
QC JOB #: 10769403

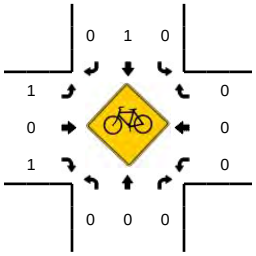
DATE: Tue, Jun 05 2012

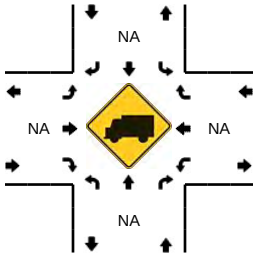
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

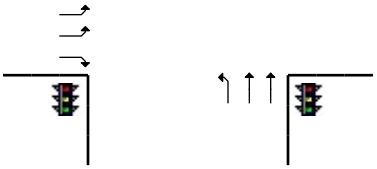


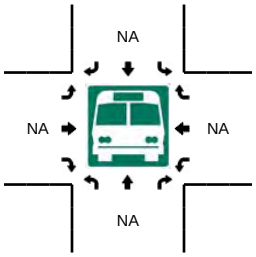












5-Min Count Period Beginning At	California Cir (Northbound)				California Cir (Southbound)				I-880 NB Ramps (Eastbound)				I-880 NB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	6	8	0	0	0	12	2	0	25	0	8	0	0	0	0	0	61	
7:05 AM	4	17	0	0	0	15	2	0	18	0	9	0	0	0	0	0	65	
7:10 AM	3	12	0	0	0	14	0	0	32	0	20	0	0	0	0	0	81	
7:15 AM	3	9	0	0	0	13	5	0	30	0	14	0	0	0	0	0	74	
7:20 AM	5	16	0	0	0	7	1	0	29	0	18	0	0	0	0	0	76	
7:25 AM	4	21	0	0	0	11	1	0	33	0	13	0	0	0	0	0	83	
7:30 AM	4	16	0	0	0	12	6	0	37	0	18	0	0	0	0	0	93	
7:35 AM	6	27	0	0	0	14	3	0	28	0	20	0	0	0	0	0	98	
7:40 AM	6	16	0	0	0	21	3	0	31	0	19	0	0	0	0	0	96	
7:45 AM	3	28	0	0	0	16	2	0	33	0	14	0	0	0	0	0	96	
7:50 AM	3	12	0	0	0	19	4	0	45	0	24	0	0	0	0	0	107	
7:55 AM	7	23	0	0	0	19	4	0	39	0	21	0	0	0	0	0	113	1043
8:00 AM	6	15	0	0	0	16	2	0	32	0	16	0	0	0	0	0	87	1069
8:05 AM	4	12	0	0	0	17	3	0	25	0	20	0	0	0	0	0	81	1085
8:10 AM	10	17	0	0	0	18	4	0	30	0	18	0	0	0	0	0	97	1101
8:15 AM	6	21	0	0	0	8	7	0	37	0	13	0	0	0	0	0	92	1119
8:20 AM	4	21	0	0	0	21	3	0	14	0	16	0	0	0	0	0	79	1122
8:25 AM	3	19	0	0	0	9	1	0	40	0	14	0	0	0	0	0	86	1125
8:30 AM	6	14	0	0	0	8	0	0	32	0	16	0	0	0	0	0	76	1108
8:35 AM	2	21	0	0	0	17	2	0	22	0	17	0	0	0	0	0	81	1091
8:40 AM	6	16	0	0	0	9	5	0	33	0	18	0	0	0	0	0	87	1082
8:45 AM	9	19	0	0	0	18	4	1	26	0	15	0	0	0	0	0	92	1078
8:50 AM	4	13	0	0	0	14	4	0	29	0	10	0	0	0	0	0	74	1045
8:55 AM	3	20	0	0	0	12	6	0	17	0	15	0	0	0	0	0	73	1005

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	52	252	0	0	0	216	40	0	468	0	236	0	0	0	0	0	1264
Heavy Trucks	4	32	0		0	12	8		12	0	12		0	0	0		80
Pedestrians		4				0				0				0			4
Bicycles	0	0	0		0	1	0		1	0	0		0	0	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

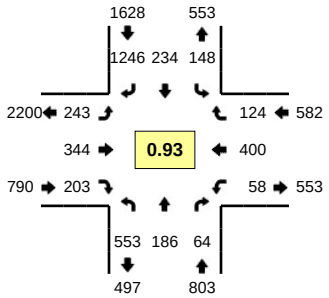
LOCATION: N Milpitas Blvd -- Dixon Landing Rd

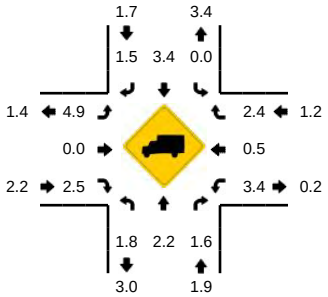
CITY/STATE: Milpitas, CA

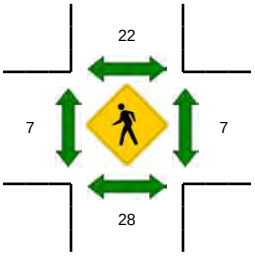
QC JOB #: 10769405

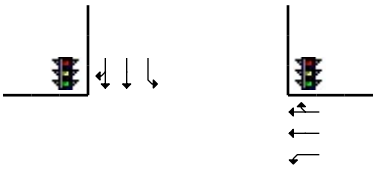
DATE: Tue, Jun 05 2012

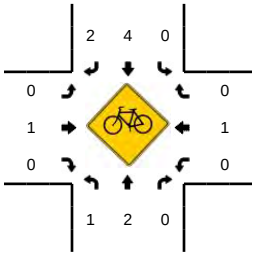
Peak-Hour: 7:40 AM -- 8:40 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

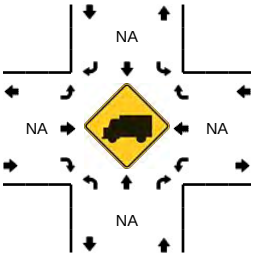


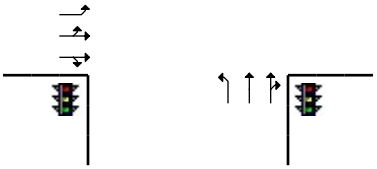


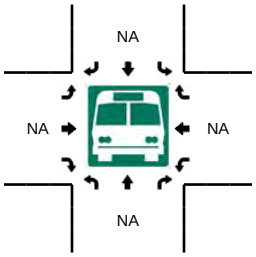












5-Min Count Period Beginning At	N Milpitas Blvd (Northbound)				N Milpitas Blvd (Southbound)				Dixon Landing Rd (Eastbound)				Dixon Landing Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	15	10	1	0	2	12	80	0	11	4	5	0	2	12	6	0	160	
7:05 AM	19	4	1	0	3	7	90	0	12	9	4	0	2	17	2	0	170	
7:10 AM	18	3	0	0	2	8	99	0	16	15	5	0	1	24	5	0	196	
7:15 AM	31	8	0	0	3	8	95	0	15	7	6	1	2	19	3	0	198	
7:20 AM	22	11	1	0	3	12	87	0	12	10	23	0	1	12	9	0	203	
7:25 AM	27	7	2	0	4	18	87	0	19	6	4	0	3	11	2	0	190	
7:30 AM	25	8	0	0	7	9	107	1	17	14	5	0	7	32	11	0	243	
7:35 AM	34	11	4	1	12	22	101	0	19	23	18	0	3	11	11	0	270	
7:40 AM	41	9	2	0	12	16	100	0	16	30	21	0	8	29	11	0	295	
7:45 AM	23	16	4	0	26	14	111	0	24	36	28	0	5	37	18	0	342	
7:50 AM	33	22	11	0	21	14	92	0	21	53	28	0	0	28	12	0	335	
7:55 AM	57	16	17	0	24	12	100	0	16	46	12	0	8	27	12	0	347	2949
8:00 AM	41	9	9	0	16	13	107	0	22	55	15	1	5	36	11	0	340	3129
8:05 AM	61	20	2	0	4	16	94	2	18	46	15	1	7	35	15	0	336	3295
8:10 AM	46	13	5	0	6	19	99	0	18	25	13	0	5	39	13	0	301	3400
8:15 AM	54	23	2	0	10	15	111	0	25	24	11	0	4	45	5	0	329	3531
8:20 AM	55	12	4	0	7	29	112	1	15	7	8	0	5	40	5	0	300	3628
8:25 AM	56	20	3	0	3	25	102	0	20	10	20	0	6	19	7	0	291	3729
8:30 AM	43	12	2	2	8	26	93	0	26	7	20	1	1	38	11	0	290	3776
8:35 AM	41	14	3	0	8	35	125	0	19	5	12	0	4	27	4	0	297	3803
8:40 AM	50	8	3	0	5	28	99	0	29	8	16	0	2	21	5	0	274	3782
8:45 AM	42	16	1	0	11	27	126	0	23	9	10	2	4	6	8	0	285	3725
8:50 AM	29	17	2	1	5	19	141	0	18	7	7	0	6	18	5	0	275	3665
8:55 AM	44	23	1	1	9	27	103	1	19	10	22	0	5	11	4	0	280	3598

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	452	216	128	0	284	160	1212	0	244	540	272	0	52	368	168	0	4096
Heavy Trucks	0	0	0		0	4	12		16	0	0		4	0	4		40
Pedestrians		36				16				4				16			72
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

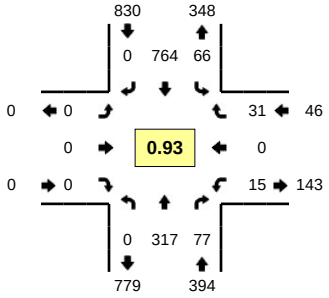
Type of peak hour being reported: Intersection Peak

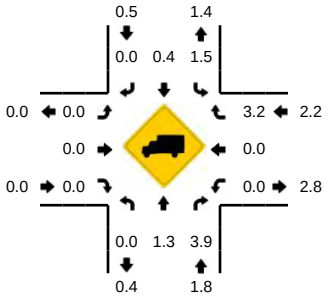
Method for determining peak hour: Total Entering Volume

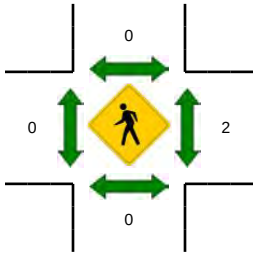
LOCATION: McCarthy Blvd -- Ranch Dr (N)
CITY/STATE: Milpitas, CA

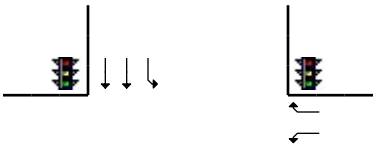
QC JOB #: 10769443
DATE: Thu, Jun 07 2012

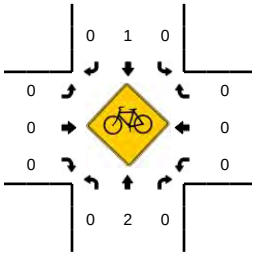
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

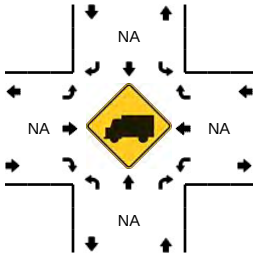


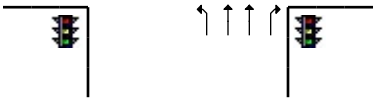


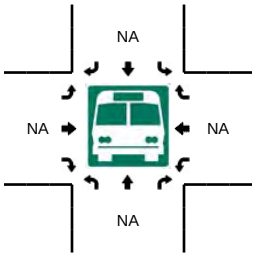












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				Ranch Dr (N) (Eastbound)				Ranch Dr (N) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	14	3	0	4	36	0	0	0	0	0	0	0	0	0	0	57	
7:05 AM	0	18	3	0	4	33	0	0	0	0	0	0	0	0	1	0	59	
7:10 AM	0	9	1	0	0	42	0	0	0	0	0	0	0	0	2	0	54	
7:15 AM	0	9	2	0	5	44	0	0	0	0	0	0	1	0	3	0	64	
7:20 AM	0	18	6	0	2	49	0	0	0	0	0	0	0	0	0	0	75	
7:25 AM	0	16	4	0	11	55	0	0	0	0	0	0	0	0	0	0	86	
7:30 AM	0	18	4	0	4	56	0	0	0	0	0	0	2	0	1	0	85	
7:35 AM	0	33	8	0	7	53	0	0	0	0	0	0	1	0	5	0	107	
7:40 AM	0	21	4	0	5	34	0	0	0	0	0	0	1	1	8	0	74	
7:45 AM	0	22	4	0	5	58	0	0	0	0	0	0	0	0	2	0	91	
7:50 AM	0	36	7	0	12	60	0	0	0	0	0	0	0	0	0	0	115	
7:55 AM	0	29	6	0	5	69	0	0	0	0	0	0	0	0	1	0	110	977
8:00 AM	0	36	2	0	6	51	0	0	0	0	0	0	0	0	1	0	96	1016
8:05 AM	0	29	3	0	2	55	0	0	0	0	0	0	1	0	2	0	92	1049
8:10 AM	0	28	5	0	4	46	0	0	0	0	0	0	1	0	2	0	86	1081
8:15 AM	0	38	1	0	5	59	0	0	0	0	0	0	1	0	4	0	108	1125
8:20 AM	0	32	11	0	5	73	0	0	0	0	0	0	3	0	1	0	125	1175
8:25 AM	0	22	10	0	3	62	0	0	0	0	0	0	1	0	2	0	100	1189
8:30 AM	0	20	8	0	10	65	0	0	0	0	0	0	1	0	0	0	104	1208
8:35 AM	0	21	8	0	5	65	0	0	0	0	0	0	0	0	5	0	104	1205
8:40 AM	0	19	6	0	6	73	0	0	0	0	0	0	2	0	6	0	112	1243
8:45 AM	0	17	7	0	6	63	0	0	0	0	0	0	1	0	3	0	97	1249
8:50 AM	0	25	7	0	6	79	0	0	0	0	0	0	3	0	4	0	124	1258
8:55 AM	0	30	9	0	8	73	0	0	0	0	0	0	1	0	1	0	122	1270

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	288	92	0	80	860	0	0	0	0	0	0	20	0	32	0	1372
Heavy Trucks	0	12	4		0	8	0		0	0	0		0	0	0		24
Pedestrians		0				0				0				0			0
Bicycles	0	1	0		0	0	0		0	0	0		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

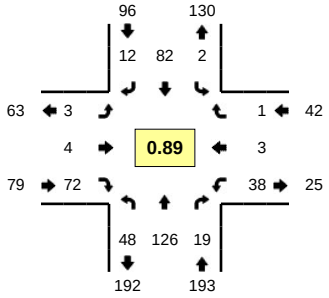
LOCATION: Mall Access Dwy -- Ranch Dr

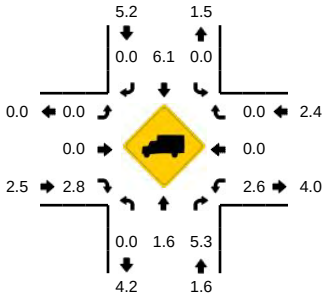
CITY/STATE: Milpitas, CA

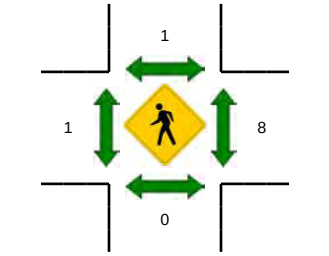
QC JOB #: 10769446

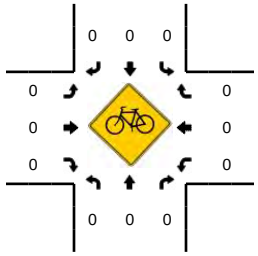
DATE: Tue, Jun 05 2012

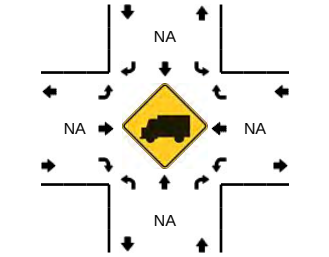
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

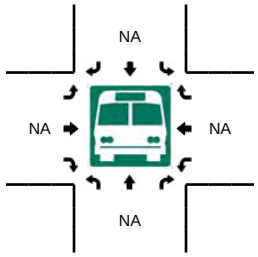












5-Min Count Period Beginning At	Mall Access Dwy (Northbound)				Mall Access Dwy (Southbound)				Ranch Dr (Eastbound)				Ranch Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	6	0	0	0	6	2	0	0	0	4	0	2	0	0	0	22	
7:05 AM	3	4	2	0	0	14	3	0	1	0	4	0	2	0	0	0	33	
7:10 AM	1	9	1	0	0	9	0	0	0	1	4	0	5	0	0	0	30	
7:15 AM	2	9	1	0	0	5	1	0	1	0	3	0	2	1	0	0	25	
7:20 AM	6	7	2	0	0	9	0	0	0	0	3	0	2	1	1	0	31	
7:25 AM	3	10	1	0	0	9	1	0	0	0	7	0	3	1	0	0	35	
7:30 AM	3	12	1	0	0	2	2	0	0	0	4	0	4	0	0	0	28	
7:35 AM	4	4	3	0	0	2	0	0	1	0	10	0	11	0	0	0	35	
7:40 AM	1	12	1	0	0	7	1	0	1	1	5	0	1	0	0	0	30	
7:45 AM	1	18	2	0	1	10	3	0	1	1	6	0	3	0	0	0	46	
7:50 AM	1	9	4	0	0	10	0	0	3	0	3	0	2	0	0	0	32	
7:55 AM	4	10	2	0	0	6	0	0	1	0	3	0	3	0	0	0	29	376
8:00 AM	5	6	3	0	0	5	1	0	0	0	4	0	5	0	0	0	29	383
8:05 AM	6	11	1	0	0	4	2	0	0	0	10	0	5	0	0	0	39	389
8:10 AM	3	7	0	0	0	5	0	0	0	1	8	0	1	0	1	0	26	385
8:15 AM	3	10	0	0	0	10	0	0	0	0	6	0	2	0	0	0	31	391
8:20 AM	4	6	2	0	0	7	2	0	0	0	6	0	3	0	0	0	30	390
8:25 AM	2	9	1	0	0	4	1	0	0	0	9	0	5	0	0	0	31	386
8:30 AM	8	14	2	0	1	9	2	0	0	0	6	0	3	2	0	0	47	405
8:35 AM	6	10	1	0	0	8	1	0	1	0	6	0	3	0	0	0	36	406
8:40 AM	3	10	3	0	0	5	0	0	1	1	6	0	3	0	0	0	32	408
8:45 AM	3	16	0	0	0	6	1	0	1	2	3	0	6	0	0	0	38	400
8:50 AM	1	13	1	0	1	8	1	0	0	0	4	0	1	0	0	0	30	398
8:55 AM	4	14	5	0	0	11	1	0	0	0	4	0	1	1	0	0	41	410

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	68	136	24	0	4	88	12	0	8	4	72	0	36	8	0	0	460
Heavy Trucks	0	0	0		0	4	0		0	0	0		0	0	0		4
Pedestrians		0				0				0				28			28
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

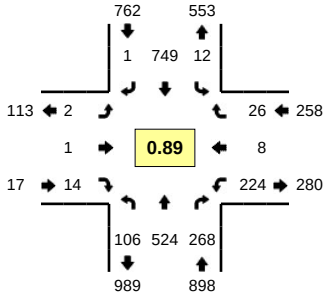
Type of peak hour being reported: Intersection Peak

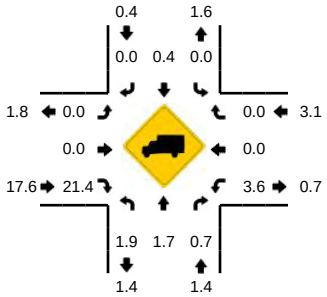
Method for determining peak hour: Total Entering Volume

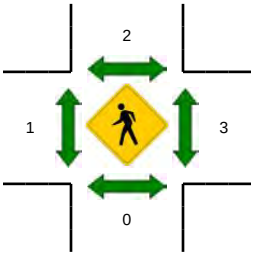
LOCATION: McCarthy Blvd -- Ranch Dr (S)
CITY/STATE: Milpitas, CA

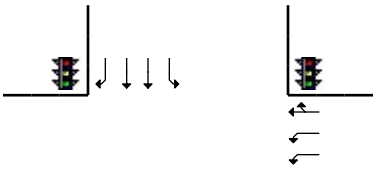
QC JOB #: 10769449
DATE: Tue, Jun 05 2012

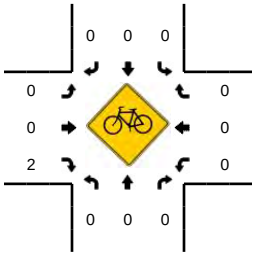
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

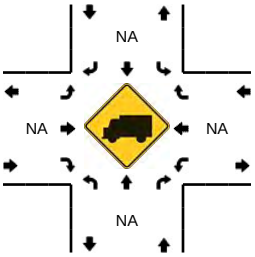


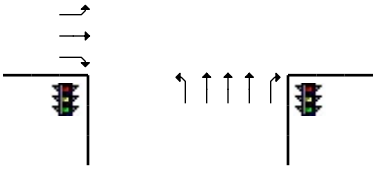


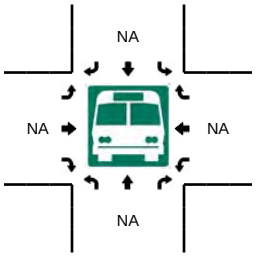












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				Ranch Dr (S) (Eastbound)				Ranch Dr (S) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	5	20	13	0	1	24	1	0	0	0	2	0	14	3	1	0	84	
7:05 AM	2	22	14	0	0	30	0	0	0	0	0	0	18	0	0	0	86	
7:10 AM	1	21	15	0	0	48	0	0	0	0	0	0	19	1	3	0	108	
7:15 AM	6	23	14	0	0	44	0	0	0	0	0	0	26	0	1	0	114	
7:20 AM	1	30	15	0	1	51	1	0	0	0	1	0	11	0	1	0	112	
7:25 AM	4	25	20	0	1	50	0	0	0	0	1	0	32	1	2	0	136	
7:30 AM	3	23	26	0	2	53	1	0	0	0	2	0	16	0	1	0	127	
7:35 AM	6	28	17	0	1	50	0	0	0	0	0	0	32	1	1	0	136	
7:40 AM	6	30	20	1	0	41	0	1	0	0	2	0	19	0	3	0	123	
7:45 AM	4	40	27	1	4	66	1	0	0	0	0	0	22	0	2	0	167	
7:50 AM	10	33	25	0	1	55	0	0	0	0	1	0	21	1	1	0	148	
7:55 AM	13	53	21	1	0	65	0	0	0	0	1	0	18	2	1	0	175	1516
8:00 AM	11	32	23	1	2	54	0	0	0	0	1	0	16	1	1	0	142	1574
8:05 AM	9	35	18	1	1	50	0	0	1	1	1	0	24	1	2	0	144	1632
8:10 AM	6	42	17	0	1	48	0	1	1	0	0	0	11	2	5	0	134	1658
8:15 AM	13	41	21	0	0	59	0	0	0	0	1	0	19	2	1	0	157	1701
8:20 AM	11	43	23	0	0	61	0	0	0	0	3	0	18	0	1	0	160	1749
8:25 AM	6	44	28	0	1	60	0	0	0	0	1	0	18	1	2	0	161	1774
8:30 AM	9	49	22	0	1	74	0	0	0	0	1	0	21	1	6	0	184	1831
8:35 AM	8	44	25	0	1	63	1	0	0	0	0	0	26	0	1	0	169	1864
8:40 AM	4	41	17	0	1	56	0	0	0	0	2	0	21	0	1	0	143	1884
8:45 AM	7	49	23	0	1	79	0	0	0	0	0	0	14	0	1	0	174	1891
8:50 AM	6	53	25	0	0	78	0	0	0	0	2	0	20	0	1	0	185	1928
8:55 AM	14	51	26	0	2	67	0	0	0	0	2	0	16	0	4	0	182	1935

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	108	612	296	0	12	896	0	0	0	0	16	0	200	0	24	0	2164
Heavy Trucks	0	8	0		0	4	0		0	0	4		12	0	0		28
Pedestrians		0				0				4				8			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

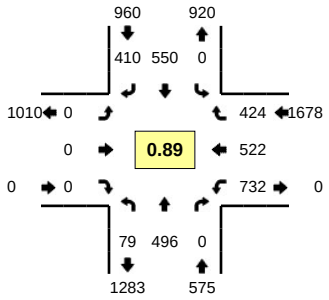
LOCATION: McCarthy Blvd -- SR 237 WB Ramps

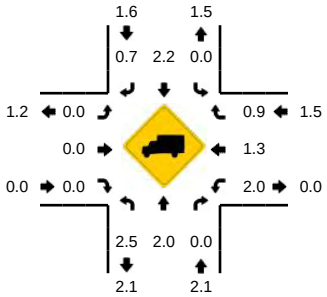
QC JOB #: 10769452

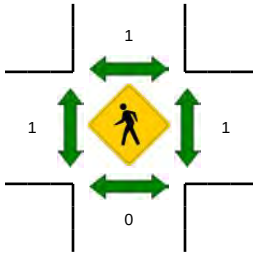
CITY/STATE: Milpitas, CA

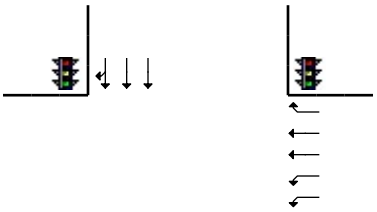
DATE: Tue, Jun 05 2012

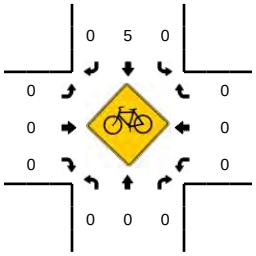
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

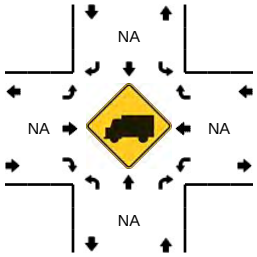


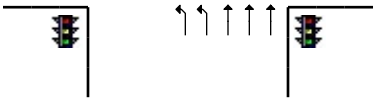


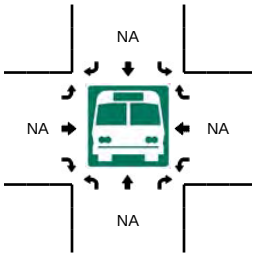












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				SR 237 WB Ramps (Eastbound)				SR 237 WB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	24	0	0	0	13	26	0	0	0	0	0	32	47	14	0	158	
7:05 AM	7	23	0	0	0	21	28	0	0	0	0	0	31	60	18	0	188	
7:10 AM	4	17	0	0	0	30	33	0	0	0	0	0	29	71	21	0	205	
7:15 AM	4	17	0	0	0	36	28	0	0	0	0	0	38	45	19	0	187	
7:20 AM	5	19	0	0	0	34	30	0	0	0	0	0	42	56	27	0	213	
7:25 AM	1	19	0	0	0	39	34	0	0	0	0	0	40	50	35	0	218	
7:30 AM	6	26	0	1	0	31	35	0	0	0	0	0	50	57	23	0	229	
7:35 AM	4	27	0	0	0	57	41	0	0	0	0	0	48	34	27	0	238	
7:40 AM	6	33	0	1	0	38	30	0	0	0	0	0	58	35	31	0	232	
7:45 AM	7	31	0	0	0	55	33	0	0	0	0	0	53	44	36	0	259	
7:50 AM	6	30	0	0	0	40	35	0	0	0	0	0	51	40	38	0	240	
7:55 AM	5	34	0	0	0	39	43	0	0	0	0	0	43	38	42	0	244	2611
8:00 AM	10	48	0	0	0	36	29	0	0	0	0	0	45	35	28	0	231	2684
8:05 AM	3	28	0	1	0	31	33	0	0	0	0	0	54	48	35	0	233	2729
8:10 AM	3	39	0	0	0	38	32	0	0	0	0	0	44	39	35	0	230	2754
8:15 AM	3	29	0	0	0	32	35	0	0	0	0	0	63	54	40	0	256	2823
8:20 AM	3	50	0	0	0	54	38	0	0	0	0	0	67	42	29	0	283	2893
8:25 AM	11	46	0	0	0	45	37	0	0	0	0	0	49	38	38	0	264	2939
8:30 AM	11	33	0	0	0	45	36	0	0	0	0	0	57	42	47	0	271	2981
8:35 AM	12	36	0	0	0	53	37	0	0	0	0	0	59	40	35	0	272	3015
8:40 AM	3	35	0	0	0	50	28	0	0	0	0	0	68	48	37	0	269	3052
8:45 AM	6	39	0	0	0	58	41	0	0	0	0	0	70	47	33	0	294	3087
8:50 AM	8	53	0	0	0	42	33	0	0	0	0	0	77	36	30	0	279	3126
8:55 AM	5	60	0	0	0	66	31	0	0	0	0	0	79	53	37	0	331	3213

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	76	608	0	0	0	664	420	0	0	0	0	0	904	544	400	0	3616
Heavy Trucks	4	8	0		0	16	0		0	0	0		16	4	4		52
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

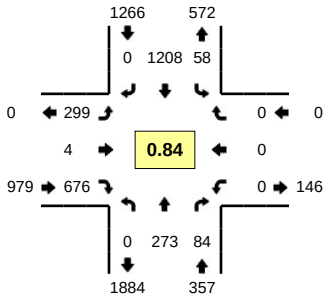
LOCATION: McCarthy Blvd -- SR 237 EB Ramps

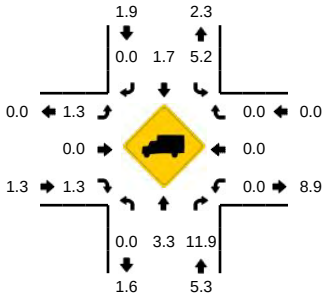
QC JOB #: 10769482

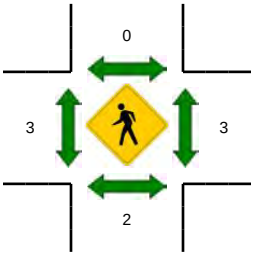
CITY/STATE: Milpitas, CA

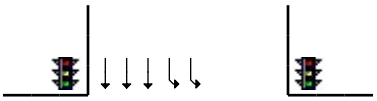
DATE: Tue, Jun 05 2012

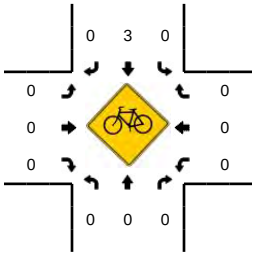
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

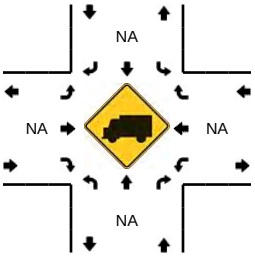


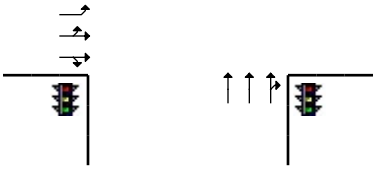


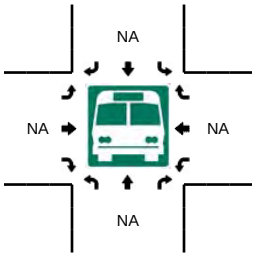












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				SR 237 EB Ramps (Eastbound)				SR 237 EB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	14	5	0	7	40	0	0	12	0	28	0	0	0	0	0	106	
7:05 AM	0	21	10	0	5	52	0	0	11	0	15	0	0	0	0	0	114	
7:10 AM	0	11	3	0	7	50	0	0	13	0	18	0	0	0	0	0	102	
7:15 AM	0	8	3	0	7	69	0	0	12	0	28	0	0	0	0	0	127	
7:20 AM	0	8	0	0	4	74	0	0	15	0	24	0	0	0	0	0	125	
7:25 AM	0	19	6	0	6	73	0	0	16	0	24	0	0	0	0	0	144	
7:30 AM	0	8	0	0	7	75	0	0	15	0	33	0	0	0	0	0	138	
7:35 AM	0	15	4	1	4	93	0	0	16	0	23	0	0	0	0	0	156	
7:40 AM	0	20	2	0	7	87	0	0	20	0	45	0	0	0	0	0	181	
7:45 AM	0	12	2	0	11	100	0	0	27	0	42	0	0	0	0	0	194	
7:50 AM	0	13	1	0	7	84	0	0	16	0	50	0	0	0	0	0	171	
7:55 AM	0	18	3	0	2	76	0	0	28	0	46	0	0	0	0	0	173	1731
8:00 AM	0	26	10	0	2	82	0	0	26	0	45	0	0	0	0	0	191	1816
8:05 AM	0	13	11	0	4	80	0	0	22	1	40	0	0	0	0	0	171	1873
8:10 AM	0	18	8	0	3	72	0	0	20	2	43	0	0	0	0	0	166	1937
8:15 AM	0	16	5	0	4	75	0	0	21	1	58	0	0	0	0	0	180	1990
8:20 AM	0	14	3	0	5	108	0	0	36	0	50	0	0	0	0	0	216	2081
8:25 AM	0	33	4	0	6	116	0	0	25	0	53	0	0	0	0	0	237	2174
8:30 AM	0	20	6	0	7	94	0	0	17	0	61	0	0	0	0	0	205	2241
8:35 AM	0	26	7	0	10	105	0	0	24	0	60	0	0	0	0	0	232	2317
8:40 AM	0	26	9	0	1	104	0	0	14	0	71	0	0	0	0	0	225	2361
8:45 AM	0	21	7	0	7	124	0	0	25	0	62	0	0	0	0	0	246	2413
8:50 AM	0	25	10	0	4	109	0	0	31	0	73	0	0	0	0	0	252	2494
8:55 AM	0	35	4	0	5	139	0	0	38	0	60	0	0	0	0	0	281	2602

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	324	84	0	64	1488	0	0	376	0	780	0	0	0	0	0	3116
Heavy Trucks	0	8	16		8	20	0		0	0	12		0	0	0		64
Pedestrians		4				0				8				4			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

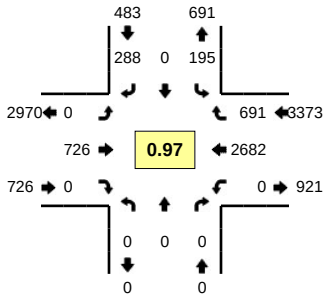
LOCATION: I-880 SB Ramps -- SR 237

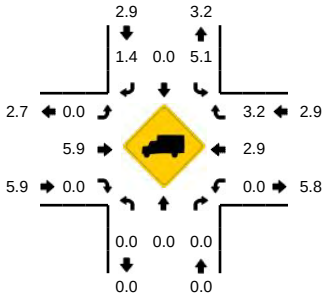
QC JOB #: 10769407

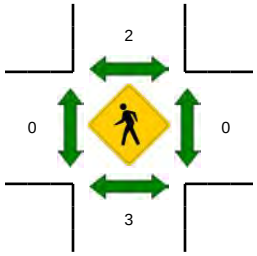
CITY/STATE: Milpitas, CA

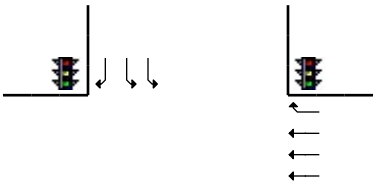
DATE: Tue, Jun 05 2012

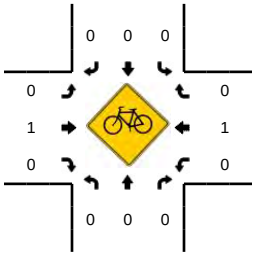
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

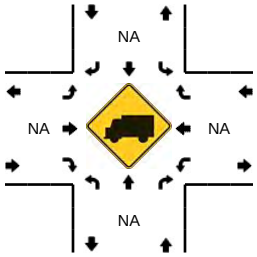


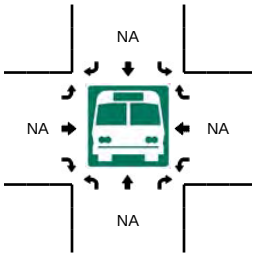












5-Min Count Period Beginning At	I-880 SB Ramps (Northbound)				I-880 SB Ramps (Southbound)				SR 237 (Eastbound)				SR 237 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	13	0	20	0	0	37	0	0	0	189	33	0	292	
7:05 AM	0	0	0	0	11	0	21	0	0	41	0	0	0	179	27	0	279	
7:10 AM	0	0	0	0	13	0	21	0	0	39	0	0	0	202	39	0	314	
7:15 AM	0	0	0	0	17	0	25	0	0	49	0	0	0	201	39	0	331	
7:20 AM	0	0	0	0	22	0	16	0	0	38	0	0	0	226	43	0	345	
7:25 AM	0	0	0	0	8	0	23	0	0	48	0	0	0	202	48	1	330	
7:30 AM	0	0	0	0	14	0	20	0	0	41	0	0	0	214	37	1	327	
7:35 AM	0	0	0	0	11	0	22	0	0	56	0	0	0	198	42	0	329	
7:40 AM	0	0	0	0	13	0	18	0	0	50	0	0	0	224	68	0	373	
7:45 AM	0	0	0	0	15	0	12	0	0	68	0	0	0	207	73	0	375	
7:50 AM	0	0	0	0	12	0	22	0	0	65	0	0	0	214	57	0	370	
7:55 AM	0	0	0	0	24	0	17	0	0	68	0	0	0	185	65	0	359	4024
8:00 AM	0	0	0	0	18	0	17	0	0	62	0	0	0	231	57	0	385	4117
8:05 AM	0	0	0	0	15	0	17	0	0	64	0	0	0	181	60	0	337	4175
8:10 AM	0	0	0	0	21	0	25	0	0	70	0	0	0	231	65	0	412	4273
8:15 AM	0	0	0	0	12	0	17	0	0	52	0	0	0	237	51	0	369	4311
8:20 AM	0	0	0	0	15	0	23	0	0	55	0	0	0	221	51	0	365	4331
8:25 AM	0	0	0	0	17	0	26	0	0	49	0	0	0	227	64	0	383	4384
8:30 AM	0	0	0	0	17	0	31	0	0	65	0	0	0	198	39	0	350	4407
8:35 AM	0	0	0	0	22	0	23	0	0	73	0	0	0	234	78	0	430	4508
8:40 AM	0	0	0	0	12	0	22	0	0	57	0	0	0	217	58	0	366	4501
8:45 AM	0	0	0	0	15	0	20	0	0	68	0	0	0	220	59	0	382	4508
8:50 AM	0	0	0	0	19	0	34	0	0	55	0	0	0	229	62	0	399	4537
8:55 AM	0	0	0	0	12	0	33	0	0	56	0	0	0	256	47	0	404	4582

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	184	0	348	0	0	716	0	0	0	2820	672	0	4740
Heavy Trucks	0	0	0		12	0	0		0	52	0		0	92	16		172
Pedestrians		8				4				0				0			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

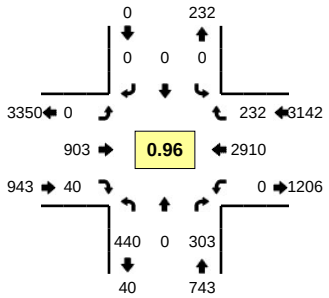
LOCATION: I-880 NB Ramps -- SR 237

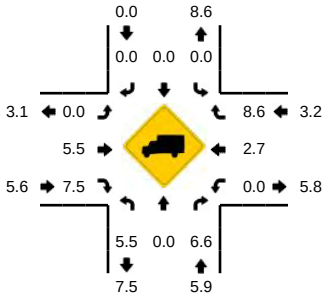
CITY/STATE: Milpitas, CA

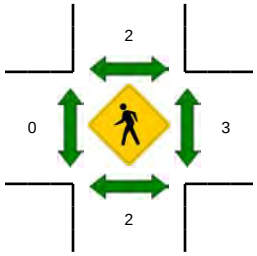
QC JOB #: 10769409

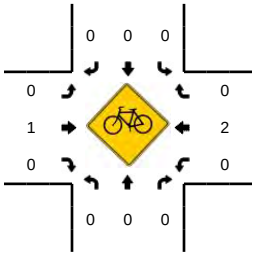
DATE: Tue, Jun 05 2012

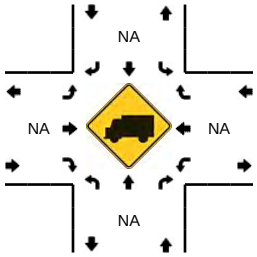
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

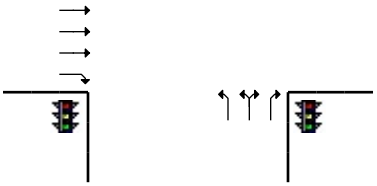


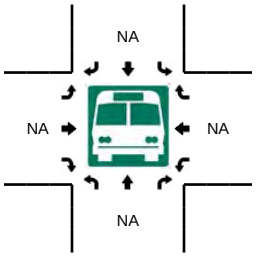












5-Min Count Period Beginning At	I-880 NB Ramps (Northbound)				I-880 NB Ramps (Southbound)				SR 237 (Eastbound)				SR 237 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	25	0	20	0	0	0	0	0	0	52	2	0	0	186	11	0	296	
7:05 AM	26	0	18	0	0	0	0	0	0	45	2	0	0	189	14	0	294	
7:10 AM	42	0	14	0	0	0	0	0	0	50	4	0	0	201	20	0	331	
7:15 AM	23	0	22	0	0	0	0	0	0	63	2	0	0	247	17	0	374	
7:20 AM	38	0	23	0	0	0	0	0	0	58	1	0	0	224	14	0	358	
7:25 AM	34	0	22	0	0	0	0	0	0	53	3	0	0	203	24	0	339	
7:30 AM	17	0	21	0	0	0	0	0	0	54	6	0	0	215	21	0	334	
7:35 AM	38	0	19	0	0	0	0	0	0	61	4	0	0	230	16	0	368	
7:40 AM	23	0	17	0	0	0	0	0	0	60	1	0	0	251	15	0	367	
7:45 AM	33	0	25	0	0	0	0	0	0	80	2	0	0	244	18	0	402	
7:50 AM	34	0	30	0	0	0	0	0	0	89	1	0	0	210	23	0	387	
7:55 AM	30	0	19	0	0	0	0	0	0	74	3	0	0	247	18	0	391	4241
8:00 AM	28	0	28	0	0	0	0	0	0	85	3	0	0	227	17	0	388	4333
8:05 AM	31	0	24	0	0	0	0	0	0	83	0	0	0	251	19	0	408	4447
8:10 AM	35	0	27	0	0	0	0	0	0	81	5	0	0	233	24	0	405	4521
8:15 AM	32	0	21	0	0	0	0	0	0	60	3	0	0	246	22	0	384	4531
8:20 AM	26	0	23	0	0	0	0	0	0	65	1	0	0	284	16	0	415	4588
8:25 AM	34	0	28	0	0	0	0	0	0	69	2	0	0	244	28	0	405	4654
8:30 AM	47	0	25	0	0	0	0	0	0	86	5	0	0	214	12	0	389	4709
8:35 AM	39	0	26	0	0	0	0	0	0	77	6	0	0	227	13	0	388	4729
8:40 AM	38	0	25	0	0	0	0	0	0	65	4	0	0	242	20	0	394	4756
8:45 AM	31	0	29	0	0	0	0	0	0	71	6	0	0	257	22	0	416	4770
8:50 AM	50	0	31	0	0	0	0	0	0	87	4	0	0	243	19	0	434	4817
8:55 AM	49	0	16	0	0	0	0	0	0	74	1	0	0	242	20	0	402	4828

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	520	0	304	0	0	0	0	0	0	928	44	0	0	2968	244	0	5008
Heavy Trucks	24	0	24		0	0	0		0	56	0		0	80	24		208
Pedestrians		4				4				0				4			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

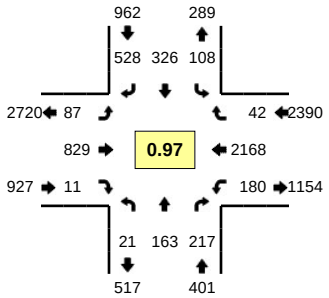
LOCATION: S Abel St -- W Calaveras Blvd

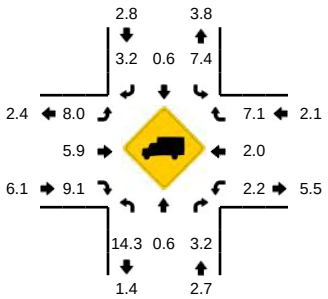
CITY/STATE: Milpitas, CA

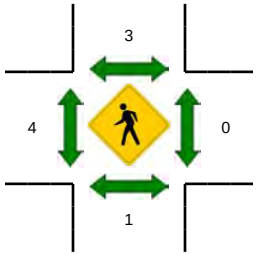
QC JOB #: 10769411

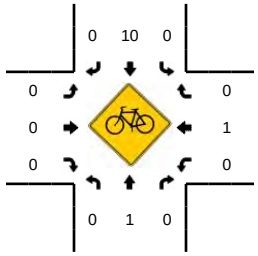
DATE: Tue, Jun 05 2012

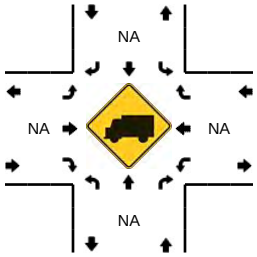
Peak-Hour: 7:40 AM -- 8:40 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

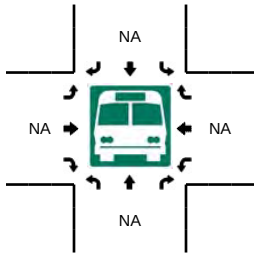












5-Min Count Period Beginning At	S Abel St (Northbound)				S Abel St (Southbound)				W Calaveras Blvd (Eastbound)				W Calaveras Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	1	5	0	7	9	16	0	5	50	1	0	8	154	1	0	257	
7:05 AM	1	3	4	0	3	5	29	0	9	44	3	0	13	166	1	0	281	
7:10 AM	1	5	8	0	6	7	24	0	3	46	0	0	9	173	3	0	285	
7:15 AM	0	4	10	0	7	6	21	0	6	62	0	0	5	190	2	0	313	
7:20 AM	5	8	5	0	1	9	34	0	5	59	0	0	7	185	1	0	319	
7:25 AM	3	12	18	0	3	13	38	0	7	46	1	0	6	164	2	0	313	
7:30 AM	2	21	24	0	6	17	29	0	8	52	0	0	14	170	3	0	346	
7:35 AM	3	26	18	0	8	13	37	0	9	54	0	0	3	190	4	0	365	
7:40 AM	0	37	20	0	10	26	60	0	9	55	0	0	8	167	1	0	393	
7:45 AM	1	23	11	0	6	27	39	0	10	84	0	0	13	191	8	0	413	
7:50 AM	0	17	18	0	7	29	59	0	9	71	1	0	13	146	2	0	372	
7:55 AM	1	10	16	0	9	32	44	0	4	82	2	0	16	197	3	0	416	4073
8:00 AM	1	7	17	0	12	31	27	0	10	70	1	0	9	172	3	0	360	4176
8:05 AM	1	11	21	0	10	28	50	0	7	64	0	1	17	193	2	0	405	4300
8:10 AM	2	13	26	0	9	28	44	0	1	68	0	1	14	192	3	0	401	4416
8:15 AM	3	10	18	0	7	27	44	0	6	76	3	0	18	175	3	0	390	4493
8:20 AM	1	12	20	0	8	21	47	0	4	68	1	0	19	205	2	0	408	4582
8:25 AM	2	9	23	0	9	26	35	0	10	49	1	1	22	186	4	0	377	4646
8:30 AM	5	6	13	0	11	26	37	0	7	71	1	0	13	173	8	0	371	4671
8:35 AM	4	8	14	0	10	25	42	0	7	71	1	0	18	171	3	0	374	4680
8:40 AM	10	5	24	0	11	29	38	0	6	62	2	0	13	168	8	0	376	4663
8:45 AM	5	11	19	0	17	38	50	0	5	69	2	1	15	176	0	0	408	4658
8:50 AM	2	9	25	0	17	23	39	0	8	73	2	0	19	170	3	0	390	4676
8:55 AM	1	16	25	0	14	19	34	0	3	70	0	0	17	179	2	0	380	4640

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	200	180	0	88	352	568	0	92	948	12	0	168	2136	52	0	4804
Heavy Trucks	0	4	12		0	0	12		12	64	4		12	48	4		172
Pedestrians		4				4				12				0			20
Bicycles	0	1	0		0	9	0		0	0	0		0	0	0		10
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

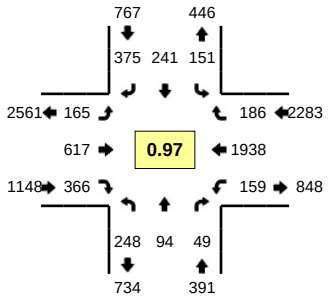
LOCATION: S Milpitas Blvd -- E Calaveras Blvd

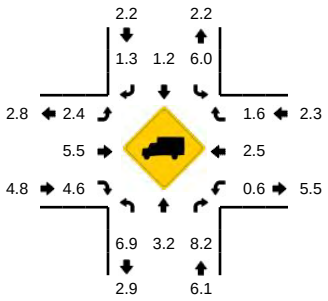
QC JOB #: 10769413

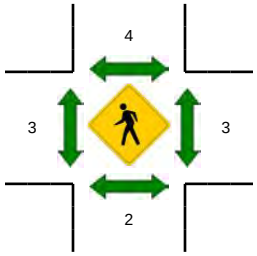
CITY/STATE: Milpitas, CA

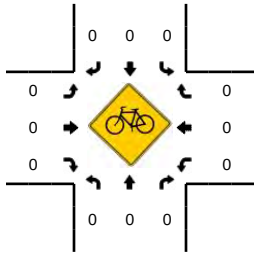
DATE: Tue, Jun 05 2012

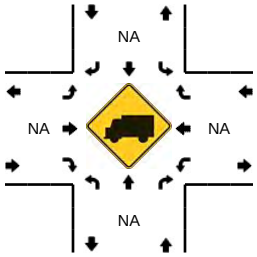
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

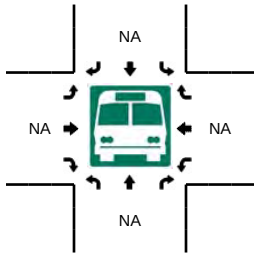












5-Min Count Period Beginning At	S Milpitas Blvd (Northbound)				S Milpitas Blvd (Southbound)				E Calaveras Blvd (Eastbound)				E Calaveras Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	22	2	0	0	5	3	17	0	5	43	10	0	5	110	3	1	226	
7:05 AM	21	10	0	0	3	8	22	0	11	23	17	0	5	146	14	0	280	
7:10 AM	17	6	1	0	5	3	25	0	9	37	17	0	4	136	4	0	264	
7:15 AM	11	2	1	0	6	5	23	0	6	43	26	0	6	199	10	1	339	
7:20 AM	18	6	2	0	7	7	22	0	13	28	23	0	5	131	11	1	274	
7:25 AM	14	8	1	0	7	8	18	0	11	36	13	0	6	136	13	2	273	
7:30 AM	19	12	4	0	5	11	23	0	12	51	19	0	8	163	13	3	343	
7:35 AM	18	10	1	0	9	13	35	0	7	52	25	0	8	173	21	3	375	
7:40 AM	16	12	6	0	10	22	28	0	14	42	25	0	3	157	22	3	360	
7:45 AM	17	11	3	0	12	17	21	0	7	50	40	0	14	162	25	3	382	
7:50 AM	24	9	3	0	6	18	20	0	7	57	40	0	14	161	21	0	380	
7:55 AM	23	7	5	0	14	17	22	0	10	44	34	0	7	180	12	1	376	3872
8:00 AM	17	8	4	0	16	25	33	0	12	43	37	0	9	151	11	3	369	4015
8:05 AM	26	8	4	0	12	21	42	0	21	42	30	0	11	154	22	4	397	4132
8:10 AM	21	7	4	0	8	17	38	0	15	54	28	0	7	170	13	3	385	4253
8:15 AM	16	3	2	0	7	15	28	0	7	54	40	0	5	188	16	1	382	4296
8:20 AM	18	8	3	0	11	14	32	0	11	48	30	0	7	175	20	1	378	4400
8:25 AM	23	11	3	0	11	27	30	0	12	40	31	0	11	160	16	3	378	4505
8:30 AM	27	5	5	0	17	20	36	0	14	53	25	0	15	127	17	3	364	4526
8:35 AM	19	10	2	0	13	26	35	0	9	49	34	0	11	171	17	3	399	4550
8:40 AM	17	9	8	0	14	15	25	0	19	47	26	0	9	152	16	3	360	4550
8:45 AM	21	9	9	0	15	22	23	0	7	63	29	0	14	177	15	2	406	4574
8:50 AM	20	8	3	0	14	27	28	0	23	61	31	0	18	145	10	2	390	4584
8:55 AM	23	8	2	0	12	12	25	1	15	63	25	0	10	168	13	4	381	4589

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	256	100	56	0	164	244	304	4	180	748	340	0	168	1960	152	32	4708
Heavy Trucks	8	0	8		12	4	4		0	40	8		0	52	4		140
Pedestrians		0				12				0				0			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

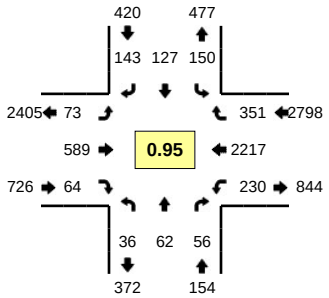
LOCATION: Hillview Dr -- E Calaveras Blvd

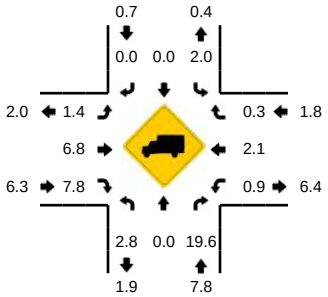
CITY/STATE: Milpitas, CA

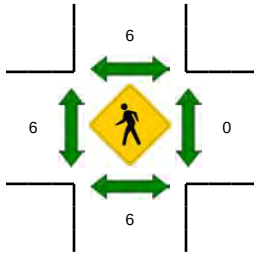
QC JOB #: 10769415

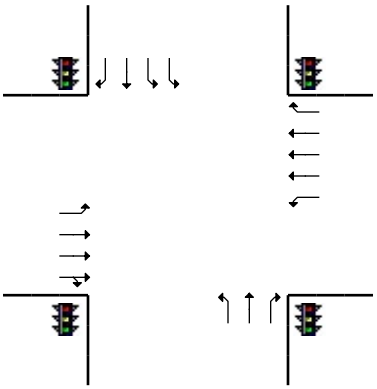
DATE: Tue, Jun 05 2012

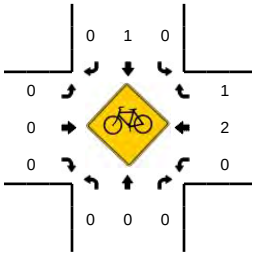
Peak-Hour: 7:35 AM -- 8:35 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

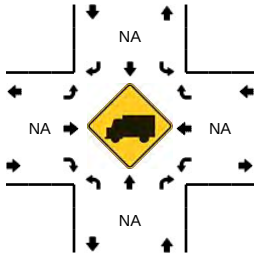


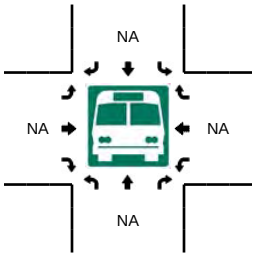












5-Min Count Period Beginning At	Hillview Dr (Northbound)				Hillview Dr (Southbound)				E Calaveras Blvd (Eastbound)				E Calaveras Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	1	7	0	8	4	2	0	1	34	9	1	15	143	10	4	241	
7:05 AM	4	5	21	0	5	3	11	0	5	27	7	0	8	150	7	1	254	
7:10 AM	2	1	10	0	6	5	7	0	1	26	3	1	13	138	11	4	228	
7:15 AM	1	2	5	0	6	8	5	0	2	41	7	1	18	179	12	3	290	
7:20 AM	2	3	8	0	7	2	8	0	2	39	2	0	9	166	10	0	258	
7:25 AM	0	1	4	0	7	7	3	0	3	27	4	1	8	156	15	3	239	
7:30 AM	1	8	3	0	5	5	11	0	2	41	4	1	10	189	26	1	307	
7:35 AM	4	12	1	0	21	5	16	0	4	49	3	0	18	179	44	1	357	
7:40 AM	4	11	12	0	11	8	9	0	5	39	1	0	11	195	61	2	369	
7:45 AM	3	6	6	0	15	12	11	0	5	48	4	0	15	169	48	5	347	
7:50 AM	4	6	5	0	15	8	13	0	7	40	7	0	9	212	41	0	367	
7:55 AM	3	5	2	0	10	8	9	0	5	61	9	0	18	163	27	4	324	3581
8:00 AM	1	4	3	0	7	15	13	0	3	55	9	1	12	204	18	4	349	3689
8:05 AM	4	6	7	0	16	8	11	0	5	50	3	1	14	204	20	1	350	3785
8:10 AM	6	0	5	0	8	14	8	0	3	49	4	3	18	186	18	3	325	3882
8:15 AM	2	3	5	0	5	13	12	0	10	51	5	1	18	161	12	10	308	3900
8:20 AM	0	3	5	0	17	16	8	0	5	58	8	1	13	185	28	5	352	3994
8:25 AM	3	4	5	0	13	7	17	0	5	41	7	2	20	178	19	5	326	4081
8:30 AM	2	2	0	0	12	13	16	0	7	48	4	0	15	181	15	9	324	4098
8:35 AM	1	1	6	0	16	12	17	0	6	56	7	0	13	178	22	10	345	4086
8:40 AM	2	1	3	0	12	9	19	0	8	59	6	0	12	183	23	3	340	4057
8:45 AM	5	3	6	0	17	12	8	0	10	66	3	1	14	168	38	6	357	4067
8:50 AM	1	4	4	0	12	17	10	0	5	63	6	0	23	158	20	10	333	4033
8:55 AM	6	1	8	0	10	8	2	0	6	65	6	1	19	158	25	2	317	4026

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	44	92	92	0	164	112	132	0	68	508	48	0	140	2304	600	28	4332
Heavy Trucks	0	0	16		4	0	0		0	36	4		0	48	4		112
Pedestrians		4				12				0				0			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

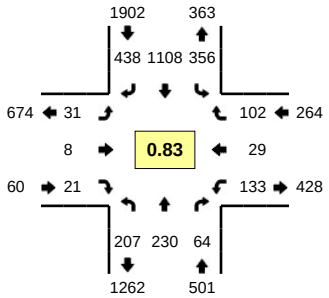
LOCATION: McCarthy Blvd -- Bellew Dr/Technology Dr

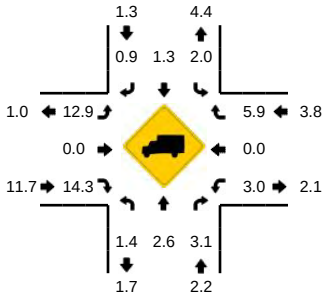
QC JOB #: 10769417

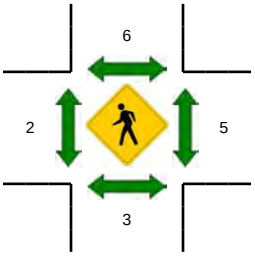
CITY/STATE: Milpitas, CA

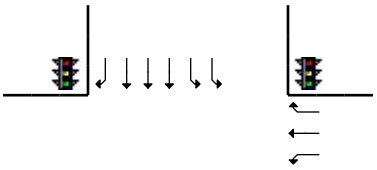
DATE: Tue, Jun 05 2012

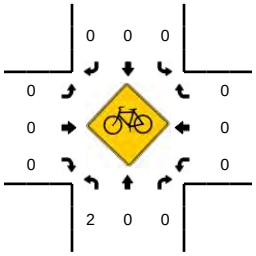
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

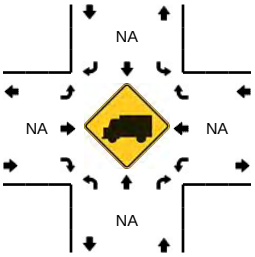


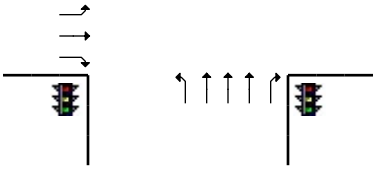


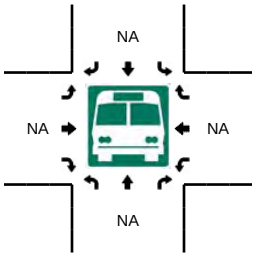












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				Bellew Dr/Technology Dr (Eastbound)				Bellew Dr/Technology Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	10	15	2	0	13	36	16	0	3	0	3	0	13	1	6	0	118	
7:05 AM	8	10	5	0	3	29	15	1	2	0	0	0	10	0	6	0	89	
7:10 AM	5	9	0	0	9	48	18	0	0	0	0	0	6	0	4	0	99	
7:15 AM	7	5	3	0	12	59	29	0	0	0	1	0	15	1	8	0	140	
7:20 AM	7	4	9	0	15	61	26	0	2	0	1	0	14	0	6	0	145	
7:25 AM	2	10	5	0	17	63	12	0	1	0	1	0	7	0	7	0	125	
7:30 AM	8	9	6	0	19	66	16	0	0	0	2	0	18	2	5	0	151	
7:35 AM	9	7	2	0	8	77	21	0	2	0	1	0	23	3	6	0	159	
7:40 AM	13	15	8	0	24	99	22	0	0	0	1	0	19	0	6	0	207	
7:45 AM	6	13	6	0	20	105	28	0	1	1	1	0	13	0	6	0	200	
7:50 AM	15	4	5	0	25	70	33	0	0	0	1	0	18	2	4	0	177	
7:55 AM	11	24	3	0	7	77	30	0	1	0	1	0	11	6	6	0	177	1787
8:00 AM	17	18	6	0	27	94	21	0	1	0	2	0	14	3	12	0	215	1884
8:05 AM	20	10	2	0	22	55	34	0	8	2	1	0	5	1	2	0	162	1957
8:10 AM	6	14	3	0	10	72	34	0	5	0	4	0	14	3	7	0	172	2030
8:15 AM	22	25	6	0	34	89	31	0	1	0	0	0	11	0	4	0	223	2113
8:20 AM	23	16	3	0	31	80	31	0	0	0	1	0	12	1	11	0	209	2177
8:25 AM	12	14	9	0	21	112	41	0	3	2	0	0	8	3	10	0	235	2287
8:30 AM	22	13	5	0	46	56	42	0	2	0	3	0	7	7	7	0	210	2346
8:35 AM	11	28	6	0	17	111	38	0	0	0	2	0	17	3	12	0	245	2432
8:40 AM	25	17	5	0	36	84	39	0	2	1	2	0	11	2	11	0	235	2460
8:45 AM	13	29	5	0	33	134	41	0	3	1	2	0	10	2	9	0	282	2542
8:50 AM	16	16	6	0	30	88	39	0	5	1	3	0	12	2	9	0	227	2592
8:55 AM	20	30	8	0	49	133	47	0	1	1	1	0	12	2	8	0	312	2727

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	196	300	76	0	448	1420	508	0	36	12	24	0	136	24	104	0	3284
Heavy Trucks	0	12	0		8	16	4		0	0	4		4	0	12		60
Pedestrians		4				8				0				4			16
Bicycles	1	0	0		0	0	0		0	0	0		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

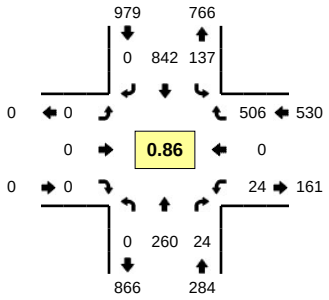
Type of peak hour being reported: Intersection Peak

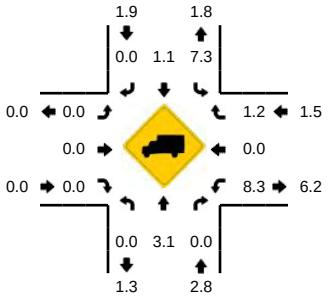
Method for determining peak hour: Total Entering Volume

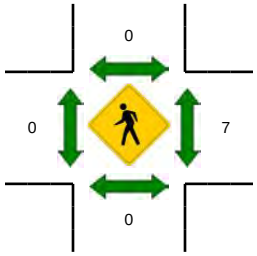
LOCATION: McCarthy Blvd -- Alder Dr
CITY/STATE: Milpitas, CA

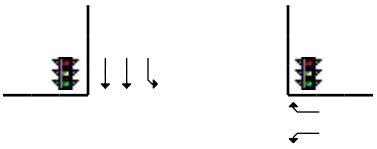
QC JOB #: 10769419
DATE: Tue, Jun 05 2012

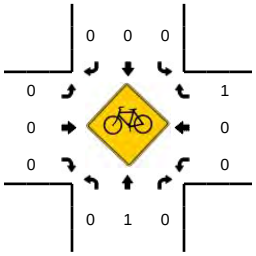
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

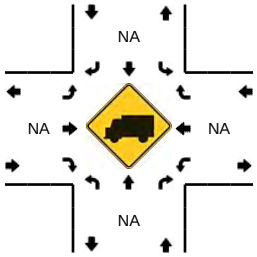


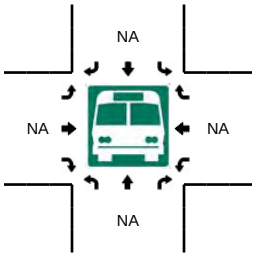












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				Alder Dr (Eastbound)				Alder Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	10	0	0	5	41	0	0	0	0	0	0	0	0	28	0	84	
7:05 AM	0	13	1	0	9	41	0	0	0	0	0	0	0	0	18	0	82	
7:10 AM	0	7	1	0	8	43	0	1	0	0	0	0	1	0	19	0	80	
7:15 AM	0	3	0	0	5	48	0	0	0	0	0	0	1	0	19	0	76	
7:20 AM	0	6	0	0	6	56	0	0	0	0	0	0	0	0	16	0	84	
7:25 AM	0	11	1	0	9	64	0	0	0	0	0	0	0	0	23	0	108	
7:30 AM	0	4	1	0	13	64	0	0	0	0	0	0	2	0	24	0	108	
7:35 AM	0	17	2	0	6	91	0	0	0	0	0	0	0	0	17	0	133	
7:40 AM	0	20	2	0	8	85	0	0	0	0	0	0	2	0	26	0	143	
7:45 AM	0	17	2	0	14	93	0	0	0	0	0	0	1	0	22	0	149	
7:50 AM	0	10	2	0	8	77	0	0	0	0	0	0	2	0	29	0	128	
7:55 AM	0	18	0	0	6	73	0	0	0	0	0	0	3	0	42	0	142	1317
8:00 AM	0	18	2	0	18	70	0	0	0	0	0	0	2	0	36	0	146	1379
8:05 AM	0	16	2	0	9	43	0	0	0	0	0	0	1	0	41	0	112	1409
8:10 AM	0	19	1	0	6	76	0	0	0	0	0	0	0	0	20	0	122	1451
8:15 AM	0	18	2	0	12	45	0	0	0	0	0	0	3	0	63	0	143	1518
8:20 AM	0	14	0	0	14	70	0	0	0	0	0	0	5	0	53	0	156	1590
8:25 AM	0	25	2	0	15	80	0	0	0	0	0	0	2	0	36	0	160	1642
8:30 AM	0	25	0	0	13	47	0	0	0	0	0	0	2	0	44	0	131	1665
8:35 AM	0	17	1	0	4	83	0	0	0	0	0	0	2	0	52	0	159	1691
8:40 AM	0	28	2	0	10	70	0	0	0	0	0	0	3	0	29	0	142	1690
8:45 AM	0	27	0	0	8	95	0	0	0	0	0	0	0	0	40	0	170	1711
8:50 AM	0	27	6	0	10	79	0	0	0	0	0	0	4	0	47	0	173	1756
8:55 AM	0	26	6	0	18	84	0	0	0	0	0	0	0	0	45	0	179	1793

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	320	48	0	144	1032	0	0	0	0	0	0	16	0	528	0	2088
Heavy Trucks	0	12	0		16	12	0		0	0	0		4	0	0		44
Pedestrians		0				0				0				12			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	1		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

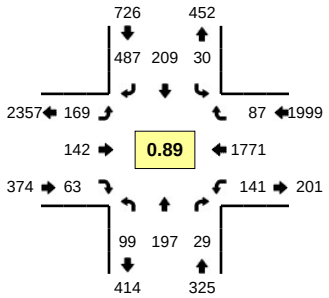
LOCATION: McCarthy Blvd -- Tasman Dr

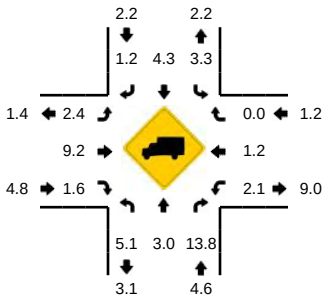
CITY/STATE: Milpitas, CA

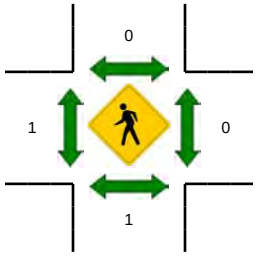
QC JOB #: 10769421

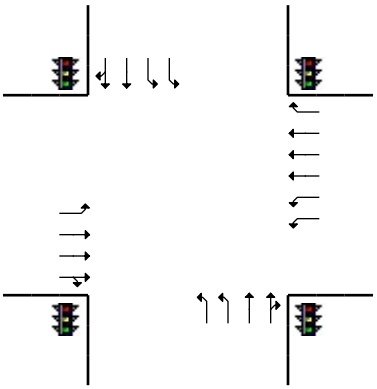
DATE: Thu, Jun 07 2012

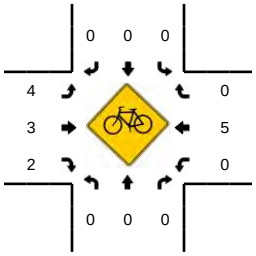
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

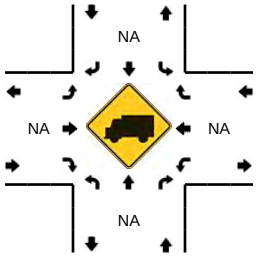


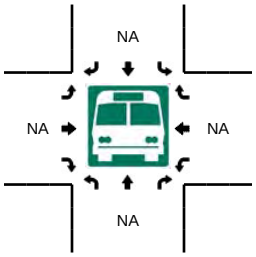












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				Tasman Dr (Eastbound)				Tasman Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	6	7	1	0	0	7	19	0	7	8	4	0	3	88	7	0	157	
7:05 AM	5	4	2	0	0	17	46	0	6	8	2	0	5	67	3	0	165	
7:10 AM	2	10	3	0	4	14	20	0	10	6	4	0	10	119	6	0	208	
7:15 AM	1	5	0	0	1	5	41	0	3	7	3	0	7	66	5	0	144	
7:20 AM	12	11	0	0	2	11	42	0	8	3	1	0	6	106	4	0	206	
7:25 AM	7	3	4	0	1	12	46	0	9	1	2	0	6	114	7	0	212	
7:30 AM	7	11	0	0	1	16	51	0	5	9	7	1	9	97	6	0	220	
7:35 AM	6	11	3	0	0	20	39	0	6	5	1	0	13	107	1	0	212	
7:40 AM	15	12	3	0	2	12	45	0	14	12	6	0	13	124	5	0	263	
7:45 AM	10	25	2	0	1	18	70	0	13	11	5	0	5	114	9	0	283	
7:50 AM	7	11	2	0	1	22	54	0	14	7	9	0	11	148	7	0	293	
7:55 AM	9	18	1	0	6	29	64	0	11	16	6	0	14	144	11	0	329	2692
8:00 AM	8	23	5	0	2	22	39	0	12	15	3	1	10	109	10	0	259	2794
8:05 AM	9	12	1	0	2	9	36	0	17	9	5	0	11	124	14	0	249	2878
8:10 AM	6	7	1	0	0	23	31	0	5	13	4	0	6	190	10	0	296	2966
8:15 AM	6	13	1	0	3	19	30	0	13	12	7	0	11	112	7	0	234	3056
8:20 AM	10	17	5	1	3	19	38	0	7	11	4	0	8	140	8	0	271	3121
8:25 AM	10	11	0	0	3	15	34	0	12	7	5	0	12	134	4	0	247	3156
8:30 AM	9	16	4	0	3	16	38	0	8	12	6	0	8	164	5	0	289	3225
8:35 AM	10	23	1	0	5	23	33	0	12	8	4	0	12	136	7	0	274	3287
8:40 AM	9	16	2	0	4	15	52	0	19	13	4	0	18	185	5	0	342	3366
8:45 AM	10	14	3	0	4	20	50	0	19	11	8	0	10	155	5	0	309	3392
8:50 AM	7	18	3	0	0	18	55	0	23	16	7	0	11	135	2	0	295	3394
8:55 AM	4	27	3	0	1	10	51	0	21	15	6	0	24	187	10	0	359	3424

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	84	236	36	0	20	192	624	0	252	168	84	0	180	1908	68	0	3852
Heavy Trucks	0	12	8		4	20	4		4	12	0		0	24	0		88
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		1	2	1		0	4	0		8
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

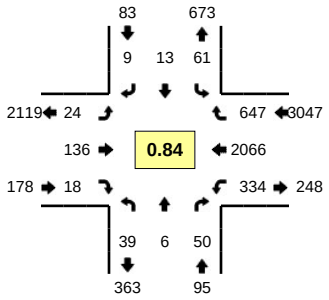
LOCATION: Alder Dr -- Tasman Dr

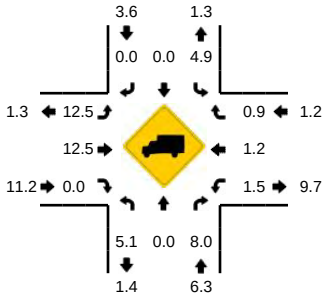
CITY/STATE: Milpitas, CA

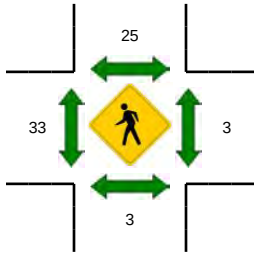
QC JOB #: 10769423

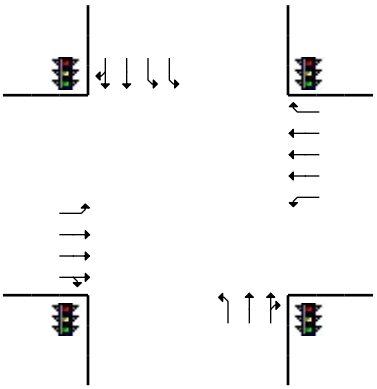
DATE: Thu, Jun 07 2012

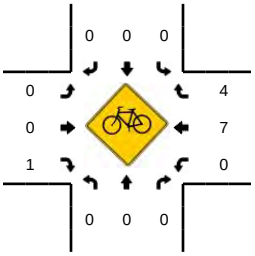
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

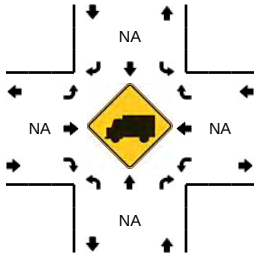


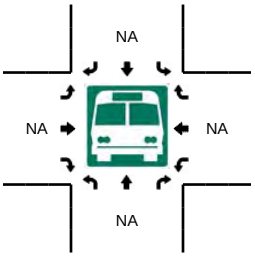












5-Min Count Period Beginning At	Alder Dr (Northbound)				Alder Dr (Southbound)				Tasman Dr (Eastbound)				Tasman Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	0	4	0	2	0	0	0	0	7	1	0	5	78	22	0	120	
7:05 AM	0	0	1	0	7	0	1	0	0	8	0	0	6	114	29	0	166	
7:10 AM	3	0	0	0	5	1	0	0	1	8	0	1	10	120	22	0	171	
7:15 AM	1	0	1	0	9	0	0	0	0	15	2	0	11	107	20	0	166	
7:20 AM	1	0	2	0	2	0	1	0	0	3	0	1	17	113	31	0	171	
7:25 AM	1	0	2	0	4	0	0	0	0	3	0	0	10	126	33	0	179	
7:30 AM	3	0	0	0	7	0	0	0	0	8	0	0	16	113	24	0	171	
7:35 AM	1	1	5	0	4	1	0	0	0	5	1	0	23	111	33	0	185	
7:40 AM	3	0	3	0	3	1	1	0	1	14	0	0	17	160	28	0	231	
7:45 AM	1	0	1	0	6	3	2	0	1	9	0	0	25	164	32	1	245	
7:50 AM	1	0	3	0	10	0	1	0	4	8	0	3	8	127	38	1	204	
7:55 AM	2	2	5	0	4	0	0	0	0	6	0	0	34	144	30	1	228	2237
8:00 AM	5	0	4	0	6	1	0	0	3	8	1	0	19	163	52	0	262	2379
8:05 AM	3	1	3	0	4	3	0	0	2	11	0	3	25	158	42	1	256	2469
8:10 AM	0	0	2	0	2	0	0	0	0	15	1	0	23	168	52	1	264	2562
8:15 AM	2	0	1	0	3	0	0	0	0	7	0	0	21	155	55	0	244	2640
8:20 AM	1	2	3	0	2	0	0	0	1	11	4	0	29	154	43	0	250	2719
8:25 AM	1	1	6	0	2	2	1	0	3	17	2	0	21	148	44	0	248	2788
8:30 AM	1	1	4	0	2	1	1	0	1	9	2	0	26	190	65	0	303	2920
8:35 AM	4	0	6	0	4	0	1	0	1	6	1	1	36	194	67	0	321	3056
8:40 AM	6	1	6	0	9	3	1	0	0	16	3	0	24	135	44	0	248	3073
8:45 AM	4	0	4	0	5	0	1	0	0	15	1	0	28	228	63	0	349	3177
8:50 AM	3	0	4	0	9	3	3	1	2	7	1	0	48	164	50	0	295	3268
8:55 AM	9	0	7	0	12	0	1	0	6	14	2	1	32	209	70	0	363	3403

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	64	0	60	0	104	12	20	4	32	144	16	4	432	2404	732	0	4028
Heavy Trucks	0	0	0		8	0	0		8	20	0		8	28	12		84
Pedestrians		0				20				76				0			96
Bicycles	0	0	0		0	0	0		0	0	1		0	4	1		6
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

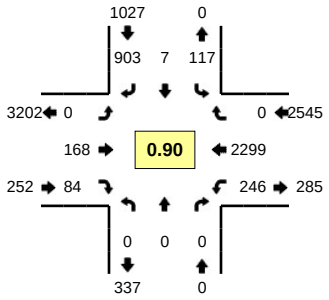
LOCATION: I-880 SB Ramps -- Tasman Dr

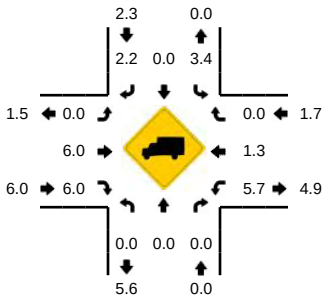
CITY/STATE: Milpitas, CA

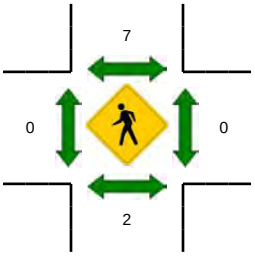
QC JOB #: 10769425

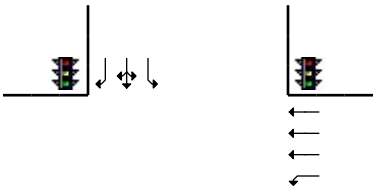
DATE: Tue, Jun 12 2012

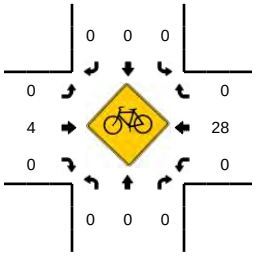
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

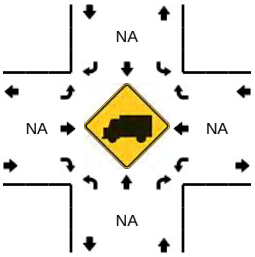


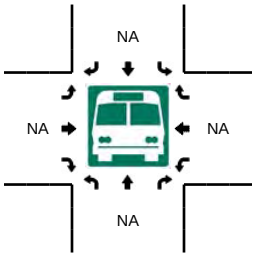












5-Min Count Period Beginning At	I-880 SB Ramps (Northbound)				I-880 SB Ramps (Southbound)				Tasman Dr (Eastbound)				Tasman Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	8	0	58	0	0	8	4	0	10	91	0	0	179	
7:05 AM	0	0	0	0	11	0	39	0	0	8	1	0	11	90	0	0	160	
7:10 AM	0	0	0	0	9	0	46	0	0	16	9	0	9	100	0	0	189	
7:15 AM	0	0	0	0	9	0	57	0	0	13	5	0	10	102	0	0	196	
7:20 AM	0	0	0	0	7	1	53	0	0	9	2	0	12	104	0	0	188	
7:25 AM	0	0	0	0	11	0	62	0	0	13	3	0	16	107	0	0	212	
7:30 AM	0	0	0	0	3	0	68	0	0	9	4	0	9	142	0	0	235	
7:35 AM	0	0	0	0	9	0	59	0	0	7	3	0	25	139	0	0	242	
7:40 AM	0	0	0	0	10	0	44	0	0	2	6	0	22	97	0	0	181	
7:45 AM	0	0	0	0	7	0	67	0	0	14	5	0	22	176	0	0	291	
7:50 AM	0	0	0	0	13	0	49	0	0	12	5	0	23	144	0	0	246	
7:55 AM	0	0	0	0	16	1	60	0	0	11	13	0	10	155	0	0	266	2585
8:00 AM	0	0	0	0	9	1	73	0	0	13	7	0	19	147	0	0	269	2675
8:05 AM	0	0	0	0	14	0	80	0	0	10	7	0	21	171	0	0	303	2818
8:10 AM	0	0	0	0	5	0	75	0	0	18	9	0	20	173	0	0	300	2929
8:15 AM	0	0	0	0	7	2	74	0	0	10	5	0	25	201	0	0	324	3057
8:20 AM	0	0	0	0	6	1	73	0	0	10	4	0	9	173	0	0	276	3145
8:25 AM	0	0	0	0	13	0	64	0	0	14	3	0	27	213	0	0	334	3267
8:30 AM	0	0	0	0	11	1	75	0	0	6	6	0	19	175	0	0	293	3325
8:35 AM	0	0	0	0	10	0	73	0	0	15	4	0	21	201	0	0	324	3407
8:40 AM	0	0	0	0	7	0	69	0	0	14	5	0	20	218	0	0	333	3559
8:45 AM	0	0	0	0	11	2	95	0	0	23	10	0	8	187	0	0	336	3604
8:50 AM	0	0	0	0	9	0	75	0	0	21	14	0	33	225	0	0	377	3735
8:55 AM	0	0	0	0	15	0	77	0	0	14	10	0	24	215	0	0	355	3824

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	140	8	988	0	0	232	136	0	260	2508	0	0	4272
Heavy Trucks	0	0	0		4	0	36		0	8	8		8	40	0		104
Pedestrians		0				4				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	9	0		9
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

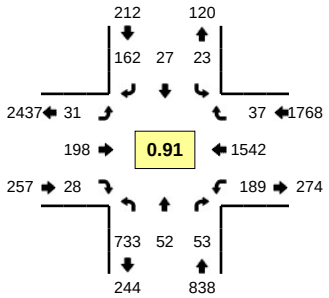
LOCATION: Thompson St/I-880 NB Ramps -- Great Mall Pkwy

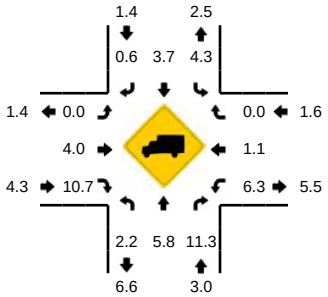
QC JOB #: 10769427

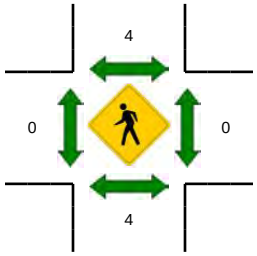
CITY/STATE: Milpitas, CA

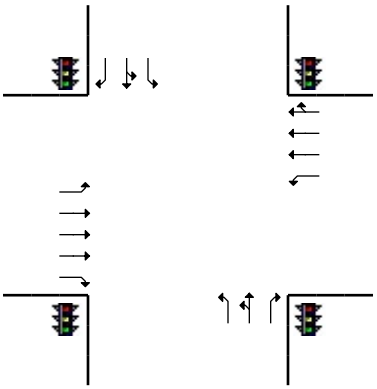
DATE: Thu, Jun 07 2012

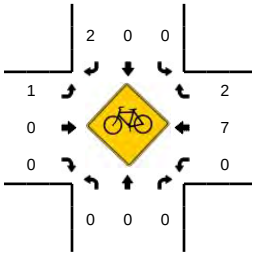
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

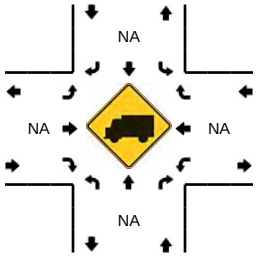


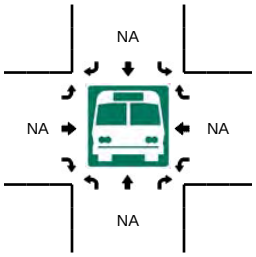












5-Min Count Period Beginning At	Thompson St/I-880 NB Ramps (Northbound)				Thompson St/I-880 NB Ramps (Southbound)				Great Mall Pkwy (Eastbound)				Great Mall Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	32	6	3	0	0	2	3	0	4	5	0	0	12	73	3	0	143	
7:05 AM	40	7	4	0	0	1	9	0	1	8	2	0	9	54	2	0	137	
7:10 AM	28	3	5	0	0	3	10	0	3	15	2	0	9	79	0	0	157	
7:15 AM	43	3	4	0	1	2	5	0	2	9	4	0	7	57	1	0	138	
7:20 AM	34	5	6	0	1	5	5	0	1	13	2	0	10	78	7	0	167	
7:25 AM	52	0	9	0	0	0	4	0	1	14	1	0	11	96	7	0	195	
7:30 AM	29	7	7	0	0	3	4	0	0	18	2	0	22	95	10	0	197	
7:35 AM	48	3	5	0	2	4	9	0	4	16	0	0	11	76	2	0	180	
7:40 AM	54	5	3	0	0	3	9	0	3	13	2	0	14	108	4	0	218	
7:45 AM	36	1	13	0	0	0	7	0	5	19	4	0	14	116	9	0	224	
7:50 AM	66	4	6	0	1	8	5	0	5	19	2	1	10	81	4	0	212	
7:55 AM	66	8	6	0	2	4	10	0	5	17	3	0	12	131	4	0	268	2236
8:00 AM	45	8	3	0	0	3	12	0	4	14	2	0	9	86	0	0	186	2279
8:05 AM	76	5	6	0	3	3	14	0	5	5	5	0	12	125	4	0	263	2405
8:10 AM	53	5	5	0	0	1	18	0	0	16	1	0	20	134	3	0	256	2504
8:15 AM	52	3	3	0	1	2	8	0	2	14	0	0	13	150	4	0	252	2618
8:20 AM	52	1	8	0	3	2	11	0	0	22	5	0	16	104	1	0	225	2676
8:25 AM	58	7	5	0	0	0	12	0	2	19	1	0	15	138	5	0	262	2743
8:30 AM	60	1	7	0	7	3	16	0	3	13	3	0	11	104	1	0	229	2775
8:35 AM	72	6	5	0	5	3	10	0	5	9	2	0	29	149	4	0	299	2894
8:40 AM	55	3	2	0	2	1	10	0	2	23	2	0	25	129	5	0	259	2935
8:45 AM	47	5	4	0	1	4	22	0	3	26	2	0	3	146	7	0	270	2981
8:50 AM	82	4	4	0	1	2	12	0	4	16	5	0	18	115	1	0	264	3033
8:55 AM	81	4	1	0	0	3	17	0	1	21	0	0	18	162	2	0	310	3075

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	840	52	36	0	8	36	204	0	32	252	28	0	156	1692	40	0	3376
Heavy Trucks	28	8	8		0	4	0		0	16	4		0	24	0		92
Pedestrians		4				0				0				0			4
Bicycles	0	0	0		0	0	1		1	0	0		0	3	1		6
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

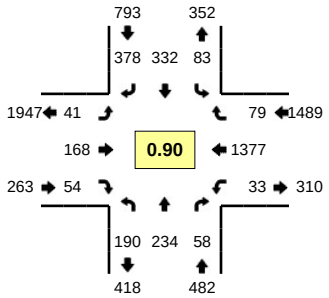
LOCATION: Abel St -- Great Mall Pkwy

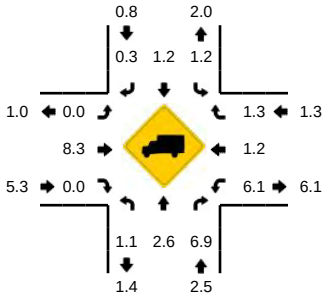
CITY/STATE: Milpitas, CA

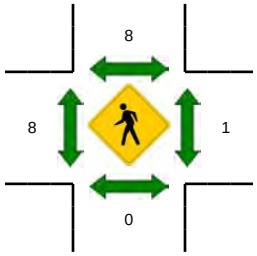
QC JOB #: 10769429

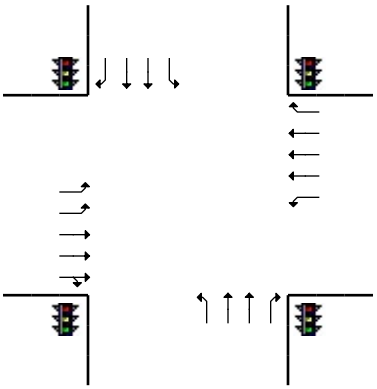
DATE: Tue, Jun 05 2012

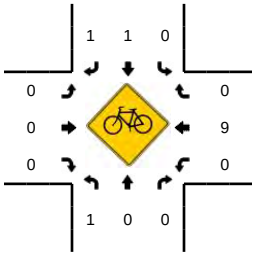
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:40 AM -- 8:55 AM

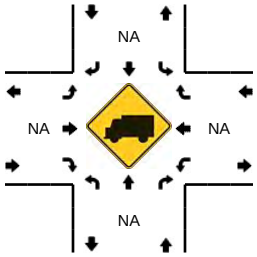


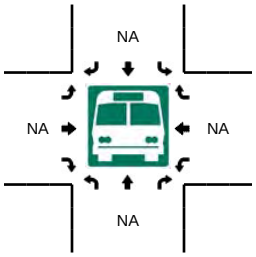












5-Min Count Period Beginning At	Abel St (Northbound)				Abel St (Southbound)				Great Mall Pkwy (Eastbound)				Great Mall Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	4	2	0	1	6	13	0	7	8	1	0	1	40	4	0	89	
7:05 AM	3	7	1	0	2	5	12	0	3	12	3	0	0	66	7	0	121	
7:10 AM	11	10	1	0	1	6	15	0	5	8	3	0	0	48	4	0	112	
7:15 AM	6	7	2	0	2	8	16	0	1	14	2	0	1	38	4	0	101	
7:20 AM	3	9	2	0	0	8	12	0	1	10	4	0	1	91	7	0	148	
7:25 AM	11	27	2	0	0	11	16	0	3	11	1	0	1	73	6	0	162	
7:30 AM	13	22	3	0	4	17	21	0	3	11	4	0	0	67	8	0	173	
7:35 AM	8	24	4	0	5	15	28	0	4	19	3	2	2	90	3	0	207	
7:40 AM	6	31	7	0	3	10	22	0	3	12	4	0	1	118	1	0	218	
7:45 AM	14	18	3	0	10	17	31	0	2	24	3	0	4	67	5	0	198	
7:50 AM	16	14	9	0	5	19	28	0	3	13	2	0	0	110	7	0	226	
7:55 AM	11	11	2	0	5	25	27	0	3	18	5	0	3	86	6	0	202	1957
8:00 AM	14	13	2	0	4	22	23	0	3	11	3	0	3	94	5	0	197	2065
8:05 AM	7	18	11	0	3	15	30	0	4	12	4	2	5	88	2	0	201	2145
8:10 AM	8	16	9	0	6	21	25	0	4	13	3	0	1	98	5	1	210	2243
8:15 AM	18	17	3	0	10	21	30	0	0	12	3	0	2	162	10	0	288	2430
8:20 AM	9	13	5	0	4	28	30	0	2	17	6	0	1	137	3	0	255	2537
8:25 AM	27	24	3	0	10	33	26	0	5	9	3	0	2	96	8	0	246	2621
8:30 AM	19	23	1	0	2	48	23	0	2	17	7	0	6	127	9	0	284	2732
8:35 AM	13	13	2	0	4	53	47	0	4	14	6	0	4	94	8	0	262	2787
8:40 AM	21	21	4	0	12	22	33	0	7	13	7	0	0	122	10	0	272	2841
8:45 AM	12	26	4	0	8	32	39	0	2	25	5	0	3	132	5	0	293	2936
8:50 AM	15	25	7	0	7	20	50	0	3	11	5	0	1	126	6	0	276	2986
8:55 AM	27	25	7	0	13	17	22	0	3	14	2	0	4	101	8	0	243	3027

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	192	288	60	0	108	296	488	0	48	196	68	0	16	1520	84	0	3364
Heavy Trucks	4	8	0		4	0	0		0	20	0		0	20	4		60
Pedestrians		0				24				8				0			32
Bicycles	1	0	0		0	0	0		0	0	0		0	3	0		4
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

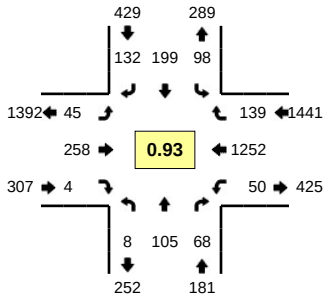
LOCATION: S Main St -- Great Mall Pkwy

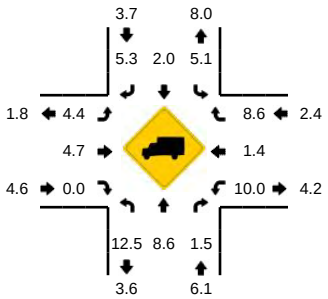
CITY/STATE: Milpitas, CA

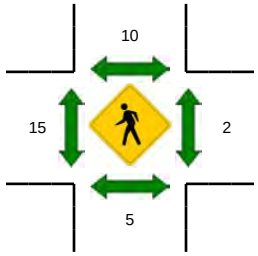
QC JOB #: 10769431

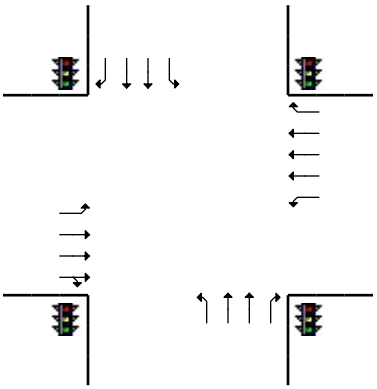
DATE: Tue, Jun 12 2012

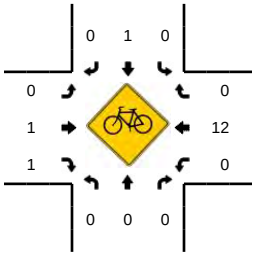
Peak-Hour: 7:55 AM -- 8:55 AM
Peak 15-Min: 8:35 AM -- 8:50 AM

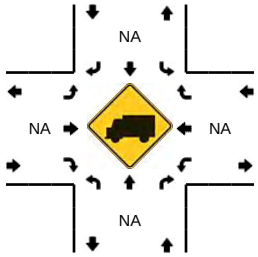


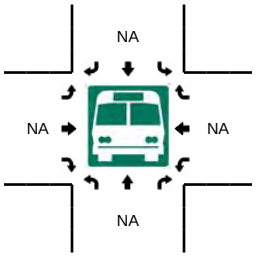












5-Min Count Period Beginning At	S Main St (Northbound)				S Main St (Southbound)				Great Mall Pkwy (Eastbound)				Great Mall Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	6	1	0	0	1	6	0	2	10	3	0	2	40	4	0	75	
7:05 AM	0	0	3	0	3	2	9	0	2	14	1	0	4	71	6	0	115	
7:10 AM	0	2	2	0	3	3	6	0	4	7	2	0	1	54	5	0	89	
7:15 AM	0	0	1	0	1	4	3	0	4	14	1	0	2	64	5	0	99	
7:20 AM	0	1	2	0	2	4	9	0	1	11	1	0	1	47	5	0	84	
7:25 AM	0	6	3	0	2	5	5	0	1	12	2	0	0	76	6	0	118	
7:30 AM	0	4	1	0	3	6	10	0	3	17	3	0	0	88	8	0	143	
7:35 AM	0	6	2	0	9	6	6	0	5	13	1	0	3	59	9	0	119	
7:40 AM	0	4	5	0	11	9	9	0	5	17	0	0	2	95	5	0	162	
7:45 AM	1	4	7	0	8	6	5	0	6	19	0	0	3	85	6	0	150	
7:50 AM	0	13	3	0	14	19	6	0	6	22	0	0	1	84	8	0	176	
7:55 AM	6	3	6	0	12	9	6	0	5	20	0	0	3	100	13	0	183	1513
8:00 AM	0	8	3	0	3	18	13	0	3	23	0	0	1	78	11	1	162	1600
8:05 AM	0	10	4	0	10	9	15	0	5	25	1	0	4	135	17	0	235	1720
8:10 AM	0	4	8	0	10	12	12	0	4	25	0	0	4	86	8	0	173	1804
8:15 AM	0	8	6	0	6	14	11	0	3	21	0	0	7	98	16	0	190	1895
8:20 AM	0	5	3	0	12	26	14	0	2	17	1	0	4	97	7	0	188	1999
8:25 AM	0	12	4	0	2	19	12	0	5	22	0	0	4	99	10	0	189	2070
8:30 AM	1	4	4	0	7	23	11	0	4	14	0	0	8	117	10	0	203	2130
8:35 AM	0	13	8	0	5	30	12	0	7	18	1	0	3	112	14	0	223	2234
8:40 AM	1	5	9	0	8	25	13	0	4	15	1	0	4	99	12	0	196	2268
8:45 AM	0	19	6	0	7	6	7	0	1	36	0	0	2	120	10	0	214	2332
8:50 AM	0	14	7	0	16	8	6	0	2	22	0	0	5	111	11	0	202	2358
8:55 AM	0	10	5	0	6	14	7	0	5	16	0	0	3	103	13	0	182	2357

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	148	92	0	80	244	128	0	48	276	8	0	36	1324	144	0	2532
Heavy Trucks	0	12	0		8	0	8		0	16	0		8	16	8		76
Pedestrians		4				4				4				0			12
Bicycles	0	0	0		0	0	0		0	1	0		0	1	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

MARKS TRAFFIC DATA
mietekm@comcast.net
916.806.0250

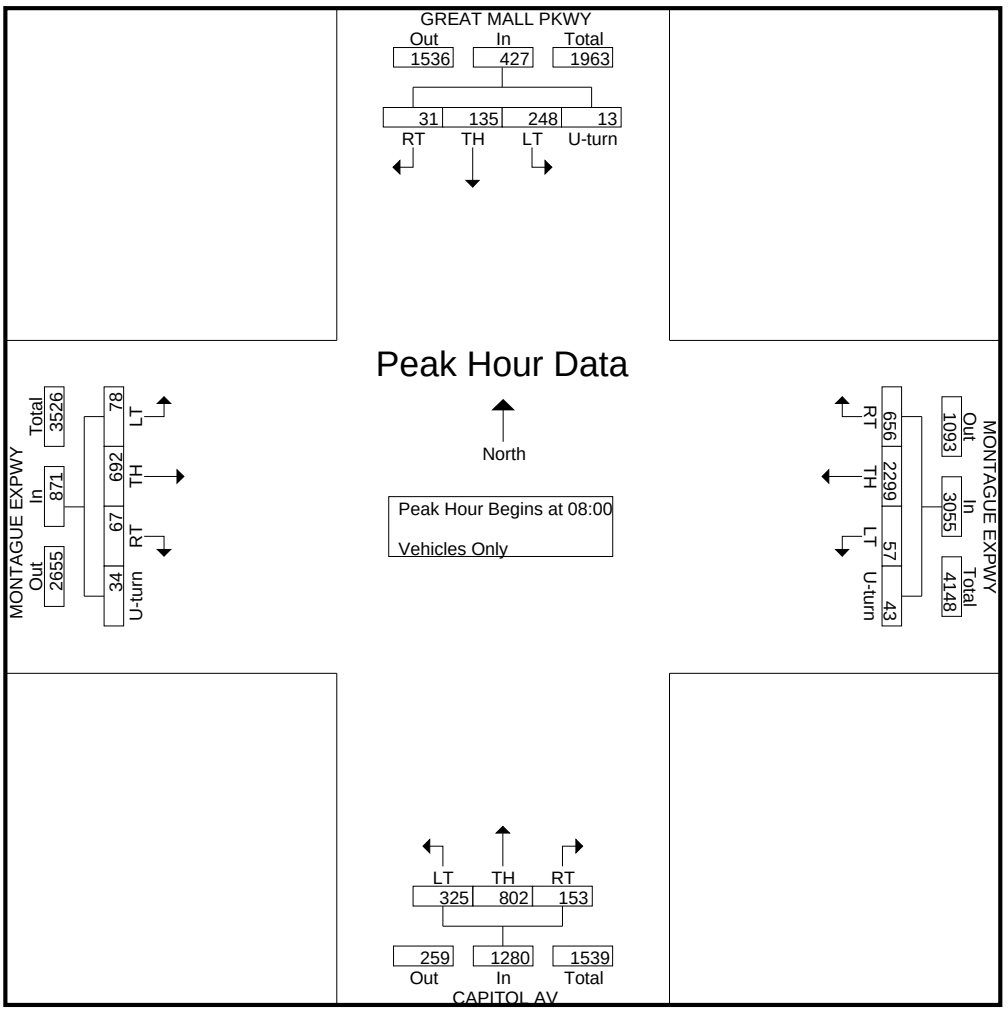
CITY OF SAN JOSE

File Name : capitol-montague-a
Site Code : 8
Start Date : 5/2/2012
Page No : 1

Groups Printed- Vehicles Only

	GREAT MALL PKWY Southbound					MONTAGUE EXPWY Westbound					CAPITOL AV Northbound				MONTAGUE EXPWY Eastbound					
Start Time	RT	TH	LT	U-turn	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	Int. Total
07:00	7	15	33	0	55	112	387	10	0	509	26	80	26	132	7	101	9	4	121	817
07:15	2	24	42	4	72	123	443	2	3	571	34	102	47	183	13	88	13	1	115	941
07:30	5	26	45	3	79	165	546	17	6	734	35	134	62	231	9	131	16	6	162	1206
07:45	3	31	61	1	96	145	662	12	7	826	36	199	60	295	9	171	25	3	208	1425
Total	17	96	181	8	302	545	2038	41	16	2640	131	515	195	841	38	491	63	14	606	4389
08:00	6	24	76	2	108	122	513	14	11	660	49	206	90	345	19	163	33	10	225	1338
08:15	5	37	67	3	112	160	557	10	6	733	33	221	92	346	13	176	15	11	215	1406
08:30	5	24	47	2	78	171	638	21	16	846	35	196	66	297	18	160	12	6	196	1417
08:45	15	50	58	6	129	203	591	12	10	816	36	179	77	292	17	193	18	7	235	1472
Total	31	135	248	13	427	656	2299	57	43	3055	153	802	325	1280	67	692	78	34	871	5633
Grand Total	48	231	429	21	729	1201	4337	98	59	5695	284	1317	520	2121	105	1183	141	48	1477	10022
Apprch %	6.6	31.7	58.8	2.9		21.1	76.2	1.7	1		13.4	62.1	24.5		7.1	80.1	9.5	3.2		
Total %	0.5	2.3	4.3	0.2	7.3	12	43.3	1	0.6	56.8	2.8	13.1	5.2	21.2	1	11.8	1.4	0.5	14.7	

	GREAT MALL PKWY Southbound					MONTAGUE EXPWY Westbound					CAPITOL AV Northbound				MONTAGUE EXPWY Eastbound					
Start Time	RT	TH	LT	U-turn	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 08:00																				
08:00	6	24	**76**	2	108	122	513	14	11	660	**49**	206	90	345	**19**	163	**33**	10	225	1338
08:15	5	37	67	3	112	160	557	10	6	733	33	**221**	**92**	**346**	13	176	15	**11**	215	1406
08:30	5	24	47	2	78	171	**638**	**21**	**16**	**846**	35	196	66	297	18	160	12	6	196	1417
08:45	**15**	**50**	58	**6**	**129**	**203**	591	12	10	816	36	179	77	292	17	**193**	18	7	**235**	**1472**
Total Volume	31	135	248	13	427	656	2299	57	43	3055	153	802	325	1280	67	692	78	34	871	5633
% App. Total	7.3	31.6	58.1	3		21.5	75.3	1.9	1.4		12	62.7	25.4		7.7	79.4	9	3.9		
PHF	.517	.675	.816	.542	.828	.808	.901	.679	.672	.903	.781	.907	.883	.925	.882	.896	.591	.773	.927	.957



Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

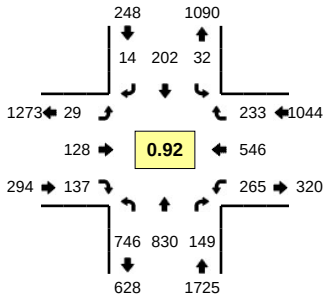
LOCATION: N Capitol Ave -- Cropley Dr/Trade Zone Blvd

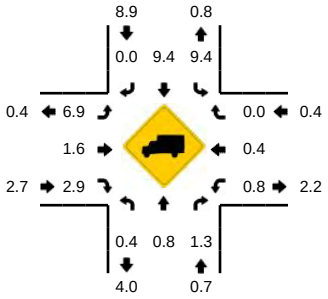
QC JOB #: 10769433

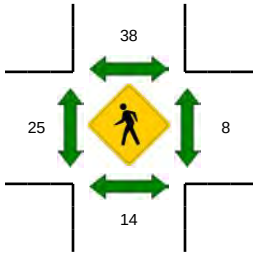
CITY/STATE: San Jose, CA

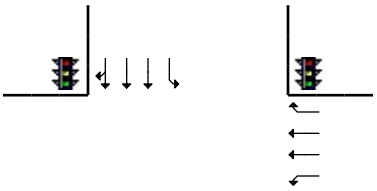
DATE: Tue, Jun 05 2012

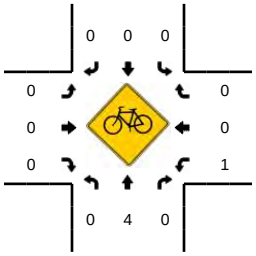
Peak-Hour: 7:35 AM -- 8:35 AM
Peak 15-Min: 7:55 AM -- 8:10 AM

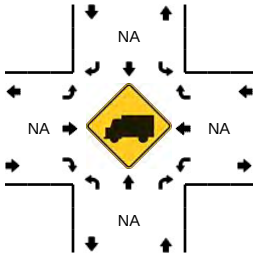


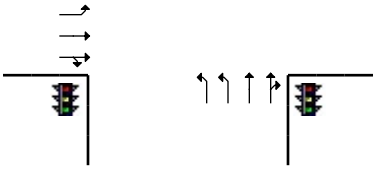


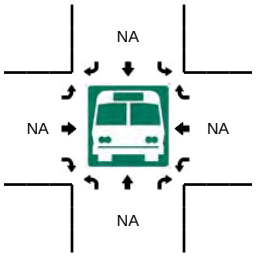












5-Min Count Period Beginning At	N Capitol Ave (Northbound)				N Capitol Ave (Southbound)				Cropley Dr/Trade Zone Blvd (Eastbound)				Cropley Dr/Trade Zone Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	51	43	9	0	1	5	0	0	1	4	7	0	6	25	6	1	159	
7:05 AM	32	32	4	2	0	4	0	0	0	3	6	1	8	21	8	1	122	
7:10 AM	33	35	8	3	1	7	0	0	0	11	9	0	5	27	11	1	151	
7:15 AM	36	32	5	3	3	4	0	0	2	4	9	1	9	29	7	2	146	
7:20 AM	38	38	11	1	2	10	0	0	1	11	16	0	7	26	16	0	177	
7:25 AM	57	35	8	3	2	2	0	0	0	4	9	0	10	38	8	1	177	
7:30 AM	58	61	9	4	1	2	0	0	4	6	9	1	14	36	14	2	221	
7:35 AM	55	37	10	2	1	14	2	1	2	7	8	0	22	52	16	1	230	
7:40 AM	48	84	18	3	2	24	1	0	2	14	18	0	24	29	17	1	285	
7:45 AM	65	61	20	6	3	8	1	1	0	14	7	0	16	56	18	1	277	
7:50 AM	60	69	10	3	4	16	1	1	3	18	12	0	21	42	30	1	291	
7:55 AM	73	87	16	3	1	11	2	0	2	15	16	1	31	56	12	2	328	2564
8:00 AM	36	49	13	3	5	20	1	0	4	13	11	0	24	55	27	0	261	2666
8:05 AM	70	104	15	5	1	7	0	0	2	12	16	0	17	46	15	0	310	2854
8:10 AM	44	91	19	4	1	20	2	0	0	11	9	1	18	43	15	2	280	2983
8:15 AM	73	7	2	3	1	28	1	0	3	6	13	0	17	30	19	1	204	3041
8:20 AM	63	66	10	4	3	25	3	0	4	8	6	1	26	48	16	1	284	3148
8:25 AM	60	99	9	2	5	18	0	0	0	5	17	2	14	46	29	2	308	3279
8:30 AM	61	76	7	0	2	11	0	0	2	5	4	0	21	43	19	2	253	3311
8:35 AM	42	57	1	2	2	12	0	0	0	6	21	0	20	46	12	1	222	3303
8:40 AM	60	94	9	2	0	21	0	0	4	7	9	0	16	34	16	0	272	3290
8:45 AM	66	52	7	2	2	16	0	0	1	4	12	1	11	25	17	0	216	3229
8:50 AM	61	78	4	4	2	11	2	0	2	5	10	1	10	33	17	0	240	3178
8:55 AM	73	86	8	6	1	8	1	0	2	6	10	0	12	41	10	1	265	3115

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	716	960	176	44	28	152	12	0	32	160	172	4	288	628	216	8	3596
Heavy Trucks	0	12	0		0	28	0		0	0	4		0	4	0		48
Pedestrians		16				56				32				8			112
Bicycles	0	0	0		0	0	0		0	0	0		1	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

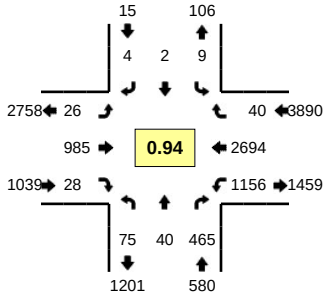
LOCATION: Trimble Rd -- Montague Expwy

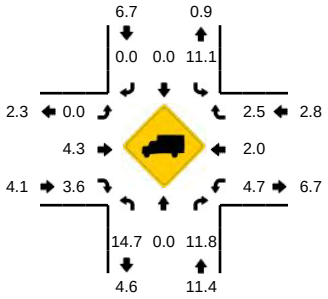
CITY/STATE: San Jose, CA

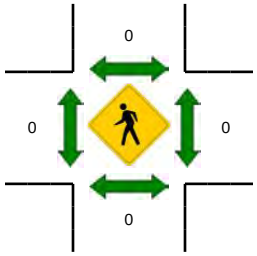
QC JOB #: 10769435

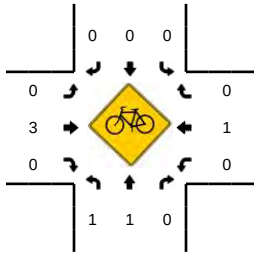
DATE: Tue, Jun 05 2012

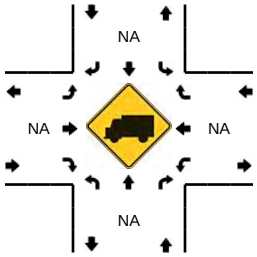
Peak-Hour: 7:55 AM -- 8:55 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

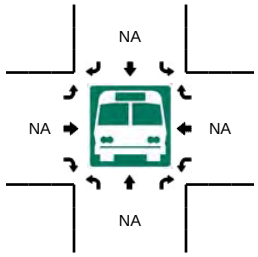












5-Min Count Period Beginning At	Trimble Rd (Northbound)				Trimble Rd (Southbound)				Montague Expwy (Eastbound)				Montague Expwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	2	20	0	0	0	0	0	1	30	3	0	96	179	3	0	335	
7:05 AM	1	1	12	0	1	0	0	0	2	33	1	0	55	139	1	0	246	
7:10 AM	3	4	15	0	0	0	1	0	1	60	2	0	62	141	0	0	289	
7:15 AM	5	1	28	0	1	0	0	0	2	45	0	0	88	176	2	0	348	
7:20 AM	0	1	30	0	1	0	0	0	2	42	2	0	105	182	0	0	365	
7:25 AM	6	4	33	0	1	1	0	0	0	50	2	1	78	177	3	0	356	
7:30 AM	3	2	7	0	1	0	0	0	1	64	1	0	93	185	2	0	359	
7:35 AM	5	3	37	4	0	0	0	0	4	55	0	0	102	197	3	0	410	
7:40 AM	2	5	27	2	0	0	0	0	1	41	4	0	111	299	2	0	494	
7:45 AM	6	1	21	1	0	0	0	0	1	74	1	0	60	174	3	0	342	
7:50 AM	7	1	33	0	1	1	1	0	0	62	3	0	126	250	1	0	486	
7:55 AM	1	3	33	2	1	0	1	0	1	103	1	0	52	229	3	0	430	4460
8:00 AM	5	3	48	1	1	0	0	0	1	64	1	0	118	217	1	0	460	4585
8:05 AM	4	3	38	1	1	0	0	0	0	79	3	0	79	251	1	0	460	4799
8:10 AM	6	3	35	1	1	1	0	0	5	96	2	0	107	177	3	0	437	4947
8:15 AM	2	2	44	2	1	0	0	0	1	72	2	0	113	275	4	0	518	5117
8:20 AM	10	2	26	2	1	0	0	0	2	115	0	0	61	203	7	0	429	5181
8:25 AM	5	3	50	0	0	0	0	0	3	68	2	0	127	251	6	0	515	5340
8:30 AM	2	2	24	0	1	1	0	0	2	64	4	0	74	201	4	0	379	5360
8:35 AM	9	6	50	1	0	0	2	0	6	95	3	0	136	196	4	0	508	5458
8:40 AM	6	2	34	1	0	0	1	0	0	74	5	0	101	238	5	0	467	5431
8:45 AM	6	7	30	2	2	0	0	0	5	93	0	0	72	185	0	0	402	5491
8:50 AM	4	4	53	2	0	0	0	0	0	62	5	0	116	271	2	0	519	5524
8:55 AM	7	9	44	1	0	0	1	0	4	98	1	0	59	191	4	0	419	5513

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	68	28	480	16	8	0	0	0	24	1020	16	0	1204	2916	68	0	5848
Heavy Trucks	16	0	68		0	0	0		0	48	0		76	44	0		252
Pedestrians		0				0				0				0			0
Bicycles	1	1	0		0	0	0		0	1	0		0	1	0		4
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

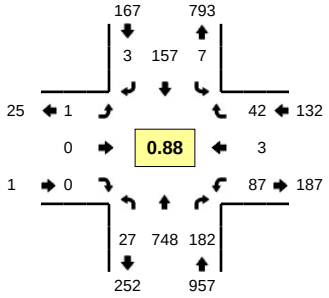
LOCATION: McCarthy Blvd -- Barber Ln

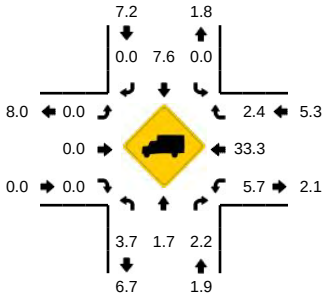
CITY/STATE: Milpitas, CA

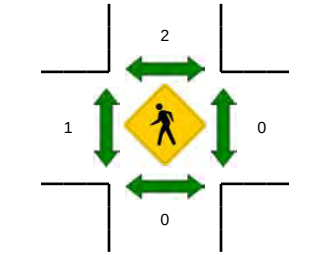
QC JOB #: 10769437

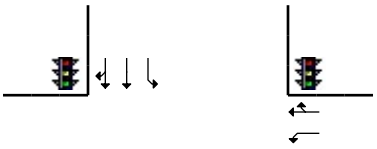
DATE: Tue, Jun 05 2012

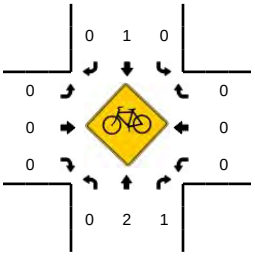
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

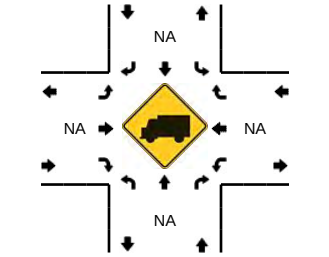


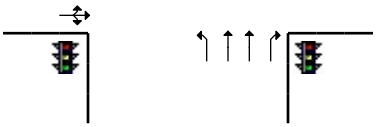


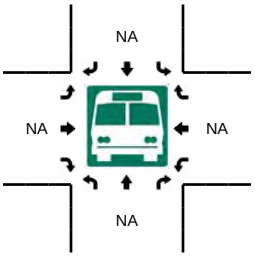












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				Barber Ln (Eastbound)				Barber Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	50	12	0	1	4	0	0	0	0	0	0	7	0	3	0	79	
7:05 AM	2	28	8	1	0	9	0	0	0	0	0	0	2	0	5	0	55	
7:10 AM	0	46	15	0	1	4	0	0	0	0	0	0	4	0	2	0	72	
7:15 AM	3	37	10	0	1	11	0	0	0	0	0	0	4	0	4	0	70	
7:20 AM	2	39	12	1	1	13	0	0	0	0	0	0	2	0	4	0	74	
7:25 AM	3	40	14	0	0	10	0	0	0	0	0	0	5	0	6	0	78	
7:30 AM	2	46	11	0	1	6	0	0	0	0	0	0	7	0	2	0	75	
7:35 AM	2	54	11	0	1	14	0	0	0	0	0	0	5	0	5	0	92	
7:40 AM	1	51	15	0	1	11	0	0	0	0	0	0	7	0	5	0	91	
7:45 AM	1	51	17	1	1	11	0	0	0	0	0	0	9	0	4	0	95	
7:50 AM	2	49	29	0	1	4	0	0	0	0	0	0	3	0	5	0	93	
7:55 AM	1	68	18	0	2	8	0	0	0	0	0	0	10	0	3	0	110	984
8:00 AM	3	70	14	0	0	16	0	0	0	0	0	0	3	0	7	0	113	1018
8:05 AM	3	64	11	0	0	16	0	0	0	0	0	0	7	0	1	0	102	1065
8:10 AM	1	58	15	0	0	8	0	0	0	0	0	0	4	1	3	0	90	1083
8:15 AM	1	58	16	0	0	11	1	0	0	0	0	0	9	0	6	0	102	1115
8:20 AM	1	47	8	1	1	12	0	1	1	0	0	0	6	0	1	0	79	1120
8:25 AM	0	74	25	0	0	14	0	1	0	0	0	0	4	1	6	0	125	1167
8:30 AM	2	47	12	0	0	12	0	0	0	0	0	0	12	0	2	0	87	1179
8:35 AM	2	63	7	0	0	10	0	0	0	0	0	0	4	0	0	0	86	1173
8:40 AM	0	62	21	0	1	14	2	0	0	0	0	0	11	0	4	0	115	1197
8:45 AM	1	62	13	4	0	15	0	0	0	0	0	0	9	0	6	0	110	1212
8:50 AM	4	69	23	2	2	13	0	0	0	0	0	0	5	0	2	0	120	1239
8:55 AM	1	74	17	1	1	16	0	0	0	0	0	0	13	1	4	0	128	1257

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	24	820	212	28	12	176	0	0	0	0	0	0	108	4	48	0	1432
Heavy Trucks	0	24	8		0	16	0		0	0	0		16	0	0		64
Pedestrians		0				4				4				0			8
Bicycles	0	0	0		0	1	0		0	0	0		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

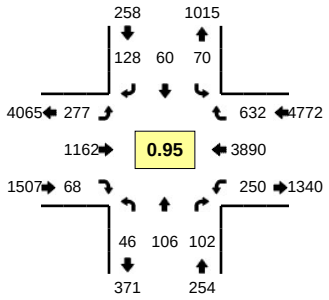
LOCATION: McCarthy Blvd/O'Toole Ave -- Montague Expwy

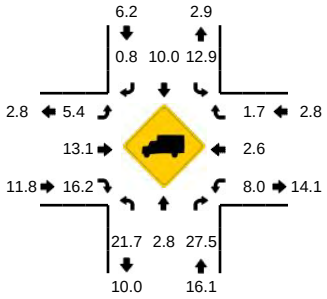
QC JOB #: 10769439

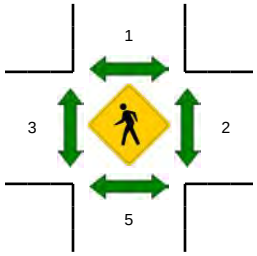
CITY/STATE: Milpitas, CA

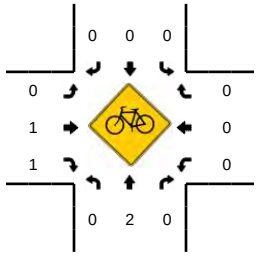
DATE: Wed, Jun 06 2012

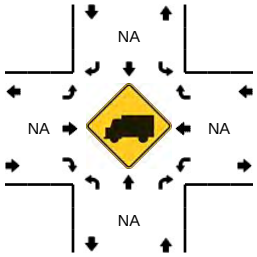
Peak-Hour: 7:50 AM -- 8:50 AM
Peak 15-Min: 7:50 AM -- 8:05 AM

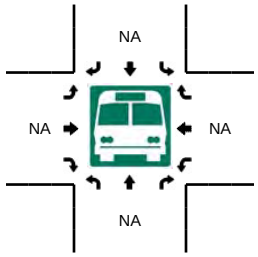












5-Min Count Period Beginning At	McCarthy Blvd/O'Toole Ave (Northbound)				McCarthy Blvd/O'Toole Ave (Southbound)				Montague Expwy (Eastbound)				Montague Expwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	3	6	0	6	2	5	0	5	53	1	0	11	252	41	0	387	
7:05 AM	2	8	11	0	6	0	6	0	13	31	4	0	19	209	28	0	337	
7:10 AM	1	8	11	0	4	5	4	0	5	74	3	0	9	260	33	1	418	
7:15 AM	4	0	6	0	2	2	2	0	11	68	2	0	14	307	43	0	461	
7:20 AM	5	9	10	0	8	6	7	0	9	28	2	0	21	223	42	0	370	
7:25 AM	1	4	5	0	3	0	7	0	10	112	4	0	15	393	42	0	596	
7:30 AM	2	9	7	0	10	3	11	0	12	57	7	0	19	320	41	1	499	
7:35 AM	3	4	6	0	1	2	12	0	14	81	0	1	8	309	43	0	484	
7:40 AM	6	11	8	0	7	5	11	0	20	56	7	0	17	281	44	0	473	
7:45 AM	5	7	3	0	8	5	8	0	13	105	3	0	10	348	59	1	575	
7:50 AM	4	5	5	0	6	2	7	0	34	122	6	0	26	355	52	2	626	
7:55 AM	3	12	6	0	5	7	6	0	27	74	4	0	28	319	72	0	563	5789
8:00 AM	1	8	7	0	6	6	13	0	8	108	7	0	18	361	50	2	595	5997
8:05 AM	3	17	9	0	8	7	11	0	21	97	6	0	20	247	58	0	504	6164
8:10 AM	3	4	3	0	5	2	8	0	19	91	3	0	13	396	54	0	601	6347
8:15 AM	4	14	12	0	5	7	11	0	31	82	5	1	35	266	41	0	514	6400
8:20 AM	5	9	11	0	6	7	12	0	6	95	11	0	10	346	50	0	568	6598
8:25 AM	7	8	8	0	5	1	8	0	21	96	4	0	28	322	40	1	549	6551
8:30 AM	7	6	9	0	12	4	7	1	30	76	7	0	24	279	47	0	509	6561
8:35 AM	4	2	14	0	2	1	14	0	14	97	1	0	17	404	58	0	628	6705
8:40 AM	2	10	9	0	6	10	16	0	46	115	6	0	19	242	53	0	534	6766
8:45 AM	3	11	9	0	3	6	15	0	19	109	8	0	5	353	57	2	600	6791
8:50 AM	6	10	11	0	7	12	6	0	42	92	8	0	29	295	48	1	567	6732
8:55 AM	13	8	14	0	6	7	17	0	29	89	3	1	18	310	53	1	569	6738

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	32	100	72	0	68	60	104	0	276	1216	68	0	288	4140	696	16	7136
Heavy Trucks	8	0	20		8	8	0		20	128	8		4	116	8		328
Pedestrians		4				4				4				0			12
Bicycles	0	0	0		0	0	0		0	0	1		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 1AM FINAL
Site Code : 00000001
Start Date : 5/19/2011
Page No : 1

Groups Printed- Vehicles

	ZANKER RD Southbound					SR-237 WB RAMPS Westbound					ZANKER RD Northbound					SR-237 WB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	10	3	0	13	16	0	74	0	90	56	7	0	0	63	0	0	0	0	0	166
07:15 AM	0	16	5	0	21	20	0	63	0	83	95	12	0	0	107	0	0	0	0	0	211
07:30 AM	0	9	2	0	11	20	0	58	0	78	155	18	0	0	173	0	0	0	0	0	262
07:45 AM	0	18	5	0	23	14	0	58	0	72	135	16	0	0	151	0	0	0	0	0	246
Total	0	53	15	0	68	70	0	253	0	323	441	53	0	0	494	0	0	0	0	0	885
08:00 AM	0	14	3	0	17	20	0	54	0	74	146	19	0	0	165	0	0	0	0	0	256
08:15 AM	0	11	3	0	14	12	0	86	0	98	147	26	0	0	173	0	0	0	0	0	285
08:30 AM	0	17	6	0	23	20	0	87	0	107	175	20	0	0	195	0	0	0	0	0	325
08:45 AM	0	15	10	0	25	11	0	107	0	118	183	18	0	0	201	0	0	0	0	0	344
Total	0	57	22	0	79	63	0	334	0	397	651	83	0	0	734	0	0	0	0	0	1210
Grand Total	0	110	37	0	147	133	0	587	0	720	1092	136	0	0	1228	0	0	0	0	0	2095
Apprch %	0	74.8	25.2	0		18.5	0	81.5	0		88.9	11.1	0	0		0	0	0	0		
Total %	0	5.3	1.8	0	7	6.3	0	28	0	34.4	52.1	6.5	0	0	58.6	0	0	0	0	0	

	ZANKER RD Southbound					SR-237 WB RAMPS Westbound					ZANKER RD Northbound					SR-237 WB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	14	3	0	17	20	0	54	0	74	146	19	0	0	165	0	0	0	0	0	256
08:15 AM	0	11	3	0	14	12	0	86	0	98	147	26	0	0	173	0	0	0	0	0	285
08:30 AM	0	17	6	0	23	20	0	87	0	107	175	20	0	0	195	0	0	0	0	0	325
08:45 AM	0	15	10	0	25	11	0	107	0	118	183	18	0	0	201	0	0	0	0	0	344
Total Volume	0	57	22	0	79	63	0	334	0	397	651	83	0	0	734	0	0	0	0	0	1210
% App. Total	0	72.2	27.8	0		15.9	0	84.1	0		88.7	11.3	0	0		0	0	0	0		
PHF	.000	.838	.550	.000	.790	.788	.000	.780	.000	.841	.889	.798	.000	.000	.913	.000	.000	.000	.000	.000	.879

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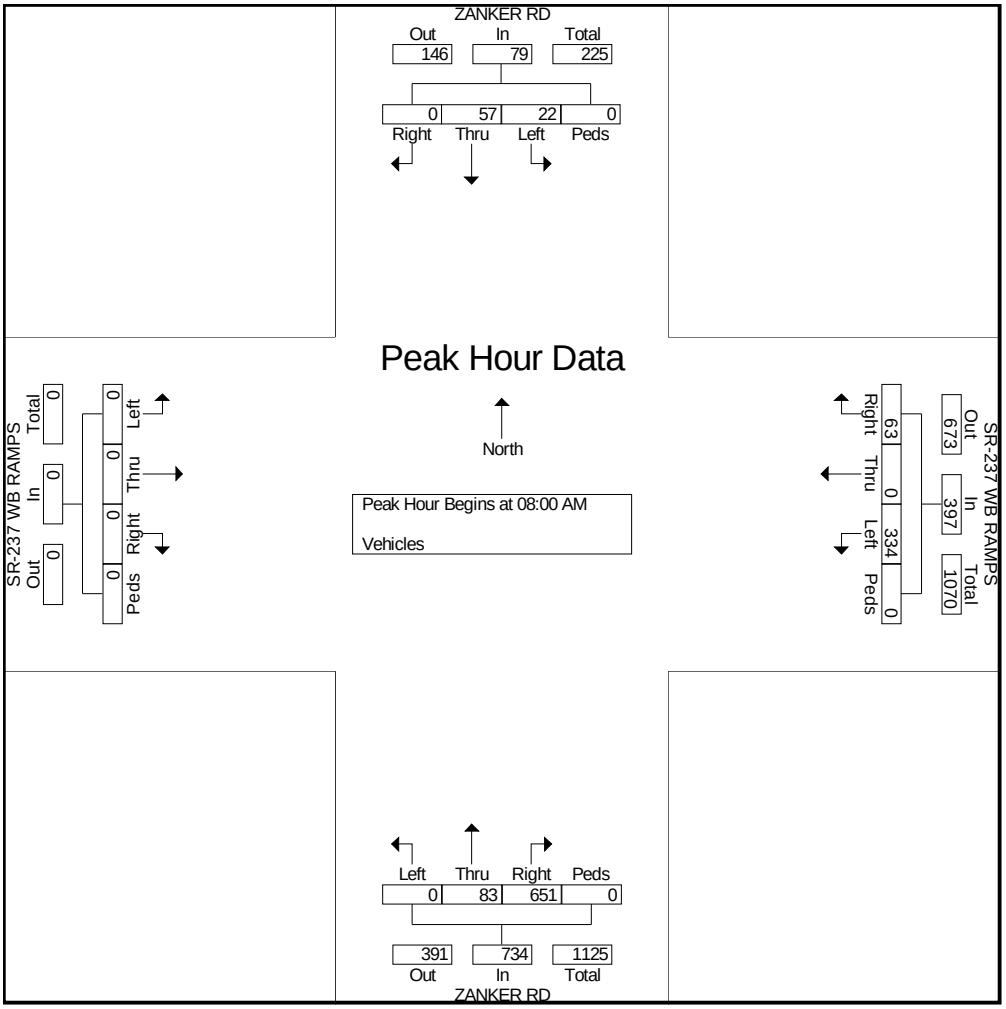

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File Name : 1AM FINAL
Site Code : 00000001
Start Date : 5/19/2011
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BIKES

Groups Printed- Bikes

	ZANKER RD Southbound					SR-237 WB RAMPS Westbound					ZANKER RD Northbound					SR-237 WB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
07:45 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Total	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
08:00 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	7	0	0	7	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	10
Grand Total	0	12	0	0	12	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	19
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	63.2	0	0	63.2	0	0	0	0	0	0	36.8	0	0	36.8	0	0	0	0	0	

	ZANKER RD Southbound					SR-237 WB RAMPS Westbound					ZANKER RD Northbound					SR-237 WB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
07:45 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
08:00 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	10	0	0	10	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	15
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.833	.000	.000	.833	.000	.000	.000	.000	.000	.000	.417	.000	.000	.417	.000	.000	.000	.000	.000	.625

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File Name : 1AM FINAL
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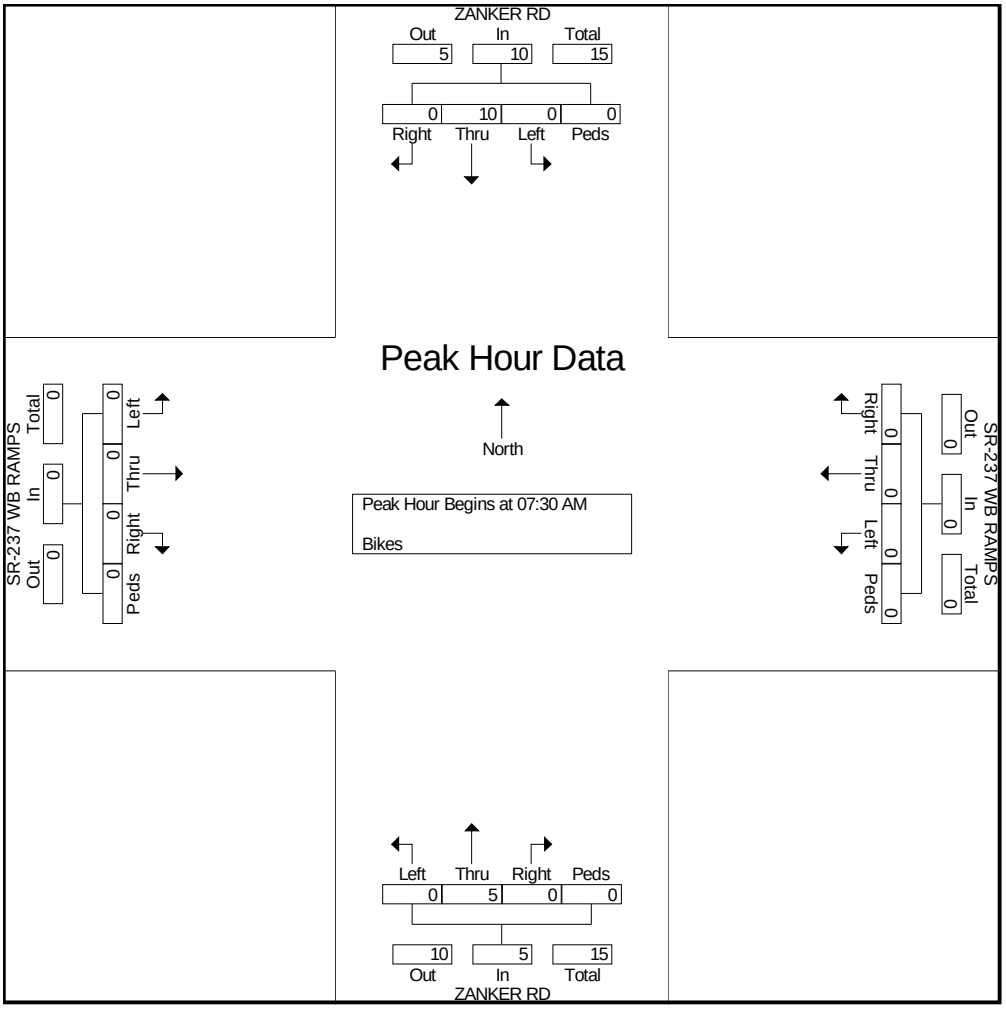
BIKES



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File Name : 2AM FINAL
Site Code : 00000002
Start Date : 5/19/2011
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Groups Printed- Vehicles

	ZANKER RD Southbound					SR-237 EB RAMPS Westbound					ZANKER RD Northbound					SR-237 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	74	8	0	82	0	0	0	0	0	33	63	0	0	96	41	0	3	0	44	222
07:15 AM	0	62	9	0	71	0	0	0	0	0	43	100	0	0	143	85	0	6	0	91	305
07:30 AM	0	55	12	0	67	0	0	0	0	0	55	160	0	0	215	119	1	7	0	127	409
07:45 AM	0	51	10	0	61	0	0	0	0	0	40	149	0	0	189	126	0	2	0	128	378
Total	0	242	39	0	281	0	0	0	0	0	171	472	0	0	643	371	1	18	0	390	1314
08:00 AM	0	51	17	0	68	0	0	0	0	0	59	150	0	0	209	124	0	2	0	126	403
08:15 AM	0	86	12	0	98	0	0	0	0	0	43	167	0	0	210	144	0	7	0	151	459
08:30 AM	0	87	9	0	96	0	0	0	0	0	33	177	0	0	210	173	0	9	0	182	488
08:45 AM	0	102	10	0	112	0	0	0	0	0	58	190	0	0	248	180	1	11	0	192	552
Total	0	326	48	0	374	0	0	0	0	0	193	684	0	0	877	621	1	29	0	651	1902
Grand Total	0	568	87	0	655	0	0	0	0	0	364	1156	0	0	1520	992	2	47	0	1041	3216
Apprch %	0	86.7	13.3	0		0	0	0	0		23.9	76.1	0	0		95.3	0.2	4.5	0		
Total %	0	17.7	2.7	0	20.4	0	0	0	0	0	11.3	35.9	0	0	47.3	30.8	0.1	1.5	0	32.4	

	ZANKER RD Southbound					SR-237 EB RAMPS Westbound					ZANKER RD Northbound					SR-237 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	51	17	0	68	0	0	0	0	0	59	150	0	0	209	124	0	2	0	126	403
08:15 AM	0	86	12	0	98	0	0	0	0	0	43	167	0	0	210	144	0	7	0	151	459
08:30 AM	0	87	9	0	96	0	0	0	0	0	33	177	0	0	210	173	0	9	0	182	488
08:45 AM	0	102	10	0	112	0	0	0	0	0	58	190	0	0	248	180	1	11	0	192	552
Total Volume	0	326	48	0	374	0	0	0	0	0	193	684	0	0	877	621	1	29	0	651	1902
% App. Total	0	87.2	12.8	0		0	0	0	0		22	78	0	0		95.4	0.2	4.5	0		
PHF	.000	.799	.706	.000	.835	.000	.000	.000	.000	.000	.818	.900	.000	.000	.884	.863	.250	.659	.000	.848	.861

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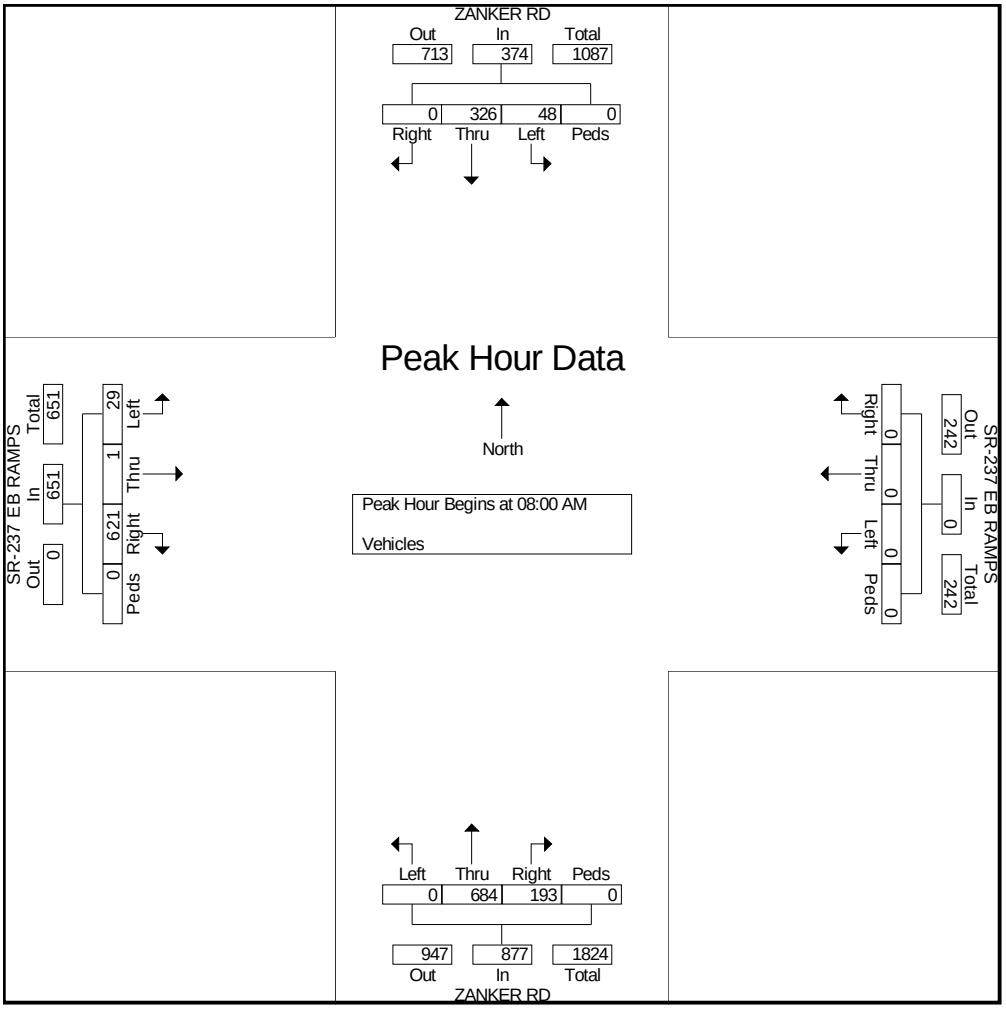

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File Name : 2AM FINAL
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BIKES

Groups Printed- Bikes

	ZANKER RD Southbound					SR-237 EB RAMPS Westbound					ZANKER RD Northbound					SR-237 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
07:45 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Total	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
08:00 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	10
Grand Total	0	12	0	0	12	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	19
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	100	0		
Total %	0	63.2	0	0	63.2	0	0	0	0	0	0	31.6	0	0	31.6	0	0	5.3	0	5.3	

	ZANKER RD Southbound					SR-237 EB RAMPS Westbound					ZANKER RD Northbound					SR-237 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
07:45 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
08:00 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	10	0	0	10	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	15
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.833	.000	.000	.833	.000	.000	.000	.000	.000	.000	.417	.000	.000	.417	.000	.000	.000	.000	.000	.625

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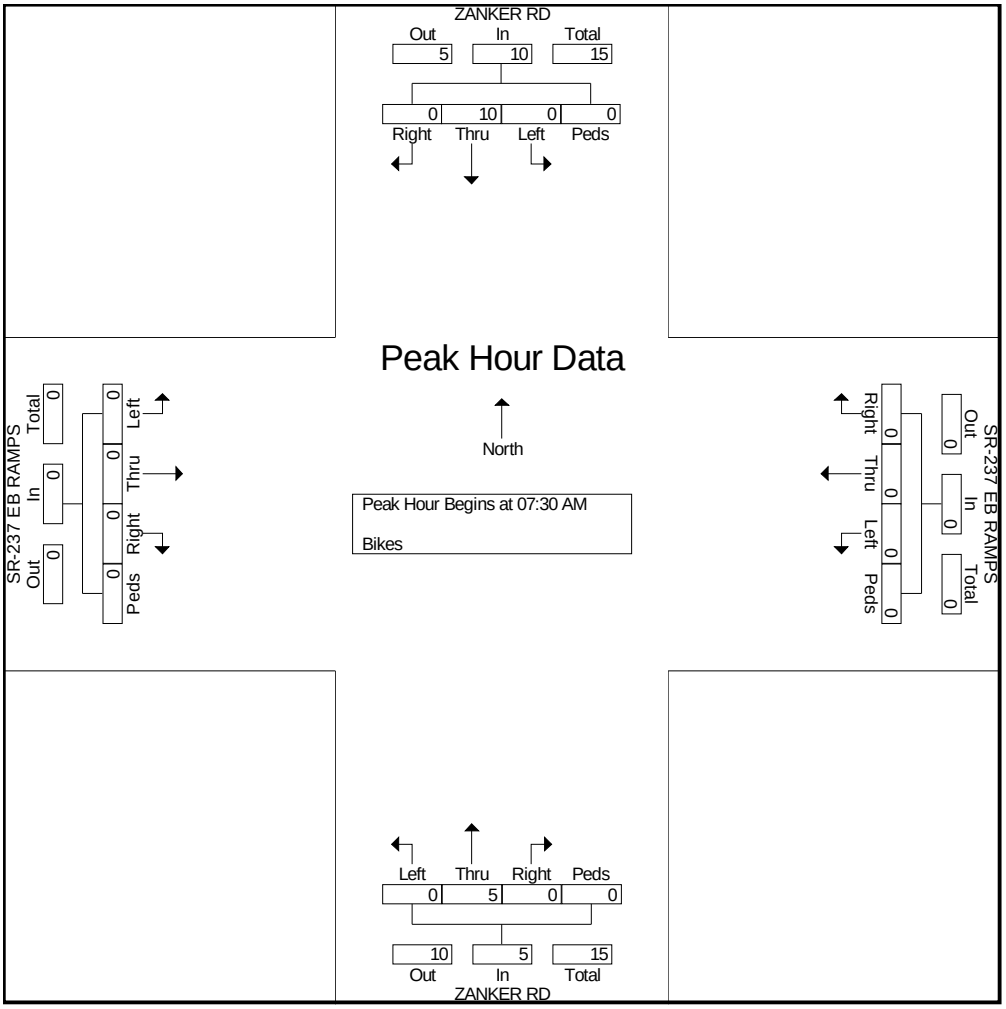
BIKES



Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

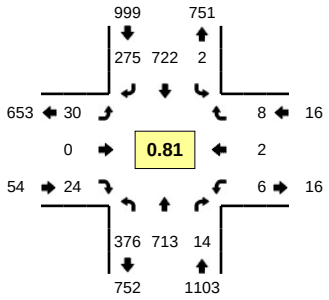
LOCATION: Zanker Rd -- Holger Way

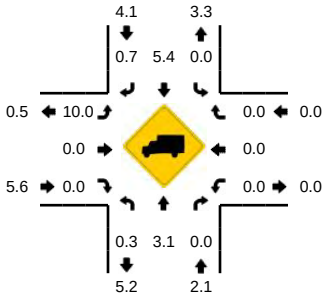
CITY/STATE: Milpitas, CA

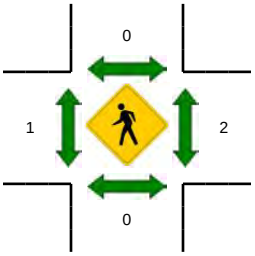
QC JOB #: 10769441

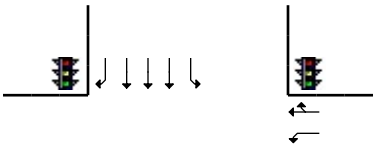
DATE: Tue, Jun 05 2012

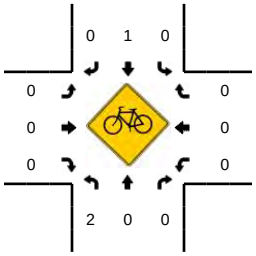
Peak-Hour: 7:55 AM -- 8:55 AM
Peak 15-Min: 8:40 AM -- 8:55 AM

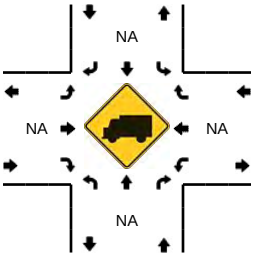


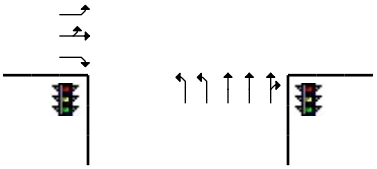


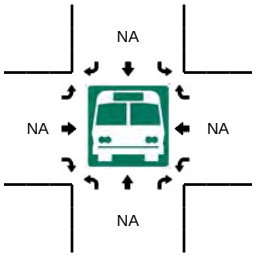












5-Min Count Period Beginning At	Zanker Rd (Northbound)				Zanker Rd (Southbound)				Holger Way (Eastbound)				Holger Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	13	39	6	0	2	25	9	0	0	0	0	0	2	0	7	0	103	
7:05 AM	10	33	3	0	2	29	16	0	1	0	1	0	2	0	4	0	101	
7:10 AM	12	45	5	0	2	17	17	0	1	0	1	0	0	0	1	0	101	
7:15 AM	15	34	1	0	4	34	14	1	2	0	1	0	1	0	6	0	113	
7:20 AM	11	37	1	0	1	26	14	0	1	0	1	0	2	0	3	0	97	
7:25 AM	16	39	2	0	0	48	10	0	0	0	1	0	0	0	4	0	120	
7:30 AM	15	37	2	0	0	33	20	0	3	0	1	0	0	1	11	0	123	
7:35 AM	22	60	0	0	0	41	21	0	2	0	1	0	0	0	8	0	155	
7:40 AM	24	36	2	0	0	30	14	0	3	0	0	0	0	0	1	0	110	
7:45 AM	25	59	2	0	0	33	28	0	0	0	2	0	0	0	2	0	151	
7:50 AM	21	50	1	0	0	57	30	1	2	0	1	0	1	0	1	0	165	
7:55 AM	46	55	1	0	1	66	20	0	1	0	1	0	2	0	2	0	195	1534
8:00 AM	23	56	0	0	0	43	20	0	4	0	0	0	2	0	1	0	149	1580
8:05 AM	17	48	1	0	0	46	19	0	3	0	2	0	1	0	0	0	137	1616
8:10 AM	21	49	1	0	1	47	27	0	2	0	3	0	0	0	1	0	152	1667
8:15 AM	20	56	0	0	0	62	21	0	2	0	5	0	0	0	0	0	166	1720
8:20 AM	34	71	1	0	0	62	21	0	0	0	0	0	0	0	0	0	189	1812
8:25 AM	43	63	1	0	0	59	16	0	2	0	4	0	1	0	1	0	190	1882
8:30 AM	24	48	2	0	0	54	25	0	4	0	3	0	0	0	2	0	162	1921
8:35 AM	28	52	0	0	0	55	19	0	5	0	2	0	0	0	0	0	161	1927
8:40 AM	34	69	1	0	0	77	27	0	2	0	2	0	0	2	0	0	214	2031
8:45 AM	38	60	5	0	0	75	34	0	3	0	1	0	0	0	1	0	217	2097
8:50 AM	48	86	1	0	0	76	26	0	2	0	1	0	0	0	0	0	240	2172
8:55 AM	39	40	0	0	0	67	35	0	1	0	4	0	1	0	2	0	189	2166

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	480	860	28	0	0	912	348	0	28	0	16	0	0	8	4	0	2684
Heavy Trucks	4	20	0		0	44	4		4	0	0		0	0	0		76
Pedestrians		0				0				0				8			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

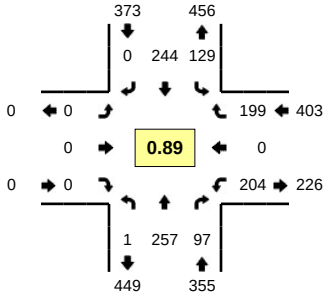
Type of peak hour being reported: Intersection Peak

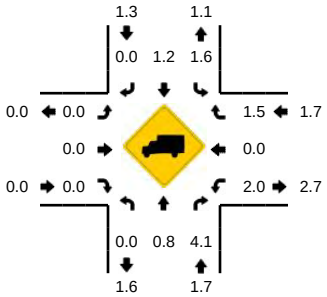
Method for determining peak hour: Total Entering Volume

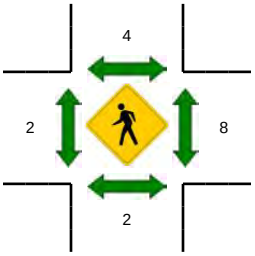
LOCATION: McCarthy Blvd -- Ranch Dr (N)
CITY/STATE: Milpitas, CA

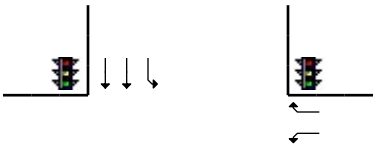
QC JOB #: 10769445
DATE: Thu, Jun 07 2012

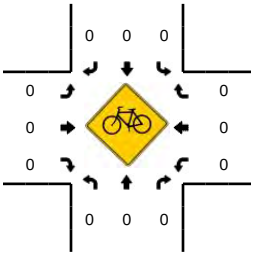
Peak-Hour: 12:25 PM -- 1:25 PM
Peak 15-Min: 12:50 PM -- 1:05 PM

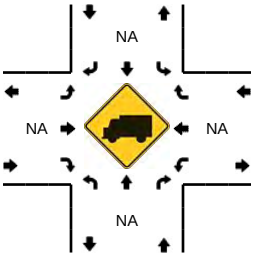


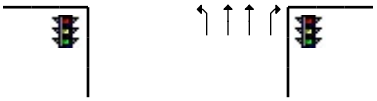


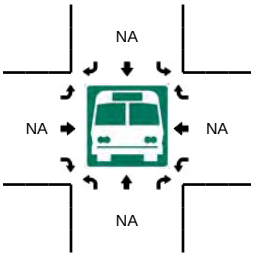












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				Ranch Dr (N) (Eastbound)				Ranch Dr (N) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:30 AM	0	12	8	0	10	19	0	0	0	0	0	0	11	0	5	0	65	
11:35 AM	0	15	6	0	14	31	0	0	0	0	0	0	5	0	15	0	86	
11:40 AM	0	17	4	0	16	33	0	0	0	0	0	0	11	0	4	0	85	
11:45 AM	0	27	6	0	6	19	0	0	0	0	0	0	9	0	6	0	73	
11:50 AM	0	24	7	0	15	26	0	0	0	0	0	0	8	0	11	0	91	
11:55 AM	0	18	5	0	12	21	0	0	0	0	0	0	11	0	7	0	74	
12:00 PM	0	24	9	0	15	25	0	0	0	0	0	0	4	0	13	0	90	
12:05 PM	0	22	15	0	15	22	0	0	0	0	0	0	8	0	6	0	88	
12:10 PM	0	16	12	1	11	21	0	0	0	0	0	0	10	0	11	0	82	
12:15 PM	0	19	11	0	4	15	0	0	0	0	0	0	15	0	12	0	76	
12:20 PM	0	18	5	0	16	21	0	0	0	0	0	0	14	0	16	0	90	
12:25 PM	0	26	9	0	8	11	0	0	0	0	0	0	12	0	12	0	78	978
12:30 PM	0	23	5	0	14	26	0	0	0	0	0	0	12	0	9	0	89	1002
12:35 PM	0	22	7	0	19	30	0	0	0	0	0	0	10	0	21	0	109	1025
12:40 PM	0	21	1	0	12	17	0	0	0	0	0	0	19	0	13	0	83	1023
12:45 PM	0	22	9	0	11	18	0	0	0	0	0	0	15	0	16	0	91	1041
12:50 PM	0	26	15	0	8	22	0	0	0	0	0	0	18	0	16	0	105	1055
12:55 PM	0	20	5	0	12	18	0	0	0	0	0	0	27	0	25	0	107	1088
1:00 PM	0	25	14	1	5	24	0	0	0	0	0	0	17	0	19	0	105	1103
1:05 PM	0	12	5	0	11	20	0	0	0	0	0	0	23	0	20	0	91	1106
1:10 PM	0	33	9	0	8	18	0	0	0	0	0	0	15	0	12	0	95	1119
1:15 PM	0	13	9	0	9	25	0	0	0	0	0	0	20	0	11	0	87	1130
1:20 PM	0	14	9	0	12	15	0	0	0	0	0	0	16	0	25	0	91	1131
1:25 PM	0	24	6	0	5	17	0	0	0	0	0	0	8	0	10	0	70	1123

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	284	136	4	100	256	0	0	0	0	0	0	248	0	240	0	1268
Heavy Trucks	0	0	4		8	0	0		0	0	0		8	0	4		24
Pedestrians		8				4				0				20			32
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

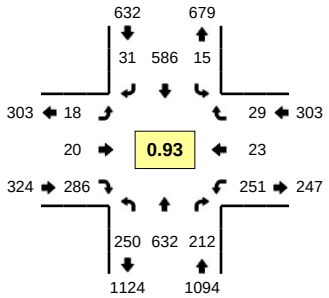
LOCATION: Mall Access Dwy -- Ranch Dr

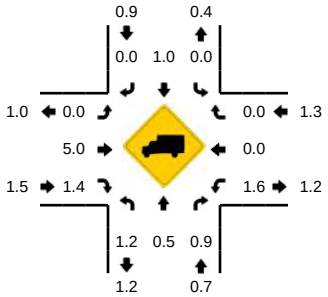
CITY/STATE: Milpitas, CA

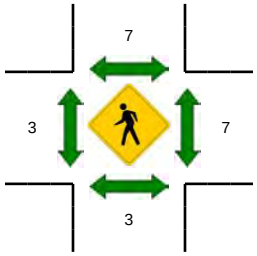
QC JOB #: 10769448

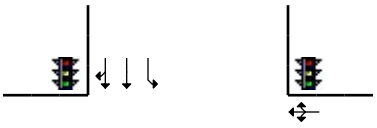
DATE: Tue, Jun 05 2012

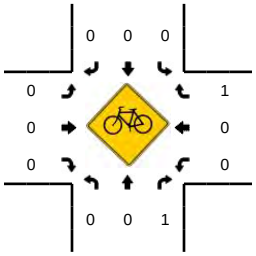
Peak-Hour: 12:15 PM -- 1:15 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

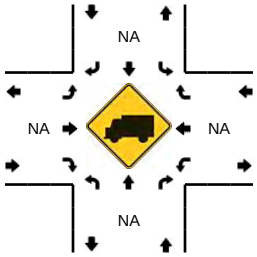


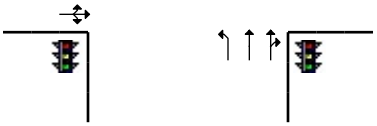


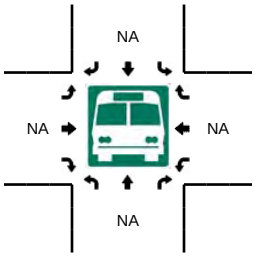












5-Min Count Period Beginning At	Mall Access Dwy (Northbound)				Mall Access Dwy (Southbound)				Ranch Dr (Eastbound)				Ranch Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:30 AM	11	54	21	0	4	26	1	0	0	0	9	0	11	1	2	0	140	
11:35 AM	9	40	19	0	1	25	1	0	1	3	19	0	6	1	0	0	125	
11:40 AM	15	52	16	0	2	31	1	0	0	0	8	0	9	3	0	0	137	
11:45 AM	14	57	32	0	1	32	1	0	0	3	17	0	8	5	1	0	171	
11:50 AM	17	60	20	0	0	24	2	0	1	3	20	0	8	3	3	0	161	
11:55 AM	9	44	18	0	1	34	2	0	0	1	12	0	10	3	1	0	135	
12:00 PM	20	63	21	0	3	17	3	0	0	1	21	0	4	2	2	0	157	
12:05 PM	22	48	22	0	2	23	4	0	0	0	19	0	18	4	2	0	164	
12:10 PM	26	65	25	0	3	29	3	0	1	2	17	0	8	3	1	0	183	
12:15 PM	29	69	23	0	0	36	2	0	2	1	25	0	23	1	0	0	211	
12:20 PM	17	60	23	0	0	40	3	0	0	0	16	0	14	0	1	0	174	
12:25 PM	12	63	23	0	1	39	2	0	3	1	22	0	12	0	2	0	180	1938
12:30 PM	22	51	20	1	2	31	5	0	5	2	24	0	18	4	2	0	187	1985
12:35 PM	20	54	18	0	1	47	5	0	3	3	23	0	26	1	3	0	204	2064
12:40 PM	20	47	16	0	2	42	4	0	0	1	29	0	19	3	2	0	185	2112
12:45 PM	23	68	24	0	1	45	2	0	1	1	27	0	27	1	4	0	224	2165
12:50 PM	27	45	14	0	1	56	4	0	1	1	28	0	25	2	4	0	208	2212
12:55 PM	23	54	17	0	3	62	0	0	0	4	20	0	16	0	3	0	202	2279
1:00 PM	20	44	10	0	3	59	2	0	1	3	19	0	23	7	5	0	196	2318
1:05 PM	18	41	12	0	1	63	1	0	1	3	26	0	23	3	2	0	194	2348
1:10 PM	18	36	12	0	0	66	1	0	1	0	27	0	25	1	1	0	188	2353
1:15 PM	17	36	14	0	1	46	3	0	3	3	15	0	24	2	2	0	166	2308
1:20 PM	15	46	13	0	1	44	2	0	2	1	30	0	34	0	6	0	194	2328
1:25 PM	17	29	14	1	0	35	2	0	0	2	27	0	23	2	3	0	155	2303

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	292	668	220	0	20	652	24	0	8	24	300	0	272	12	44	0	2536
Heavy Trucks	0	4	0		0	20	0		0	0	8		8	0	0		40
Pedestrians		8				0				8				4			20
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

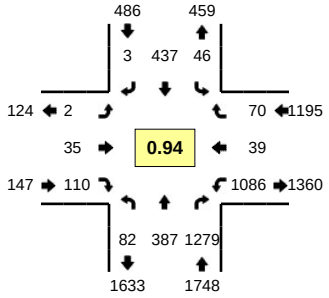
Type of peak hour being reported: Intersection Peak

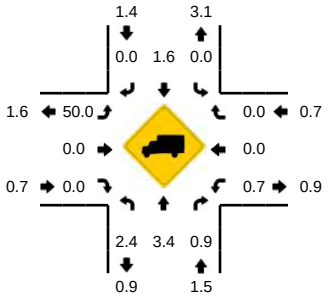
Method for determining peak hour: Total Entering Volume

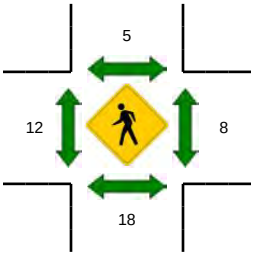
LOCATION: McCarthy Blvd -- Ranch Dr (S)
CITY/STATE: Milpitas, CA

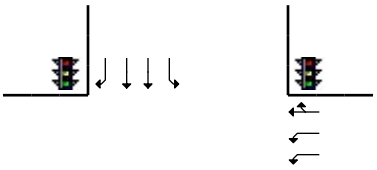
QC JOB #: 10769451
DATE: Tue, Jun 05 2012

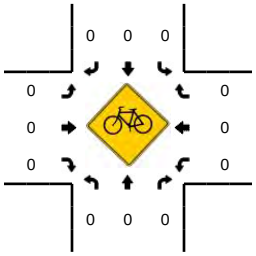
Peak-Hour: 12:10 PM -- 1:10 PM
Peak 15-Min: 12:50 PM -- 1:05 PM

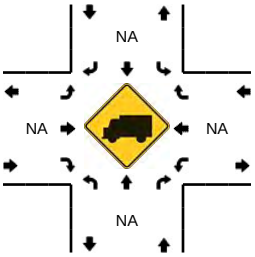


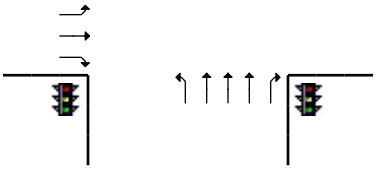


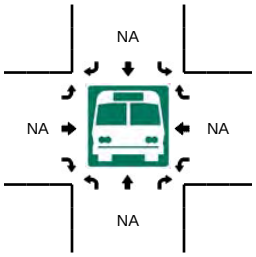












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				Ranch Dr (S) (Eastbound)				Ranch Dr (S) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:30 AM	4	23	100	0	6	21	0	0	0	1	9	0	41	0	2	0	207	
11:35 AM	2	24	93	0	4	31	0	0	0	5	12	0	59	1	2	0	233	
11:40 AM	4	31	114	0	5	38	0	0	0	1	10	0	45	1	2	0	251	
11:45 AM	5	28	129	0	11	35	1	0	0	3	8	0	49	0	8	0	277	
11:50 AM	1	24	111	0	6	36	0	0	0	1	8	0	62	0	3	0	252	
11:55 AM	3	29	91	1	2	35	1	0	1	3	7	0	53	2	3	0	231	
12:00 PM	6	30	126	0	4	36	1	0	0	2	5	0	44	1	5	0	260	
12:05 PM	4	19	108	0	5	25	1	0	1	5	5	0	67	4	2	0	246	
12:10 PM	5	44	154	0	3	44	0	0	0	5	12	0	44	4	7	0	322	
12:15 PM	4	37	133	0	6	28	0	0	0	5	8	0	80	4	5	0	310	
12:20 PM	3	30	132	0	1	27	2	0	0	1	2	0	84	2	6	0	290	
12:25 PM	9	27	117	0	6	33	0	0	1	1	8	0	70	2	0	0	274	3153
12:30 PM	7	29	106	0	1	20	0	0	0	5	6	0	87	3	0	0	264	3210
12:35 PM	7	31	95	0	6	36	0	0	0	4	12	0	99	2	8	0	300	3277
12:40 PM	13	29	103	0	3	26	0	0	0	2	7	0	95	3	4	0	285	3311
12:45 PM	10	26	110	0	6	33	0	0	0	4	9	0	91	1	7	0	297	3331
12:50 PM	6	41	82	0	4	59	0	0	0	1	10	0	87	8	9	0	307	3386
12:55 PM	5	34	98	0	2	55	0	0	0	2	13	0	113	3	4	0	329	3484
1:00 PM	4	32	76	0	4	40	0	0	0	4	11	0	133	4	11	0	319	3543
1:05 PM	9	27	73	0	4	36	1	0	1	1	12	0	103	3	9	0	279	3576
1:10 PM	9	41	84	1	4	38	1	0	0	0	7	0	101	1	10	0	297	3551
1:15 PM	5	33	76	2	4	47	0	0	1	2	7	0	108	2	10	0	297	3538
1:20 PM	7	42	86	0	5	23	0	0	0	2	9	0	86	7	4	0	271	3519
1:25 PM	4	30	71	0	4	28	0	0	0	1	2	0	86	2	5	0	233	3478

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	60	428	1024	0	40	616	0	0	0	28	136	0	1332	60	96	0	3820
Heavy Trucks	4	16	4		0	12	0		0	0	0		8	0	0		44
Pedestrians		16				12				8				16			52
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

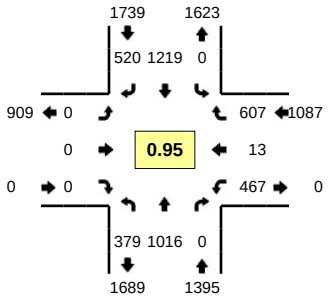
LOCATION: McCarthy Blvd -- SR 237 WB Ramps

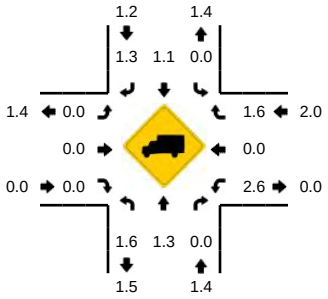
QC JOB #: 10769454

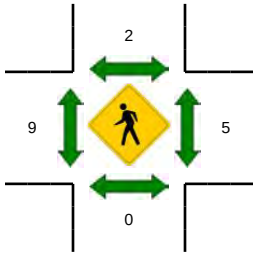
CITY/STATE: Milpitas, CA

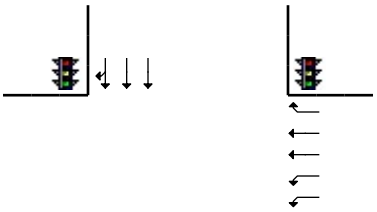
DATE: Tue, Jun 05 2012

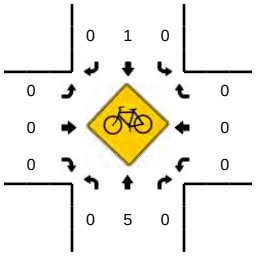
Peak-Hour: 12:20 PM -- 1:20 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

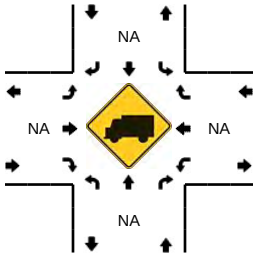


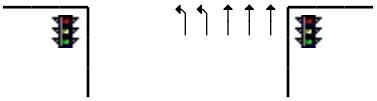


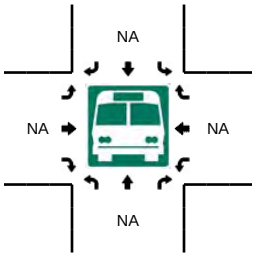












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				SR 237 WB Ramps (Eastbound)				SR 237 WB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:30 AM	20	83	0	0	0	52	27	0	0	0	0	0	24	0	48	0	254	
11:35 AM	16	91	0	1	0	66	29	0	0	0	0	0	26	1	37	0	267	
11:40 AM	24	93	0	0	0	65	17	0	0	0	0	0	28	2	56	0	285	
11:45 AM	32	102	0	1	0	88	21	0	0	0	0	0	38	0	51	0	333	
11:50 AM	23	90	0	0	0	78	30	0	0	0	0	0	26	0	45	0	292	
11:55 AM	39	80	0	0	0	63	26	0	0	0	0	0	25	2	44	0	279	
12:00 PM	21	114	0	2	0	74	21	0	0	0	0	0	35	0	44	0	311	
12:05 PM	19	111	0	0	0	80	25	0	0	0	0	0	15	2	47	0	299	
12:10 PM	26	141	0	0	0	70	25	0	0	0	0	0	23	1	47	0	333	
12:15 PM	25	121	0	1	0	63	31	0	0	0	0	0	33	3	60	0	337	
12:20 PM	19	101	0	0	0	90	35	0	0	0	0	0	37	1	53	0	336	
12:25 PM	28	101	0	2	0	87	29	0	0	0	0	0	27	3	48	0	325	3651
12:30 PM	31	100	0	0	0	89	31	0	0	0	0	0	42	1	67	0	361	3758
12:35 PM	22	72	0	0	0	97	36	0	0	0	0	0	35	0	49	0	311	3802
12:40 PM	36	98	0	0	0	98	25	0	0	0	0	0	41	0	47	0	345	3862
12:45 PM	34	100	0	0	0	100	61	0	0	0	0	0	39	1	55	0	390	3919
12:50 PM	40	73	0	0	0	100	45	0	0	0	0	0	45	0	49	0	352	3979
12:55 PM	27	85	0	0	0	112	55	0	0	0	0	0	33	2	53	0	367	4067
1:00 PM	30	58	0	0	0	118	61	0	0	0	0	0	52	2	45	0	366	4122
1:05 PM	28	66	0	1	0	115	47	0	0	0	0	0	36	2	44	0	339	4162
1:10 PM	46	88	0	0	0	111	37	0	0	0	0	0	43	0	48	0	373	4202
1:15 PM	35	74	0	0	0	102	58	0	0	0	0	0	37	1	49	0	356	4221
1:20 PM	30	73	0	0	0	94	39	0	0	0	0	0	36	1	50	0	323	4208
1:25 PM	34	66	0	0	0	85	27	0	0	0	0	0	44	1	45	0	302	4185

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	404	1032	0	0	0	1248	644	0	0	0	0	0	468	12	628	0	4436
Heavy Trucks	8	20	0		0	16	16		0	0	0		16	0	4		80
Pedestrians		0				0				16				4			20
Bicycles	0	3	0		0	0	0		0	0	0		0	0	0		3
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

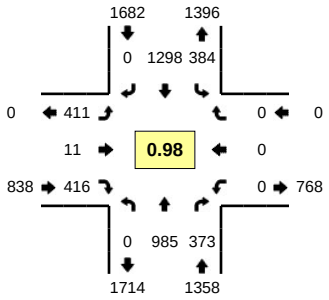
LOCATION: McCarthy Blvd -- SR 237 EB Ramps

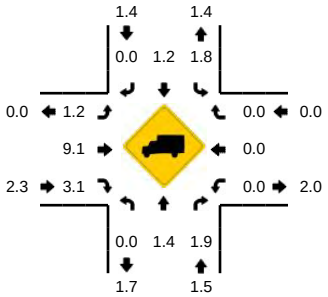
QC JOB #: 10769484

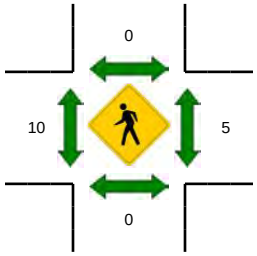
CITY/STATE: Milpitas, CA

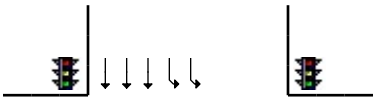
DATE: Tue, Jun 05 2012

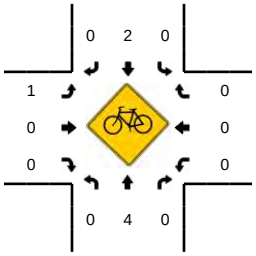
Peak-Hour: 12:20 PM -- 1:20 PM
Peak 15-Min: 1:05 PM -- 1:20 PM

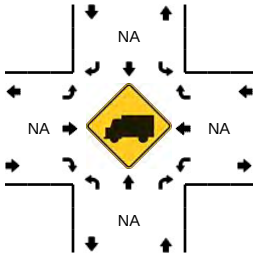


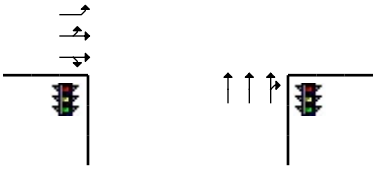


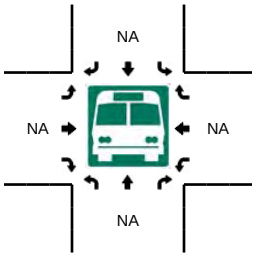












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				SR 237 EB Ramps (Eastbound)				SR 237 EB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:30 AM	0	70	24	0	19	56	0	2	37	0	24	0	0	0	0	0	232	
11:35 AM	0	64	25	0	27	64	0	0	42	1	35	0	0	0	0	0	258	
11:40 AM	0	78	35	0	28	60	0	0	48	0	43	0	0	0	0	0	292	
11:45 AM	0	98	30	0	38	99	0	0	38	0	43	0	0	0	0	0	346	
11:50 AM	0	60	38	0	32	72	0	0	40	1	51	0	0	0	0	0	294	
11:55 AM	0	90	42	0	24	65	0	0	33	0	41	0	0	0	0	0	295	
12:00 PM	0	98	29	0	28	84	0	0	39	0	43	0	0	0	0	0	321	
12:05 PM	0	87	41	0	27	69	0	0	45	0	48	0	0	0	0	0	317	
12:10 PM	0	99	38	0	27	66	0	0	55	1	38	0	0	0	0	0	324	
12:15 PM	0	95	40	0	26	71	0	0	57	1	28	0	0	0	0	0	318	
12:20 PM	0	91	36	0	36	92	0	0	40	0	45	0	0	0	0	0	340	
12:25 PM	0	87	39	0	21	89	0	0	33	1	43	0	0	0	0	0	313	3650
12:30 PM	0	91	33	0	28	100	0	0	39	1	32	0	0	0	0	0	324	3742
12:35 PM	0	79	21	0	31	96	0	0	30	3	22	0	0	0	0	0	282	3766
12:40 PM	0	82	35	0	33	109	0	0	32	0	34	0	0	0	0	0	325	3799
12:45 PM	0	100	28	0	27	111	0	0	36	0	38	0	0	0	0	0	340	3793
12:50 PM	0	82	18	0	33	111	0	0	34	3	32	0	0	0	0	0	313	3812
12:55 PM	0	78	33	0	37	114	0	0	32	0	39	0	0	0	0	0	333	3850
1:00 PM	0	71	32	0	29	140	0	0	21	2	24	0	0	0	0	0	319	3848
1:05 PM	0	76	36	0	37	111	0	0	33	0	37	0	0	0	0	0	330	3861
1:10 PM	0	80	32	0	34	124	0	0	39	0	30	0	0	0	0	0	339	3876
1:15 PM	0	68	30	0	38	101	0	0	42	1	40	0	0	0	0	0	320	3878
1:20 PM	0	75	38	0	32	93	0	0	26	0	44	0	0	0	0	0	308	3846
1:25 PM	0	76	31	0	37	96	0	0	29	0	40	0	0	0	0	0	309	3842

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	896	392	0	436	1344	0	0	456	4	428	0	0	0	0	0	3956
Heavy Trucks	0	4	4		4	16	0		0	0	16		0	0	0		44
Pedestrians		0				0				12				8			20
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

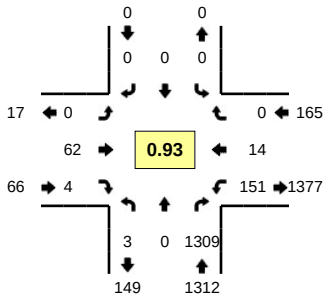
LOCATION: McCarthy Blvd -- Dixon Landing Rd

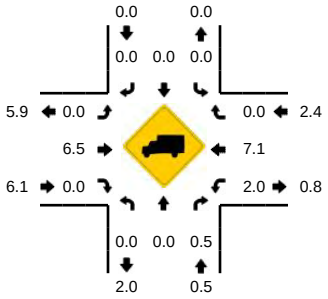
CITY/STATE: Milpitas, CA

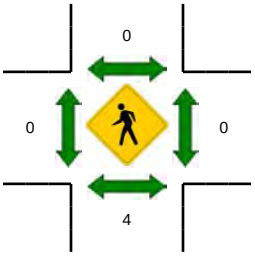
QC JOB #: 10769402

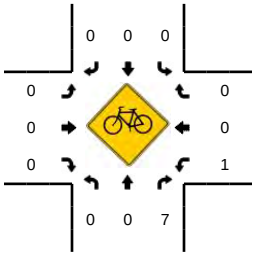
DATE: Thu, Jun 07 2012

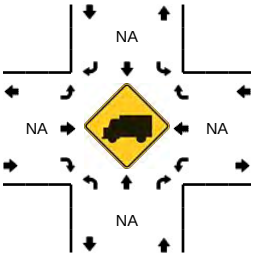
Peak-Hour: 4:55 PM -- 5:55 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

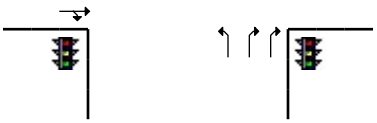


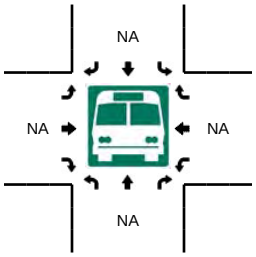












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				Dixon Landing Rd (Eastbound)				Dixon Landing Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	0	38	0	0	0	0	0	0	18	1	0	15	4	0	1	78	
4:05 PM	0	0	60	0	0	0	0	0	0	13	0	0	15	3	0	0	91	
4:10 PM	1	0	61	0	0	0	0	0	0	3	0	0	8	1	0	0	74	
4:15 PM	1	0	66	0	0	0	0	0	0	6	0	0	7	1	0	1	82	
4:20 PM	0	0	65	0	0	0	0	0	0	7	1	0	9	0	0	0	82	
4:25 PM	0	0	70	0	0	0	0	0	0	9	0	0	8	1	0	1	89	
4:30 PM	0	0	84	0	0	0	0	0	0	8	0	0	8	1	0	1	102	
4:35 PM	0	0	64	0	0	0	0	0	0	9	1	0	10	3	0	1	88	
4:40 PM	0	0	81	0	0	0	0	0	0	9	0	0	12	1	0	1	104	
4:45 PM	0	0	78	1	0	0	0	0	0	5	0	0	15	2	0	1	102	
4:50 PM	0	0	91	0	0	0	0	0	0	2	1	0	8	2	0	0	104	
4:55 PM	0	0	111	0	0	0	0	0	0	9	2	0	9	1	0	1	133	1129
5:00 PM	0	0	70	0	0	0	0	0	0	8	0	0	13	1	0	2	94	1145
5:05 PM	1	0	124	0	0	0	0	0	0	3	0	0	8	2	0	0	138	1192
5:10 PM	0	0	126	0	0	0	0	0	0	12	0	0	11	0	0	1	150	1268
5:15 PM	1	0	99	0	0	0	0	0	0	3	1	0	22	3	0	0	129	1315
5:20 PM	0	0	114	0	0	0	0	0	0	5	0	0	9	3	0	0	131	1364
5:25 PM	0	0	102	0	0	0	0	0	0	5	0	0	12	1	0	0	120	1395
5:30 PM	0	0	132	0	0	0	0	0	0	1	0	0	12	0	0	0	145	1438
5:35 PM	0	0	121	0	0	0	0	0	0	9	1	0	11	2	0	1	145	1495
5:40 PM	0	0	105	0	0	0	0	0	0	3	0	0	12	1	0	0	121	1512
5:45 PM	1	0	109	0	0	0	0	0	0	1	0	0	18	0	0	1	130	1540
5:50 PM	0	0	96	0	0	0	0	0	0	3	0	0	8	0	0	0	107	1543
5:55 PM	0	0	112	0	0	0	0	0	0	0	0	0	8	0	0	1	121	1531

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	0	1396	0	0	0	0	0	0	72	4	0	164	20	0	4	1668
Heavy Trucks	0	0	12		0	0	0		0	4	0		0	0	0		16
Pedestrians		4				0				0				0			4
Bicycles	0	0	2		0	0	0		0	0	0		0	0	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 4PM FINAL
Site Code : 00000004
Start Date : 2/23/2012
Page No : 1

Groups Printed- Vehicles

	I-880 SB RAMPS Southbound					DIXON LANDING RD Westbound					Northbound					DIXON LANDING RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	15	0	70	0	85	135	34	0	0	169	0	0	0	0	0	27	162	0	0	189	443
04:15 PM	13	0	60	0	73	122	24	0	0	146	0	0	0	0	0	19	198	10	0	227	446
04:30 PM	12	0	94	0	106	145	15	0	0	160	0	0	0	0	0	25	250	0	0	275	541
04:45 PM	10	0	94	0	104	147	22	0	0	169	0	0	0	0	0	19	262	0	0	281	554
Total	50	0	318	0	368	549	95	0	0	644	0	0	0	0	0	90	872	10	0	972	1984
05:00 PM	22	0	90	0	112	186	19	0	0	205	0	0	0	0	0	11	317	0	0	328	645
05:15 PM	16	0	100	0	116	138	21	0	0	159	0	0	0	0	0	12	338	0	0	350	625
05:30 PM	21	0	112	0	133	120	25	0	0	145	0	0	0	0	0	16	315	0	0	331	609
05:45 PM	16	0	111	0	127	112	15	0	0	127	0	0	0	0	0	6	309	0	0	315	569
Total	75	0	413	0	488	556	80	0	0	636	0	0	0	0	0	45	1279	0	0	1324	2448
Grand Total	125	0	731	0	856	1105	175	0	0	1280	0	0	0	0	0	135	2151	10	0	2296	4432
Apprch %	14.6	0	85.4	0		86.3	13.7	0	0		0	0	0	0		5.9	93.7	0.4	0		
Total %	2.8	0	16.5	0	19.3	24.9	3.9	0	0	28.9	0	0	0	0	0	3	48.5	0.2	0	51.8	

	I-880 SB RAMPS Southbound					DIXON LANDING RD Westbound					Northbound					DIXON LANDING RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**22**	0	90	0	112	**186**	19	0	0	**205**	0	0	0	0	0	11	317	0	0	328	**645**
05:15 PM	16	0	100	0	116	138	21	0	0	159	0	0	0	0	0	12	**338**	0	0	**350**	625
05:30 PM	21	0	**112**	0	**133**	120	**25**	0	0	145	0	0	0	0	0	**16**	315	0	0	331	609
05:45 PM	16	0	111	0	127	112	15	0	0	127	0	0	0	0	0	6	309	0	0	315	569
Total Volume	75	0	413	0	488	556	80	0	0	636	0	0	0	0	0	45	1279	0	0	1324	2448
% App. Total																					
PHF	.852	.000	.922	.000	.917	.747	.800	.000	.000	.776	.000	.000	.000	.000	.000	.703	.946	.000	.000	.946	.949

Traffic Data Service
Campbell, CA
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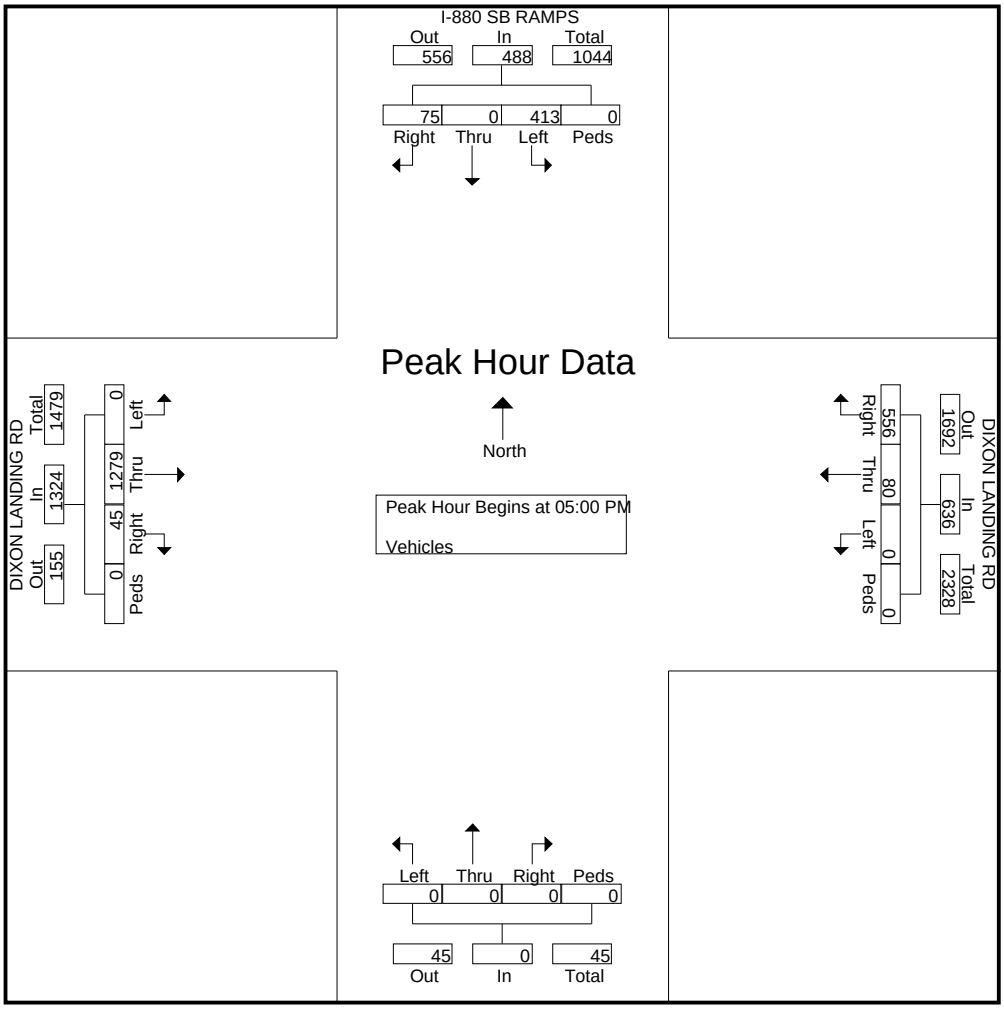
File Name : 4PM FINAL
Site Code : 00000004
Start Date : 2/23/2012
Page No : 2



Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 4PM FINAL
Site Code : 00000004
Start Date : 2/23/2012
Page No : 1

Groups Printed- Bikes

	I-880 SB RAMPS Southbound					DIXON LANDING RD Westbound					Northbound					DIXON LANDING RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	9
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	10
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	

	I-880 SB RAMPS Southbound					DIXON LANDING RD Westbound					Northbound					DIXON LANDING RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**5**	0	0	**5**	**5**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	9
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.450	.000	.000	.450	.450

Traffic Data Service
Campbell, CA
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File Name : 4PM FINAL
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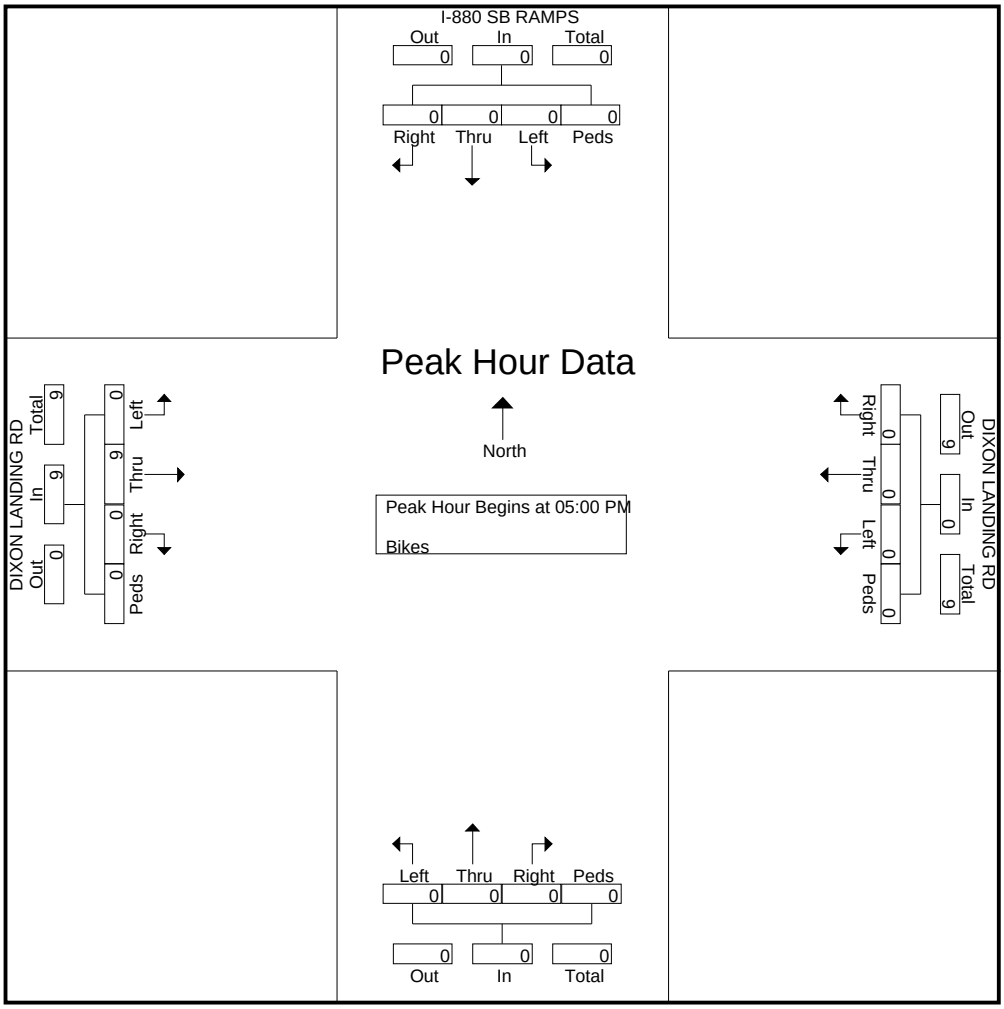

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File Name : 5PM FINAL
Site Code : 00000005
Start Date : 2/23/2012
Page No : 1

Groups Printed- Vehicles

	I-880 SB RAMPS Southbound					DIXON LANDING RD Westbound					CALIFORNIA CIR Northbound					DIXON LANDING RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	6	0	7	0	13	51	126	5	0	182	162	12	43	0	217	64	153	0	0	217	629
04:15 PM	3	0	3	0	6	42	117	5	0	164	143	9	19	0	171	98	168	0	0	266	607
04:30 PM	2	0	3	0	5	62	131	4	0	197	153	8	25	0	186	106	229	0	0	335	723
04:45 PM	3	0	3	0	6	57	124	4	0	185	128	13	28	0	169	120	230	0	0	350	710
Total	14	0	16	0	30	212	498	18	0	728	586	42	115	0	743	388	780	0	0	1168	2669
05:00 PM	0	0	5	0	5	68	154	2	0	224	134	15	40	0	189	132	273	0	0	405	823
05:15 PM	3	0	8	0	11	46	110	5	0	161	129	30	37	4	200	119	328	0	0	447	819
05:30 PM	1	1	11	0	13	40	112	5	0	157	98	46	24	2	170	128	307	0	0	435	775
05:45 PM	4	2	7	0	13	46	109	0	0	155	85	40	28	0	153	121	283	0	0	404	725
Total	8	3	31	0	42	200	485	12	0	697	446	131	129	6	712	500	1191	0	0	1691	3142
Grand Total	22	3	47	0	72	412	983	30	0	1425	1032	173	244	6	1455	888	1971	0	0	2859	5811
Apprch %	30.6	4.2	65.3	0		28.9	69	2.1	0		70.9	11.9	16.8	0.4		31.1	68.9	0	0		
Total %	0.4	0.1	0.8	0	1.2	7.1	16.9	0.5	0	24.5	17.8	3	4.2	0.1	25	15.3	33.9	0	0	49.2	

	I-880 SB RAMPS Southbound					DIXON LANDING RD Westbound					CALIFORNIA CIR Northbound					DIXON LANDING RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	5	0	5	**68**	**154**	2	0	**224**	**134**	15	**40**	0	189	**132**	273	0	0	405	**823**
05:15 PM	3	0	8	0	11	46	110	**5**	0	161	129	30	37	**4**	**200**	119	**328**	0	0	**447**	819
05:30 PM	1	1	**11**	0	**13**	40	112	5	0	157	98	**46**	24	2	170	128	307	0	0	435	775
05:45 PM	**4**	**2**	7	0	13	46	109	0	0	155	85	40	28	0	153	121	283	0	0	404	725
Total Volume	8	3	31	0	42	200	485	12	0	697	446	131	129	6	712	500	1191	0	0	1691	3142
% App. Total																					
PHF	.500	.375	.705	.000	.808	.735	.787	.600	.000	.778	.832	.712	.806	.375	.890	.947	.908	.000	.000	.946	.954

Traffic Data Service

Campbell, CA

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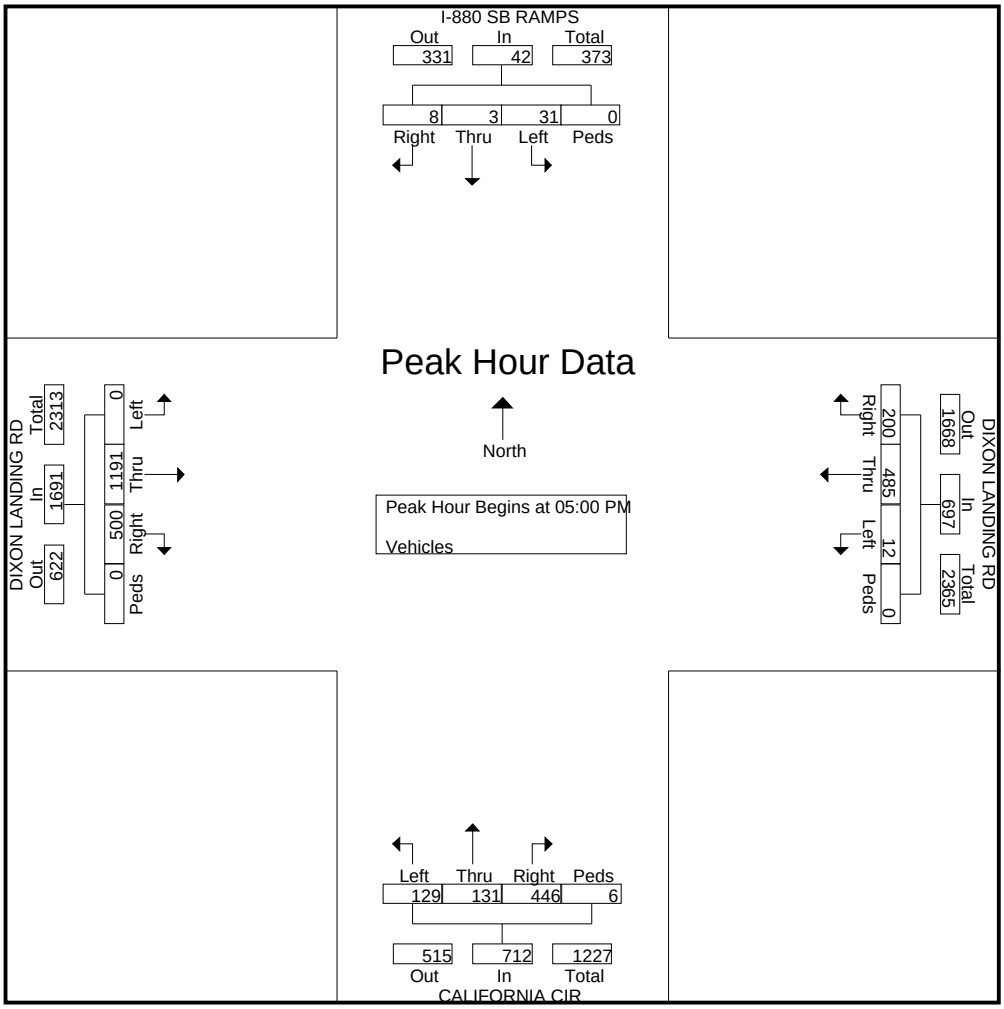

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File Name : 5PM FINAL
Site Code : 00000005
Start Date : 2/23/2012
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Groups Printed- Bikes

	I-880 SB RAMPS Southbound					DIXON LANDING RD Westbound					CALIFORNIA CIR Northbound					DIXON LANDING RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	7
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	7
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	

	I-880 SB RAMPS Southbound					DIXON LANDING RD Westbound					CALIFORNIA CIR Northbound					DIXON LANDING RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	0	**3**	**3**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	7
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.583	.000	.000	.583	.583

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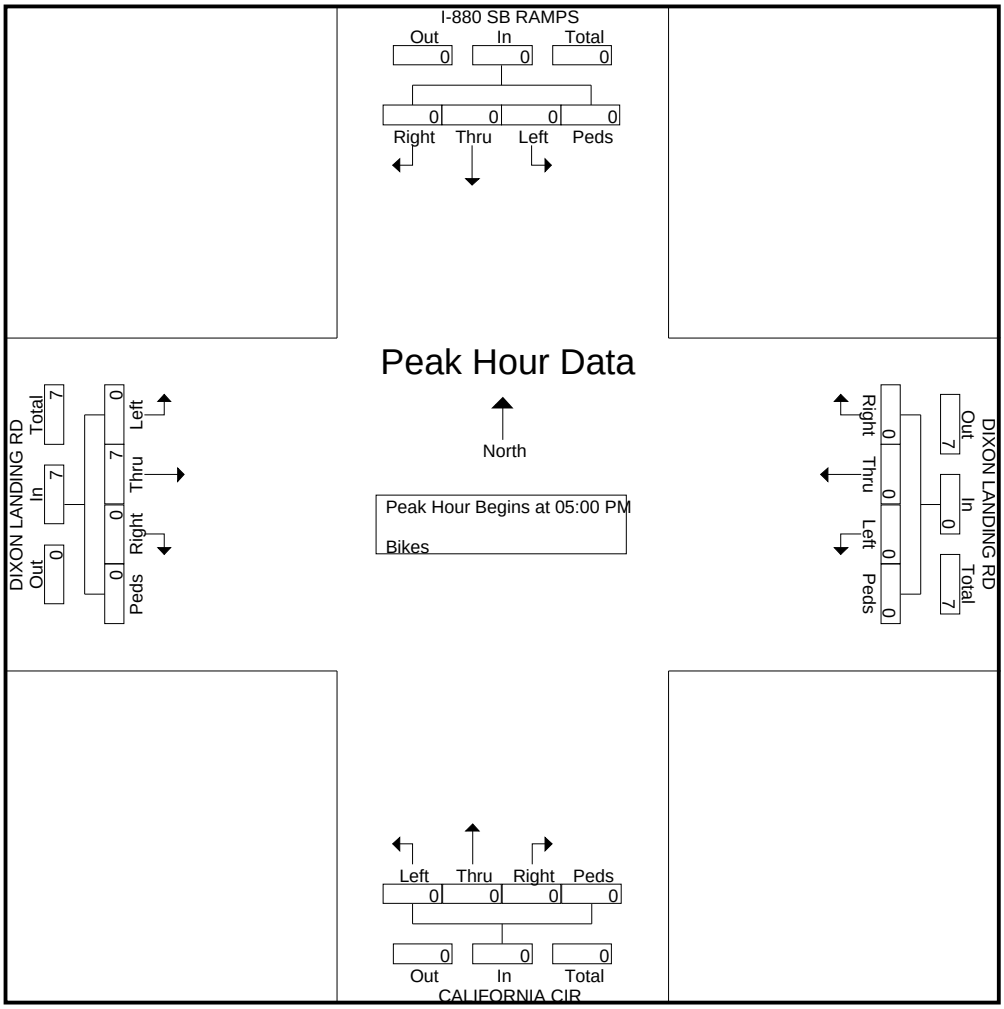


Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

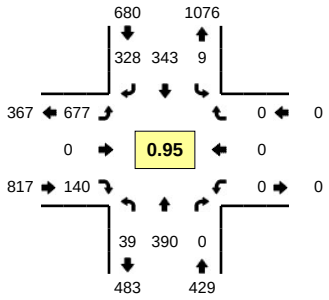
LOCATION: California Cir -- I-880 NB Ramps

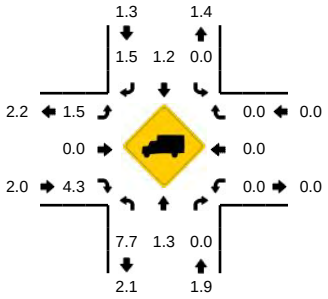
QC JOB #: 10769404

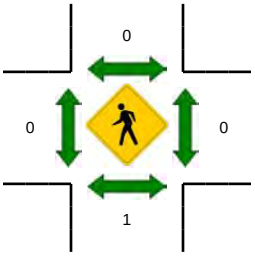
CITY/STATE: Milpitas, CA

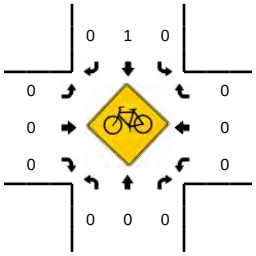
DATE: Tue, Jun 05 2012

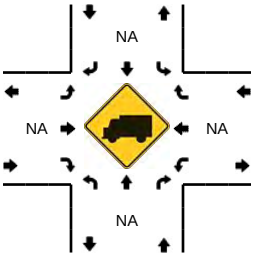
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:45 PM -- 6:00 PM

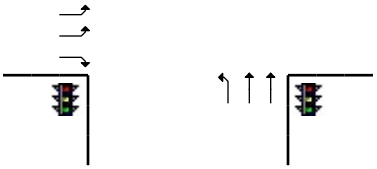


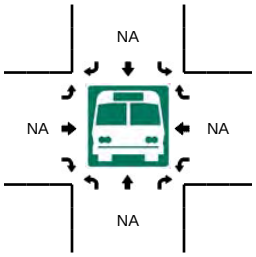












5-Min Count Period Beginning At	California Cir (Northbound)				California Cir (Southbound)				I-880 NB Ramps (Eastbound)				I-880 NB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	11	0	0	0	8	19	0	33	0	11	0	0	0	0	0	82	
4:05 PM	8	29	0	0	0	8	23	0	57	0	7	0	0	0	0	0	132	
4:10 PM	3	20	0	0	0	15	28	0	42	0	8	0	0	0	0	0	116	
4:15 PM	5	20	0	0	0	6	21	0	40	0	5	0	0	0	0	0	97	
4:20 PM	3	19	0	0	0	9	25	0	40	0	11	0	0	0	0	0	107	
4:25 PM	3	16	0	0	0	8	30	0	36	0	7	0	0	0	0	0	100	
4:30 PM	3	21	0	0	0	10	25	0	61	0	15	0	0	0	0	0	135	
4:35 PM	4	25	0	0	0	10	24	0	63	0	7	0	0	0	0	0	133	
4:40 PM	7	25	0	0	0	10	23	0	48	0	11	0	0	0	0	0	124	
4:45 PM	4	17	0	0	0	15	25	0	70	0	7	0	0	0	0	0	138	
4:50 PM	3	23	0	0	0	15	31	0	51	0	11	0	0	0	0	0	134	
4:55 PM	4	28	0	0	0	10	25	0	46	0	6	0	0	0	0	0	119	1417
5:00 PM	4	15	0	0	0	11	34	0	51	0	12	0	0	0	0	0	127	1462
5:05 PM	7	41	0	0	0	16	30	0	59	0	5	0	0	0	0	0	158	1488
5:10 PM	3	34	0	0	0	19	39	2	52	0	13	0	0	0	0	0	162	1534
5:15 PM	1	40	0	0	0	29	36	1	54	0	7	0	0	0	0	0	168	1605
5:20 PM	5	39	0	0	0	25	15	2	56	0	14	0	0	0	0	0	156	1654
5:25 PM	3	38	0	0	0	39	24	1	54	0	12	0	0	0	0	0	171	1725
5:30 PM	0	48	0	0	0	40	21	1	40	0	9	0	0	0	0	0	159	1749
5:35 PM	3	40	0	0	0	23	25	1	57	0	16	0	0	0	0	0	165	1781
5:40 PM	4	26	0	0	0	21	23	0	67	0	10	0	0	0	0	0	151	1808
5:45 PM	2	24	0	0	0	45	31	0	55	0	11	0	0	0	0	0	168	1838
5:50 PM	3	28	0	0	0	34	28	0	59	0	15	0	0	0	0	0	167	1871
5:55 PM	4	17	0	0	0	41	22	1	73	0	16	0	0	0	0	0	174	1926

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	36	276	0	0	0	480	324	4	748	0	168	0	0	0	0	0	2036
Heavy Trucks	0	0	0		0	4	4		0	0	4		0	0	0		12
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

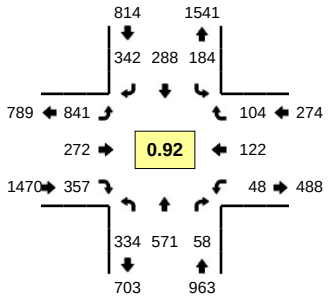
LOCATION: N Milpitas Blvd -- Dixon Landing Rd

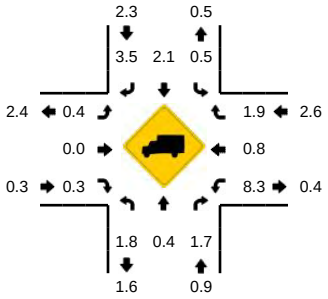
CITY/STATE: Milpitas, CA

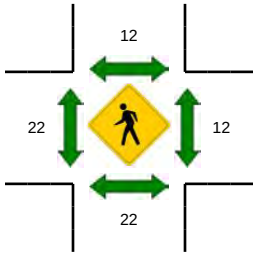
QC JOB #: 10769406

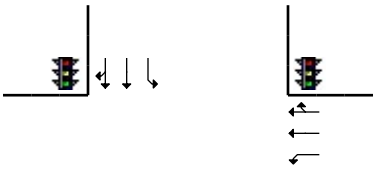
DATE: Tue, Jun 12 2012

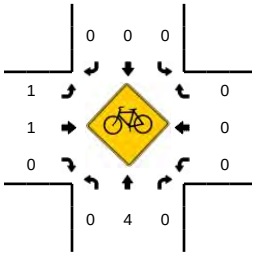
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:45 PM -- 6:00 PM

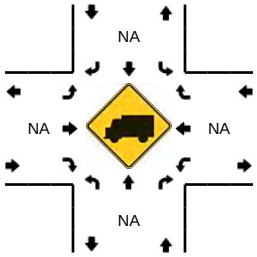


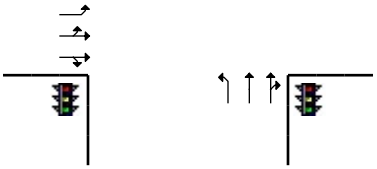


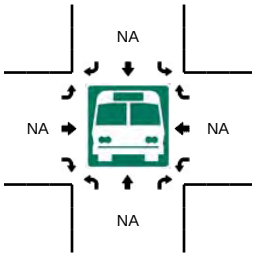












5-Min Count Period Beginning At	N Milpitas Blvd (Northbound)				N Milpitas Blvd (Southbound)				Dixon Landing Rd (Eastbound)				Dixon Landing Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	18	32	4	0	10	10	18	1	84	34	36	0	2	5	5	0	259	
4:05 PM	18	37	6	0	2	11	22	0	64	10	34	0	3	8	4	0	219	
4:10 PM	30	25	1	0	8	21	29	1	62	19	31	0	3	19	6	0	255	
4:15 PM	20	33	2	1	11	22	18	0	83	15	41	0	2	13	9	0	270	
4:20 PM	22	17	8	2	14	16	25	0	63	18	26	0	7	14	8	0	240	
4:25 PM	18	34	4	2	11	16	20	0	55	17	25	0	6	11	8	0	227	
4:30 PM	13	22	3	1	3	15	18	1	53	21	19	0	5	10	5	0	189	
4:35 PM	31	32	5	0	6	16	23	0	85	22	28	0	1	9	6	0	264	
4:40 PM	24	29	3	1	8	18	21	1	81	28	32	0	5	9	9	0	269	
4:45 PM	29	32	3	2	12	30	23	0	51	21	26	0	5	5	6	0	245	
4:50 PM	30	37	1	0	7	20	43	0	55	18	43	0	5	13	5	0	277	
4:55 PM	24	32	3	2	11	18	30	3	71	31	27	0	1	4	6	0	263	2977
5:00 PM	22	35	6	4	10	17	26	1	81	17	29	0	4	10	7	0	269	2987
5:05 PM	29	53	4	0	9	19	42	1	63	21	36	0	3	11	6	0	297	3065
5:10 PM	36	49	5	1	16	20	33	2	61	17	26	0	4	13	10	0	293	3103
5:15 PM	28	32	5	0	17	22	29	5	61	24	22	0	7	6	7	0	265	3098
5:20 PM	23	46	3	0	12	19	28	2	80	30	25	0	6	18	17	0	309	3167
5:25 PM	37	63	3	0	21	26	20	3	76	18	32	0	3	11	10	0	323	3263
5:30 PM	21	37	3	0	10	28	32	0	66	27	16	0	4	11	10	0	265	3339
5:35 PM	30	48	7	2	16	29	30	5	59	19	29	0	1	8	6	0	289	3364
5:40 PM	14	36	3	0	14	30	32	4	59	17	22	1	5	9	10	0	256	3351
5:45 PM	24	56	5	1	8	29	23	0	70	19	27	0	3	13	11	0	289	3395
5:50 PM	29	69	3	2	14	29	21	1	77	36	48	0	4	4	6	0	343	3461
5:55 PM	31	47	11	0	11	20	26	2	87	27	45	0	4	8	4	0	323	3521

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	336	688	76	12	132	312	280	12	936	328	480	0	44	100	84	0	3820
Heavy Trucks	4	0	0		0	4	8		0	0	0		4	0	4		24
Pedestrians		24				12				8				16			60
Bicycles	0	1	0		0	0	0		0	0	0		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

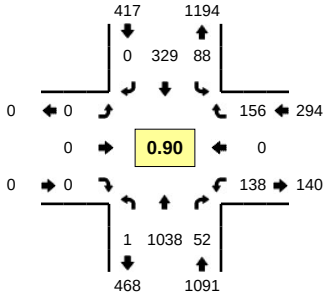
Type of peak hour being reported: Intersection Peak

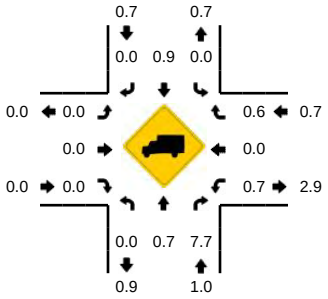
Method for determining peak hour: Total Entering Volume

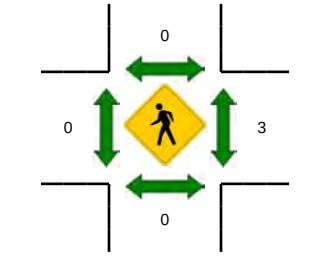
LOCATION: McCarthy Blvd -- Ranch Dr (N)
CITY/STATE: Milpitas, CA

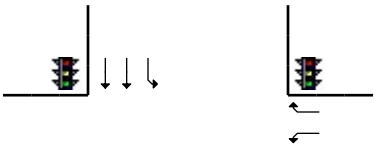
QC JOB #: 10769444
DATE: Thu, Jun 07 2012

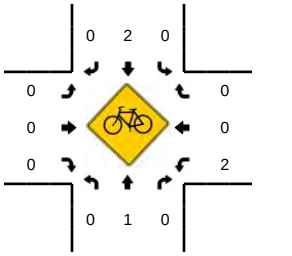
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:20 PM -- 5:35 PM

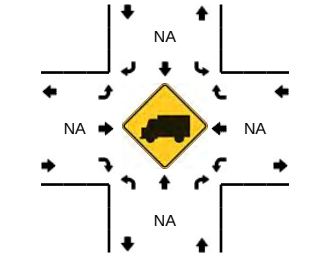


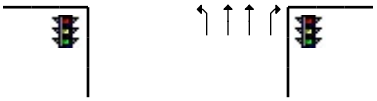


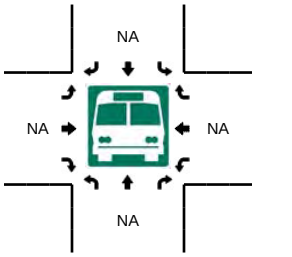












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				Ranch Dr (N) (Eastbound)				Ranch Dr (N) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	42	8	0	9	24	0	0	0	0	0	0	6	0	9	0	98	
4:05 PM	0	44	6	0	7	34	0	0	0	0	0	0	11	0	10	0	112	
4:10 PM	0	37	4	0	7	8	0	0	0	0	0	0	5	0	13	0	74	
4:15 PM	0	49	5	0	5	7	0	0	0	0	0	0	8	0	13	0	87	
4:20 PM	0	51	5	0	5	13	0	0	0	0	0	0	5	0	11	0	90	
4:25 PM	0	57	4	0	3	18	0	0	0	0	0	0	8	0	15	0	105	
4:30 PM	0	53	2	1	5	18	0	0	0	0	0	0	8	0	15	0	102	
4:35 PM	0	68	3	0	5	31	0	0	0	0	0	0	12	0	6	0	125	
4:40 PM	0	51	5	0	11	21	0	0	0	0	0	0	8	0	14	0	110	
4:45 PM	0	68	8	0	10	21	0	0	0	0	0	0	13	0	9	0	129	
4:50 PM	0	79	5	0	6	21	0	0	0	0	0	0	9	0	12	0	132	
4:55 PM	0	67	5	0	8	28	0	0	0	0	0	0	9	0	13	0	130	1294
5:00 PM	0	72	3	0	5	19	0	0	0	0	0	0	11	0	13	0	123	1319
5:05 PM	0	83	8	0	5	41	0	0	0	0	0	0	21	0	13	0	171	1378
5:10 PM	0	87	4	0	7	29	0	0	0	0	0	0	11	0	12	0	150	1454
5:15 PM	0	96	4	0	5	32	0	0	0	0	0	0	8	0	14	0	159	1526
5:20 PM	0	93	5	0	13	31	0	0	0	0	0	0	13	0	15	0	170	1606
5:25 PM	0	82	5	0	9	30	0	0	0	0	0	0	10	0	8	0	144	1645
5:30 PM	0	114	0	0	10	39	0	0	0	0	0	0	13	0	12	0	188	1731
5:35 PM	0	75	4	0	8	7	0	0	0	0	0	0	14	0	15	0	123	1729
5:40 PM	0	124	3	0	2	30	0	0	0	0	0	0	6	0	9	0	174	1793
5:45 PM	0	66	6	1	10	22	0	0	0	0	0	0	13	0	20	0	138	1802
5:50 PM	0	74	2	0	6	15	0	0	0	0	0	0	11	0	9	0	117	1787
5:55 PM	0	93	4	0	6	18	0	0	0	0	0	0	3	0	8	0	132	1789

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1156	40	0	128	400	0	0	0	0	0	0	144	0	140	0	2008
Heavy Trucks	0	0	4		0	0	0		0	0	0		0	0	0		4
Pedestrians		0				0				0				8			8
Bicycles	0	0	0		0	1	0		0	0	0		1	0	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

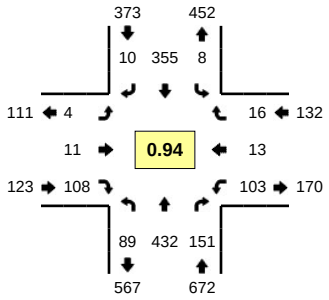
LOCATION: Mall Access Dwy -- Ranch Dr

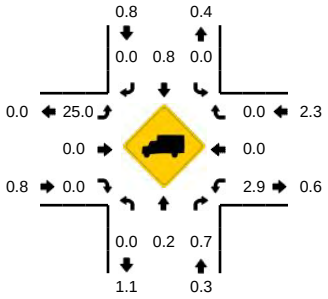
CITY/STATE: Milpitas, CA

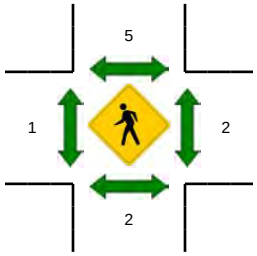
QC JOB #: 10769447

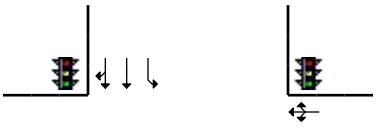
DATE: Tue, Jun 05 2012

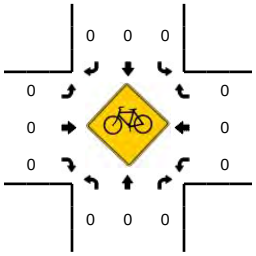
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:25 PM -- 5:40 PM

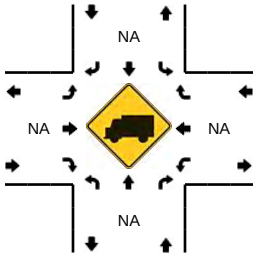


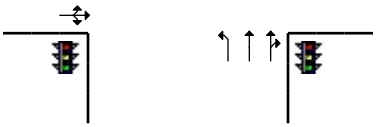


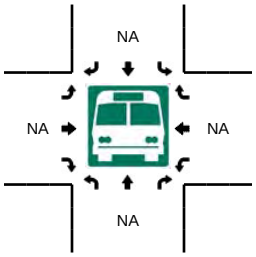












5-Min Count Period Beginning At	Mall Access Dwy (Northbound)				Mall Access Dwy (Southbound)				Ranch Dr (Eastbound)				Ranch Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	6	32	10	0	0	37	0	0	1	4	17	0	8	0	1	0	116	
4:05 PM	6	24	5	0	1	39	0	0	1	0	8	0	11	1	0	0	96	
4:10 PM	4	37	6	0	0	33	2	0	1	0	9	0	8	1	2	0	103	
4:15 PM	7	30	11	0	1	49	0	0	0	3	7	0	3	0	0	0	111	
4:20 PM	8	26	8	0	0	35	1	0	1	1	15	0	8	2	0	0	105	
4:25 PM	11	26	11	0	4	24	0	0	0	1	12	0	6	1	3	0	99	
4:30 PM	8	25	9	0	0	28	1	0	0	2	15	0	11	1	1	0	101	
4:35 PM	6	24	7	0	0	34	1	0	1	1	11	0	14	3	2	0	104	
4:40 PM	4	32	5	0	1	34	0	0	0	0	8	0	11	0	2	0	97	
4:45 PM	10	40	11	0	0	19	0	0	1	1	6	0	4	1	0	0	93	
4:50 PM	7	30	10	0	0	21	0	0	1	1	9	0	12	3	1	0	95	
4:55 PM	8	31	7	0	2	37	0	0	0	0	13	0	7	1	1	0	107	1227
5:00 PM	10	38	9	0	2	32	0	0	1	2	9	0	4	0	0	0	107	1218
5:05 PM	10	34	12	0	0	26	0	0	0	0	10	0	4	1	4	0	101	1223
5:10 PM	8	32	9	0	0	29	0	0	0	1	19	0	7	1	1	0	107	1227
5:15 PM	3	33	9	1	0	31	0	0	0	1	5	0	8	0	3	0	94	1210
5:20 PM	3	33	8	0	1	32	3	0	0	2	5	0	4	1	1	0	93	1198
5:25 PM	7	40	16	0	1	27	0	0	1	3	6	0	13	3	1	0	118	1217
5:30 PM	6	33	15	0	1	40	0	0	0	1	8	0	5	3	1	0	113	1229
5:35 PM	12	41	16	0	0	27	0	0	0	0	6	0	10	2	1	0	115	1240
5:40 PM	7	39	14	0	1	27	3	0	0	0	12	0	9	1	1	0	114	1257
5:45 PM	6	38	7	0	1	24	1	0	1	1	7	0	8	0	0	0	94	1258
5:50 PM	7	37	18	0	0	29	1	0	1	0	12	0	16	1	2	0	124	1287
5:55 PM	9	34	18	0	1	31	2	0	0	0	9	0	15	0	1	0	120	1300

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	100	456	188	0	8	376	0	0	4	16	80	0	112	32	12	0	1384
Heavy Trucks	0	0	4		0	4	0		4	0	0		0	0	0		12
Pedestrians		0				8				0				4			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

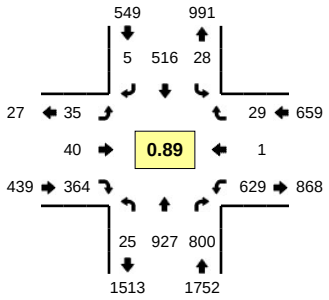
Type of peak hour being reported: Intersection Peak

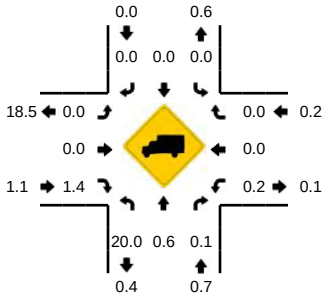
Method for determining peak hour: Total Entering Volume

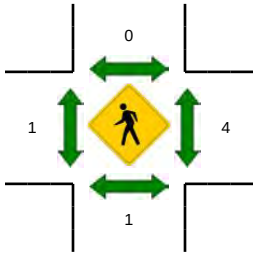
LOCATION: McCarthy Blvd -- Ranch Dr (S)
CITY/STATE: Milpitas, CA

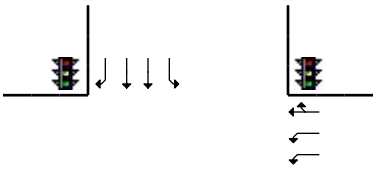
QC JOB #: 10769450
DATE: Tue, Jun 05 2012

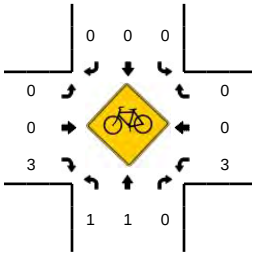
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:25 PM -- 5:40 PM

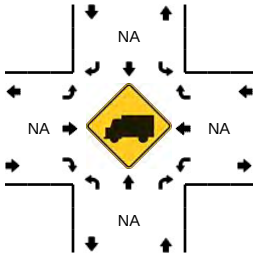


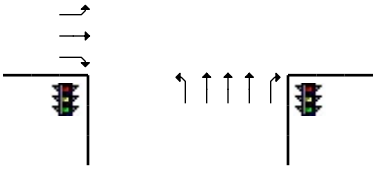


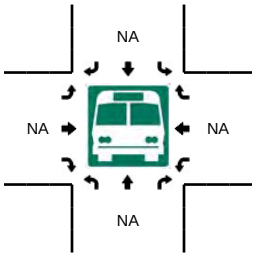












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				Ranch Dr (S) (Eastbound)				Ranch Dr (S) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	38	59	1	1	26	0	0	1	1	4	0	73	0	3	0	210	
4:05 PM	1	44	46	0	1	42	1	0	0	0	13	0	64	1	1	0	214	
4:10 PM	5	45	62	0	4	21	0	0	0	3	9	0	59	1	3	0	212	
4:15 PM	1	49	59	0	1	26	1	0	1	0	11	0	56	0	4	0	209	
4:20 PM	3	58	46	1	0	27	1	0	0	3	16	0	61	1	2	0	219	
4:25 PM	2	47	53	0	1	15	0	0	1	4	22	0	47	0	1	0	193	
4:30 PM	2	51	54	0	1	29	0	0	1	1	23	0	55	0	5	0	222	
4:35 PM	1	48	51	0	0	47	2	0	0	0	28	0	58	0	3	0	238	
4:40 PM	2	61	59	0	1	31	0	0	0	3	32	0	55	0	3	0	247	
4:45 PM	2	66	63	1	0	50	0	0	0	0	23	0	40	0	3	1	249	
4:50 PM	2	54	59	0	2	42	0	0	2	1	27	0	42	0	0	0	231	
4:55 PM	3	61	52	0	3	48	0	0	0	3	19	0	56	0	3	0	248	2692
5:00 PM	1	76	71	0	1	55	1	0	1	3	31	0	58	1	3	0	302	2784
5:05 PM	4	72	63	0	2	66	0	0	2	2	36	0	35	0	2	0	284	2854
5:10 PM	3	65	51	0	2	54	1	0	0	4	31	0	70	0	1	0	282	2924
5:15 PM	1	74	58	0	4	44	0	0	0	6	25	0	42	0	2	0	256	2971
5:20 PM	0	63	56	0	1	27	0	0	3	1	47	0	44	0	1	0	243	2995
5:25 PM	2	97	74	0	3	49	2	0	13	3	41	0	59	0	0	0	343	3145
5:30 PM	0	73	59	1	2	43	1	0	10	8	36	0	56	0	1	0	290	3213
5:35 PM	1	82	87	1	6	46	0	0	3	7	36	0	53	0	3	0	325	3300
5:40 PM	1	77	69	0	3	36	0	0	2	2	25	0	42	0	4	0	261	3314
5:45 PM	3	87	66	2	3	34	0	0	1	0	22	0	53	0	1	0	272	3337
5:50 PM	3	86	77	0	1	34	0	0	0	1	22	0	53	0	6	0	283	3389
5:55 PM	2	75	69	0	0	28	0	0	0	3	12	0	64	0	5	0	258	3399

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	1008	880	8	44	552	12	0	104	72	452	0	672	0	16	0	3832
Heavy Trucks	4	4	4		0	0	0		0	0	4		4	0	0		20
Pedestrians		0				0				0				8			8
Bicycles	0	0	0		0	0	0		0	0	1		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

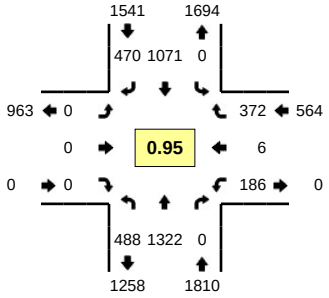
LOCATION: McCarthy Blvd -- SR 237 WB Ramps

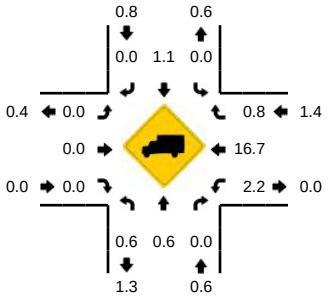
CITY/STATE: Milpitas, CA

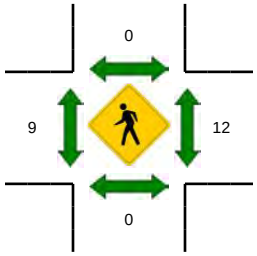
QC JOB #: 10769453

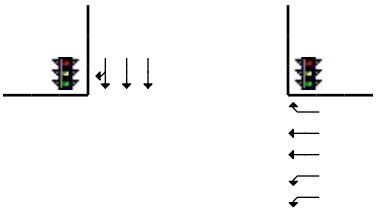
DATE: Tue, Jun 05 2012

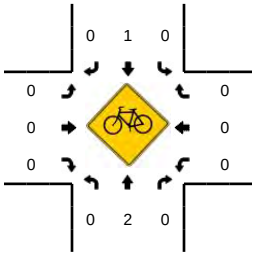
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:25 PM -- 5:40 PM

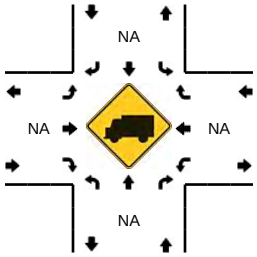


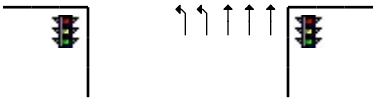


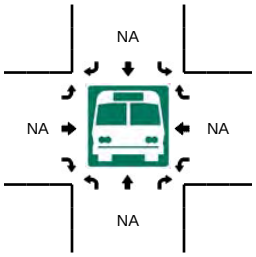












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				SR 237 WB Ramps (Eastbound)				SR 237 WB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	28	76	0	0	0	75	30	0	0	0	0	0	12	0	25	0	246	
4:05 PM	33	57	0	0	0	80	31	0	0	0	0	0	15	0	27	0	243	
4:10 PM	29	90	0	0	0	59	30	0	0	0	0	0	9	2	26	0	245	
4:15 PM	28	74	0	0	0	75	30	0	0	0	0	0	10	2	36	0	255	
4:20 PM	34	77	0	0	0	88	19	0	0	0	0	0	20	0	26	0	264	
4:25 PM	18	69	0	0	0	56	23	0	0	0	0	0	17	0	32	0	215	
4:30 PM	30	92	0	0	0	69	33	0	0	0	0	0	9	0	21	0	254	
4:35 PM	35	81	0	0	0	85	45	0	0	0	0	0	13	1	29	0	289	
4:40 PM	23	99	0	0	0	81	31	0	0	0	0	0	10	0	23	0	267	
4:45 PM	38	83	0	0	0	83	27	0	0	0	0	0	18	1	35	0	285	
4:50 PM	36	95	0	0	0	74	41	0	0	0	0	0	19	0	30	0	295	
4:55 PM	40	92	0	0	0	97	49	0	0	0	0	0	13	1	25	0	317	3175
5:00 PM	42	99	0	0	0	75	47	0	0	0	0	0	16	0	46	0	325	3254
5:05 PM	46	110	0	0	0	91	49	0	0	0	0	0	17	1	28	0	342	3353
5:10 PM	53	102	0	0	0	100	41	0	0	0	0	0	22	0	28	0	346	3454
5:15 PM	37	82	0	1	0	94	35	0	0	0	0	0	18	2	31	0	300	3499
5:20 PM	49	130	0	0	0	79	42	0	0	0	0	0	8	1	29	0	338	3573
5:25 PM	38	127	0	0	0	97	37	0	0	0	0	0	14	0	32	0	345	3703
5:30 PM	36	108	0	0	0	104	30	0	0	0	0	0	8	0	35	0	321	3770
5:35 PM	43	128	0	0	0	93	39	0	0	0	0	0	20	0	36	0	359	3840
5:40 PM	31	128	0	0	0	77	28	0	0	0	0	0	15	0	25	0	304	3877
5:45 PM	36	121	0	0	0	90	32	0	0	0	0	0	16	1	27	0	323	3915
5:50 PM	24	106	0	0	0	66	31	0	0	0	0	0	18	0	43	0	288	3908
5:55 PM	32	126	0	0	0	72	28	0	0	0	0	0	12	1	36	0	307	3898

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	468	1452	0	0	0	1176	424	0	0	0	0	0	168	0	412	0	4100
Heavy Trucks	4	8	0		0	12	0		0	0	0		4	0	0		28
Pedestrians		0				0				8				12			20
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

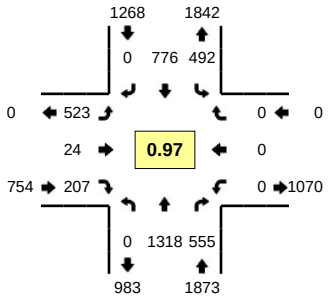
LOCATION: McCarthy Blvd -- SR 237 EB Ramps

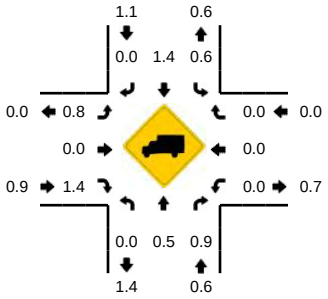
QC JOB #: 10769483

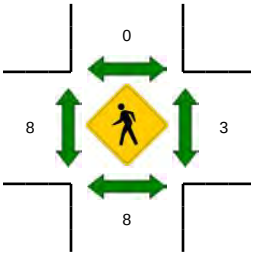
CITY/STATE: Milpitas, CA

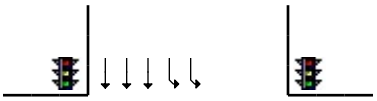
DATE: Tue, Jun 05 2012

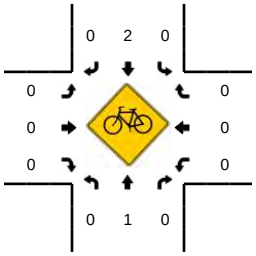
Peak-Hour: 4:55 PM -- 5:55 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

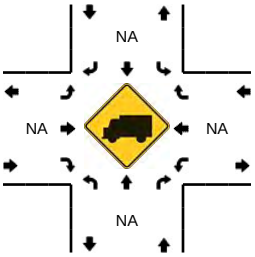


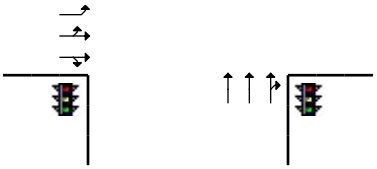


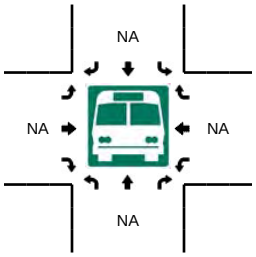












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				SR 237 EB Ramps (Eastbound)				SR 237 EB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	68	32	0	34	53	0	0	31	2	15	0	0	0	0	0	235	
4:05 PM	0	82	24	0	38	56	0	0	32	2	13	0	0	0	0	0	247	
4:10 PM	0	73	42	0	34	36	0	0	36	2	28	0	0	0	0	0	251	
4:15 PM	0	66	32	0	31	57	0	0	37	0	16	0	0	0	0	0	239	
4:20 PM	0	68	24	0	38	64	0	0	33	0	14	0	0	0	0	0	241	
4:25 PM	0	64	31	0	40	43	0	0	31	0	18	0	0	0	0	0	227	
4:30 PM	0	70	27	0	35	41	0	0	47	3	22	0	0	0	0	0	245	
4:35 PM	0	76	42	0	40	68	0	0	33	0	9	0	0	0	0	0	268	
4:40 PM	0	94	31	0	37	56	0	0	44	2	9	0	0	0	0	0	273	
4:45 PM	0	79	34	0	30	75	0	0	50	0	15	0	0	0	0	0	283	
4:50 PM	0	88	37	0	28	64	0	0	36	1	19	0	0	0	0	0	273	
4:55 PM	0	89	37	0	33	64	0	1	45	2	17	0	0	0	0	0	288	3070
5:00 PM	0	121	38	0	36	57	0	0	38	3	14	0	0	0	0	0	307	3142
5:05 PM	0	93	52	0	35	71	0	0	51	3	18	0	0	0	0	0	323	3218
5:10 PM	0	107	44	0	55	72	0	0	36	3	20	0	0	0	0	0	337	3304
5:15 PM	0	108	55	0	40	70	0	0	40	4	22	0	0	0	0	0	339	3404
5:20 PM	0	120	42	0	46	52	0	0	52	4	17	0	0	0	0	0	333	3496
5:25 PM	0	107	51	0	40	67	0	0	45	2	15	0	0	0	0	0	327	3596
5:30 PM	0	117	41	0	57	58	0	0	33	1	16	0	0	0	0	0	323	3674
5:35 PM	0	138	34	0	46	76	0	0	47	0	16	0	0	0	0	0	357	3763
5:40 PM	0	101	56	0	30	67	0	0	46	0	12	0	0	0	0	0	312	3802
5:45 PM	0	100	51	0	30	58	0	0	53	2	18	0	0	0	0	0	312	3831
5:50 PM	0	117	54	0	43	64	0	0	37	0	22	0	0	0	0	0	337	3895
5:55 PM	0	102	41	0	34	48	0	1	48	0	12	0	0	0	0	0	286	3893

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1340	564	0	564	776	0	0	512	44	236	0	0	0	0	0	4036
Heavy Trucks	0	8	4		0	12	0		4	0	4		0	0	0		32
Pedestrians		4				0				12				0			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

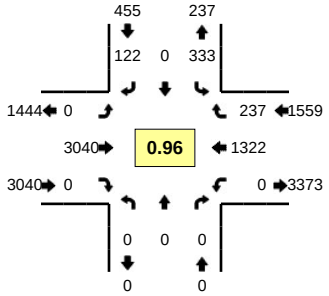
LOCATION: I-880 SB Ramps -- SR 237

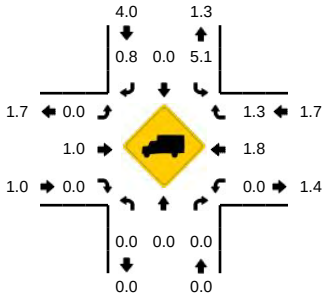
CITY/STATE: Milpitas, CA

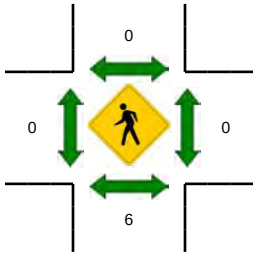
QC JOB #: 10769408

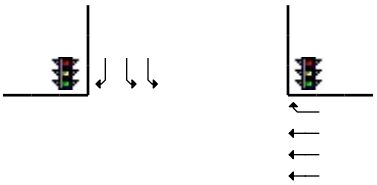
DATE: Tue, Jun 05 2012

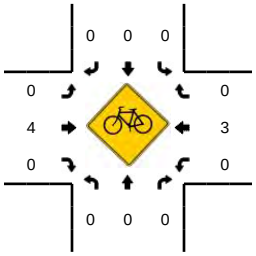
Peak-Hour: 4:55 PM -- 5:55 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

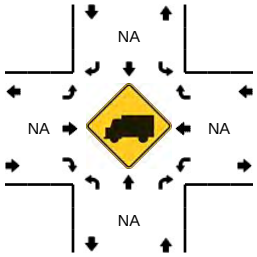


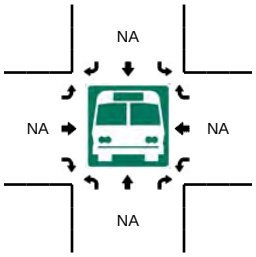












5-Min Count Period Beginning At	I-880 SB Ramps (Northbound)				I-880 SB Ramps (Southbound)				SR 237 (Eastbound)				SR 237 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	20	0	2	0	1	210	0	0	0	106	32	0	371	
4:05 PM	0	0	0	0	27	0	7	0	0	213	0	0	0	99	28	0	374	
4:10 PM	0	0	0	0	11	0	5	0	0	222	0	0	0	103	21	0	362	
4:15 PM	0	0	0	0	20	0	4	0	0	239	0	0	0	123	28	0	414	
4:20 PM	0	0	0	0	22	0	5	0	1	185	0	0	0	93	25	0	331	
4:25 PM	0	0	0	0	32	0	8	0	0	255	0	0	0	101	21	0	417	
4:30 PM	0	0	0	0	19	0	10	0	0	208	0	0	0	85	27	0	349	
4:35 PM	0	0	0	0	27	0	10	0	0	242	0	0	0	116	19	0	414	
4:40 PM	0	0	0	0	27	0	5	0	0	229	0	0	0	94	27	0	382	
4:45 PM	0	0	0	0	36	0	16	0	0	246	0	0	0	110	25	0	433	
4:50 PM	0	0	0	0	28	0	7	0	0	226	0	0	0	130	23	0	414	
4:55 PM	0	0	0	0	11	0	9	0	0	227	0	0	0	100	26	0	373	4634
5:00 PM	0	0	0	0	18	0	10	0	0	248	0	0	0	115	12	0	403	4666
5:05 PM	0	0	0	0	32	0	15	0	0	235	0	0	0	111	18	0	411	4703
5:10 PM	0	0	0	0	26	0	8	0	0	259	0	0	0	133	16	0	442	4783
5:15 PM	0	0	0	0	39	0	12	0	0	265	0	0	0	117	28	0	461	4830
5:20 PM	0	0	0	0	38	0	8	0	0	253	0	0	0	98	18	0	415	4914
5:25 PM	0	0	0	0	36	0	9	0	0	245	0	0	0	118	20	0	428	4925
5:30 PM	0	0	0	0	23	0	12	0	0	262	0	0	0	94	17	0	408	4984
5:35 PM	0	0	0	0	20	0	9	0	0	269	0	0	0	105	24	0	427	4997
5:40 PM	0	0	0	0	31	0	10	0	0	260	0	0	0	98	18	0	417	5032
5:45 PM	0	0	0	0	14	0	7	0	0	282	0	0	0	116	27	0	446	5045
5:50 PM	0	0	0	0	45	0	13	0	0	235	0	0	0	117	13	0	423	5054
5:55 PM	0	0	0	0	31	0	13	0	0	204	0	0	0	97	15	0	360	5041

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	412	0	112	0	0	3108	0	0	0	1392	248	0	5272
Heavy Trucks	0	0	0		36	0	0		0	28	0		0	28	0		92
Pedestrians		16				0				0				0			16
Bicycles	0	0	0		0	0	0		0	0	0		0	1	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

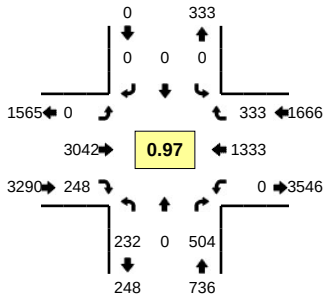
LOCATION: I-880 NB Ramps -- SR 237

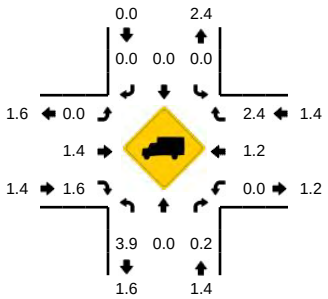
CITY/STATE: Milpitas, CA

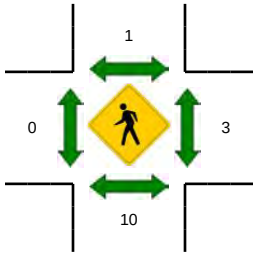
QC JOB #: 10769410

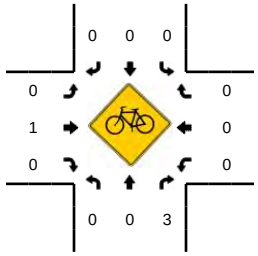
DATE: Tue, Jun 05 2012

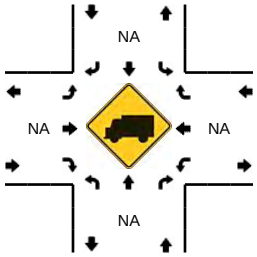
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

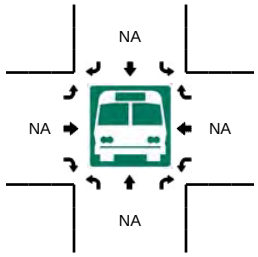












5-Min Count Period Beginning At	I-880 NB Ramps (Northbound)				I-880 NB Ramps (Southbound)				SR 237 (Eastbound)				SR 237 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	30	0	36	0	0	0	0	0	0	213	28	0	0	107	17	0	431	
4:05 PM	23	0	43	0	0	0	0	0	0	206	23	0	0	87	25	0	407	
4:10 PM	29	0	41	0	0	0	0	0	0	223	30	0	0	114	22	0	459	
4:15 PM	20	0	50	0	0	0	0	0	0	229	23	0	0	111	17	0	450	
4:20 PM	15	0	32	0	0	0	0	0	0	213	17	0	0	100	41	0	418	
4:25 PM	26	0	40	0	0	0	0	0	0	341	21	0	0	97	24	0	549	
4:30 PM	18	0	36	0	0	0	0	0	0	208	18	0	0	118	39	0	437	
4:35 PM	24	0	44	0	0	0	0	0	0	243	21	0	0	103	36	0	471	
4:40 PM	16	0	32	0	0	0	0	0	0	234	17	0	0	125	20	0	444	
4:45 PM	16	0	39	0	0	0	0	0	0	247	22	0	0	127	25	0	476	
4:50 PM	18	0	28	0	0	0	0	0	0	229	22	0	0	99	31	0	427	
4:55 PM	22	0	26	0	0	0	0	0	0	231	21	0	0	123	29	0	452	5421
5:00 PM	14	0	40	0	0	0	0	0	0	274	20	0	0	103	26	0	477	5467
5:05 PM	22	0	41	0	0	0	0	0	0	245	17	0	0	146	47	0	518	5578
5:10 PM	19	0	26	0	0	0	0	0	0	260	27	0	0	115	27	0	474	5593
5:15 PM	20	0	55	0	0	0	0	0	0	251	20	0	0	107	27	0	480	5623
5:20 PM	16	0	34	0	0	0	0	0	0	221	22	0	0	126	29	0	448	5653
5:25 PM	19	0	35	0	0	0	0	0	0	262	20	0	0	91	18	0	445	5549
5:30 PM	19	0	44	0	0	0	0	0	0	258	20	0	0	113	34	0	488	5600
5:35 PM	13	0	42	0	0	0	0	0	0	265	21	0	0	104	17	0	462	5591
5:40 PM	20	0	31	0	0	0	0	0	0	286	18	0	0	113	34	0	502	5649
5:45 PM	16	0	54	0	0	0	0	0	0	253	21	0	0	110	26	0	480	5653
5:50 PM	26	0	58	0	0	0	0	0	0	224	24	0	0	102	24	0	458	5684
5:55 PM	28	0	44	0	0	0	0	0	0	243	18	0	0	103	24	0	460	5692

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	244	0	488	0	0	0	0	0	0	3024	256	0	0	1472	404	0	5888
Heavy Trucks	4	0	0		0	0	0		0	44	4		0	28	12		92
Pedestrians		8				0				0				8			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: S Abel St -- W Calaveras Blvd

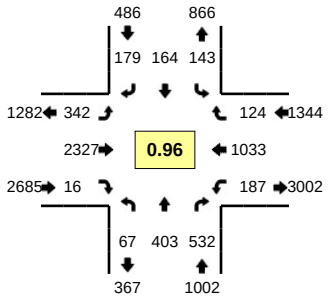
CITY/STATE: Milpitas, CA

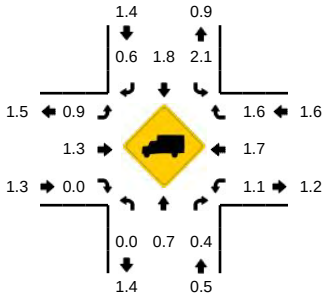
QC JOB #: 10769412

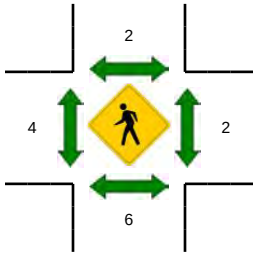
DATE: Tue, Jun 05 2012

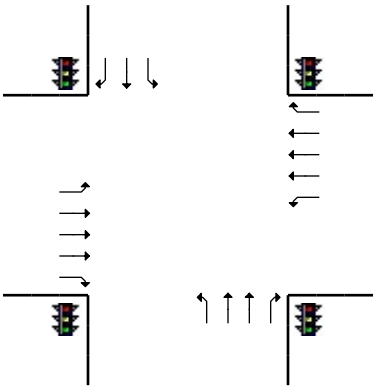
Peak-Hour: 5:00 PM -- 6:00 PM

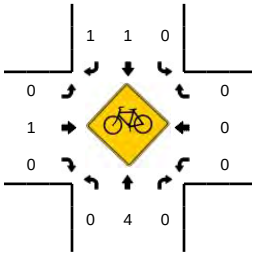
Peak 15-Min: 5:40 PM -- 5:55 PM

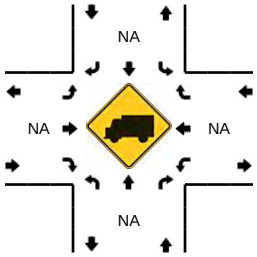


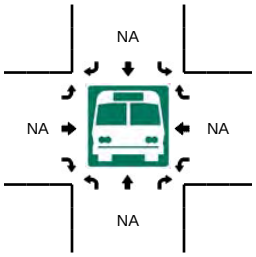












5-Min Count Period Beginning At	S Abel St (Northbound)				S Abel St (Southbound)				W Calaveras Blvd (Eastbound)				W Calaveras Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	24	38	0	13	13	22	0	11	177	2	0	13	102	12	0	430	
4:05 PM	5	20	36	0	11	17	17	0	24	213	3	0	16	66	4	0	432	
4:10 PM	6	17	36	0	9	10	17	0	34	176	5	0	14	88	8	0	420	
4:15 PM	6	20	36	0	11	17	17	0	22	175	1	0	16	75	8	0	404	
4:20 PM	4	28	35	0	8	15	17	0	27	156	4	0	14	85	7	0	400	
4:25 PM	1	18	34	0	13	11	19	0	25	154	3	1	15	72	4	0	370	
4:30 PM	3	22	31	0	14	9	11	0	16	197	0	0	17	89	8	0	417	
4:35 PM	4	14	39	0	12	11	11	0	22	220	0	0	18	98	6	0	455	
4:40 PM	2	26	29	0	18	10	26	0	26	213	1	0	16	71	9	0	447	
4:45 PM	2	14	35	0	11	8	19	0	29	201	5	0	13	105	19	0	461	
4:50 PM	15	23	43	0	19	16	22	0	24	180	3	0	16	71	14	0	446	
4:55 PM	4	26	46	0	12	10	14	0	26	151	2	0	21	87	5	0	404	5086
5:00 PM	3	20	53	0	16	13	15	0	18	161	2	1	28	88	7	0	425	5081
5:05 PM	6	24	38	0	15	6	15	0	21	208	2	1	7	100	12	0	455	5104
5:10 PM	3	26	33	0	13	19	18	0	27	207	2	0	11	87	16	0	462	5146
5:15 PM	6	32	35	0	12	11	17	0	33	225	1	0	14	79	10	0	475	5217
5:20 PM	6	35	41	0	12	14	13	0	32	206	0	0	12	75	10	0	456	5273
5:25 PM	7	29	39	0	17	14	14	0	30	178	3	0	9	76	8	0	424	5327
5:30 PM	1	43	51	0	13	21	10	0	27	188	1	0	13	87	6	0	461	5371
5:35 PM	8	33	53	0	4	16	17	0	27	185	0	0	20	103	6	0	472	5388
5:40 PM	8	36	44	0	9	14	13	0	28	187	0	0	18	94	10	0	461	5402
5:45 PM	4	41	49	0	9	12	18	0	24	203	3	0	24	93	15	0	495	5436
5:50 PM	10	36	48	0	13	8	16	0	36	206	2	0	17	83	11	0	486	5476
5:55 PM	5	48	48	0	10	16	13	0	36	173	0	1	14	68	13	0	445	5517

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	88	452	564	0	124	136	188	0	352	2384	20	0	236	1080	144	0	5768
Heavy Trucks	0	0	4		4	8	0		0	36	0		4	16	4		76
Pedestrians		12				0				0				4			16
Bicycles	0	1	0		0	0	0		0	1	0		0	0	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

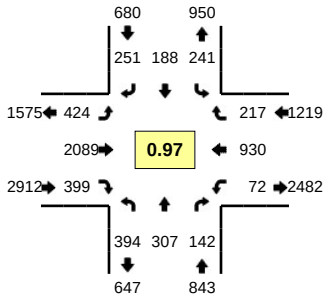
LOCATION: S Milpitas Blvd -- E Calaveras Blvd

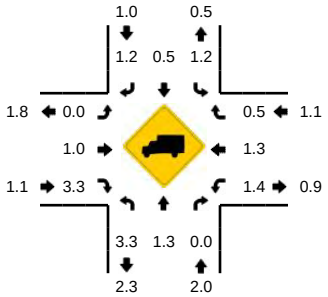
QC JOB #: 10769414

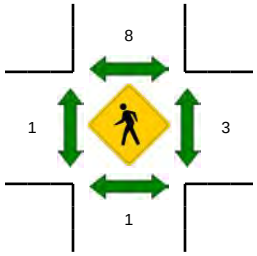
CITY/STATE: Milpitas, CA

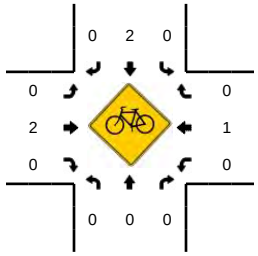
DATE: Tue, Jun 05 2012

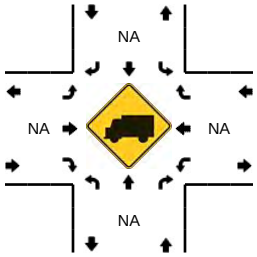
Peak-Hour: 4:55 PM -- 5:55 PM
Peak 15-Min: 5:40 PM -- 5:55 PM

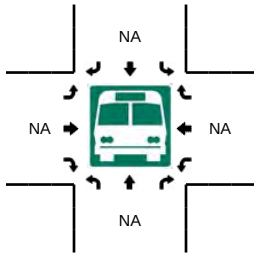












5-Min Count Period Beginning At	S Milpitas Blvd (Northbound)				S Milpitas Blvd (Southbound)				E Calaveras Blvd (Eastbound)				E Calaveras Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	21	13	8	0	15	12	19	0	29	181	34	0	8	88	18	1	447	
4:05 PM	23	15	8	0	16	12	17	0	34	177	29	0	2	80	18	2	433	
4:10 PM	39	22	8	0	21	7	22	1	26	156	32	0	10	66	15	2	427	
4:15 PM	29	23	15	0	16	13	17	0	31	167	18	0	0	78	14	0	421	
4:20 PM	20	14	7	0	25	16	23	0	37	141	29	0	6	58	18	4	398	
4:25 PM	26	9	9	0	21	10	20	0	30	135	32	0	7	61	20	3	383	
4:30 PM	27	28	4	0	17	13	21	1	43	174	23	0	3	68	19	1	442	
4:35 PM	42	23	8	0	17	12	26	1	27	187	32	0	10	77	16	4	482	
4:40 PM	34	26	6	0	14	15	11	1	14	141	38	0	6	79	14	1	400	
4:45 PM	37	23	18	0	17	22	23	0	29	153	42	0	12	79	15	4	474	
4:50 PM	36	32	13	0	28	19	16	0	41	146	57	0	7	74	17	1	487	
4:55 PM	36	21	8	0	28	23	20	0	27	160	41	0	5	84	15	1	469	5263
5:00 PM	38	21	15	0	24	16	28	0	50	149	31	0	7	71	28	0	478	5294
5:05 PM	30	23	3	0	23	20	29	0	35	192	33	0	1	66	10	1	466	5327
5:10 PM	34	23	6	0	17	11	16	0	31	190	35	0	5	80	11	1	460	5360
5:15 PM	32	24	16	0	13	11	23	0	36	158	39	0	4	68	23	0	447	5386
5:20 PM	33	19	11	0	19	10	17	1	30	184	29	0	8	79	24	2	466	5454
5:25 PM	38	39	13	0	11	14	16	1	33	172	26	0	5	70	14	1	453	5524
5:30 PM	30	33	13	0	28	16	20	0	22	167	28	0	7	65	15	1	445	5527
5:35 PM	22	22	16	0	27	19	23	0	56	196	33	0	4	70	18	2	508	5553
5:40 PM	35	31	8	0	21	20	27	0	27	176	21	0	4	89	22	1	482	5635
5:45 PM	21	14	15	0	15	14	17	0	41	167	36	0	6	103	18	2	469	5630
5:50 PM	45	37	18	0	13	14	15	0	36	178	47	0	4	85	19	0	511	5654
5:55 PM	20	24	8	1	13	22	18	0	40	150	25	0	11	77	18	3	430	5615

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	404	328	164	0	196	192	236	0	416	2084	416	0	56	1108	236	12	5848
Heavy Trucks	20	0	0		8	0	0		0	36	4		4	16	4		92
Pedestrians		4				8				4				4			20
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

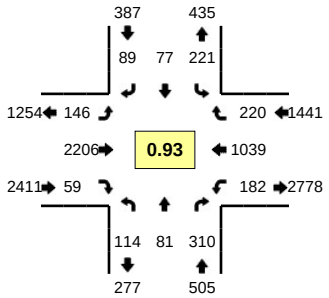
LOCATION: Hillview Dr -- E Calaveras Blvd

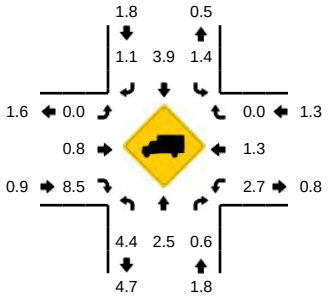
CITY/STATE: Milpitas, CA

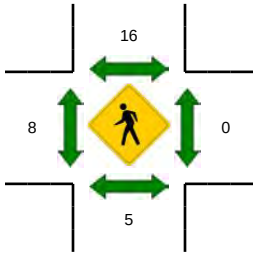
QC JOB #: 10769416

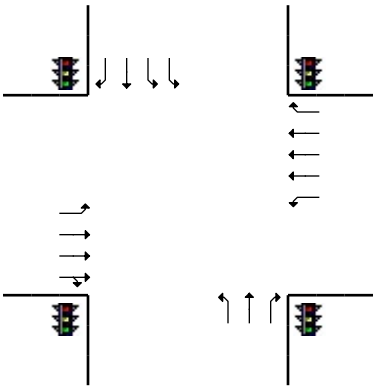
DATE: Tue, Jun 05 2012

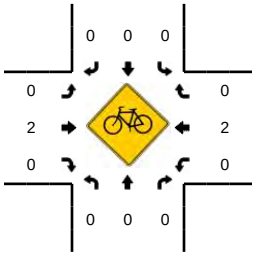
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:35 PM -- 5:50 PM

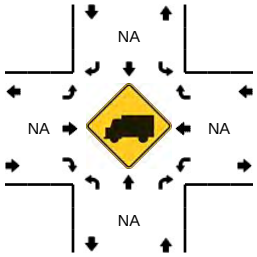


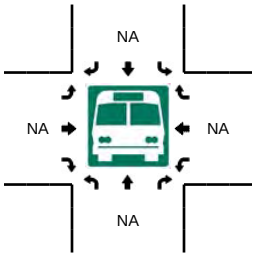












5-Min Count Period Beginning At	Hillview Dr (Northbound)				Hillview Dr (Southbound)				E Calaveras Blvd (Eastbound)				E Calaveras Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	6	7	19	0	16	6	3	0	4	196	4	2	8	72	13	9	365	
4:05 PM	13	1	27	0	17	3	6	0	9	195	3	3	9	57	11	4	358	
4:10 PM	7	3	13	0	17	4	3	0	10	178	6	0	8	79	12	3	343	
4:15 PM	12	7	19	0	17	5	7	0	9	160	5	2	3	68	15	4	333	
4:20 PM	5	5	17	0	18	2	7	0	7	167	5	0	10	104	15	9	371	
4:25 PM	13	4	30	0	15	3	10	0	6	158	5	1	6	66	10	7	334	
4:30 PM	8	6	27	0	24	6	5	0	10	199	2	2	8	89	15	7	408	
4:35 PM	11	8	26	0	12	2	7	0	12	182	6	0	11	91	11	4	383	
4:40 PM	7	8	26	0	16	6	3	0	9	151	4	2	10	79	16	2	339	
4:45 PM	8	5	17	0	22	6	6	0	7	150	7	1	4	84	14	5	336	
4:50 PM	4	7	15	0	27	6	8	0	10	163	5	1	11	94	20	3	374	
4:55 PM	13	15	23	0	17	2	10	0	7	194	5	1	6	77	9	1	380	4324
5:00 PM	5	6	22	0	23	3	13	0	9	161	4	1	14	111	18	4	394	4353
5:05 PM	6	3	17	0	22	4	4	0	13	186	5	3	6	77	12	3	361	4356
5:10 PM	10	6	22	0	19	7	5	0	9	203	5	2	9	86	13	2	398	4411
5:15 PM	7	7	24	0	16	4	8	0	11	195	4	2	10	79	19	8	394	4472
5:20 PM	12	11	32	0	17	7	6	0	11	177	3	0	17	78	19	4	394	4495
5:25 PM	13	14	30	0	13	5	6	0	8	195	5	1	9	74	14	4	391	4552
5:30 PM	7	5	25	0	24	3	8	0	8	186	6	1	9	66	20	3	371	4515
5:35 PM	12	6	34	0	17	9	6	0	12	172	3	1	14	104	26	3	419	4551
5:40 PM	14	8	33	0	12	7	8	0	9	193	11	0	13	88	21	3	420	4632
5:45 PM	11	3	22	0	17	6	12	0	10	205	9	1	6	108	23	3	436	4732
5:50 PM	5	4	20	0	23	10	6	0	19	163	1	0	20	80	20	2	373	4731
5:55 PM	12	8	29	0	18	12	7	0	15	170	3	0	14	88	15	2	393	4744

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	148	68	356	0	184	88	104	0	124	2280	92	8	132	1200	280	36	5100
Heavy Trucks	4	0	8		0	0	0		0	28	8		8	16	0		72
Pedestrians		0				16				4				0			20
Bicycles	0	0	0		0	0	0		0	1	0		0	1	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

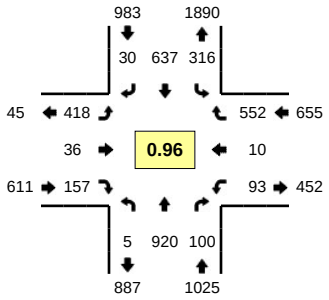
LOCATION: McCarthy Blvd -- Bellew Dr/Technology Dr

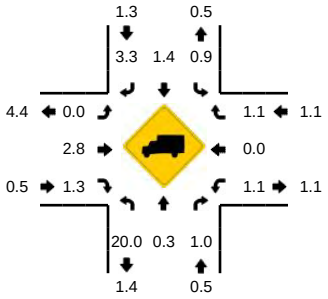
QC JOB #: 10769418

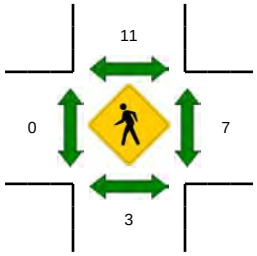
CITY/STATE: Milpitas, CA

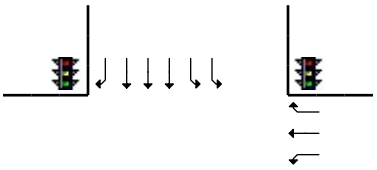
DATE: Tue, Jun 05 2012

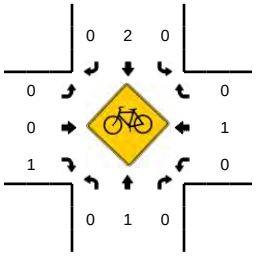
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

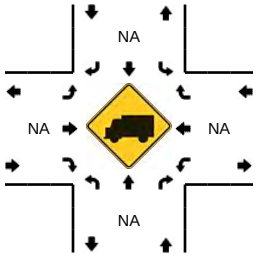


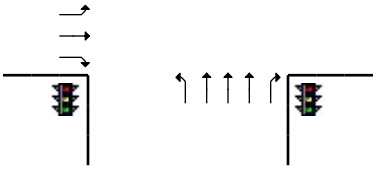


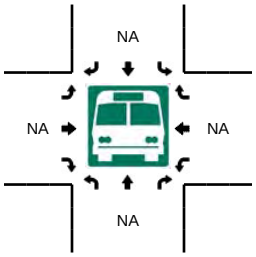












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				Bellew Dr/Technology Dr (Eastbound)				Bellew Dr/Technology Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	60	10	0	21	38	3	0	27	0	11	0	7	2	30	0	209	
4:05 PM	0	57	10	0	22	35	1	0	25	5	8	0	10	0	24	0	197	
4:10 PM	1	51	10	0	30	46	2	0	18	1	5	0	8	1	46	0	219	
4:15 PM	1	39	15	1	20	45	1	2	15	2	9	0	2	1	25	0	178	
4:20 PM	1	63	10	0	27	54	4	0	19	2	5	0	8	1	31	0	225	
4:25 PM	0	35	6	0	27	31	5	0	19	2	8	0	3	1	23	0	160	
4:30 PM	1	72	9	0	17	40	4	0	18	0	8	0	8	0	25	0	202	
4:35 PM	5	49	11	0	17	40	3	0	22	5	14	0	7	0	44	0	217	
4:40 PM	2	67	6	1	18	62	1	0	22	1	10	0	2	0	31	0	223	
4:45 PM	1	64	12	0	20	56	3	0	34	1	12	0	10	1	28	0	242	
4:50 PM	0	71	7	0	29	44	10	0	26	2	9	0	6	0	29	0	233	
4:55 PM	1	68	4	0	27	47	4	0	28	3	14	0	11	3	39	0	249	2554
5:00 PM	0	72	13	0	15	49	4	0	32	1	11	0	10	2	46	0	255	2600
5:05 PM	1	82	6	0	30	64	5	0	37	4	14	0	8	0	38	0	289	2692
5:10 PM	0	82	11	0	26	50	6	0	39	3	20	0	10	0	47	0	294	2767
5:15 PM	1	69	4	0	31	64	1	0	40	4	15	0	6	0	37	0	272	2861
5:20 PM	0	68	6	0	15	50	2	0	38	2	11	0	7	0	65	0	264	2900
5:25 PM	0	79	6	0	29	53	2	0	32	2	11	0	7	2	50	0	273	3013
5:30 PM	0	71	9	0	23	61	0	0	31	4	10	0	5	1	47	0	262	3073
5:35 PM	0	80	8	0	30	54	1	0	37	6	15	0	8	1	47	0	287	3143
5:40 PM	1	82	11	0	28	63	1	0	38	3	10	0	9	0	50	0	296	3216
5:45 PM	0	76	6	0	30	43	2	0	33	3	21	0	5	3	43	0	265	3239
5:50 PM	1	79	8	0	32	36	1	0	31	1	13	0	9	1	44	0	256	3262
5:55 PM	1	80	12	0	27	50	5	0	30	3	6	0	9	0	38	0	261	3274

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	932	84	0	348	712	48	0	464	44	196	0	96	0	488	0	3420
Heavy Trucks	0	0	0		4	12	0		0	4	0		0	0	4		24
Pedestrians		4				12				0				4			20
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

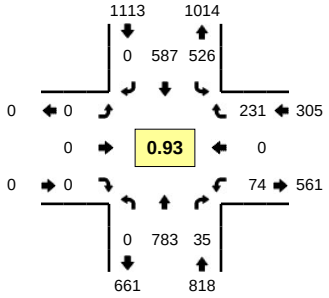
Type of peak hour being reported: Intersection Peak

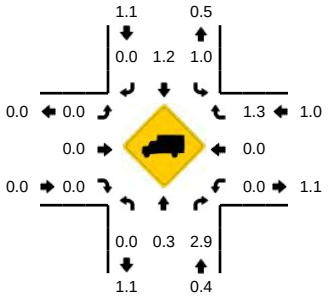
Method for determining peak hour: Total Entering Volume

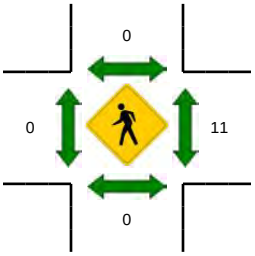
LOCATION: McCarthy Blvd -- Alder Dr
CITY/STATE: Milpitas, CA

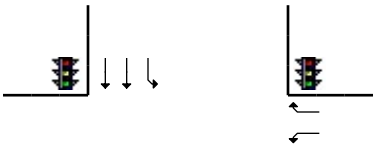
QC JOB #: 10769420
DATE: Tue, Jun 05 2012

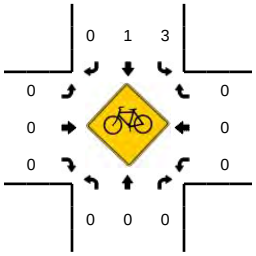
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

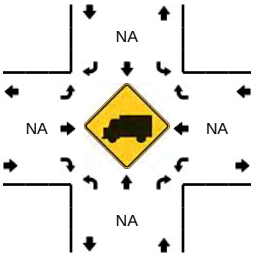


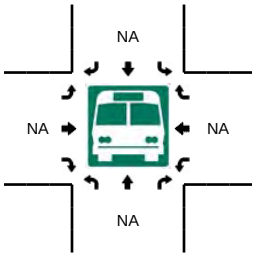












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				Alder Dr (Eastbound)				Alder Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	39	1	0	38	19	0	0	0	0	0	0	1	0	16	0	114	
4:05 PM	0	44	3	0	25	26	0	0	0	0	0	0	1	0	25	0	124	
4:10 PM	0	40	3	0	38	44	0	0	0	0	0	0	4	0	12	0	141	
4:15 PM	0	39	2	0	34	15	0	0	0	0	0	0	3	0	16	0	109	
4:20 PM	0	41	1	0	43	37	0	0	0	0	0	0	0	0	16	0	138	
4:25 PM	0	39	0	0	33	23	0	0	0	0	0	0	3	0	14	0	112	
4:30 PM	0	50	1	0	30	29	0	0	0	0	0	0	0	0	11	0	121	
4:35 PM	0	45	3	0	33	22	0	0	0	0	0	0	5	0	21	0	129	
4:40 PM	0	41	0	0	45	43	0	0	0	0	0	0	5	0	13	0	147	
4:45 PM	0	54	0	0	44	43	0	0	0	0	0	0	1	0	20	0	162	
4:50 PM	0	53	3	0	42	35	0	0	0	0	0	0	0	0	20	0	153	
4:55 PM	0	56	2	0	34	43	0	0	0	0	0	0	2	0	16	0	153	1603
5:00 PM	0	60	2	0	46	48	0	0	0	0	0	0	4	0	25	0	185	1674
5:05 PM	0	55	2	0	54	52	0	0	0	0	0	0	9	0	18	0	190	1740
5:10 PM	0	75	2	0	51	68	0	0	0	0	0	0	5	0	23	0	224	1823
5:15 PM	0	67	2	0	35	42	0	0	0	0	0	0	8	0	15	0	169	1883
5:20 PM	0	63	2	0	53	64	0	0	0	0	0	0	5	0	21	0	208	1953
5:25 PM	0	60	4	0	36	44	0	0	0	0	0	0	4	0	19	0	167	2008
5:30 PM	0	87	2	0	46	47	0	0	0	0	0	0	6	0	19	0	207	2094
5:35 PM	0	58	4	0	52	54	0	0	0	0	0	0	8	0	13	0	189	2154
5:40 PM	0	60	4	0	33	42	0	0	0	0	0	0	8	0	20	0	167	2174
5:45 PM	0	70	2	0	48	50	0	0	0	0	0	0	6	0	16	0	192	2204
5:50 PM	0	69	6	0	40	42	0	0	0	0	0	0	6	0	21	0	184	2235
5:55 PM	0	59	3	0	32	34	0	0	0	0	0	0	5	0	21	0	154	2236

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	820	24	0	556	696	0	0	0	0	0	0	72	0	236	0	2404
Heavy Trucks	0	0	0		8	12	0		0	0	0		0	0	0		20
Pedestrians		0				0				0				24			24
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

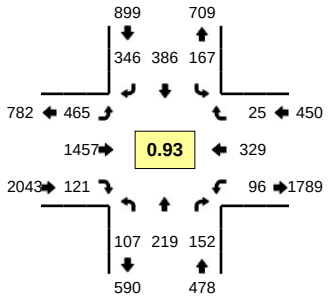
LOCATION: McCarthy Blvd -- Tasman Dr

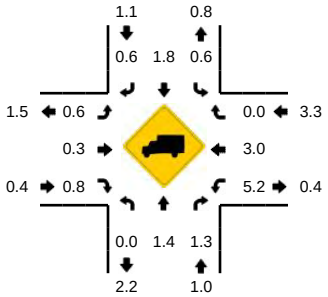
CITY/STATE: Milpitas, CA

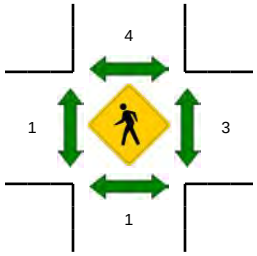
QC JOB #: 10769422

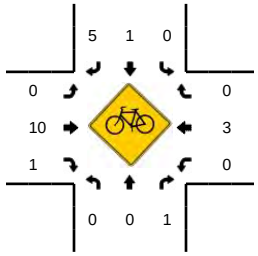
DATE: Thu, Jun 07 2012

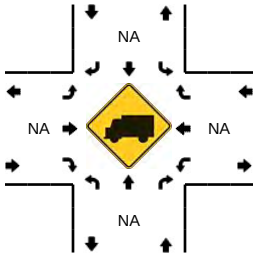
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:40 PM -- 5:55 PM

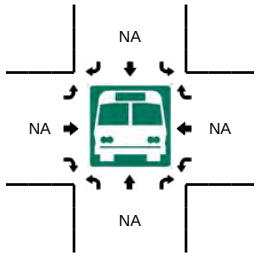












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				Tasman Dr (Eastbound)				Tasman Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	16	8	0	4	13	11	0	13	61	4	0	10	19	2	0	162	
4:05 PM	6	12	8	0	11	13	10	0	28	65	9	0	6	15	1	1	185	
4:10 PM	4	23	8	0	12	29	14	0	23	88	5	0	11	20	6	2	245	
4:15 PM	6	10	8	0	10	16	9	0	32	103	0	0	12	14	5	0	225	
4:20 PM	2	13	8	0	7	30	9	0	40	101	3	0	10	22	5	1	251	
4:25 PM	9	22	5	0	11	26	12	0	16	59	5	0	6	22	6	2	201	
4:30 PM	3	21	8	0	8	10	9	0	24	97	12	0	15	33	2	0	242	
4:35 PM	4	12	7	0	11	21	17	0	29	84	4	0	10	17	3	0	219	
4:40 PM	8	27	10	0	11	25	13	0	42	97	6	0	6	24	4	0	273	
4:45 PM	5	15	14	0	7	19	7	0	42	92	11	0	6	34	1	2	255	
4:50 PM	3	28	13	0	4	24	22	0	22	65	9	0	4	10	2	0	206	
4:55 PM	9	21	9	1	8	30	30	0	25	105	4	0	5	17	1	2	267	2731
5:00 PM	1	21	12	0	8	34	19	0	43	93	8	0	10	26	5	0	280	2849
5:05 PM	22	34	21	0	5	27	19	0	36	92	11	0	4	30	1	0	302	2966
5:10 PM	3	15	18	0	24	51	39	0	37	170	9	0	6	16	2	1	391	3112
5:15 PM	11	23	9	0	8	24	32	0	37	126	14	0	8	24	2	2	320	3207
5:20 PM	10	16	10	0	19	35	22	0	35	72	11	0	2	29	6	0	267	3223
5:25 PM	8	9	12	0	13	29	33	0	32	137	6	0	7	23	0	1	310	3332
5:30 PM	7	17	12	0	24	39	27	0	50	100	5	0	14	32	3	1	331	3421
5:35 PM	7	18	12	0	16	29	22	0	43	115	8	0	5	21	3	4	303	3505
5:40 PM	9	8	10	0	10	28	29	0	38	182	17	0	7	38	2	1	379	3611
5:45 PM	9	25	12	0	17	30	39	0	30	105	11	0	1	25	1	1	306	3662
5:50 PM	8	9	10	0	6	28	40	0	53	143	13	0	15	34	0	0	359	3815
5:55 PM	12	24	14	0	17	32	25	0	31	122	8	0	4	31	0	2	322	3870

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	104	168	128	0	132	344	432	0	484	1720	164	0	92	388	12	8	4176
Heavy Trucks	0	0	0		0	8	0		4	12	0		8	12	0		44
Pedestrians		0				8				0				0			8
Bicycles	0	0	0		0	0	0		0	2	1		0	1	0		4
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

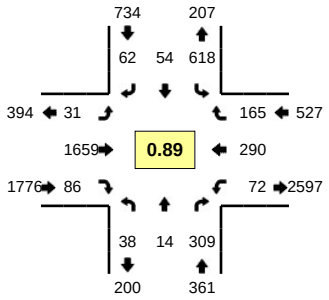
LOCATION: Alder Dr -- Tasman Dr

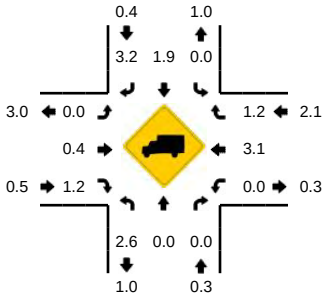
CITY/STATE: Milpitas, CA

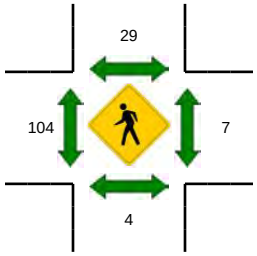
QC JOB #: 10769424

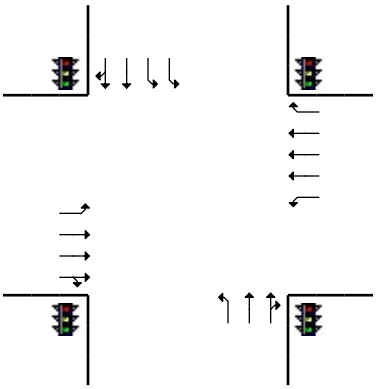
DATE: Thu, Jun 07 2012

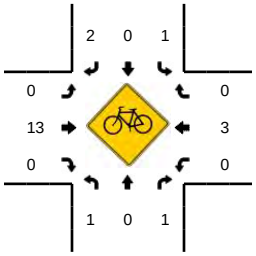
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:40 PM -- 5:55 PM

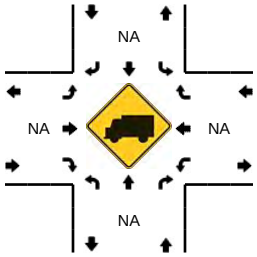


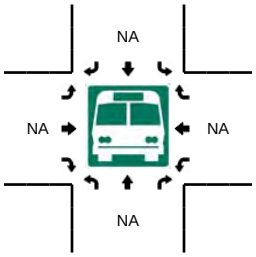












5-Min Count Period Beginning At	Alder Dr (Northbound)				Alder Dr (Southbound)				Tasman Dr (Eastbound)				Tasman Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	2	14	0	39	2	2	0	3	63	5	0	2	20	16	0	168	
4:05 PM	4	3	21	0	46	10	1	0	2	60	4	0	3	17	12	4	187	
4:10 PM	3	1	11	0	33	2	4	0	1	96	1	2	12	30	16	0	212	
4:15 PM	0	0	15	0	45	2	1	0	0	136	2	0	5	26	21	0	253	
4:20 PM	1	3	16	0	41	1	5	0	4	90	4	0	8	36	14	2	225	
4:25 PM	1	0	16	0	42	1	4	0	3	122	5	1	10	21	15	2	243	
4:30 PM	1	0	23	0	47	2	1	0	3	66	2	0	6	37	11	2	201	
4:35 PM	4	4	23	1	30	1	5	0	1	105	5	0	5	29	20	2	235	
4:40 PM	3	0	35	0	55	7	6	1	5	107	3	1	3	29	15	0	270	
4:45 PM	0	1	20	0	64	1	2	1	2	92	1	0	10	21	11	1	227	
4:50 PM	0	0	12	0	41	7	2	0	2	128	9	0	11	16	17	0	245	
4:55 PM	3	0	27	0	38	2	5	0	0	87	5	0	11	22	11	2	213	2679
5:00 PM	0	0	17	0	43	0	3	0	4	104	5	0	5	31	16	3	231	2742
5:05 PM	1	2	30	0	36	8	1	0	1	115	1	0	5	19	17	1	237	2792
5:10 PM	5	1	27	0	74	3	3	0	2	114	6	0	4	17	10	2	268	2848
5:15 PM	1	0	21	0	39	1	5	0	5	196	14	0	7	27	14	3	333	2928
5:20 PM	0	1	24	0	59	3	9	0	0	153	5	0	4	22	16	0	296	2999
5:25 PM	5	0	21	0	43	4	5	0	5	105	9	0	2	26	17	0	242	2998
5:30 PM	3	2	17	0	57	4	5	1	3	147	10	1	9	34	12	0	305	3102
5:35 PM	1	0	40	0	1	9	7	0	1	124	5	1	6	28	17	0	240	3107
5:40 PM	6	1	30	0	81	8	5	0	4	160	12	2	4	14	11	0	338	3175
5:45 PM	2	3	20	0	65	6	8	0	0	151	4	0	8	29	14	2	312	3260
5:50 PM	6	3	37	0	65	1	5	0	0	143	6	0	4	22	14	1	307	3322
5:55 PM	8	1	25	0	54	7	6	0	2	147	9	0	2	21	7	0	289	3398

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	56	28	348	0	844	60	72	0	16	1816	88	8	64	260	156	12	3828
Heavy Trucks	4	0	0		0	0	0		0	12	4		0	12	0		32
Pedestrians		4				36				108				4			152
Bicycles	1	0	0		1	0	0		0	7	0		0	0	0		9
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

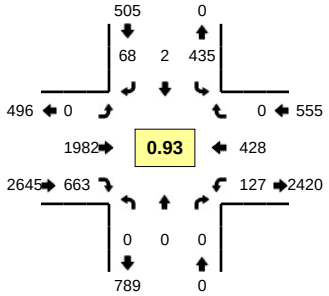
LOCATION: I-880 SB Ramps -- Tasman Dr

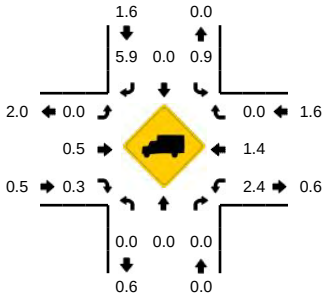
QC JOB #: 10769426

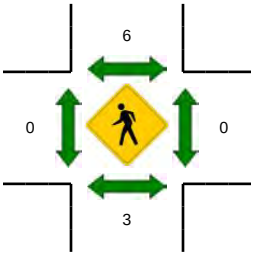
CITY/STATE: Milpitas, CA

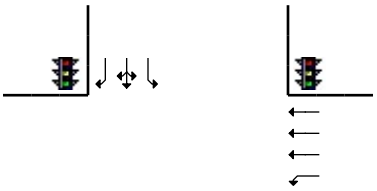
DATE: Tue, Jun 12 2012

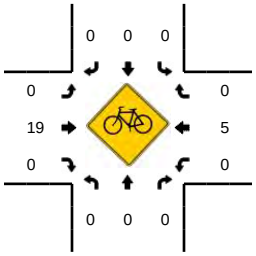
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:20 PM -- 5:35 PM

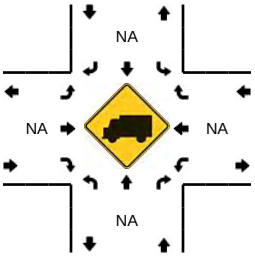


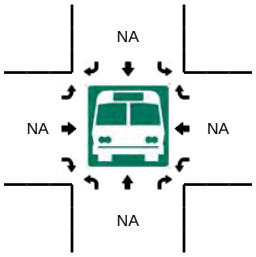












5-Min Count Period Beginning At	I-880 SB Ramps (Northbound)				I-880 SB Ramps (Southbound)				Tasman Dr (Eastbound)				Tasman Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	29	0	4	0	0	97	50	0	16	32	0	1	229	
4:05 PM	0	0	0	0	16	0	1	0	0	105	39	0	22	32	0	0	215	
4:10 PM	0	0	0	0	23	0	6	0	0	96	50	0	10	36	0	1	222	
4:15 PM	0	0	0	0	17	0	4	0	0	116	49	0	13	40	0	0	239	
4:20 PM	0	0	0	0	28	0	5	0	0	91	41	0	16	32	0	0	213	
4:25 PM	0	0	0	0	14	1	4	0	0	77	38	0	8	30	0	0	172	
4:30 PM	0	0	0	0	17	2	5	0	0	95	43	0	19	31	0	0	212	
4:35 PM	0	0	0	0	20	1	6	0	0	147	49	0	22	32	0	0	277	
4:40 PM	0	0	0	0	41	0	6	0	0	88	55	0	14	40	0	0	244	
4:45 PM	0	0	1	0	36	0	8	0	0	163	56	0	12	28	0	0	304	
4:50 PM	0	0	0	0	33	0	8	0	0	133	44	0	13	46	0	0	277	
4:55 PM	0	0	0	0	24	0	4	0	0	106	68	0	16	33	0	0	251	2855
5:00 PM	0	0	0	0	28	1	2	0	0	131	48	0	11	33	0	0	254	2880
5:05 PM	0	0	0	0	27	0	8	0	0	171	50	0	14	16	0	2	288	2953
5:10 PM	0	0	0	0	45	0	4	0	0	164	78	0	12	27	0	0	330	3061
5:15 PM	0	0	0	0	30	0	7	0	0	162	48	0	9	41	0	0	297	3119
5:20 PM	0	0	0	0	43	0	5	0	0	172	55	0	10	44	0	0	329	3235
5:25 PM	0	0	0	0	38	0	8	0	0	169	57	0	12	33	0	0	317	3380
5:30 PM	0	0	0	0	25	0	8	0	0	200	62	0	6	50	0	0	351	3519
5:35 PM	0	0	0	0	46	0	5	0	0	173	56	0	15	25	0	0	320	3562
5:40 PM	0	0	0	0	38	0	12	0	0	163	50	0	13	48	0	0	324	3642
5:45 PM	0	0	0	0	34	1	2	0	0	153	54	0	5	42	0	1	292	3630
5:50 PM	0	0	0	0	50	0	3	0	0	156	35	0	13	35	0	0	292	3645
5:55 PM	0	0	0	0	31	0	4	0	0	168	70	0	4	34	0	0	311	3705

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	424	0	84	0	0	2164	696	0	112	508	0	0	3988
Heavy Trucks	0	0	0		4	0	12		0	8	4		0	4	0		32
Pedestrians		0				4				0				0			4
Bicycles	0	0	0		0	0	0		0	7	0		0	1	0		8
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

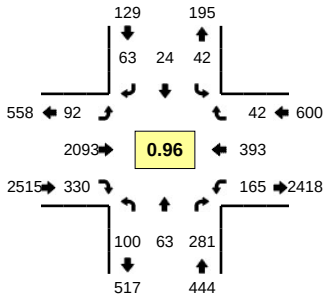
LOCATION: Thompson St/I-880 NB Ramps -- Great Mall Pkwy

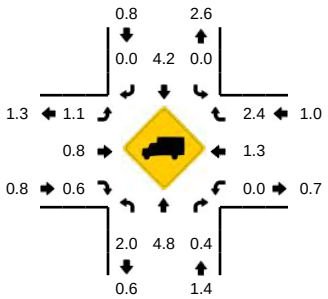
QC JOB #: 10769428

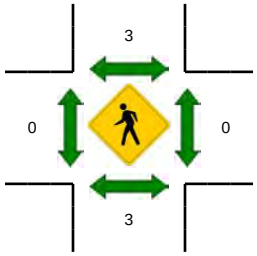
CITY/STATE: Milpitas, CA

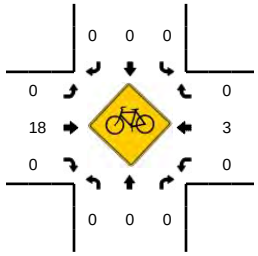
DATE: Thu, Jun 07 2012

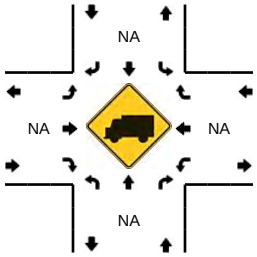
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

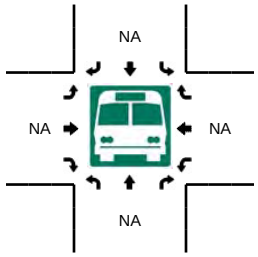












5-Min Count Period Beginning At	Thompson St/I-880 NB Ramps (Northbound)				Thompson St/I-880 NB Ramps (Southbound)				Great Mall Pkwy (Eastbound)				Great Mall Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	10	6	16	0	2	4	10	0	3	93	33	0	18	30	1	0	226	
4:05 PM	11	2	22	0	5	1	8	0	1	89	30	1	16	29	4	0	219	
4:10 PM	8	1	21	0	9	1	6	0	1	127	26	1	13	30	3	1	248	
4:15 PM	10	2	17	0	4	2	8	0	4	136	29	0	17	42	3	0	274	
4:20 PM	12	7	25	0	1	1	6	0	6	102	35	1	17	35	2	0	250	
4:25 PM	12	1	17	0	7	2	6	0	8	104	33	0	14	31	0	0	235	
4:30 PM	9	1	17	0	5	1	3	0	2	89	25	2	17	37	4	0	212	
4:35 PM	10	1	22	0	2	4	15	0	1	145	43	0	16	39	3	0	301	
4:40 PM	5	3	21	0	9	2	8	0	6	101	32	0	9	31	1	0	228	
4:45 PM	4	3	24	0	2	0	5	0	4	149	26	0	8	33	3	1	262	
4:50 PM	9	4	18	0	6	3	9	0	7	114	27	0	15	39	4	0	255	
4:55 PM	7	1	25	0	4	4	8	0	2	96	17	0	13	35	9	0	221	2931
5:00 PM	13	4	20	0	3	5	5	0	2	147	31	0	12	39	4	0	285	2990
5:05 PM	12	2	20	0	7	0	4	0	6	155	32	1	9	34	4	0	286	3057
5:10 PM	7	2	14	0	2	2	7	0	2	173	21	0	21	31	1	0	283	3092
5:15 PM	2	4	21	0	3	3	8	0	8	217	29	0	11	37	6	0	349	3167
5:20 PM	11	11	25	0	6	4	7	0	9	196	28	0	15	20	1	0	333	3250
5:25 PM	7	3	26	0	4	1	3	0	8	158	26	0	13	27	4	0	280	3295
5:30 PM	11	5	23	0	1	1	4	0	12	161	25	0	11	45	1	0	300	3383
5:35 PM	10	5	31	0	2	2	5	0	6	187	24	0	19	29	1	0	321	3403
5:40 PM	8	11	22	0	1	0	3	0	11	181	17	1	11	32	3	0	301	3476
5:45 PM	7	5	27	0	2	0	6	0	5	173	33	0	11	31	1	0	301	3515
5:50 PM	7	5	28	0	6	2	4	0	4	178	31	0	9	36	6	2	318	3578
5:55 PM	5	6	24	0	5	4	7	0	17	167	33	0	21	32	10	0	331	3688

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	80	68	240	0	44	36	88	0	76	2344	312	0	188	352	32	0	3860
Heavy Trucks	0	8	0		0	4	0		0	12	0		0	8	4		36
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	3	0		0	2	0		5
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

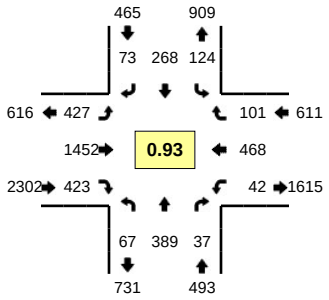
LOCATION: Abel St -- Great Mall Pkwy

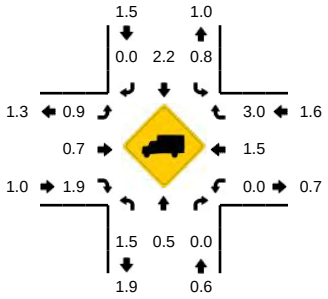
CITY/STATE: Milpitas, CA

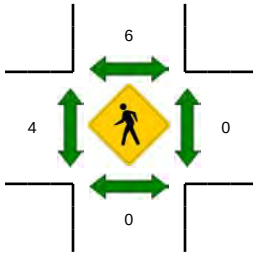
QC JOB #: 10769430

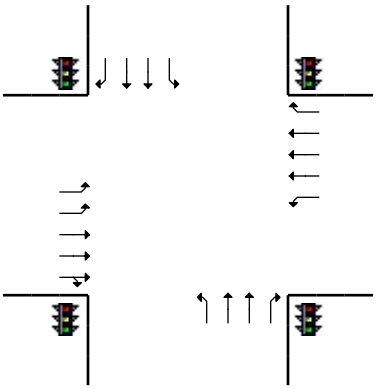
DATE: Tue, Jun 05 2012

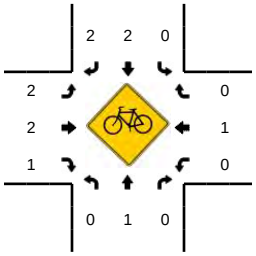
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:35 PM -- 5:50 PM

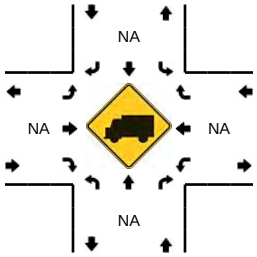


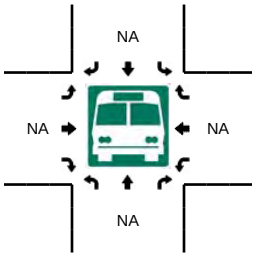












5-Min Count Period Beginning At	Abel St (Northbound)				Abel St (Southbound)				Great Mall Pkwy (Eastbound)				Great Mall Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	4	20	6	0	6	16	3	0	16	100	18	1	0	51	8	0	249	
4:05 PM	10	34	1	0	3	17	4	0	13	50	19	0	2	42	6	1	202	
4:10 PM	3	14	2	1	9	34	9	0	13	84	14	0	0	31	10	0	224	
4:15 PM	5	19	4	0	10	10	7	0	24	84	15	0	0	47	5	1	231	
4:20 PM	5	18	0	0	5	20	4	0	15	79	17	0	3	47	5	0	218	
4:25 PM	4	37	4	0	11	30	5	0	12	69	15	0	3	26	7	0	223	
4:30 PM	3	15	3	0	12	25	9	0	27	92	18	0	2	41	9	0	256	
4:35 PM	2	19	3	0	6	14	6	0	25	112	16	0	3	43	8	0	257	
4:40 PM	3	20	2	0	9	29	2	0	14	84	16	1	0	31	2	0	213	
4:45 PM	3	26	2	0	4	16	4	0	22	135	43	1	2	56	11	0	325	
4:50 PM	8	24	2	0	10	19	1	0	25	118	23	0	5	37	7	0	279	
4:55 PM	1	33	2	0	12	21	9	0	27	113	32	0	1	33	7	1	292	2969
5:00 PM	10	17	4	0	15	13	8	0	17	126	30	1	3	52	7	0	303	3023
5:05 PM	2	33	4	0	12	33	5	0	38	121	26	1	3	41	7	0	326	3147
5:10 PM	3	26	1	0	13	30	4	0	16	96	29	0	6	45	11	0	280	3203
5:15 PM	9	29	0	0	6	14	10	0	15	112	42	0	2	37	5	0	281	3253
5:20 PM	9	36	1	0	11	19	4	0	38	120	46	1	6	53	11	0	355	3390
5:25 PM	4	29	0	0	8	31	6	0	52	113	39	1	4	27	5	1	320	3487
5:30 PM	9	34	4	0	12	13	7	0	28	109	41	2	3	36	12	0	310	3541
5:35 PM	3	48	8	0	10	29	6	0	40	137	26	0	4	18	10	1	340	3624
5:40 PM	8	35	4	0	11	24	3	0	55	139	40	0	1	61	8	0	389	3800
5:45 PM	4	37	2	0	5	24	4	0	39	122	32	1	3	35	8	0	316	3791
5:50 PM	0	35	2	0	13	17	8	0	42	127	45	1	1	36	10	0	337	3849
5:55 PM	6	30	7	0	8	21	8	0	39	130	27	0	4	27	7	0	314	3871

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	60	480	56	0	104	308	52	0	536	1592	392	4	32	456	104	4	4180
Heavy Trucks	0	0	0		0	8	0		4	0	0		0	4	4		20
Pedestrians		0				4				4				0			8
Bicycles	0	0	0		0	1	2		1	0	1		0	0	0		5
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

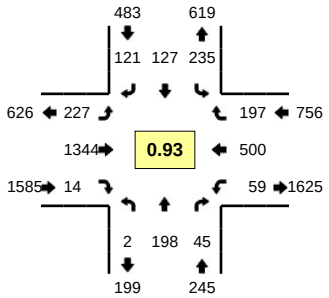
LOCATION: S Main St -- Great Mall Pkwy

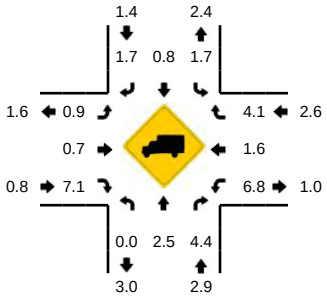
CITY/STATE: Milpitas, CA

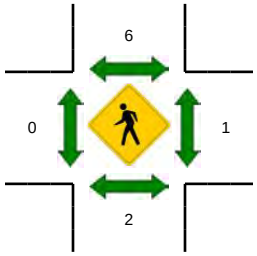
QC JOB #: 10769432

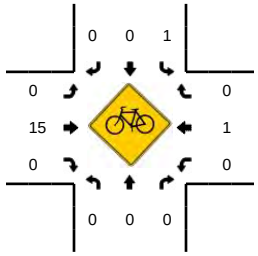
DATE: Tue, Jun 12 2012

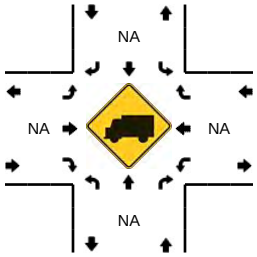
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:20 PM -- 5:35 PM

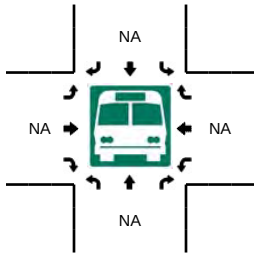












5-Min Count Period Beginning At	S Main St (Northbound)				S Main St (Southbound)				Great Mall Pkwy (Eastbound)				Great Mall Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	10	1	0	22	17	13	0	18	81	4	0	1	39	19	0	225	
4:05 PM	3	7	4	0	16	12	5	0	9	75	0	0	4	41	12	0	188	
4:10 PM	0	16	2	0	22	13	10	0	16	67	0	0	0	40	16	0	202	
4:15 PM	0	9	7	0	20	9	13	0	18	83	0	0	4	30	15	0	208	
4:20 PM	0	9	7	0	22	13	8	0	14	73	0	0	4	50	16	0	216	
4:25 PM	0	9	1	0	17	9	8	0	18	71	2	1	3	33	3	0	175	
4:30 PM	0	1	2	1	14	14	15	0	11	58	0	0	2	50	19	0	187	
4:35 PM	0	20	2	0	14	18	13	0	12	77	0	0	5	30	8	0	199	
4:40 PM	1	19	4	0	17	15	5	0	11	91	2	0	2	45	26	0	238	
4:45 PM	0	10	1	0	10	8	11	0	26	96	1	0	5	30	10	0	208	
4:50 PM	1	22	10	0	18	13	9	0	19	119	3	0	4	41	15	0	274	
4:55 PM	0	14	6	0	15	7	9	0	22	95	0	0	6	49	12	1	236	2556
5:00 PM	0	14	5	0	28	13	6	0	11	60	1	0	3	39	20	0	200	2531
5:05 PM	0	9	3	0	16	9	6	0	16	113	3	1	9	44	22	0	251	2594
5:10 PM	0	14	4	0	17	2	14	0	17	97	0	0	4	42	8	0	219	2611
5:15 PM	0	24	10	0	18	14	10	0	26	127	1	0	6	38	10	0	284	2687
5:20 PM	0	16	1	0	25	13	12	0	13	132	2	1	4	45	19	0	283	2754
5:25 PM	0	12	1	0	16	8	11	0	23	131	1	0	4	31	11	0	249	2828
5:30 PM	0	19	6	0	18	9	12	0	20	129	1	0	0	57	25	0	296	2937
5:35 PM	0	11	5	0	24	15	12	0	20	146	2	0	4	31	8	0	278	3016
5:40 PM	2	15	3	0	22	10	10	0	16	79	2	0	0	51	26	0	236	3014
5:45 PM	0	13	1	0	13	9	7	0	24	138	1	0	6	30	15	0	257	3063
5:50 PM	0	25	4	0	17	9	8	0	20	99	0	1	3	56	20	1	263	3052
5:55 PM	0	26	2	0	21	16	13	0	18	93	0	0	15	36	13	0	253	3069

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	188	32	0	236	120	140	0	224	1568	16	4	32	532	220	0	3312
Heavy Trucks	0	4	0		0	4	0		4	0	0		4	4	12		32
Pedestrians		0				4				0				0			4
Bicycles	0	0	0		1	0	0		0	4	0		0	0	0		5
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

MARKS TRAFFIC DATA
mietekm@comcast.net
916.806.0250

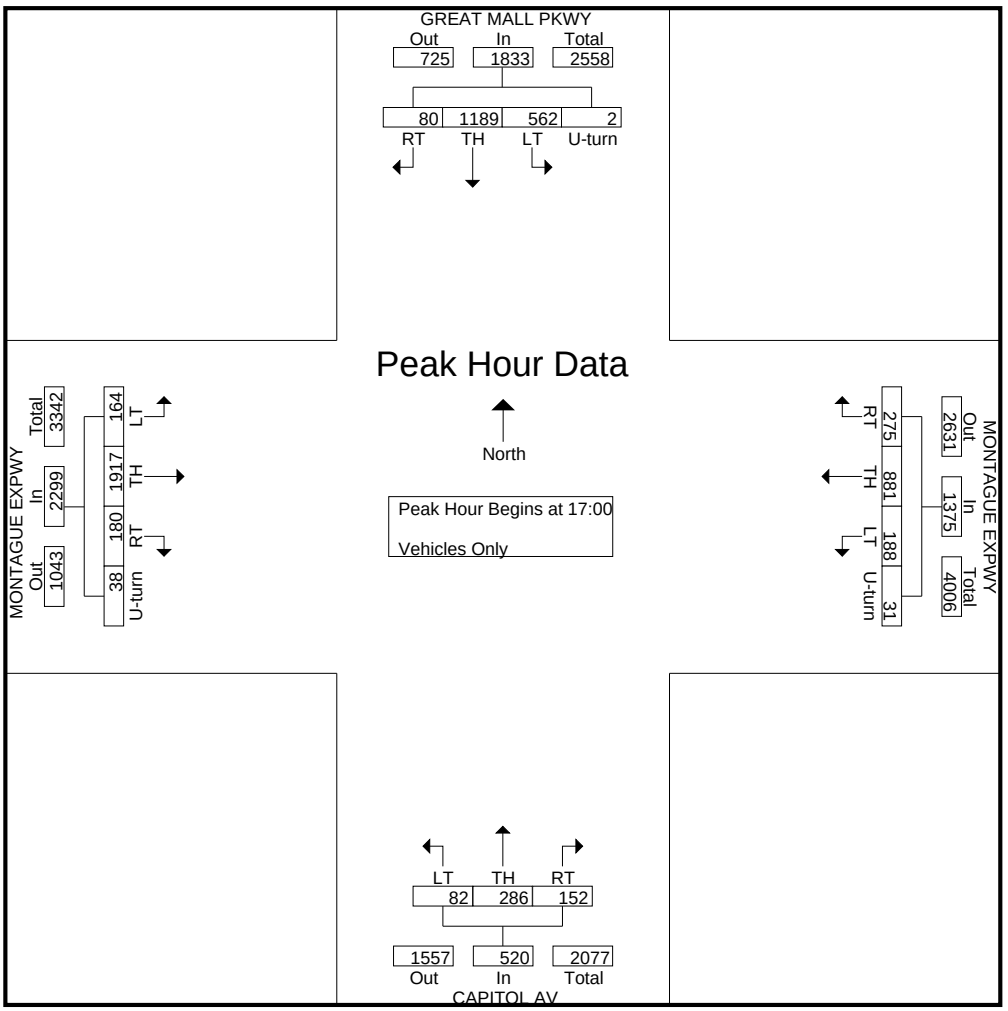
CITY OF SAN JOSE

File Name : capitol-montague-p
Site Code : 8
Start Date : 5/2/2012
Page No : 1

Groups Printed- Vehicles Only

	GREAT MALL PKWY Southbound					MONTAGUE EXPWY Westbound					CAPITOL AV Northbound				MONTAGUE EXPWY Eastbound					
Start Time	RT	TH	LT	U-turn	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	Int. Total
16:00	23	174	118	0	315	79	195	33	9	316	39	49	20	108	44	403	29	11	487	1226
16:15	18	192	141	0	351	55	140	41	11	247	38	62	11	111	44	443	46	11	544	1253
16:30	16	219	154	0	389	58	214	36	6	314	33	72	19	124	29	435	43	6	513	1340
16:45	16	214	139	1	370	84	174	42	7	307	26	104	22	152	38	409	43	9	499	1328
Total	73	799	552	1	1425	276	723	152	33	1184	136	287	72	495	155	1690	161	37	2043	5147
17:00	20	257	147	1	425	66	231	42	8	347	36	76	18	130	30	528	53	14	625	1527
17:15	20	275	130	0	425	71	239	38	9	357	30	58	9	97	56	542	52	6	656	1535
17:30	23	351	161	1	536	76	208	58	9	351	51	90	27	168	47	467	29	9	552	1607
17:45	17	306	124	0	447	62	203	50	5	320	35	62	28	125	47	380	30	9	466	1358
Total	80	1189	562	2	1833	275	881	188	31	1375	152	286	82	520	180	1917	164	38	2299	6027
Grand Total	153	1988	1114	3	3258	551	1604	340	64	2559	288	573	154	1015	335	3607	325	75	4342	11174
Apprch %	4.7	61	34.2	0.1		21.5	62.7	13.3	2.5		28.4	56.5	15.2		7.7	83.1	7.5	1.7		
Total %	1.4	17.8	10	0	29.2	4.9	14.4	3	0.6	22.9	2.6	5.1	1.4	9.1	3	32.3	2.9	0.7	38.9	

	GREAT MALL PKWY Southbound					MONTAGUE EXPWY Westbound					CAPITOL AV Northbound				MONTAGUE EXPWY Eastbound					
Start Time	RT	TH	LT	U-turn	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 17:00																				
17:00	20	257	147	**1**	425	66	231	42	8	347	36	76	18	130	30	528	**53**	**14**	625	1527
17:15	20	275	130	0	425	71	**239**	38	**9**	**357**	30	58	9	97	**56**	**542**	52	6	**656**	1535
17:30	**23**	**351**	**161**	1	**536**	**76**	208	**58**	9	351	**51**	**90**	27	**168**	47	467	29	9	552	**1607**
17:45	17	306	124	0	447	62	203	50	5	320	35	62	**28**	125	47	380	30	9	466	1358
Total Volume	80	1189	562	2	1833	275	881	188	31	1375	152	286	82	520	180	1917	164	38	2299	6027
% App. Total	4.4	64.9	30.7	0.1		20	64.1	13.7	2.3		29.2	55	15.8		7.8	83.4	7.1	1.7		
PHF	.870	.847	.873	.500	.855	.905	.922	.810	.861	.963	.745	.794	.732	.774	.804	.884	.774	.679	.876	.938



Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

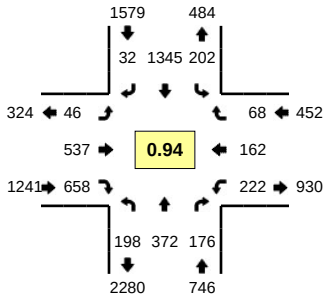
LOCATION: N Capitol Ave -- Cropley Dr/Trade Zone Blvd

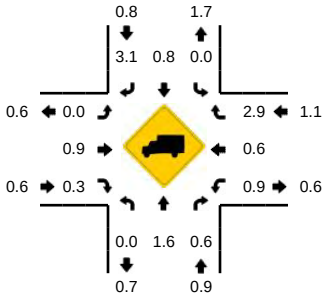
QC JOB #: 10769434

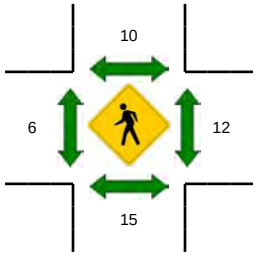
CITY/STATE: San Jose, CA

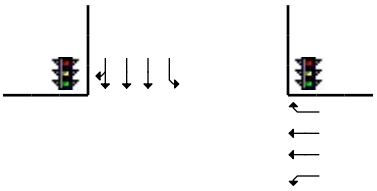
DATE: Tue, Jun 05 2012

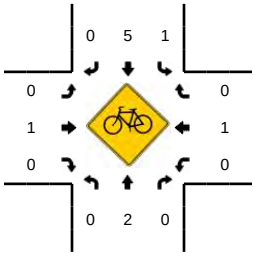
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:40 PM -- 5:55 PM

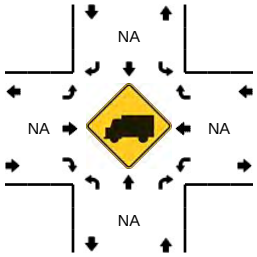


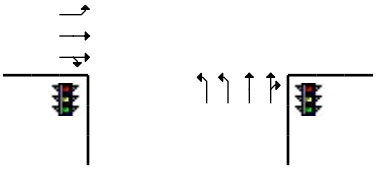


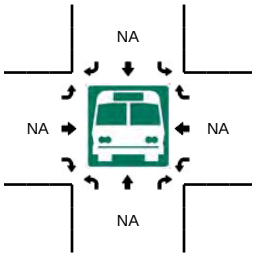












5-Min Count Period Beginning At	N Capitol Ave (Northbound)				N Capitol Ave (Southbound)				Cropley Dr/Trade Zone Blvd (Eastbound)				Cropley Dr/Trade Zone Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	13	34	18	5	5	72	1	0	3	30	49	0	20	9	4	1	264	
4:05 PM	8	15	11	7	12	55	2	0	3	23	58	0	14	15	2	1	226	
4:10 PM	12	48	21	5	8	79	1	0	1	24	49	1	10	14	7	1	281	
4:15 PM	6	26	17	7	8	90	2	0	2	23	42	0	12	6	5	1	247	
4:20 PM	13	37	9	8	11	100	4	1	3	19	40	0	14	12	5	0	276	
4:25 PM	9	23	9	5	9	59	1	0	3	38	51	1	15	13	3	1	240	
4:30 PM	5	39	8	6	12	75	3	0	1	38	43	1	12	16	4	0	263	
4:35 PM	9	35	5	4	21	91	3	0	4	17	57	0	10	11	5	2	274	
4:40 PM	8	24	11	5	14	93	2	0	0	48	57	1	21	14	2	3	303	
4:45 PM	8	34	18	3	9	67	3	0	3	27	54	1	17	13	5	1	263	
4:50 PM	18	36	10	1	20	101	3	0	0	38	47	0	15	13	3	4	309	
4:55 PM	6	32	14	3	14	83	4	0	2	36	65	0	22	15	3	0	299	3245
5:00 PM	8	40	14	3	12	101	3	0	4	43	59	0	12	4	2	2	307	3288
5:05 PM	4	24	7	8	19	111	2	0	4	37	52	3	13	7	4	0	295	3357
5:10 PM	7	46	12	1	11	108	2	0	4	48	64	0	16	23	6	3	351	3427
5:15 PM	10	30	13	10	15	98	3	1	4	41	52	1	20	9	8	3	318	3498
5:20 PM	14	25	8	8	18	116	3	0	5	72	52	0	13	16	6	1	357	3579
5:25 PM	10	31	19	4	12	101	1	0	3	36	59	2	20	20	6	1	325	3664
5:30 PM	15	24	11	7	22	101	3	1	1	47	66	1	22	16	5	3	345	3746
5:35 PM	8	21	26	8	15	115	2	3	4	47	48	0	15	14	7	0	333	3805
5:40 PM	8	47	11	7	9	140	3	0	5	35	52	0	10	11	6	3	347	3849
5:45 PM	11	20	22	5	27	120	1	1	1	49	56	1	18	16	7	3	358	3944
5:50 PM	10	38	15	8	16	172	2	0	1	33	45	1	6	11	7	2	367	4002
5:55 PM	15	26	18	9	18	62	7	2	0	49	53	1	34	15	4	2	315	4018

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	116	420	192	80	208	1728	24	4	28	468	612	8	136	152	80	32	4288
Heavy Trucks	0	8	0		0	4	0		0	8	4		0	4	8		36
Pedestrians		16				4				4				4			28
Bicycles	0	0	0		0	4	0		0	0	0		0	0	0		4
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

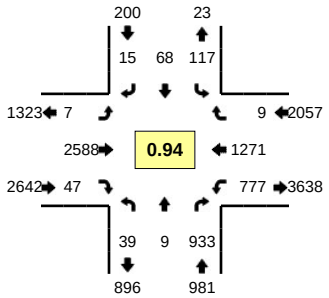
LOCATION: Trimble Rd -- Montague Expwy

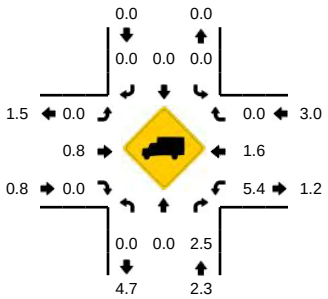
CITY/STATE: San Jose, CA

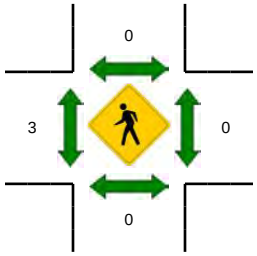
QC JOB #: 10769436

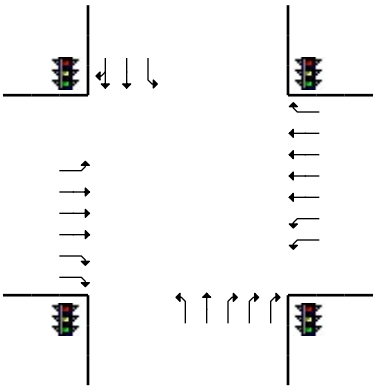
DATE: Tue, Jun 05 2012

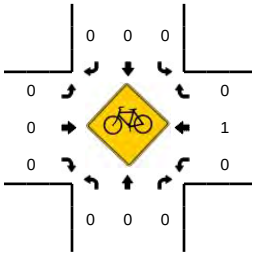
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:20 PM -- 5:35 PM

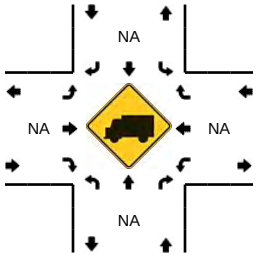


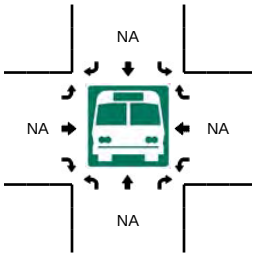












5-Min Count Period Beginning At	Trimble Rd (Northbound)				Trimble Rd (Southbound)				Montague Expwy (Eastbound)				Montague Expwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	0	29	0	7	1	0	0	0	227	1	0	37	68	0	0	371	
4:05 PM	2	1	97	0	9	2	1	0	0	129	6	0	65	52	0	0	364	
4:10 PM	0	1	23	0	5	4	2	0	0	228	4	0	35	67	0	0	369	
4:15 PM	2	4	114	0	10	3	0	0	0	207	9	0	37	102	1	0	489	
4:20 PM	2	0	74	0	7	1	4	0	0	215	4	0	44	87	0	0	438	
4:25 PM	2	0	48	1	5	2	1	0	1	126	4	0	28	82	2	0	302	
4:30 PM	3	0	124	0	8	2	3	0	0	150	3	0	61	82	2	0	438	
4:35 PM	1	0	68	1	12	4	0	0	1	242	1	0	37	100	0	0	467	
4:40 PM	1	1	126	0	3	5	1	0	0	143	6	0	52	97	2	0	437	
4:45 PM	3	0	50	1	9	4	1	0	0	293	5	0	48	101	0	0	515	
4:50 PM	1	0	88	1	4	2	0	0	0	202	5	0	67	71	0	0	441	
4:55 PM	4	1	37	2	5	3	0	0	0	196	2	0	43	98	3	0	394	5025
5:00 PM	3	0	70	0	21	11	0	0	1	156	3	0	53	72	0	0	390	5044
5:05 PM	1	0	123	1	11	3	4	0	1	198	6	0	72	89	1	0	510	5190
5:10 PM	2	0	65	1	16	3	0	0	0	286	1	0	54	109	0	0	537	5358
5:15 PM	1	0	101	0	8	7	2	0	1	150	6	1	87	107	0	0	471	5340
5:20 PM	4	0	33	0	3	3	1	0	0	327	8	0	39	131	1	0	550	5452
5:25 PM	2	5	106	0	10	9	2	0	0	170	2	0	108	110	1	0	525	5675
5:30 PM	1	1	89	0	2	4	0	0	0	243	5	1	51	90	1	0	488	5725
5:35 PM	7	1	58	0	11	11	1	0	0	219	5	0	37	133	0	0	483	5741
5:40 PM	4	0	88	1	5	6	1	0	1	221	5	0	105	116	1	0	554	5858
5:45 PM	4	1	57	0	22	1	1	0	1	210	4	0	42	116	3	0	462	5805
5:50 PM	1	1	92	1	5	6	1	0	0	175	1	0	90	91	0	0	464	5828
5:55 PM	5	0	51	0	3	4	2	0	0	233	1	0	39	107	1	0	446	5880

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	24	912	0	60	64	12	0	0	2960	60	4	792	1324	12	0	6252
Heavy Trucks	0	0	36		0	0	0		0	24	0		44	24	0		128
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

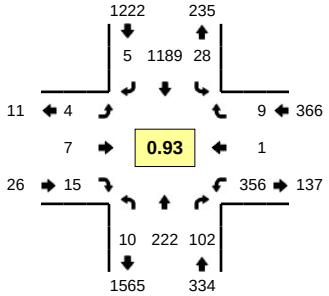
LOCATION: McCarthy Blvd -- Barber Ln

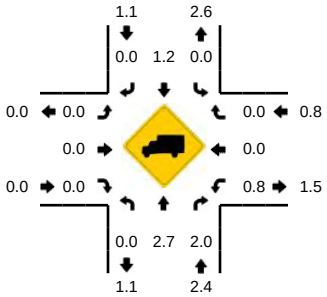
QC JOB #: 10769438

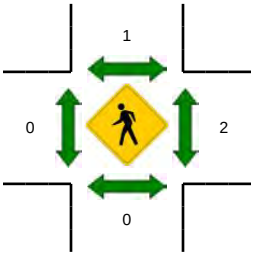
CITY/STATE: Milpitas, CA

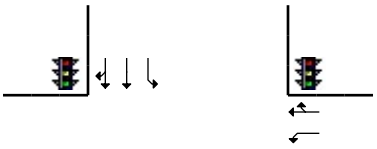
DATE: Tue, Jun 05 2012

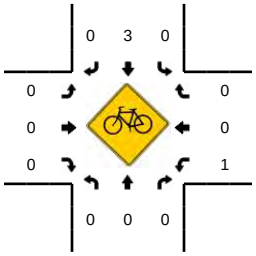
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

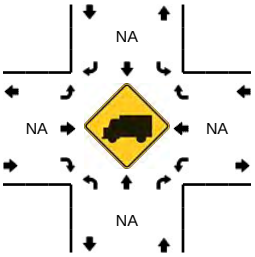


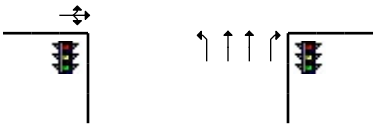


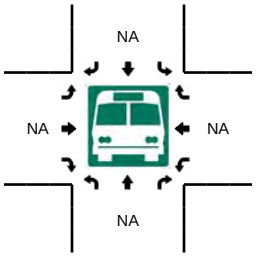












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				Barber Ln (Eastbound)				Barber Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	15	4	0	0	55	1	0	1	0	1	0	20	1	1	0	99	
4:05 PM	0	15	11	0	4	65	0	0	0	0	0	0	19	0	1	0	115	
4:10 PM	0	15	3	1	1	58	0	0	0	0	1	0	19	0	2	0	100	
4:15 PM	0	20	7	0	2	48	0	0	0	0	1	0	22	0	0	0	100	
4:20 PM	1	16	8	1	1	53	0	0	0	0	1	0	14	0	0	0	95	
4:25 PM	0	20	8	0	1	54	0	0	1	0	1	0	16	0	2	0	103	
4:30 PM	1	11	8	0	2	50	0	0	0	0	1	0	24	0	0	0	97	
4:35 PM	1	9	9	0	1	79	0	0	0	0	1	0	20	0	1	0	121	
4:40 PM	1	18	4	0	2	61	0	0	0	0	0	0	31	2	1	0	120	
4:45 PM	0	14	8	1	2	91	0	1	1	0	1	0	19	0	1	0	139	
4:50 PM	0	20	11	0	1	88	0	0	0	0	1	0	20	0	3	0	144	
4:55 PM	0	11	14	1	1	81	0	0	0	0	1	0	36	0	0	0	145	1378
5:00 PM	0	20	8	0	3	82	0	0	1	0	0	0	28	0	4	0	146	1425
5:05 PM	0	15	11	1	1	101	0	0	0	1	0	0	36	0	1	0	167	1477
5:10 PM	0	17	6	0	2	114	0	0	0	0	0	0	20	0	0	0	159	1536
5:15 PM	0	18	9	1	2	110	0	0	0	2	0	0	32	0	1	0	175	1611
5:20 PM	0	20	3	1	2	121	0	0	1	1	1	0	37	1	1	0	189	1705
5:25 PM	1	17	10	0	1	104	0	0	0	0	0	0	26	0	1	0	160	1762
5:30 PM	2	14	8	0	1	85	1	0	1	1	2	0	35	0	0	0	150	1815
5:35 PM	0	14	13	0	3	119	1	0	1	2	2	0	30	0	0	0	185	1879
5:40 PM	0	20	5	1	2	77	1	0	0	0	0	0	30	0	0	0	136	1895
5:45 PM	0	15	4	1	4	106	2	0	0	0	2	0	27	0	0	0	161	1917
5:50 PM	0	36	15	0	3	81	0	0	0	0	4	0	31	0	0	0	170	1943
5:55 PM	2	16	10	0	4	89	0	0	0	0	4	0	24	0	1	0	150	1948

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	220	88	8	20	1340	0	0	4	12	4	0	380	4	12	0	2096
Heavy Trucks	0	0	0		0	12	0		0	0	0		0	0	0		12
Pedestrians		0				4				0				0			4
Bicycles	0	0	0		0	1	0		0	0	0		1	0	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

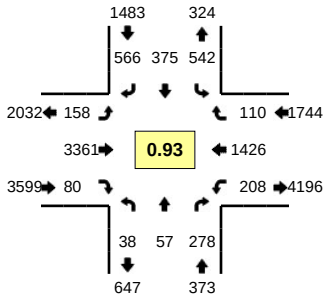
LOCATION: McCarthy Blvd/O'Toole Ave -- Montague Expwy

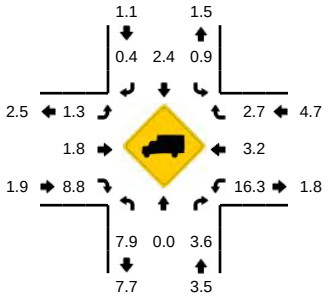
QC JOB #: 10769440

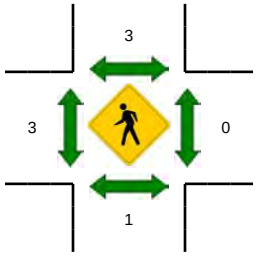
CITY/STATE: Milpitas, CA

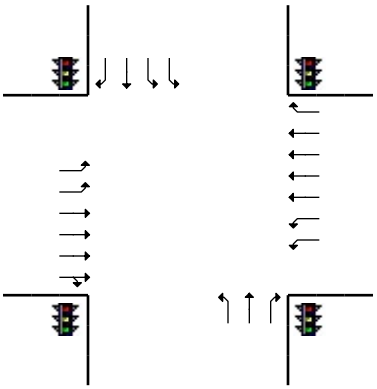
DATE: Wed, Jun 06 2012

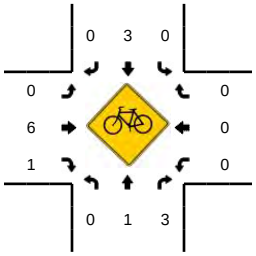
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:40 PM -- 5:55 PM

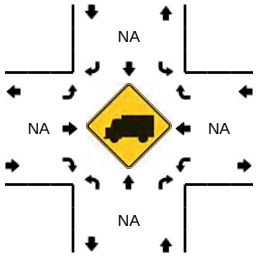


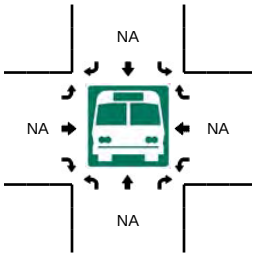












5-Min Count Period Beginning At	McCarthy Blvd/O'Toole Ave (Northbound)				McCarthy Blvd/O'Toole Ave (Southbound)				Montague Expwy (Eastbound)				Montague Expwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	6	3	23	0	27	6	21	0	6	226	6	0	11	109	7	1	452	
4:05 PM	1	2	19	0	52	13	24	0	9	259	13	0	12	95	9	2	510	
4:10 PM	7	4	26	0	51	19	24	0	12	206	2	0	7	95	10	3	466	
4:15 PM	4	1	19	0	23	11	29	0	14	265	8	0	12	76	6	1	469	
4:20 PM	5	3	26	0	32	21	17	1	10	201	7	0	23	106	6	2	460	
4:25 PM	4	5	15	0	19	9	22	0	14	256	13	1	16	64	10	0	448	
4:30 PM	0	2	12	0	49	19	21	0	14	143	2	0	16	104	6	1	389	
4:35 PM	8	3	21	0	67	24	39	0	11	261	3	0	8	87	6	3	541	
4:40 PM	3	8	31	0	33	26	31	0	8	300	3	0	7	133	13	2	598	
4:45 PM	4	4	20	0	56	19	25	0	18	240	10	0	15	75	12	3	501	
4:50 PM	0	3	18	0	22	16	24	0	8	317	9	0	18	138	9	1	583	
4:55 PM	3	7	21	0	34	11	31	0	17	229	5	0	13	102	8	1	482	5899
5:00 PM	10	2	27	0	72	47	33	0	14	207	6	0	11	85	10	2	526	5973
5:05 PM	2	3	20	0	31	24	49	0	13	313	8	0	18	159	10	2	652	6115
5:10 PM	6	7	24	0	59	23	60	0	16	285	6	0	12	87	8	0	593	6242
5:15 PM	1	7	40	0	32	38	46	0	5	241	8	0	20	145	11	0	594	6367
5:20 PM	3	4	19	0	31	23	54	0	20	308	12	0	16	105	5	1	601	6508
5:25 PM	3	4	36	0	84	44	40	0	7	198	4	0	21	134	9	1	585	6645
5:30 PM	1	1	12	0	22	22	37	0	9	344	10	0	9	107	10	0	584	6840
5:35 PM	5	11	28	0	62	44	44	1	18	223	5	1	8	84	8	2	544	6843
5:40 PM	1	3	15	0	30	20	53	0	7	330	6	0	21	168	7	0	661	6906
5:45 PM	3	3	17	0	59	29	56	0	13	308	5	1	17	87	12	2	612	7017
5:50 PM	2	7	22	0	30	41	55	0	10	280	5	0	27	167	6	5	657	7091
5:55 PM	1	5	18	0	29	20	39	0	24	324	5	0	12	98	14	1	590	7199

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	24	52	216	0	476	360	656	0	120	3672	64	4	260	1688	100	28	7720
Heavy Trucks	4	0	8		8	8	0		0	60	4		36	32	4		164
Pedestrians		0				4				4				0			8
Bicycles	0	0	0		0	0	0		0	2	0		0	0	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 1PM FINAL
Site Code : 00000001
Start Date : 5/19/2011
Page No : 1

Groups Printed- Vehicles

	ZANKER RD Southbound					SR-237 WB RAMPS Westbound					ZANKER RD Northbound					SR-237 WB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	27	7	0	34	19	0	73	0	92	87	10	0	0	97	0	0	0	0	0	223
04:15 PM	0	25	7	0	32	13	0	51	0	64	91	9	0	0	100	0	0	0	0	0	196
04:30 PM	0	70	10	0	80	12	0	76	0	88	127	4	0	0	131	0	0	0	0	0	299
04:45 PM	0	52	5	0	57	13	0	82	0	95	142	6	0	0	148	0	0	0	0	0	300
Total	0	174	29	0	203	57	0	282	0	339	447	29	0	0	476	0	0	0	0	0	1018
05:00 PM	0	49	6	0	55	8	0	73	0	81	196	6	0	0	202	0	0	0	0	0	338
05:15 PM	0	39	6	0	45	18	0	111	0	129	176	7	0	0	183	0	0	0	0	0	357
05:30 PM	0	49	2	0	51	15	0	116	0	131	158	3	0	0	161	0	0	0	0	0	343
05:45 PM	0	37	2	0	39	12	0	108	1	121	137	7	0	0	144	0	0	0	0	0	304
Total	0	174	16	0	190	53	0	408	1	462	667	23	0	0	690	0	0	0	0	0	1342
Grand Total	0	348	45	0	393	110	0	690	1	801	1114	52	0	0	1166	0	0	0	0	0	2360
Apprch %	0	88.5	11.5	0		13.7	0	86.1	0.1		95.5	4.5	0	0		0	0	0	0		
Total %	0	14.7	1.9	0	16.7	4.7	0	29.2	0	33.9	47.2	2.2	0	0	49.4	0	0	0	0	0	

	ZANKER RD Southbound					SR-237 WB RAMPS Westbound					ZANKER RD Northbound					SR-237 WB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	49	6	0	55	8	0	73	0	81	196	6	0	0	202	0	0	0	0	0	338
05:15 PM	0	39	6	0	45	18	0	111	0	129	176	7	0	0	183	0	0	0	0	0	357
05:30 PM	0	49	2	0	51	15	0	116	0	131	158	3	0	0	161	0	0	0	0	0	343
05:45 PM	0	37	2	0	39	12	0	108	1	121	137	7	0	0	144	0	0	0	0	0	304
Total Volume	0	174	16	0	190	53	0	408	1	462	667	23	0	0	690	0	0	0	0	0	1342
% App. Total	0	91.6	8.4	0		11.5	0	88.3	0.2		96.7	3.3	0	0		0	0	0	0		
PHF	.000	.888	.667	.000	.864	.736	.000	.879	.250	.882	.851	.821	.000	.000	.854	.000	.000	.000	.000	.000	.940

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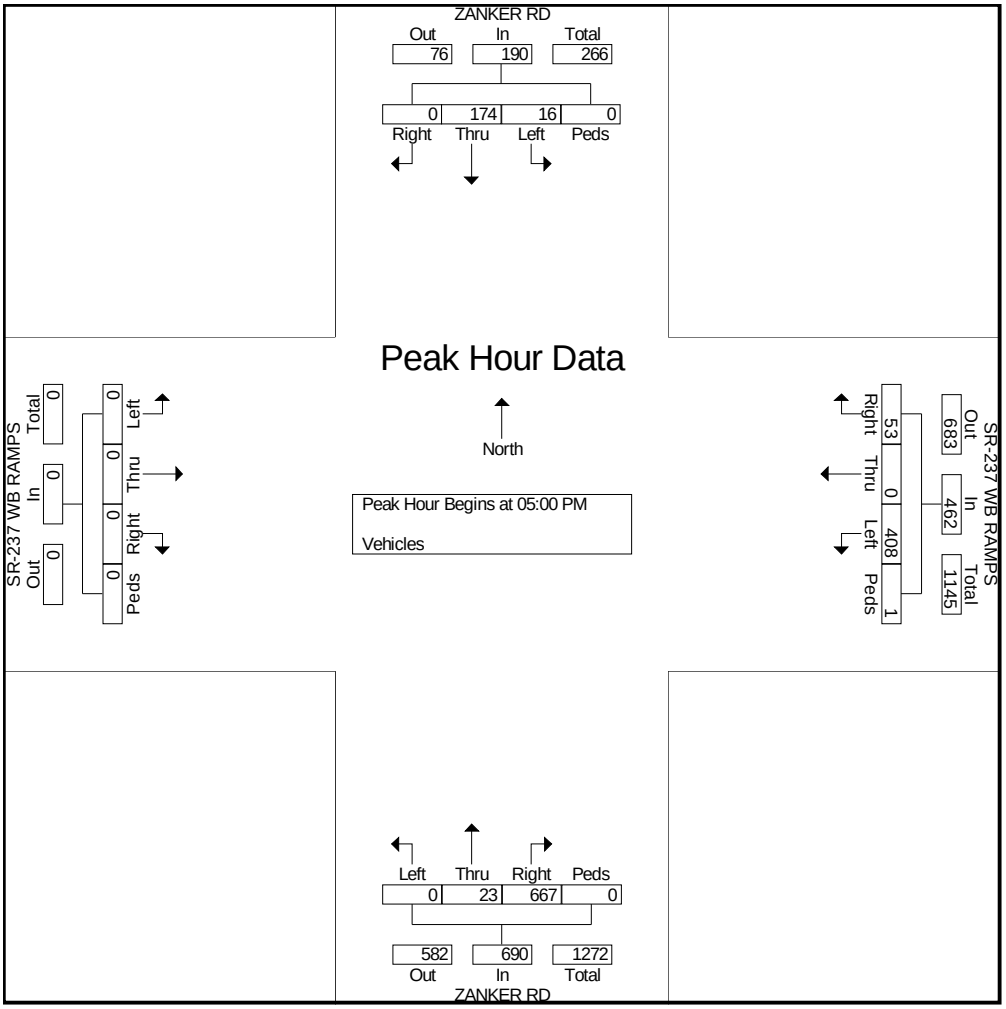

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BIKES

Groups Printed- Bikes

	ZANKER RD Southbound					SR-237 WB RAMPS Westbound					ZANKER RD Northbound					SR-237 WB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total	0	2	0	0	2	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	10
Grand Total	0	3	0	0	3	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	15
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	20	0	0	20	0	0	0	0	0	0	80	0	0	80	0	0	0	0	0	

	ZANKER RD Southbound					SR-237 WB RAMPS Westbound					ZANKER RD Northbound					SR-237 WB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total Volume	0	2	0	0	2	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	10
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.667	.000	.000	.667	.000	.000	.000	.000	.000	.625

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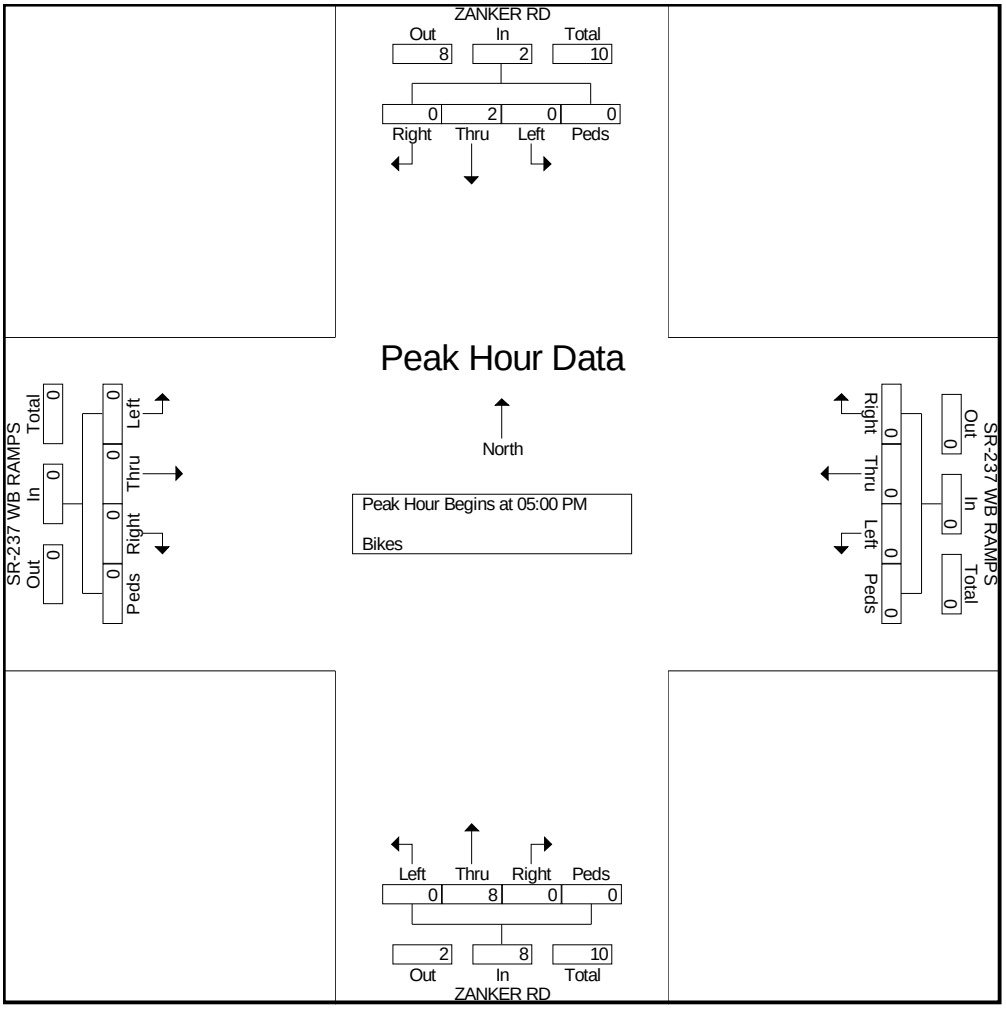
BIKES



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File Name : 2PM FINAL
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Groups Printed- Vehicles

	ZANKER RD Southbound					SR-237 EB RAMPS Westbound					ZANKER RD Northbound					SR-237 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	68	35	0	103	0	0	0	0	0	162	92	0	0	254	16	0	6	0	22	379
04:15 PM	0	54	23	0	77	0	0	0	0	0	121	95	0	0	216	23	0	5	0	28	321
04:30 PM	0	87	59	0	146	0	0	0	0	0	146	131	0	0	277	18	1	4	0	23	446
04:45 PM	0	80	43	0	123	0	0	0	0	0	156	138	0	0	294	20	1	3	0	24	441
Total	0	289	160	0	449	0	0	0	0	0	585	456	0	0	1041	77	2	18	0	97	1587
05:00 PM	0	76	43	0	119	0	0	0	0	0	201	204	0	0	405	20	0	2	0	22	546
05:15 PM	0	118	33	0	151	0	0	0	0	0	196	194	0	0	390	15	0	0	0	15	556
05:30 PM	0	119	49	0	168	0	0	0	0	0	166	143	0	0	309	28	0	1	0	29	506
05:45 PM	0	110	38	0	148	0	0	0	0	0	147	126	0	0	273	22	0	0	0	22	443
Total	0	423	163	0	586	0	0	0	0	0	710	667	0	0	1377	85	0	3	0	88	2051
Grand Total	0	712	323	0	1035	0	0	0	0	0	1295	1123	0	0	2418	162	2	21	0	185	3638
Apprch %	0	68.8	31.2	0		0	0	0	0		53.6	46.4	0	0		87.6	1.1	11.4	0		
Total %	0	19.6	8.9	0	28.4	0	0	0	0	0	35.6	30.9	0	0	66.5	4.5	0.1	0.6	0	5.1	

	ZANKER RD Southbound					SR-237 EB RAMPS Westbound					ZANKER RD Northbound					SR-237 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	76	43	0	119	0	0	0	0	0	201	204	0	0	405	20	0	2	0	22	546
05:15 PM	0	118	33	0	151	0	0	0	0	0	196	194	0	0	390	15	0	0	0	15	556
05:30 PM	0	119	49	0	168	0	0	0	0	0	166	143	0	0	309	28	0	1	0	29	506
05:45 PM	0	110	38	0	148	0	0	0	0	0	147	126	0	0	273	22	0	0	0	22	443
Total Volume	0	423	163	0	586	0	0	0	0	0	710	667	0	0	1377	85	0	3	0	88	2051
% App. Total	0	72.2	27.8	0		0	0	0	0		51.6	48.4	0	0		96.6	0	3.4	0		
PHF	.000	.889	.832	.000	.872	.000	.000	.000	.000	.000	.883	.817	.000	.000	.850	.759	.000	.375	.000	.759	.922

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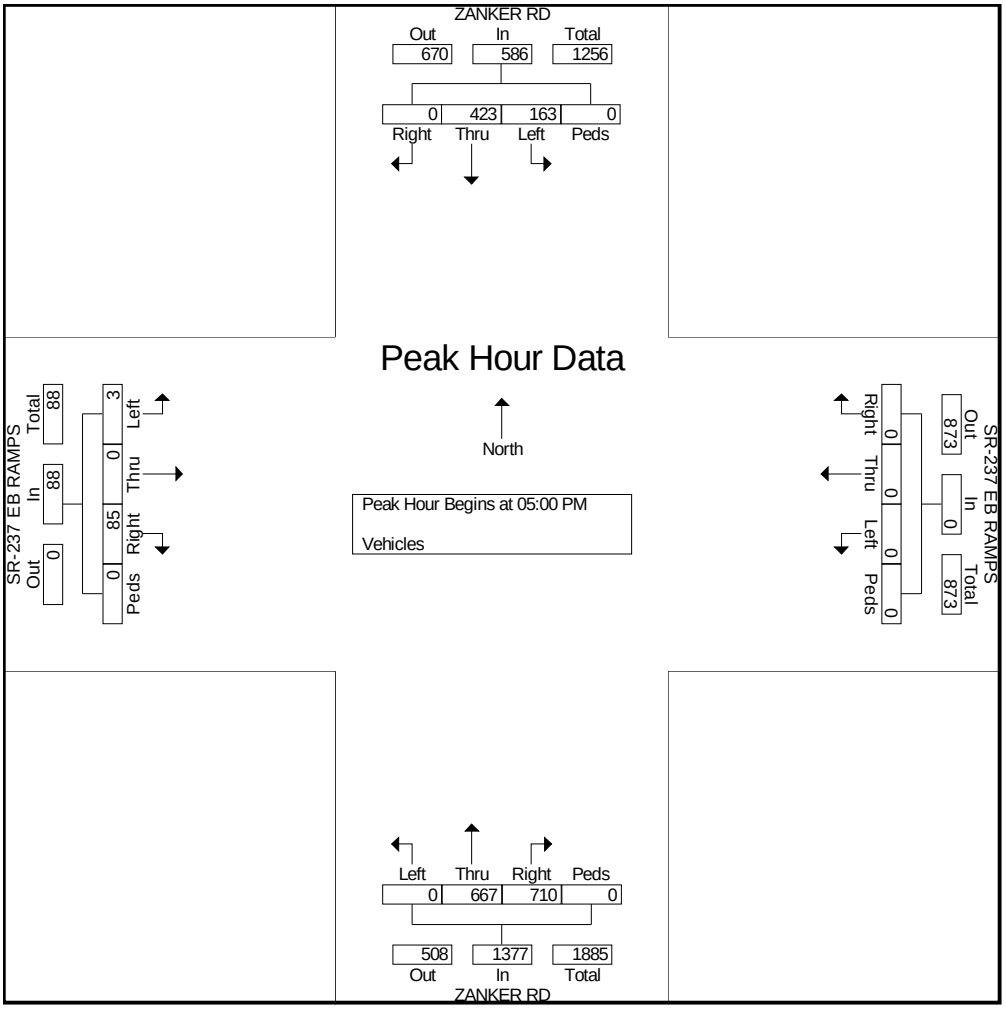

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File Name : 2PM FINAL
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BIKES

Groups Printed- Bikes

	ZANKER RD Southbound					SR-237 EB RAMPS Westbound					ZANKER RD Northbound					SR-237 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	9
Grand Total	0	3	0	0	3	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	13
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	23.1	0	0	23.1	0	0	0	0	0	0	76.9	0	0	76.9	0	0	0	0	0	

	ZANKER RD Southbound					SR-237 EB RAMPS Westbound					ZANKER RD Northbound					SR-237 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total Volume	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	9
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.583	.000	.000	.583	.000	.000	.000	.000	.000	.563

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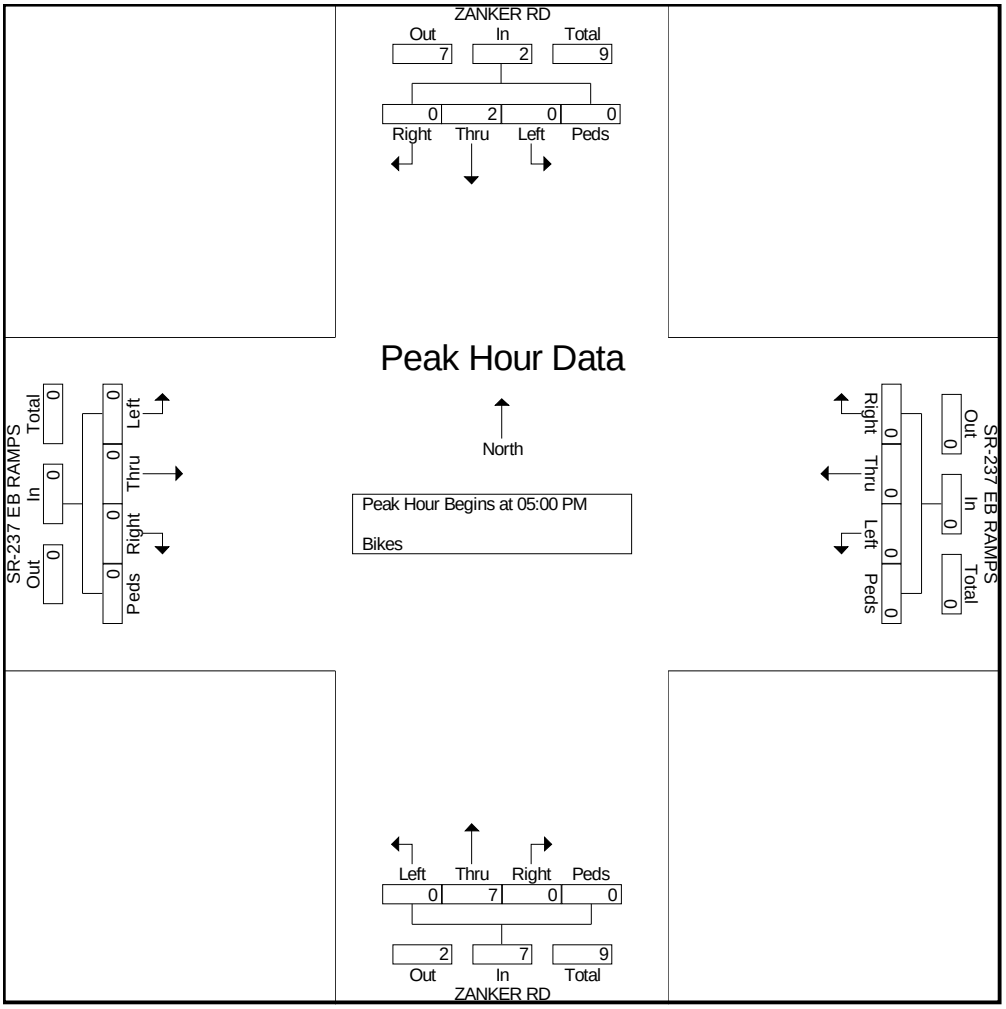
BIKES



Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

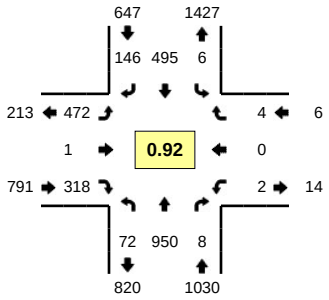
LOCATION: Zanker Rd -- Holger Way

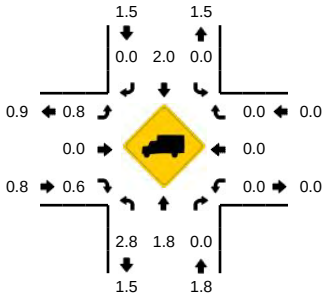
CITY/STATE: Milpitas, CA

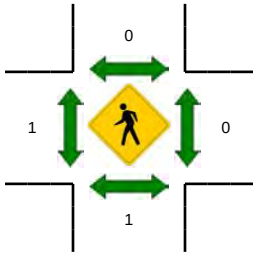
QC JOB #: 10769442

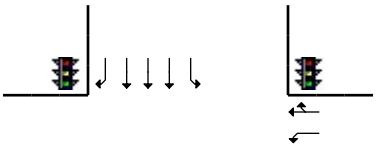
DATE: Tue, Jun 05 2012

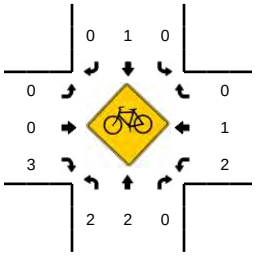
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

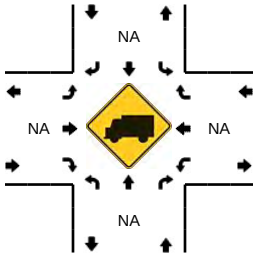


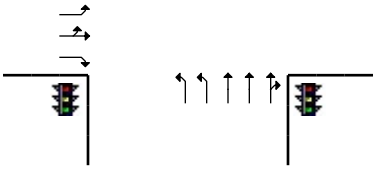


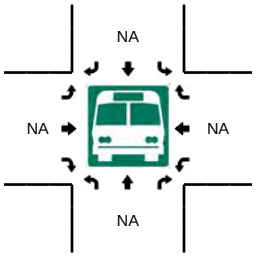












5-Min Count Period Beginning At	Zanker Rd (Northbound)				Zanker Rd (Southbound)				Holger Way (Eastbound)				Holger Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	61	1	0	3	18	0	0	30	0	10	0	3	0	5	0	133	
4:05 PM	5	77	7	0	0	31	0	0	28	0	19	0	2	0	10	0	179	
4:10 PM	2	54	4	0	1	20	2	0	24	0	8	0	3	0	3	0	121	
4:15 PM	6	76	2	1	0	23	4	0	23	0	18	0	2	0	3	0	158	
4:20 PM	3	53	0	0	0	18	1	0	23	0	8	0	1	0	4	0	111	
4:25 PM	4	46	3	0	0	13	6	1	21	0	8	0	3	0	0	0	105	
4:30 PM	3	46	1	0	2	14	2	0	22	1	15	0	2	0	5	0	113	
4:35 PM	3	64	1	0	0	31	1	0	34	1	18	0	5	0	1	0	159	
4:40 PM	2	78	1	0	0	30	4	0	30	0	11	0	1	1	0	0	158	
4:45 PM	2	79	1	0	0	15	5	0	28	0	18	0	1	0	1	0	150	
4:50 PM	3	90	0	0	4	40	7	0	18	0	20	0	1	0	0	0	183	
4:55 PM	3	72	0	0	0	31	10	1	34	0	23	0	0	0	0	0	174	1744
5:00 PM	3	56	3	0	0	34	5	0	56	0	18	0	0	0	0	0	175	1786
5:05 PM	3	102	2	0	0	34	8	0	43	0	33	0	0	0	0	0	225	1832
5:10 PM	5	91	1	2	0	41	12	0	45	0	28	0	0	0	2	0	227	1938
5:15 PM	10	93	1	0	0	37	14	0	42	0	23	0	0	0	1	0	221	2001
5:20 PM	8	81	0	0	0	29	9	0	31	0	32	0	0	0	0	0	190	2080
5:25 PM	6	70	0	0	0	38	19	0	39	0	24	0	2	0	0	0	198	2173
5:30 PM	3	65	0	0	1	56	14	0	38	1	22	0	0	0	0	0	200	2260
5:35 PM	5	81	0	1	0	54	18	0	40	0	22	0	0	0	0	0	221	2322
5:40 PM	2	70	0	0	1	43	17	0	41	0	22	0	0	0	1	0	197	2361
5:45 PM	10	75	0	1	1	39	12	0	35	0	37	0	0	0	0	0	210	2421
5:50 PM	7	81	1	0	0	48	16	1	36	0	32	0	0	0	0	0	222	2460
5:55 PM	5	85	0	1	2	42	2	0	26	0	25	0	0	0	0	0	188	2474

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	72	1144	16	8	0	448	136	0	520	0	336	0	0	0	12	0	2692
Heavy Trucks	4	12	0		0	8	0		0	0	8		0	0	0		32
Pedestrians		0				0				0				0			0
Bicycles	1	0	0		0	1	0		0	0	1		1	1	0		5
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

APPENDIX B:
INTERSECTION LEVEL OF SERVICE CALCULATIONS

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Existing AM				E+P AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	McCarthy Blvd and Dixon Landing Rd	B+	11.3	0.422	11.9	B+	11.5	0.430	+ 0.008	12.0	+ 0.1
#2	I-880 SB Ramps and Dixon Landing Dr	A	7.4	0.340	8.5	A	7.3	0.341	+ 0.001	8.5	+ 0.0
#3	Dixon Landing Rd and California Cir	B	15.0	0.491	14.6	B	15.0	0.493	+ 0.002	14.7	+ 0.1
#4	California Cir and I-880 NB Ramps	B+	10.5	0.277	11.5	B+	10.6	0.280	+ 0.003	11.5	+ 0.0
#5	Dixon Landing Rd and Warm Springs Rd	F	217.3	1.451	260.1	F	218.4	1.453	+ 0.002	260.8	+ 0.7
#6	McCarthy Blvd and Ranch Drive (North)	A	6.8	0.178	10.5	A	7.0	0.186	+ 0.007	11.0	+ 0.5
#7	Ranch Drive and Project Entrance	B	15.9	0.115	16.1	B	15.7	0.236	+ 0.121	16.1	- 0.0
#8	McCarthy Blvd and Ranch Dr (South)	B	17.7	0.413	18.8	B-	18.3	0.441	+ 0.028	20.0	+ 1.2
#9	McCarthy Blvd and SR-237 WB Ramps	B-	19.3	0.557	22.4	B-	19.5	0.611	+ 0.054	23.7	+ 1.4
#10	McCarthy Blvd and SR-237 EB Ramps	B	17.1	0.551	14.2	B	17.3	0.565	+ 0.014	14.4	+ 0.2
#11	I-880 SB Ramps and SR-237	B	16.1	0.662	16.3	B	16.3	0.677	+ 0.016	16.7	+ 0.4
#12	I-880 NB Ramps and SR-237	B-	19.4	0.727	22.6	B-	19.1	0.726	- 0.002	22.4	- 0.3
#13	Abel Street and SR-237	D	42.2	0.811	43.2	D	42.4	0.818	+ 0.007	43.5	+ 0.4
#14	Milpitas Blvd and SR-237	D	48.0	0.930	56.8	D	48.8	0.939	+ 0.010	58.2	+ 1.4
#15	Hillview Drive and SR-237	C	27.6	0.592	21.5	C	27.5	0.598	+ 0.006	21.4	- 0.1
#16	McCarthy Blvd and Bellew Dr	C+	21.7	0.593	23.4	C+	21.7	0.602	+ 0.009	23.6	+ 0.1
#17	McCarthy Blvd and Alder Dr	B	13.2	0.553	14.6	B	13.4	0.569	+ 0.015	14.9	+ 0.3
#18	McCarthy Blvd and Tasman Dr	C-	33.9	0.821	36.4	C-	34.3	0.827	+ 0.007	37.1	+ 0.6
#19	Tasman Dr and Alder Dr	B	13.4	0.469	18.5	B	13.5	0.476	+ 0.007	18.8	+ 0.3
#20	I-880 SB Ramps and Tasman Dr	B-	19.8	0.787	19.9	B-	19.6	0.781	- 0.006	19.6	- 0.3
#21	Great Mall Pkwy and Thompson St	C	29.0	0.627	28.8	C	29.0	0.631	+ 0.005	28.9	+ 0.1
#22	Abel St and Great Mall Pkwy	D	40.1	0.633	41.3	D	40.2	0.636	+ 0.003	41.3	+ 0.1
#23	Main St and Great Mall Pkwy	C	24.8	0.378	18.9	C	24.8	0.379	+ 0.001	18.8	- 0.1
#24	Great Mall Pkwy and Montague Expwy	D	45.5	0.755	60.5	D	45.6	0.756	+ 0.002	60.6	+ 0.1
#25	Trade Zone and Capitol Ave	C	31.8	0.570	32.8	C	31.6	0.581	+ 0.011	28.7	- 4.1
#26	Montague Expwy and Trimble Rd	C	24.5	0.521	12.3	C	24.6	0.521	+ 0.000	12.3	+ 0.0

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Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Existing AM				E+P AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#27	McCarthy Blvd and Barber Ln	B	16.7	0.282	15.3	B	16.7	0.284	+ 0.002	15.2	- 0.0
#28	McCarthy Blvd and Montague Expwy	C-	32.9	0.789	32.9	C-	33.4	0.796	+ 0.008	33.7	+ 0.8
#29	Zanker Rd and SR-237 WB Ramps	B+	10.2	0.165	10.1	B+	10.2	0.166	+ 0.000	10.1	- 0.0
#30	Zanker Rd and SR-237 EB Ramps	B	14.5	0.405	15.1	B	14.5	0.405	+ 0.000	15.1	+ 0.0
#31	Holger Way and Zanker Rd	B-	20.0	0.357	22.4	B-	20.0	0.356	- 0.000	22.4	- 0.0

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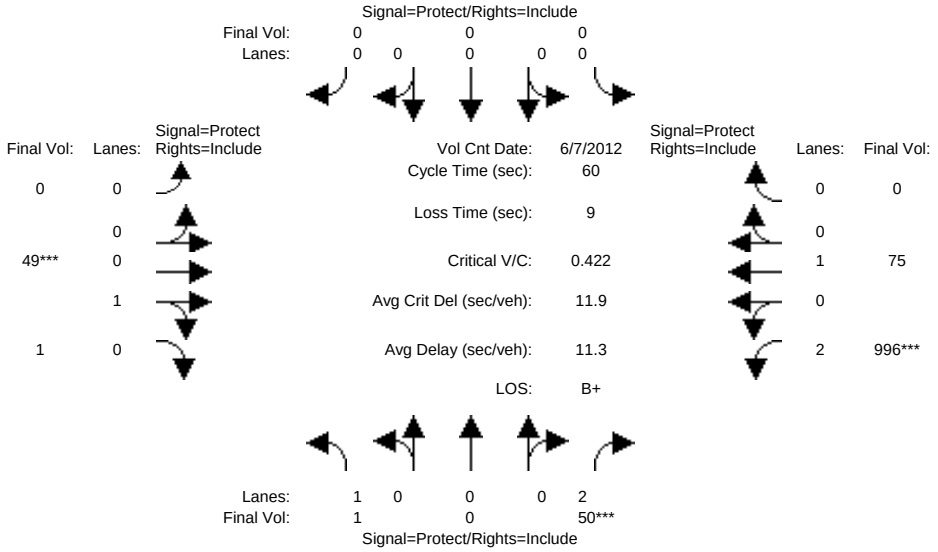
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	1	0	50	0	0	0	0	49	1	996	75	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:	1	0	50	0	0	0	0	49	1	996	75	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	50	0	0	0	0	49	1	996	75	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:	1	0	50	0	0	0	0	49	1	996	75	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	50	0	0	0	0	49	1	996	75	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:	1	0	50	0	0	0	0	49	1	996	75	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.98	0.02	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1859	38	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.03	0.03	0.32	0.04	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.17	0.17	0.52	0.68	0.00
Volume/Cap:	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.16	0.16	0.61	0.06	0.00
Uniform Del:	20.8	0.0	21.2	0.0	0.0	0.0	0.0	21.4	21.4	10.2	3.1	0.0
IncremntDel:	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.2	0.2	0.7	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	20.8	0.0	21.2	0.0	0.0	0.0	0.0	21.6	21.6	10.9	3.2	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:	20.8	0.0	21.2	0.0	0.0	0.0	0.0	21.6	21.6	10.9	3.2	0.0
LOS by Move:	C+	A	C+	A	A	A	A	C+	C+	B+	A	A
HCM2k95thQ:	0	0	1	0	0	0	0	2	2	15	1	0

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

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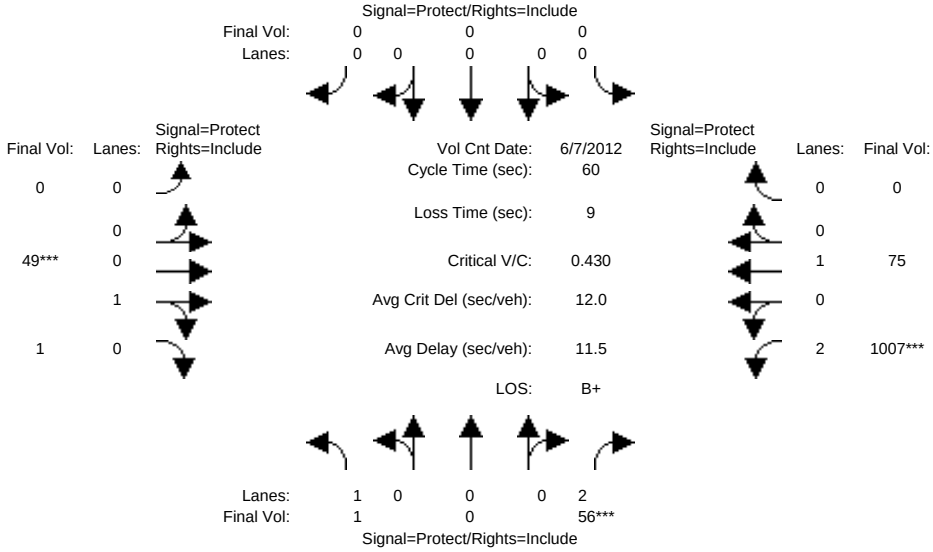
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #1: McCarthy Blvd and Dixon Landing Rd




```
Street Name:          McCarthy Blvd                    Dixon Landing Rd
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: 7 Jun 2012 << 8:00:00 AM
Base Vol:       1    0    50     0    0     0     0   49     1   996   75     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:    1    0    50     0    0     0     0   49     1   996   75     0
Added Vol:      0    0     6     0    0     0     0    0     0    11    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1    0    56     0    0     0     0   49     1  1007   75     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:     1    0    56     0    0     0     0   49     1  1007   75     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1    0    56     0    0     0     0   49     1  1007   75     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:    1    0    56     0    0     0     0   49     1  1007   75     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 1.00  0.92  0.92 0.95  0.95  0.83 1.00  0.92
Lanes:       1.00 0.00  2.00  0.00 0.00  0.00  0.00 0.98  0.02  2.00 1.00  0.00
Final Sat.:  1750    0  3150     0    0     0     0 1764    36  3150 1900     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.02  0.00 0.00  0.00  0.00 0.03  0.03  0.32 0.04  0.00
Crit Moves:              ****                          ****        ****
Green/Cycle: 0.17 0.00  0.17  0.00 0.00  0.00  0.00 0.17  0.17  0.52 0.68  0.00
Volume/Cap:  0.00 0.00  0.11  0.00 0.00  0.00  0.00 0.17  0.17  0.62 0.06  0.00
Delay/Veh:   20.8  0.0  21.3   0.0  0.0   0.0   0.0 21.7  21.7  11.0  3.2   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:  20.8  0.0  21.3   0.0  0.0   0.0   0.0 21.7  21.7  11.0  3.2   0.0
LOS by Move:   C+    A    C+     A    A     A     A   C+    C+    B+    A     A
HCM2k95thQ:     0    0     1     0    0     0     0    2     2    15    1     0
Note: Queue reported is the number of cars per lane.
```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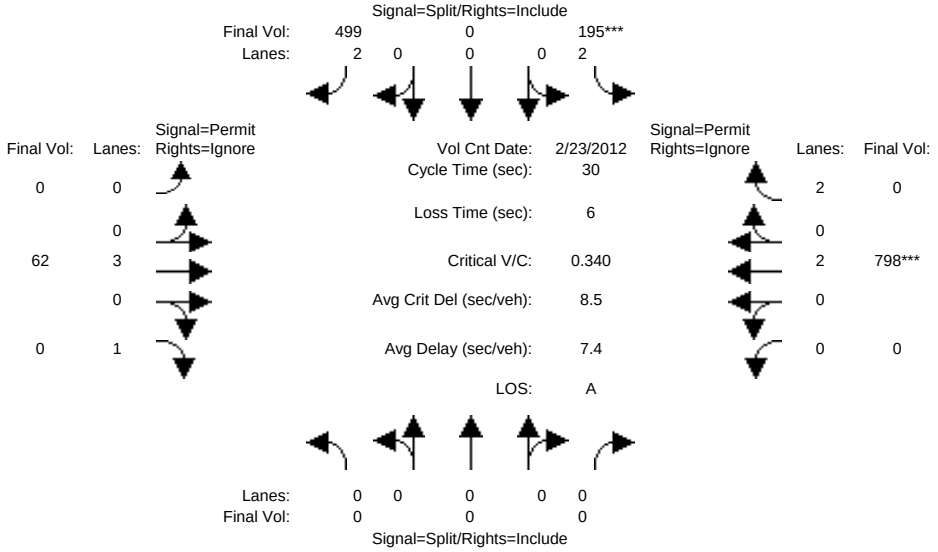
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #2: I-880 SB Ramps and Dixon Landing Dr



Street Name:	I-880 SB Ramps						Dixon Landing Rd					
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	0	0	10	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: 23 Feb 2012 << 8:00:00 AM												
Base Vol:	0	0	0	195	0	499	0	62	88	0	798	1024
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	0	0	195	0	499	0	62	88	0	798	1024
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	195	0	499	0	62	88	0	798	1024
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	195	0	499	0	62	0	0	798	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	0	499	0	62	0	0	798	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	195	0	499	0	62	0	0	798	0
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	0.83	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	2.00	2.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.16	0.00	0.01	0.00	0.00	0.21	0.00
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.47	0.00	0.47	0.00	0.33	0.00	0.00	0.33	0.00
Volume/Cap:	0.00	0.00	0.00	0.13	0.00	0.34	0.00	0.03	0.00	0.00	0.63	0.00
Uniform Del:	0.0	0.0	0.0	4.6	0.0	5.1	0.0	6.7	0.0	0.0	8.4	0.0
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	1.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	4.6	0.0	5.2	0.0	6.7	0.0	0.0	9.4	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:	0.0	0.0	0.0	4.6	0.0	5.2	0.0	6.7	0.0	0.0	9.4	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	1	0	4	0	0	0	0	6	0

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

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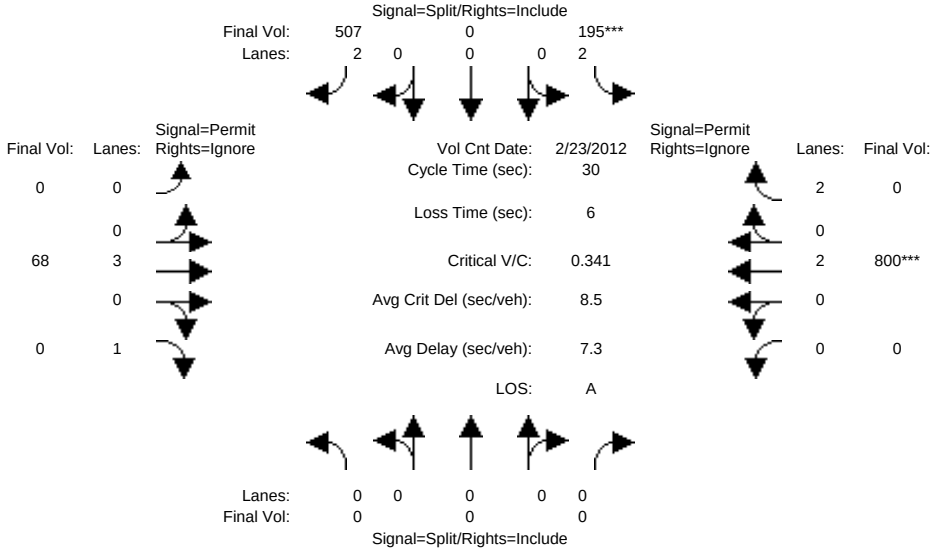
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #2: I-880 SB Ramps and Dixon Landing Dr



Street Name: I-880 SB Ramps Dixon Landing Rd

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	0	0	10	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: 23 Feb 2012 << 8:00:00 AM												
Base Vol:	0	0	0	195	0	499	0	62	88	0	798	1024
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	0	0	195	0	499	0	62	88	0	798	1024
Added Vol:	0	0	0	0	0	8	0	6	0	0	2	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	195	0	507	0	68	88	0	800	1024
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	195	0	507	0	68	0	0	800	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	0	507	0	68	0	0	800	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	195	0	507	0	68	0	0	800	0
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	0.83	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	2.00	2.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.16	0.00	0.01	0.00	0.00	0.21	0.00
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.47	0.00	0.47	0.00	0.33	0.00	0.00	0.33	0.00
Volume/Cap:	0.00	0.00	0.00	0.13	0.00	0.34	0.00	0.04	0.00	0.00	0.63	0.00
Delay/Veh:	0.0	0.0	0.0	4.5	0.0	5.1	0.0	6.8	0.0	0.0	9.5	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:	0.0	0.0	0.0	4.5	0.0	5.1	0.0	6.8	0.0	0.0	9.5	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	1	0	4	0	0	0	0	6	0

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

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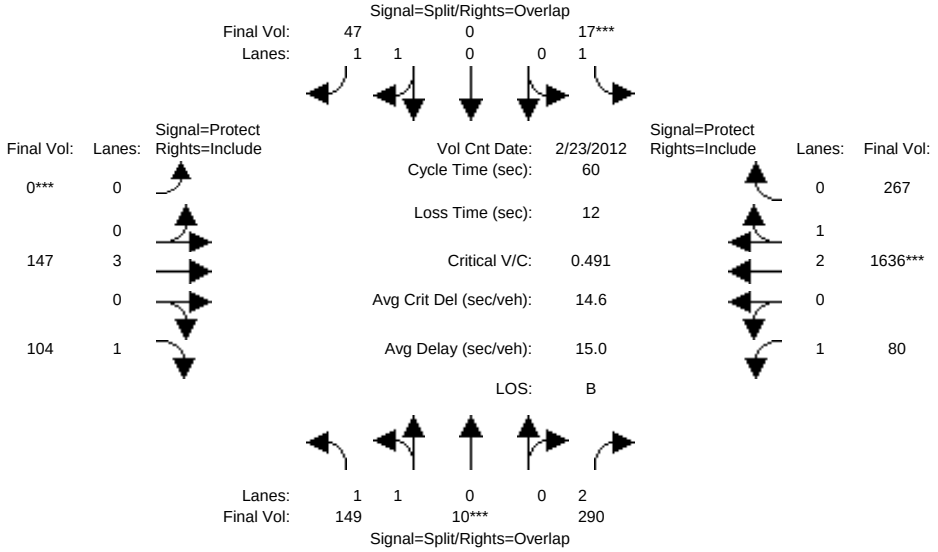
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #3: Dixon Landing Rd and California Cir

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Street Name:I-880 Northbound Ramps / Californ          Dixon Landing Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 23 Feb 2012 << 8:00:00 AM
Base Vol:     149   10   290    17    0    47     0  147   104    80 1636   267
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:  149   10   290    17    0    47     0  147   104    80 1636   267
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  149   10   290    17    0    47     0  147   104    80 1636   267
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:   149   10   290    17    0    47     0  147   104    80 1636   267
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  149   10   290    17    0    47     0  147   104    80 1636   267
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:  149   10   290    17    0    47     0  147   104    80 1636   267
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.88 0.12  2.00  1.00 0.00  2.00  0.00 3.00  1.00  1.00 2.55  0.45
Final Sat.:  3296  221  3150  1750    0  3500     0 5700  1750  1750 4842   790
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.05  0.09  0.01 0.00  0.01  0.00 0.03  0.06  0.05 0.34  0.34
Crit Moves:        ****        ****              ****                   ****
Green/Cycle: 0.17 0.17  0.36  0.17 0.00  0.17  0.00 0.27  0.27  0.19 0.47  0.47
Volume/Cap:  0.27 0.27  0.26  0.06 0.00  0.08  0.00 0.09  0.22  0.24 0.72  0.72
Uniform Del: 21.8 21.8  13.6  21.0  0.0  21.1   0.0 16.2  16.8  20.5 12.9  12.9
IncremntDel:  0.3  0.3   0.1   0.1  0.0   0.1   0.0  0.0   0.2   0.4  1.0   1.0
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Delay Adj:   1.00 1.00  1.00  1.00 0.00  1.00  0.00 1.00  1.00  1.00 1.00  1.00
Delay/Veh:   22.1 22.1  13.7  21.1  0.0  21.2   0.0 16.2  17.0  20.9 13.9  13.9
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:  22.1 22.1  13.7  21.1  0.0  21.2   0.0 16.2  17.0  20.9 13.9  13.9
LOS by Move:   C+   C+     B    C+    A    C+     A    B     B    C+    B     B
HCM2k95thQ:     3    3     4     1    0     1     0    1     3     3   16    16
Note: Queue reported is the number of cars per lane.
```


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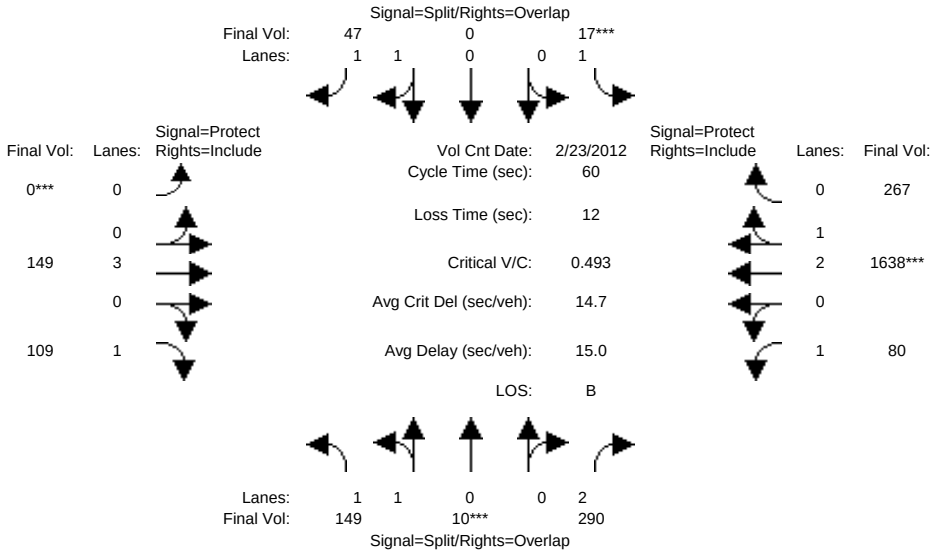
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #3: Dixon Landing Rd and California Cir

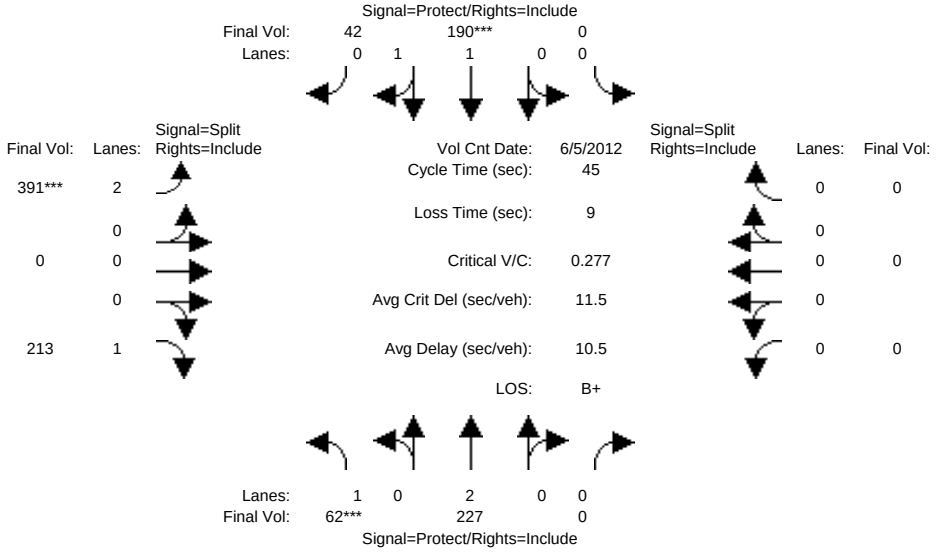



```
Street Name:I-880 Northbound Ramps / Californ          Dixon Landing Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 23 Feb 2012 << 8:00:00 AM
Base Vol:     149   10   290    17    0    47     0  147   104    80 1636   267
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:  149   10   290    17    0    47     0  147   104    80 1636   267
Added Vol:      0    0     0     0    0     0     0    2     5     0    2     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  149   10   290    17    0    47     0  149   109    80 1638   267
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:   149   10   290    17    0    47     0  149   109    80 1638   267
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  149   10   290    17    0    47     0  149   109    80 1638   267
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:  149   10   290    17    0    47     0  149   109    80 1638   267
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.93 0.95  0.83  0.92 1.00  0.95  0.92 1.00  0.92  0.92 0.99  0.95
Lanes:       1.88 0.12  2.00  1.00 0.00  2.00  0.00 3.00  1.00  1.00 2.56  0.44
Final Sat.:  3327  223  3150  1750    0  3600     0 5700  1750  1750 4814   785
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.04  0.09  0.01 0.00  0.01  0.00 0.03  0.06  0.05 0.34  0.34
Crit Moves:        ****        ****              ****                  ****
Green/Cycle: 0.17 0.17  0.36  0.17 0.00  0.17  0.00 0.27  0.27  0.19 0.47  0.47
Volume/Cap:  0.27 0.27  0.26  0.06 0.00  0.08  0.00 0.10  0.23  0.24 0.73  0.73
Delay/Veh:   22.1 22.1  13.7  21.1  0.0  21.2   0.0 16.2  17.1  20.9 14.0  14.0
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:  22.1 22.1  13.7  21.1  0.0  21.2   0.0 16.2  17.1  20.9 14.0  14.0
LOS by Move:   C+   C+     B    C+    A    C+     A    B     B    C+    B     B
HCM2k95thQ:     3    3     4     1    0     1     0    1     3     3   16    16
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #4: California Cir and I-880 NB Ramps



Street Name:	California Cir						I-880 NB Ramps					
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	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: 5 Jun 2012 << 7:30:00 AM												
Base Vol:	62	227	0	0	190	42	391	0	213	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:	62	227	0	0	190	42	391	0	213	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	227	0	0	190	42	391	0	213	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:	62	227	0	0	190	42	391	0	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	227	0	0	190	42	391	0	213	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:	62	227	0	0	190	42	391	0	213	0	0	0
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.61	0.39	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3065	677	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.00	0.00	0.06	0.06	0.12	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.16	0.38	0.00	0.00	0.22	0.22	0.42	0.00	0.42	0.00	0.00	0.00
Volume/Cap:	0.23	0.16	0.00	0.00	0.28	0.28	0.29	0.00	0.29	0.00	0.00	0.00
Uniform Del:	16.6	9.3	0.0	0.0	14.5	14.5	8.6	0.0	8.6	0.0	0.0	0.0
IncremntDel:	0.4	0.1	0.0	0.0	0.2	0.2	0.1	0.0	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	17.1	9.3	0.0	0.0	14.7	14.7	8.7	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:	17.1	9.3	0.0	0.0	14.7	14.7	8.7	0.0	8.8	0.0	0.0	0.0
LOS by Move:	B	A	A	A	B	B	A	A	A	A	A	A
HCM2k95thQ:	2	2	0	0	3	3	5	0	5	0	0	0

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

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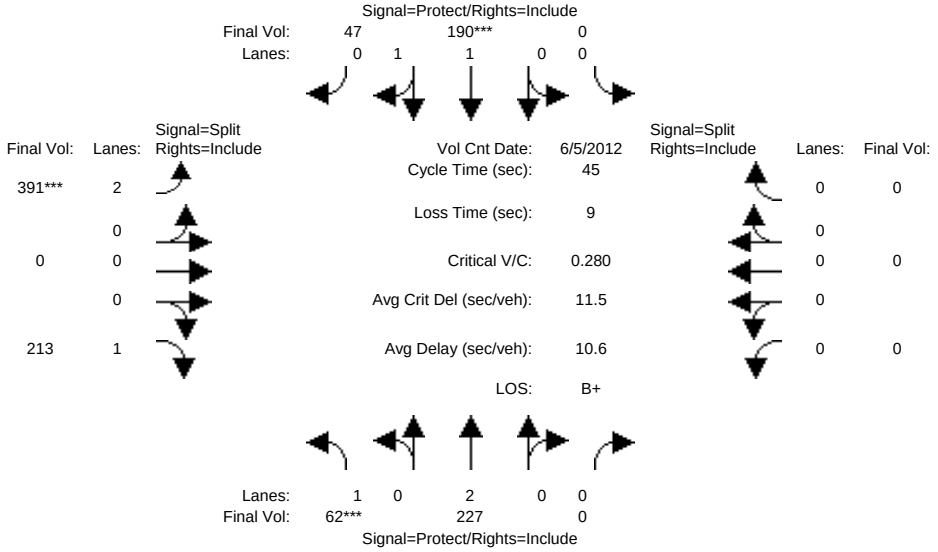
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #4: California Cir and I-880 NB Ramps



Street Name:	California Cir						I-880 NB Ramps					
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	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: 5 Jun 2012 << 7:30:00 AM												
Base Vol:	62	227	0	0	190	42	391	0	213	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:	62	227	0	0	190	42	391	0	213	0	0	0
Added Vol:	0	0	0	0	0	5	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	227	0	0	190	47	391	0	213	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:	62	227	0	0	190	47	391	0	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	227	0	0	190	47	391	0	213	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:	62	227	0	0	190	47	391	0	213	0	0	0
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	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.59	0.41	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	2966	734	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.00	0.00	0.06	0.06	0.12	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.16	0.38	0.00	0.00	0.22	0.22	0.42	0.00	0.42	0.00	0.00	0.00
Volume/Cap:	0.23	0.16	0.00	0.00	0.29	0.29	0.29	0.00	0.29	0.00	0.00	0.00
Delay/Veh:	17.1	9.3	0.0	0.0	14.7	14.7	8.7	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:	17.1	9.3	0.0	0.0	14.7	14.7	8.7	0.0	8.8	0.0	0.0	0.0
LOS by Move:	B	A	A	A	B	B	A	A	A	A	A	A
HCM2k95thQ:	2	2	0	0	3	3	5	0	5	0	0	0

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

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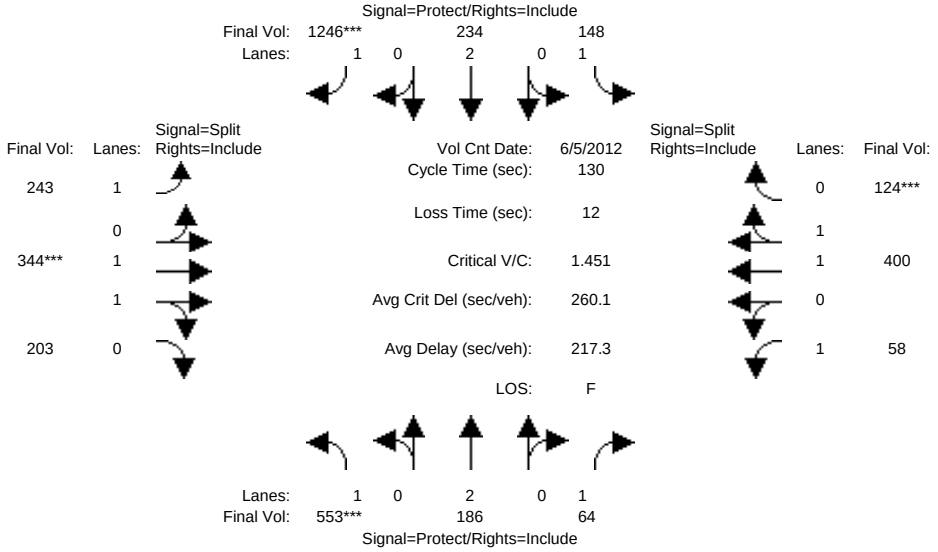
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #5: Dixon Landing Rd and Warm Springs Rd



Street Name:	Warm Springs Rd						Dixon Landing Rd					
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: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	553	186	64	148	234	1246	243	344	203	58	400	124
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:	553	186	64	148	234	1246	243	344	203	58	400	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	553	186	64	148	234	1246	243	344	203	58	400	124
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:	553	186	64	148	234	1246	243	344	203	58	400	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	553	186	64	148	234	1246	243	344	203	58	400	124
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:	553	186	64	148	234	1246	243	344	203	58	400	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.22	0.78	1.00	1.50	0.50
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2316	1367	1750	2843	881
Capacity Analysis Module:												
Vol/Sat:	0.32	0.05	0.04	0.08	0.06	0.71	0.14	0.15	0.15	0.03	0.14	0.14
Crit Moves:	****					****		****				****
Green/Cycle:	0.22	0.34	0.34	0.37	0.49	0.49	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	1.45	0.15	0.11	0.23	0.13	1.45	1.36	1.45	1.45	0.34	1.45	1.45
Uniform Del:	50.8	30.0	29.6	28.1	18.0	33.1	58.3	58.3	58.3	54.8	58.7	58.7
IncremntDel:	217.2	0.1	0.1	0.2	0.0	209.6	192.4	217	217.4	1.2	218	218.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	268.1	30.1	29.7	28.3	18.0	242.7	250.8	276	275.7	56.0	277	276.7
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:	268.1	30.1	29.7	28.3	18.0	242.7	250.8	276	275.7	56.0	277	276.7
LOS by Move:	F	C	C	C	B-	F	F	F	F	E+	F	F
HCM2k95thQ:	74	5	4	8	5	157	33	37	37	5	38	38

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

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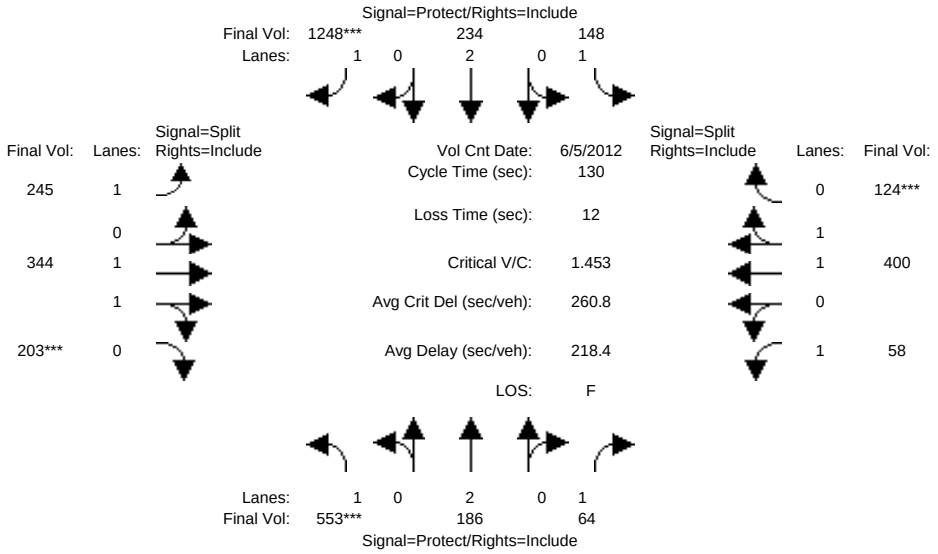
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #5: Dixon Landing Rd and Warm Springs Rd



Street Name:	Warm Springs Rd						Dixon Landing Rd					
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: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	553	186	64	148	234	1246	243	344	203	58	400	124
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:	553	186	64	148	234	1246	243	344	203	58	400	124
Added Vol:	0	0	0	0	0	2	2	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	553	186	64	148	234	1248	245	344	203	58	400	124
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:	553	186	64	148	234	1248	245	344	203	58	400	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	553	186	64	148	234	1248	245	344	203	58	400	124
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:	553	186	64	148	234	1248	245	344	203	58	400	124
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	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.24	0.76	1.00	1.51	0.49
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2326	1373	1750	2824	875
Capacity Analysis Module:												
Vol/Sat:	0.32	0.05	0.04	0.08	0.06	0.71	0.14	0.15	0.15	0.03	0.14	0.14
Crit Moves:	****					****			****			****
Green/Cycle:	0.22	0.34	0.34	0.37	0.49	0.49	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	1.45	0.15	0.11	0.23	0.13	1.45	1.38	1.45	1.45	0.34	1.45	1.45
Delay/Veh:	268.8	30.1	29.7	28.3	18.0	243.4	258.5	276	276.5	55.9	277	277.3
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:	268.8	30.1	29.7	28.3	18.0	243.4	258.5	276	276.5	55.9	277	277.3
LOS by Move:	F	C	C	C	B	F	F	F	F	E+	F	F
HCM2k95thQ:	74	5	4	8	5	157	34	37	37	5	38	38

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

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Pacific Mall - Silicon Valley
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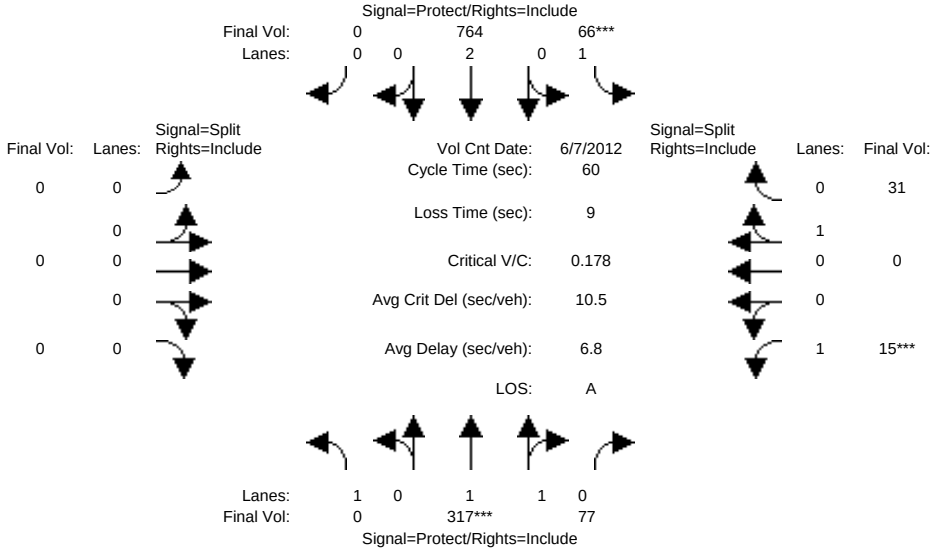
Existing plus Project - AM Peak Hour

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

Intersection #6: McCarthy Blvd and Ranch Drive (North)



Street Name:	McCarthy Blvd						Ranch Drive (North)					
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	0	0	0	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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	0	317	77	66	764	0	0	0	0	15	0	31
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	317	77	66	764	0	0	0	0	15	0	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	317	77	66	764	0	0	0	0	15	0	31
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	317	77	66	764	0	0	0	0	15	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	317	77	66	764	0	0	0	0	15	0	31
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	317	77	66	764	0	0	0	0	15	0	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.58	0.42	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3007	730	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.04	0.20	0.00	0.00	0.00	0.00	0.01	0.00	0.02
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.50	0.50	0.18	0.68	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Volume/Cap:	0.00	0.21	0.21	0.21	0.29	0.00	0.00	0.00	0.00	0.05	0.00	0.11
Uniform Del:	0.0	8.3	8.3	21.0	3.8	0.0	0.0	0.0	0.0	21.0	0.0	21.2
IncremntDel:	0.0	0.1	0.1	0.3	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	8.3	8.3	21.3	3.8	0.0	0.0	0.0	0.0	21.1	0.0	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.3	8.3	21.3	3.8	0.0	0.0	0.0	0.0	21.1	0.0	21.4
LOS by Move:	A	A	A	C+	A	A	A	A	A	C+	A	C+
HCM2k95thQ:	0	4	4	2	6	0	0	0	0	1	0	1

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

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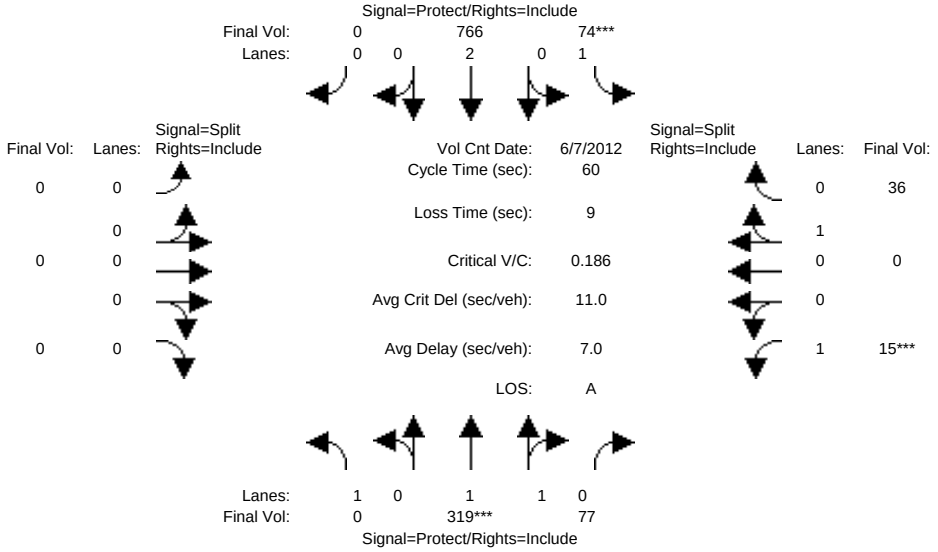
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #6: McCarthy Blvd and Ranch Drive (North)




```
Street Name:          McCarthy Blvd                    Ranch Drive (North)
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     0    0     0    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: 7 Jun 2012 << 8:00:00 AM
Base Vol:       0  317    77    66  764     0     0    0     0    15    0    31
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  317    77    66  764     0     0    0     0    15    0    31
Added Vol:      0    2     0     8    2     0     0    0     0     0    0     5
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  319    77    74  766     0     0    0     0    15    0    36
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  319    77    74  766     0     0    0     0    15    0    36
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  319    77    74  766     0     0    0     0    15    0    36
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  319    77    74  766     0     0    0     0    15    0    36
------------|---------------||---------------||---------------||---------------|
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 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.95
Lanes:       1.00 1.60  0.40  1.00 2.00  0.00  0.00 0.00  0.00  1.00 0.00  1.00
Final Sat.:  1750 2980   719  1750 3800     0     0    0     0  1750    0  1800
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.11  0.11  0.04 0.20  0.00  0.00 0.00  0.00  0.01 0.00  0.02
Crit Moves:        ****        ****                             ****
Green/Cycle: 0.00 0.49  0.49  0.19 0.68  0.00  0.00 0.00  0.00  0.17 0.00  0.17
Volume/Cap:  0.00 0.22  0.22  0.22 0.29  0.00  0.00 0.00  0.00  0.05 0.00  0.12
Delay/Veh:    0.0  8.8   8.8  20.7  3.8   0.0   0.0  0.0   0.0  21.1  0.0  21.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  8.8   8.8  20.7  3.8   0.0   0.0  0.0   0.0  21.1  0.0  21.4
LOS by Move:    A    A     A    C+    A     A     A    A     A    C+    A    C+
HCM2k95thQ:     0    4     4     2    6     0     0    0     0     1    0     1
Note: Queue reported is the number of cars per lane.
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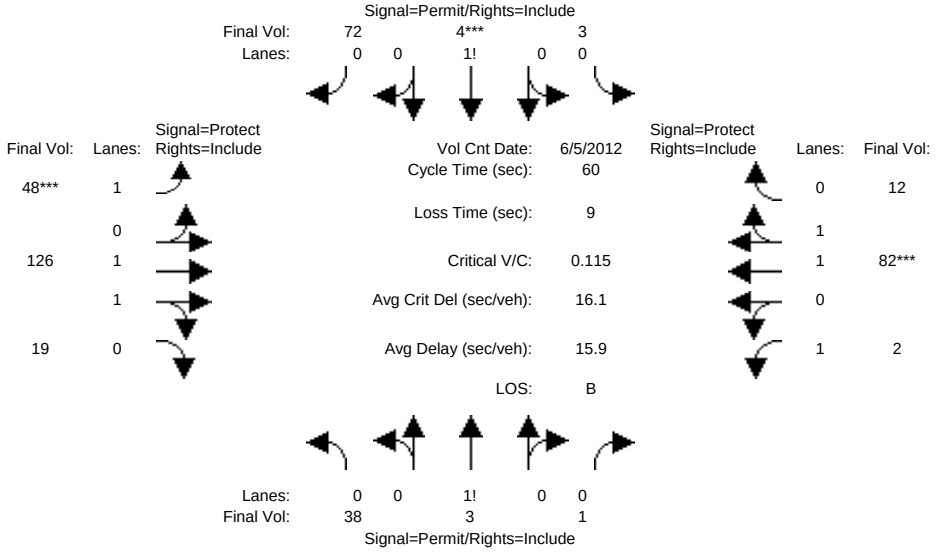
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	38	3	1	3	4	72	48	126	19	2	82	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:	38	3	1	3	4	72	48	126	19	2	82	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	3	1	3	4	72	48	126	19	2	82	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:	38	3	1	3	4	72	48	126	19	2	82	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	3	1	3	4	72	48	126	19	2	82	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:	38	3	1	3	4	72	48	126	19	2	82	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.91	0.07	0.02	0.04	0.05	0.91	1.00	1.72	0.28	1.00	1.73	0.27
Final Sat.:	1592	126	42	67	89	1601	1750	3265	492	1750	3279	480
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.04	0.04	0.04	0.03	0.04	0.04	0.00	0.03	0.03
Crit Moves:					****		****				****	
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.24	0.27	0.27	0.19	0.22	0.22
Volume/Cap:	0.06	0.06	0.06	0.11	0.11	0.11	0.11	0.14	0.14	0.01	0.11	0.11
Uniform Del:	11.3	11.3	11.3	11.6	11.6	11.6	17.8	16.7	16.7	19.8	18.8	18.8
IncremntDel:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	11.4	11.4	11.4	11.7	11.7	11.7	18.0	16.7	16.7	19.8	18.9	18.9
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:	11.4	11.4	11.4	11.7	11.7	11.7	18.0	16.7	16.7	19.8	18.9	18.9
LOS by Move:	B+	B+	B+	B+	B+	B+	B	B	B	B-	B-	B-
HCM2k95thQ:	1	1	1	2	2	2	2	2	2	0	2	2

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

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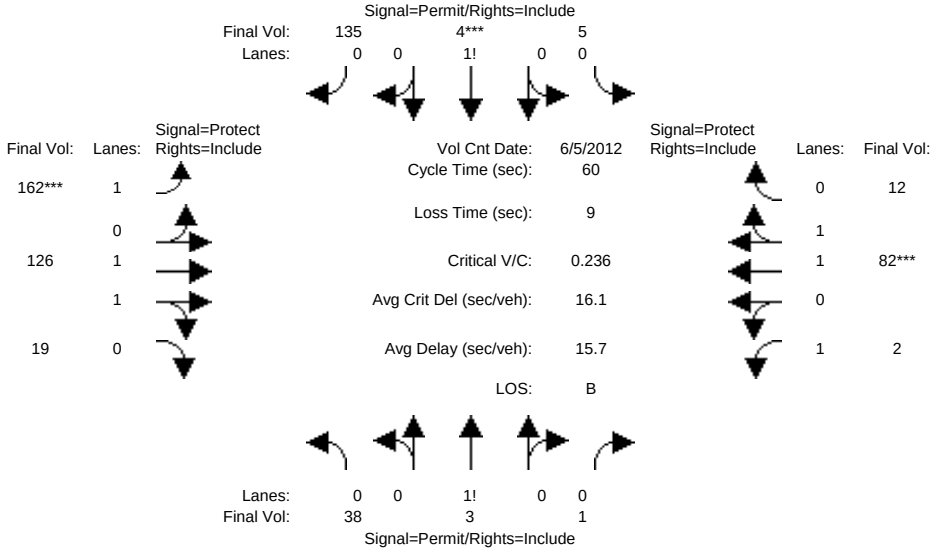
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	38	3	1	3	4	72	48	126	19	2	82	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:	38	3	1	3	4	72	48	126	19	2	82	12
Added Vol:	0	0	0	0	0	59	109	0	0	0	0	0
Pass-by/Div:	0	0	0	2	0	4	5	0	0	0	0	0
Initial Fut:	38	3	1	5	4	135	162	126	19	2	82	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:	38	3	1	5	4	135	162	126	19	2	82	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	3	1	5	4	135	162	126	19	2	82	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:	38	3	1	5	4	135	162	126	19	2	82	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.91	0.07	0.02	0.03	0.03	0.94	1.00	1.73	0.27	1.00	1.74	0.26
Final Sat.:	1583	125	42	61	49	1641	1750	3215	485	1750	3227	472
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.08	0.08	0.08	0.09	0.04	0.04	0.00	0.03	0.03
Crit Moves:					****		****				****	
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.36	0.31	0.31	0.22	0.17	0.17
Volume/Cap:	0.07	0.07	0.07	0.26	0.26	0.26	0.26	0.13	0.13	0.01	0.15	0.15
Delay/Veh:	14.2	14.2	14.2	15.3	15.3	15.3	13.7	14.9	14.9	18.4	21.5	21.5
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:	14.2	14.2	14.2	15.3	15.3	15.3	13.7	14.9	14.9	18.4	21.5	21.5
LOS by Move:	B	B	B	B	B	B	B	B	B	B-	C+	C+
HCM2k95thQ:	1	1	1	5	5	5	4	2	2	0	2	2

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

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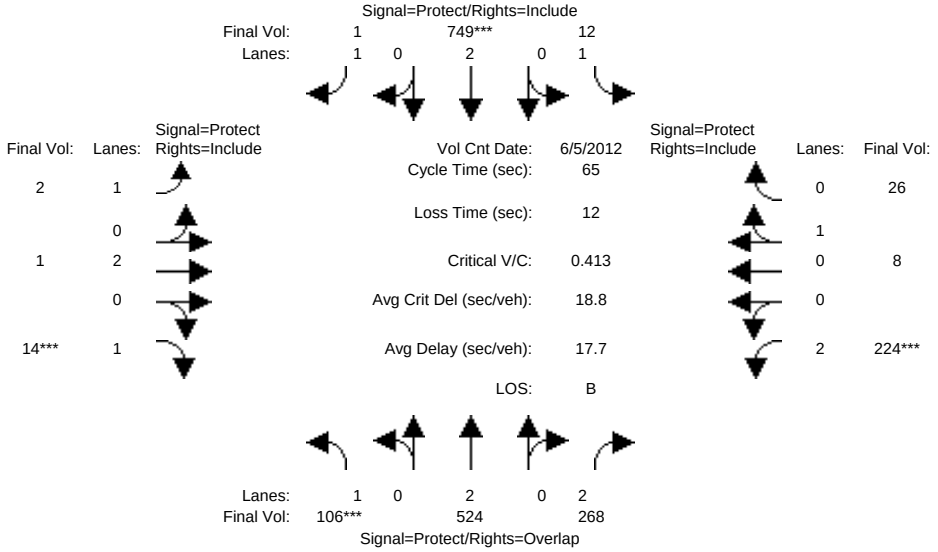
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #8: McCarthy Blvd and Ranch Dr (South)



Street Name:	McCarthy Blvd						Ranch Dr (South)					
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: 5 Jun 2012 << 8:00:00 AM

Base Vol:	106	524	268	12	749	1	2	1	14	224	8	26
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:	106	524	268	12	749	1	2	1	14	224	8	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	524	268	12	749	1	2	1	14	224	8	26
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:	106	524	268	12	749	1	2	1	14	224	8	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	524	268	12	749	1	2	1	14	224	8	26
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:	106	524	268	12	749	1	2	1	14	224	8	26

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.22	0.78
Final Sat.:	1750	3800	3150	1750	3800	1750	1750	3800	1750	3150	420	1364

Capacity Analysis Module:

Vol/Sat:	0.06	0.14	0.09	0.01	0.20	0.00	0.00	0.00	0.01	0.07	0.02	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.12	0.30	0.45	0.21	0.40	0.40	0.12	0.15	0.15	0.14	0.17	0.17
Volume/Cap:	0.50	0.45	0.19	0.03	0.50	0.00	0.01	0.00	0.05	0.50	0.11	0.11
Uniform Del:	26.7	18.2	10.8	20.2	14.7	11.8	25.1	23.3	23.5	25.7	22.6	22.6
IncremntDel:	1.8	0.3	0.1	0.0	0.3	0.0	0.0	0.0	0.1	0.9	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.5	18.5	10.9	20.3	15.0	11.8	25.1	23.3	23.5	26.6	22.7	22.7
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:	28.5	18.5	10.9	20.3	15.0	11.8	25.1	23.3	23.5	26.6	22.7	22.7
LOS by Move:	C	B-	B+	C+	B	B+	C	C	C	C	C+	C+
HCM2k95thQ:	4	8	4	0	12	0	0	0	1	5	1	1

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

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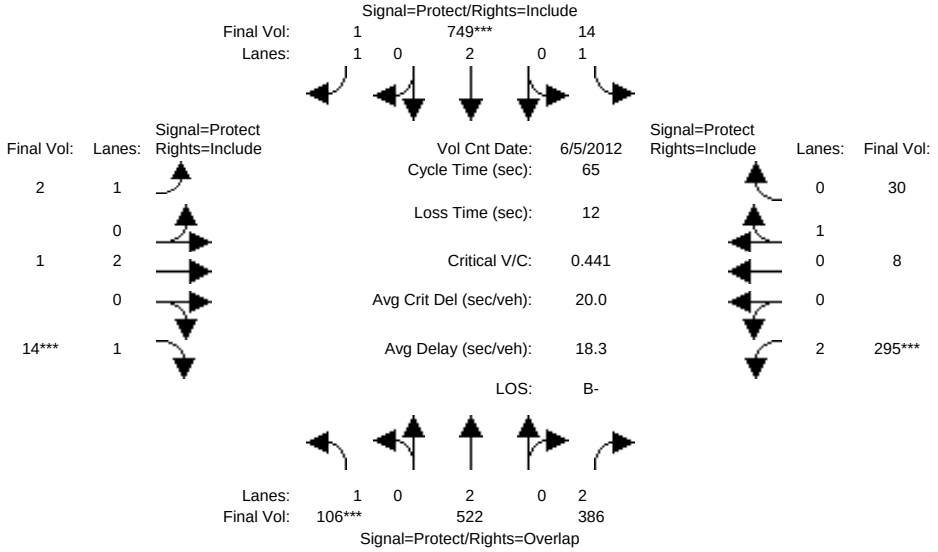
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #8: McCarthy Blvd and Ranch Dr (South)




```
Street Name:          McCarthy Blvd                    Ranch Dr (South)
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: 5 Jun 2012 << 8:00:00 AM
Base Vol:     106  524   268    12  749     1     2    1    14   224    8    26
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:  106  524   268    12  749     1     2    1    14   224    8    26
Added Vol:      0    0   113     2    0     0     0    0     0    69    0     2
Pass-by/Div:    0   -2     5     0    0     0     0    0     0     2    0     2
Initial Fut:  106  522   386    14  749     1     2    1    14   295    8    30
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:   106  522   386    14  749     1     2    1    14   295    8    30
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  106  522   386    14  749     1     2    1    14   295    8    30
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:  106  522   386    14  749     1     2    1    14   295    8    30
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 1.00  0.92  0.92 1.00  0.92  0.83 0.95  0.95
Lanes:       1.00 2.00  2.00  1.00 2.00  1.00  1.00 2.00  1.00  2.00 0.21  0.79
Final Sat.:  1750 3800  3150  1750 3800  1750  1750 3800  1750  3150  379  1421
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.14  0.12  0.01 0.20  0.00  0.00 0.00  0.01  0.09 0.02  0.02
Crit Moves:  ****                 ****                    ****  ****
Green/Cycle: 0.11 0.29  0.46  0.20 0.37  0.37  0.14 0.15  0.15  0.18 0.19  0.19
Volume/Cap:  0.53 0.48  0.27  0.04 0.53  0.00  0.01 0.00  0.05  0.53 0.11  0.11
Delay/Veh:   29.9 19.6  10.8  21.0 16.4  12.9  24.3 23.3  23.5  25.3 21.7  21.7
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:  29.9 19.6  10.8  21.0 16.4  12.9  24.3 23.3  23.5  25.3 21.7  21.7
LOS by Move:    C   B-    B+    C+    B     B     C    C     C     C   C+    C+
HCM2k95thQ:     4    8     6     1   12     0     0    0     1     6    1     1
Note: Queue reported is the number of cars per lane.
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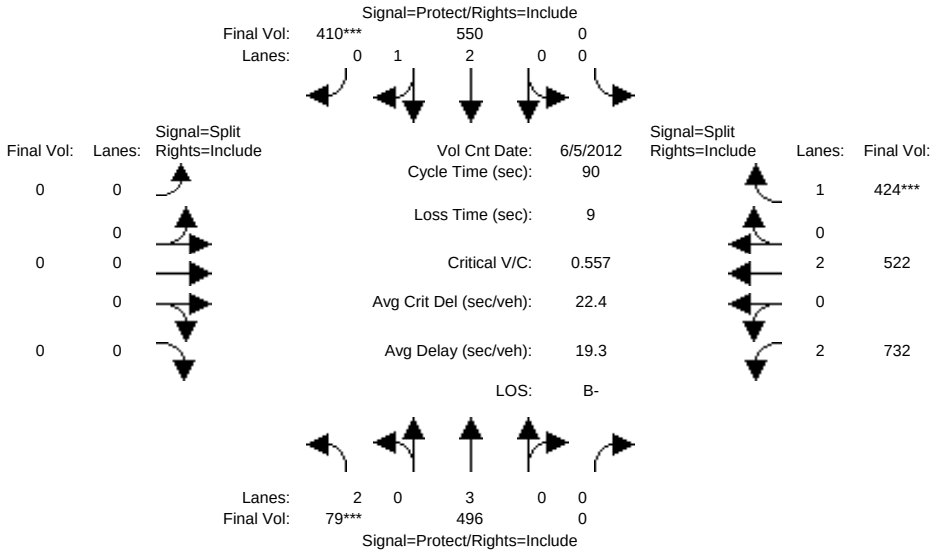
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
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	0	0	0	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	79	496	0	0	550	410	0	0	0	732	522	424
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:	79	496	0	0	550	410	0	0	0	732	522	424
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	496	0	0	550	410	0	0	0	732	522	424
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:	79	496	0	0	550	410	0	0	0	732	522	424
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	496	0	0	550	410	0	0	0	732	522	424
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:	79	496	0	0	550	410	0	0	0	732	522	424
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	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3800	1750	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.00	0.00	0.14	0.23	0.00	0.00	0.00	0.23	0.14	0.24
Crit Moves:	****					****						****
Green/Cycle:	0.08	0.48	0.00	0.00	0.40	0.40	0.00	0.00	0.00	0.42	0.42	0.42
Volume/Cap:	0.32	0.18	0.00	0.00	0.36	0.58	0.00	0.00	0.00	0.56	0.33	0.58
Uniform Del:	39.3	13.2	0.0	0.0	18.7	20.9	0.0	0.0	0.0	19.9	17.7	20.1
IncremntDel:	0.8	0.0	0.0	0.0	0.1	0.5	0.0	0.0	0.0	0.5	0.1	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	40.0	13.3	0.0	0.0	18.8	21.4	0.0	0.0	0.0	20.4	17.8	21.3
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:	40.0	13.3	0.0	0.0	18.8	21.4	0.0	0.0	0.0	20.4	17.8	21.3
LOS by Move:	D	B	A	A	B-	C+	A	A	A	C+	B	C+
HCM2k95thQ:	3	5	0	0	10	17	0	0	0	17	9	17

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

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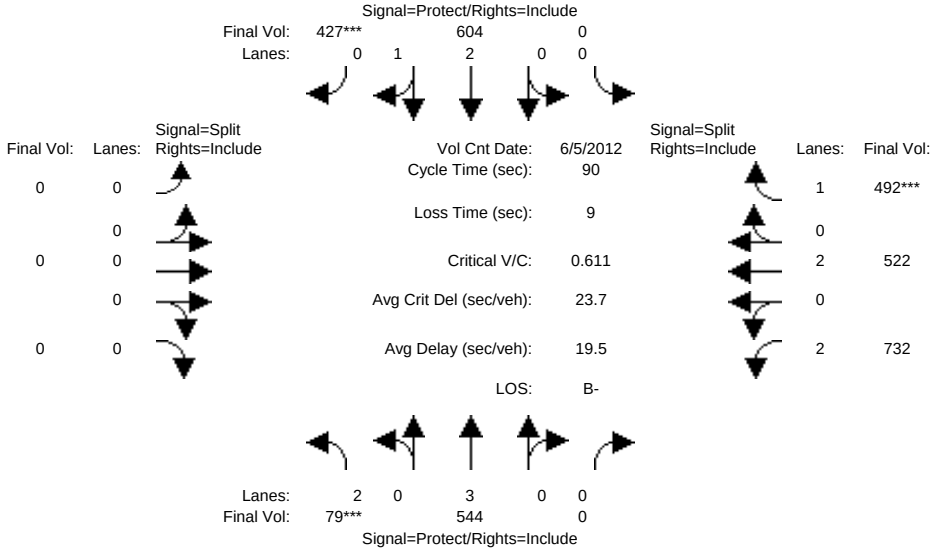
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
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	0	0	0	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	79	496	0	0	550	410	0	0	0	732	522	424
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:	79	496	0	0	550	410	0	0	0	732	522	424
Added Vol:	0	47	0	0	53	16	0	0	0	0	0	66
Pass-by/Div:	0	1	0	0	1	1	0	0	0	0	0	2
Initial Fut:	79	544	0	0	604	427	0	0	0	732	522	492
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:	79	544	0	0	604	427	0	0	0	732	522	492
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	544	0	0	604	427	0	0	0	732	522	492
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:	79	544	0	0	604	427	0	0	0	732	522	492
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	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3800	1750	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.00	0.00	0.16	0.24	0.00	0.00	0.00	0.23	0.14	0.28
Crit Moves:	****					****						****
Green/Cycle:	0.08	0.46	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.44	0.44	0.44
Volume/Cap:	0.32	0.21	0.00	0.00	0.42	0.64	0.00	0.00	0.00	0.53	0.31	0.64
Delay/Veh:	40.0	14.6	0.0	0.0	20.5	23.6	0.0	0.0	0.0	18.8	16.5	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.0	14.6	0.0	0.0	20.5	23.6	0.0	0.0	0.0	18.8	16.5	21.4
LOS by Move:	D	B	A	A	C+	C	A	A	A	B-	B	C+
HCM2k95thQ:	3	6	0	0	11	19	0	0	0	16	9	20

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

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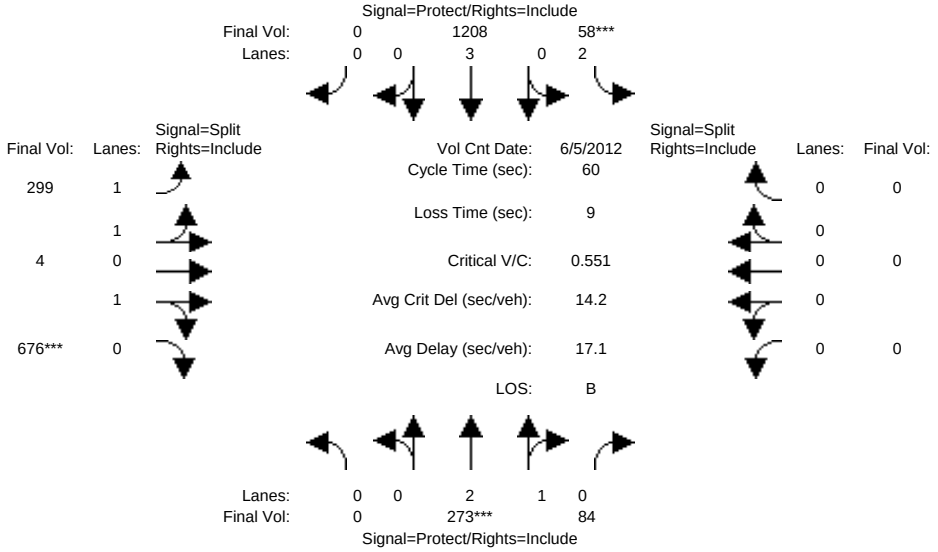
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #10: McCarthy Blvd and SR-237 EB Ramps



Street Name:	McCarthy Blvd						SR-237 EB Ramps					
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	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	0	273	84	58	1208	0	299	4	676	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:	0	273	84	58	1208	0	299	4	676	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	273	84	58	1208	0	299	4	676	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:	0	273	84	58	1208	0	299	4	676	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	273	84	58	1208	0	299	4	676	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:	0	273	84	58	1208	0	299	4	676	0	0	0
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	0.92	1.00	0.92
Lanes:	0.00	2.25	0.75	2.00	3.00	0.00	1.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	4273	1315	3150	5700	0	3457	46	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.06	0.02	0.21	0.00	0.09	0.09	0.39	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.17	0.17	0.12	0.28	0.00	0.57	0.57	0.57	0.00	0.00	0.00
Volume/Cap:	0.00	0.38	0.38	0.16	0.75	0.00	0.15	0.15	0.68	0.00	0.00	0.00
Uniform Del:	0.0	22.3	22.3	23.8	19.6	0.0	6.2	6.2	9.2	0.0	0.0	0.0
IncremntDel:	0.0	0.3	0.3	0.2	2.0	0.0	0.0	0.0	1.4	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	22.5	22.5	24.0	21.5	0.0	6.2	6.2	10.5	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:	0.0	22.5	22.5	24.0	21.5	0.0	6.2	6.2	10.5	0.0	0.0	0.0
LOS by Move:	A	C+	C+	C	C+	A	A	A	B+	A	A	A
HCM2k95thQ:	0	4	4	1	14	0	3	3	20	0	0	0

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

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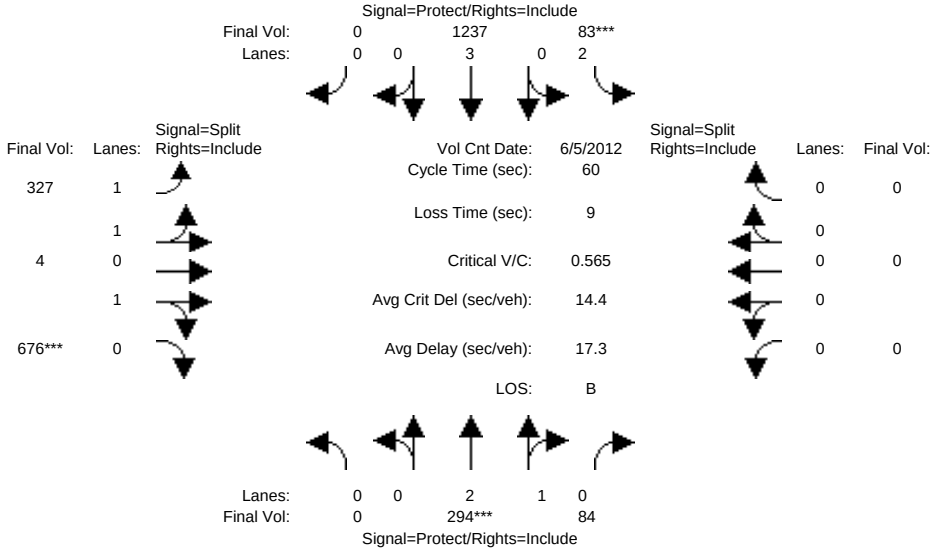
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #10: McCarthy Blvd and SR-237 EB Ramps




```
Street Name:          McCarthy Blvd                    SR-237 EB Ramps
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     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: 5 Jun 2012 << 8:00:00 AM
Base Vol:       0  273    84    58 1208     0  299    4   676     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:    0  273    84    58 1208     0  299    4   676     0    0     0
Added Vol:      0   21     0    25   28     0   27    0     0     0    0     0
Pass-by/Div:    0    0     0     0    1     0    1    0     0     0    0     0
Initial Fut:    0  294    84    83 1237     0  327    4   676     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:     0  294    84    83 1237     0  327    4   676     0    0     0
Reduct Vol:     0    0     0     0    0     0    0    0     0     0    0     0
Reduced Vol:    0  294    84    83 1237     0  327    4   676     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:    0  294    84    83 1237     0  327    4   676     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900 1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.99  0.95  0.83 1.00  0.92 0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 2.31  0.69  2.00 3.00  0.00 1.98 0.02  1.00  0.00 0.00  0.00
Final Sat.:     0 4354  1244  3150 5700     0 3461   42  1750     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.07  0.07  0.03 0.22  0.00 0.09 0.09  0.39  0.00 0.00  0.00
Crit Moves:        ****        ****                       ****
Green/Cycle: 0.00 0.17  0.17  0.12 0.28  0.00 0.57 0.57  0.57  0.00 0.00  0.00
Volume/Cap:  0.00 0.41  0.41  0.23 0.77  0.00 0.17 0.17  0.68  0.00 0.00  0.00
Delay/Veh:    0.0 22.6  22.6  24.4 21.9   0.0  6.2  6.2  10.5   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:   0.0 22.6  22.6  24.4 21.9   0.0  6.2  6.2  10.5   0.0  0.0   0.0
LOS by Move:    A   C+    C+     C   C+     A    A    A    B+     A    A     A
HCM2k95thQ:     0    4     4     2   14     0    3    3    20     0    0     0
Note: Queue reported is the number of cars per lane.
```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Pacific Mall - Silicon Valley
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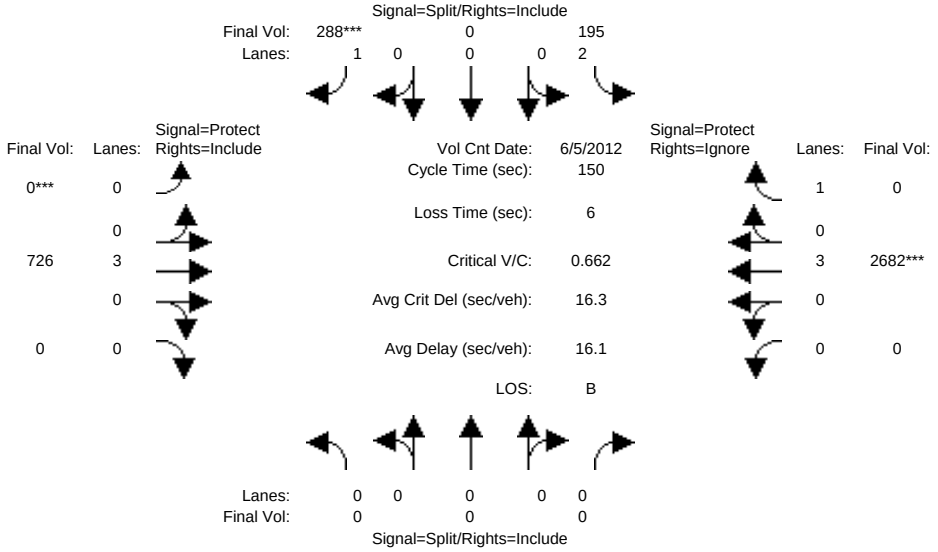
Existing plus Project - AM Peak Hour

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

Intersection #11: I-880 SB Ramps and SR-237




```
Street Name:          I-880 SB Ramps                        SR-237
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    0     0    10   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: 5 Jun 2012 << 8:00:00 AM
Base Vol:       0    0     0   195    0   288     0  726     0     0 2682   691
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    0     0   195    0   288     0  726     0     0 2682   691
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0   195    0   288     0  726     0     0 2682   691
User 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 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:     0    0     0   195    0   288     0  726     0     0 2682     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   195    0   288     0  726     0     0 2682     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:    0    0     0   195    0   288     0  726     0     0 2682     0
------------|---------------||---------------||---------------||---------------|
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  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00  2.00 0.00  1.00  0.00 3.00  0.00  0.00 3.00  1.00
Final Sat.:     0    0     0  3150    0  1750     0 5700     0     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.06 0.00  0.16  0.00 0.13  0.00  0.00 0.47  0.00
Crit Moves:                                ****  ****                  ****
Green/Cycle: 0.00 0.00  0.00  0.25 0.00  0.25  0.00 0.71  0.00  0.00 0.71  0.00
Volume/Cap:  0.00 0.00  0.00  0.25 0.00  0.66  0.00 0.18  0.00  0.00 0.66  0.00
Uniform Del:  0.0  0.0   0.0  45.1  0.0  50.7   0.0  7.2   0.0   0.0 11.8   0.0
IncremntDel:  0.0  0.0   0.0   0.2  0.0   3.8   0.0  0.0   0.0   0.0  0.4   0.0
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Delay Adj:   0.00 0.00  0.00  1.00 0.00  1.00  0.00 1.00  0.00  0.00 1.00  0.00
Delay/Veh:    0.0  0.0   0.0  45.3  0.0  54.4   0.0  7.2   0.0   0.0 12.2   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:   0.0  0.0   0.0  45.3  0.0  54.4   0.0  7.2   0.0   0.0 12.2   0.0
LOS by Move:    A    A     A     D    A    D-     A    A     A     A    B     A
HCM2k95thQ:     0    0     0     8    0    24     0    7     0     0   36     0
Note: Queue reported is the number of cars per lane.
```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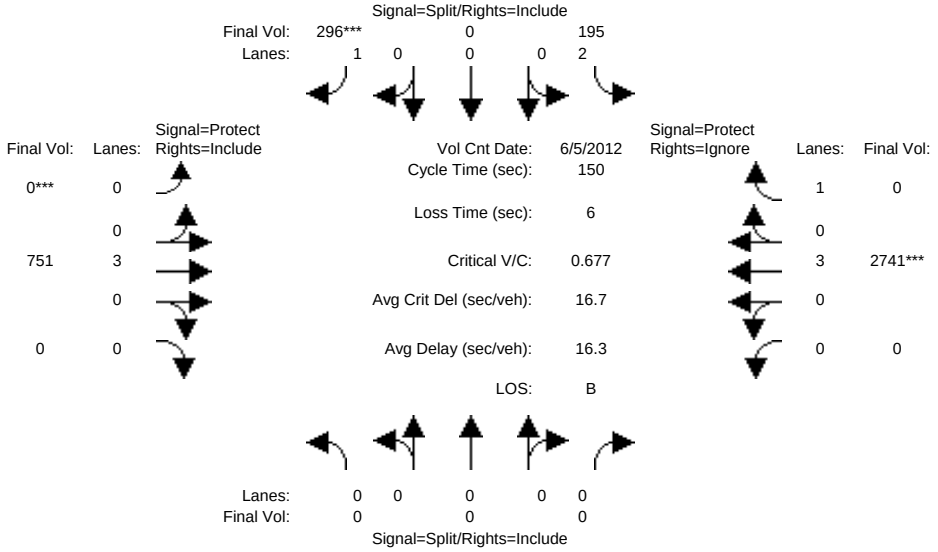
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #11: I-880 SB Ramps and SR-237

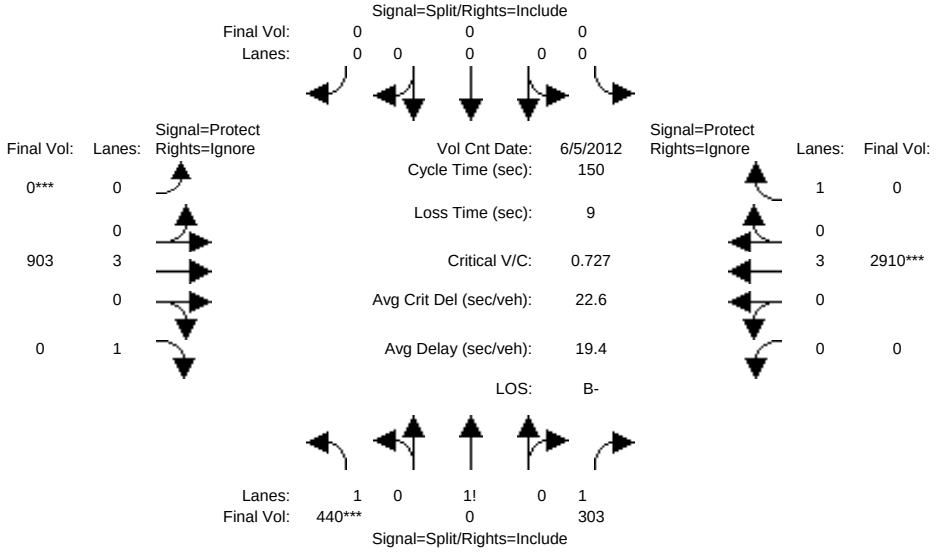



```
Street Name:          I-880 SB Ramps                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0   10   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: 5 Jun 2012 << 8:00:00 AM
Base Vol:       0    0     0  195    0   288     0  726     0     0 2682   691
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    0     0  195    0   288     0  726     0     0 2682   691
Added Vol:      0    0     0    0    0     8     0   25     0     0   58     0
Pass-by/Div:    0    0     0    0    0     0     0    0     0     0    1     0
Initial Fut:    0    0     0  195    0   296     0  751     0     0 2741   691
User 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 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:     0    0     0  195    0   296     0  751     0     0 2741     0
Reduct Vol:     0    0     0    0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0  195    0   296     0  751     0     0 2741     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:    0    0     0  195    0   296     0  751     0     0 2741     0
------------|---------------||---------------||---------------||---------------|
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  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00 2.00 0.00  1.00  0.00 3.00  0.00  0.00 3.00  1.00
Final Sat.:     0    0     0 3150    0  1750     0 5700     0     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00 0.06 0.00  0.17  0.00 0.13  0.00  0.00 0.48  0.00
Crit Moves:                              ****  ****                   ****
Green/Cycle: 0.00 0.00  0.00 0.25 0.00  0.25  0.00 0.71  0.00  0.00 0.71  0.00
Volume/Cap:  0.00 0.00  0.00 0.25 0.00  0.68  0.00 0.19  0.00  0.00 0.68  0.00
Delay/Veh:    0.0  0.0   0.0 45.2  0.0  55.0   0.0  7.3   0.0   0.0 12.6   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:   0.0  0.0   0.0 45.2  0.0  55.0   0.0  7.3   0.0   0.0 12.6   0.0
LOS by Move:    A    A     A    D    A    E+     A    A     A     A    B     A
HCM2k95thQ:     0    0     0    8    0    25     0    7     0     0   38     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #12: I-880 NB Ramps and SR-237




```
Street Name:          I-880 NB Ramps                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10     0    0     0     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: 5 Jun 2012 << 8:00:00 AM
Base Vol:     440    0   303     0    0     0     0  903    40     0 2910   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:  440    0   303     0    0     0     0  903    40     0 2910   232
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  440    0   303     0    0     0     0  903    40     0 2910   232
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   440    0   303     0    0     0     0  903     0     0 2910     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  440    0   303     0    0     0     0  903     0     0 2910     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
FinalVolume:  440    0   303     0    0     0     0  903     0     0 2910     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.84 1.00  0.84  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.59 0.00  1.41  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  2540    0  2246     0    0     0     0 5700  1750     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.00  0.13  0.00 0.00  0.00  0.00 0.16  0.00  0.00 0.51  0.00
Crit Moves:  ****                             ****                   ****
Green/Cycle: 0.24 0.00  0.24  0.00 0.00  0.00  0.00 0.70  0.00  0.00 0.70  0.00
Volume/Cap:  0.73 0.00  0.57  0.00 0.00  0.00  0.00 0.23  0.00  0.00 0.73  0.00
Uniform Del: 52.7  0.0  50.3   0.0  0.0   0.0   0.0  7.9   0.0   0.0 13.6   0.0
IncremntDel:  2.7  0.0   0.6   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.7   0.0
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Delay Adj:   1.00 0.00  1.00  0.00 0.00  0.00  0.00 1.00  0.00  0.00 1.00  0.00
Delay/Veh:   55.3  0.0  50.9   0.0  0.0   0.0   0.0  7.9   0.0   0.0 14.3   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:  55.3  0.0  50.9   0.0  0.0   0.0   0.0  7.9   0.0   0.0 14.3   0.0
LOS by Move:   E+    A     D     A    A     A     A    A     A     A    B     A
HCM2k95thQ:    25    0    18     0    0     0     0    9     0     0   44     0
Note: Queue reported is the number of cars per lane.
```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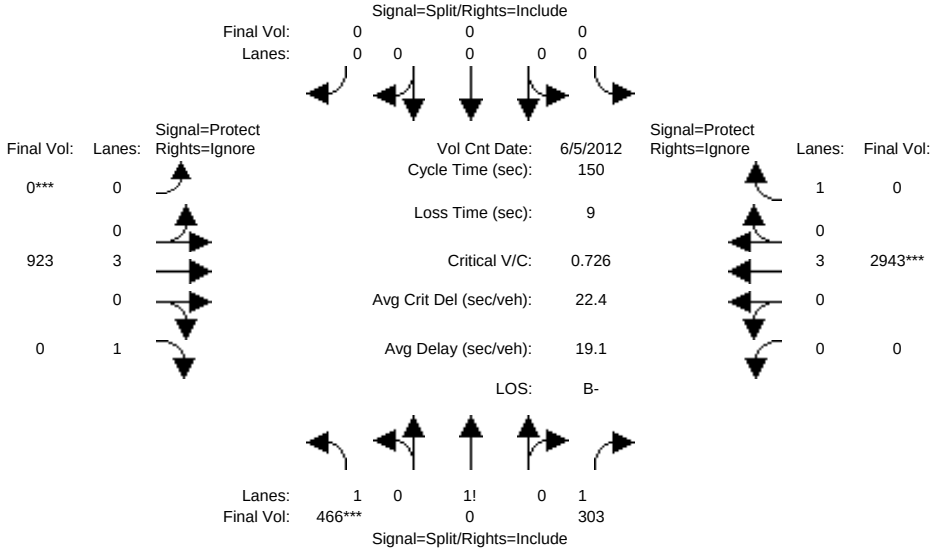
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #12: I-880 NB Ramps and SR-237



Street Name:	I-880 NB Ramps						SR-237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	440	0	303	0	0	0	0	903	40	0	2910	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:	440	0	303	0	0	0	0	903	40	0	2910	232
Added Vol:	25	0	0	0	0	0	0	20	5	0	33	0
Pass-by/Div:	1	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	466	0	303	0	0	0	0	923	45	0	2943	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	466	0	303	0	0	0	0	923	0	0	2943	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	466	0	303	0	0	0	0	923	0	0	2943	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	466	0	303	0	0	0	0	923	0	0	2943	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.61	0.00	1.39	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2810	0	2440	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.12	0.00	0.00	0.00	0.00	0.16	0.00	0.00	0.52	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.71	0.00	0.00	0.71	0.00
Volume/Cap:	0.73	0.00	0.54	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.73	0.00
Delay/Veh:	56.1	0.0	51.4	0.0	0.0	0.0	0.0	7.5	0.0	0.0	13.6	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:	56.1	0.0	51.4	0.0	0.0	0.0	0.0	7.5	0.0	0.0	13.6	0.0
LOS by Move:	E+	A	D-	A	A	A	A	A	A	A	B	A
HCM2k95thQ:	26	0	18	0	0	0	0	9	0	0	44	0

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

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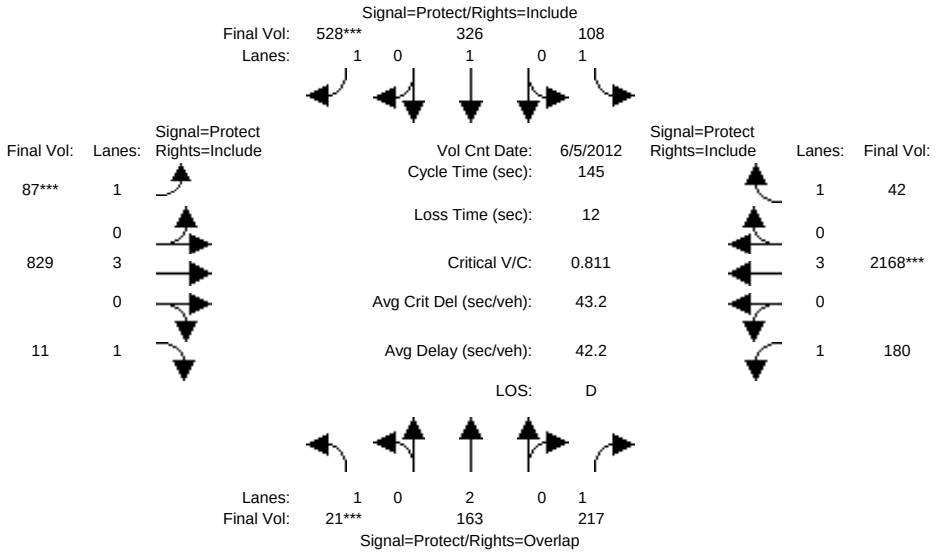
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #13: Abel Street and SR-237



Street Name:	Abel Street						SR-237					
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: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	21	163	217	108	326	528	87	829	11	180	2168	42
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:	21	163	217	108	326	528	87	829	11	180	2168	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	163	217	108	326	528	87	829	11	180	2168	42
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:	21	163	217	108	326	528	87	829	11	180	2168	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	163	217	108	326	528	87	829	11	180	2168	42
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:	21	163	217	108	326	528	87	829	11	180	2168	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.12	0.06	0.17	0.30	0.05	0.15	0.01	0.10	0.38	0.02
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.21	0.43	0.19	0.36	0.36	0.06	0.30	0.30	0.21	0.45	0.45
Volume/Cap:	0.25	0.20	0.29	0.32	0.48	0.84	0.84	0.49	0.02	0.49	0.84	0.05
Uniform Del:	66.5	46.7	27.3	50.4	36.0	42.8	67.6	41.7	35.8	50.2	35.2	22.3
IncremntDel:	1.5	0.1	0.2	0.6	0.5	10.0	43.2	0.2	0.0	1.0	2.7	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	68.0	46.9	27.5	51.0	36.6	52.8	110.7	41.9	35.9	51.2	37.9	22.4
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:	68.0	46.9	27.5	51.0	36.6	52.8	110.7	41.9	35.9	51.2	37.9	22.4
LOS by Move:	E	D	C	D-	D+	D-	F	D	D+	D-	D+	C+
HCM2k95thQ:	2	6	13	9	20	42	12	19	1	13	44	2

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

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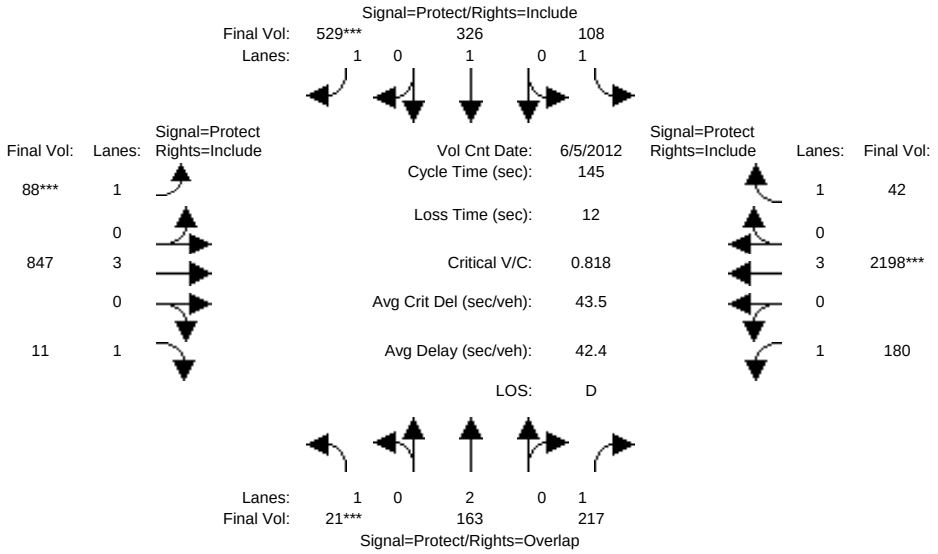
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #13: Abel Street and SR-237



Street Name:	Abel Street						SR-237					
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: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	21	163	217	108	326	528	87	829	11	180	2168	42
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:	21	163	217	108	326	528	87	829	11	180	2168	42
Added Vol:	0	0	0	0	0	1	1	18	0	0	30	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	163	217	108	326	529	88	847	11	180	2198	42
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:	21	163	217	108	326	529	88	847	11	180	2198	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	163	217	108	326	529	88	847	11	180	2198	42
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:	21	163	217	108	326	529	88	847	11	180	2198	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.12	0.06	0.17	0.30	0.05	0.15	0.01	0.10	0.39	0.02
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.21	0.42	0.19	0.36	0.36	0.06	0.30	0.30	0.21	0.45	0.45
Volume/Cap:	0.25	0.20	0.29	0.32	0.48	0.85	0.85	0.49	0.02	0.49	0.85	0.05
Delay/Veh:	68.0	47.0	27.8	51.2	36.9	53.8	112.4	41.6	35.4	51.5	38.0	22.2
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:	68.0	47.0	27.8	51.2	36.9	53.8	112.4	41.6	35.4	51.5	38.0	22.2
LOS by Move:	E	D	C	D-	D+	D-	F	D	D+	D-	D+	C+
HCM2k95thQ:	2	6	13	9	20	42	12	19	1	13	44	2

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

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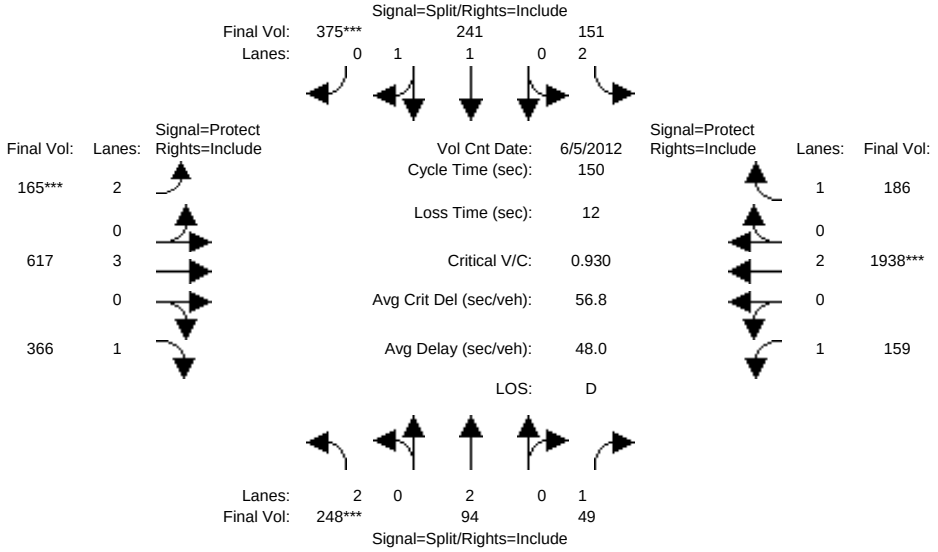
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #14: Milpitas Blvd and SR-237




```
Street Name:          Milpitas Blvd                          SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 5 Jun 2012 << 8:00:00 AM
Base Vol:     248   94    49   151  241   375   165  617   366   159 1938   186
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:  248   94    49   151  241   375   165  617   366   159 1938   186
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  248   94    49   151  241   375   165  617   366   159 1938   186
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:   248   94    49   151  241   375   165  617   366   159 1938   186
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  248   94    49   151  241   375   165  617   366   159 1938   186
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:  248   94    49   151  241   375   165  617   366   159 1938   186
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 2.00  1.00  2.00 1.00  1.00  2.00 3.00  1.00  1.00 2.00  1.00
Final Sat.:  3150 3800  1750  3150 1900  1750  3150 5700  1750  1750 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.02  0.03  0.05 0.13  0.21  0.05 0.11  0.21  0.09 0.51  0.11
Crit Moves:  ****                         ****  ****                    ****
Green/Cycle: 0.08 0.08  0.08  0.23 0.23  0.23  0.06 0.42  0.42  0.18 0.55  0.55
Volume/Cap:  0.93 0.29  0.33  0.21 0.55  0.93  0.93 0.26  0.50  0.50 0.93  0.19
Uniform Del: 68.2 64.4  64.6  46.6 50.9  56.5  70.5 28.1  31.7  55.0 31.2  17.1
IncremntDel: 36.7  0.5   1.3   0.1  0.6  19.7  47.6  0.1   0.5   1.2  8.1   0.1
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Delay/Veh:  104.9 64.9  66.0  46.8 51.5  76.2 118.1 28.2  32.2  56.2 39.3  17.2
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: 104.9 64.9  66.0  46.8 51.5  76.2 118.1 28.2  32.2  56.2 39.3  17.2
LOS by Move:    F    E     E     D   D-    E-     F    C    C-    E+    D     B
HCM2k95thQ:    18    5     5     7   18    37    10   11    23    13   67     9
Note: Queue reported is the number of cars per lane.
```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Pacific Mall - Silicon Valley
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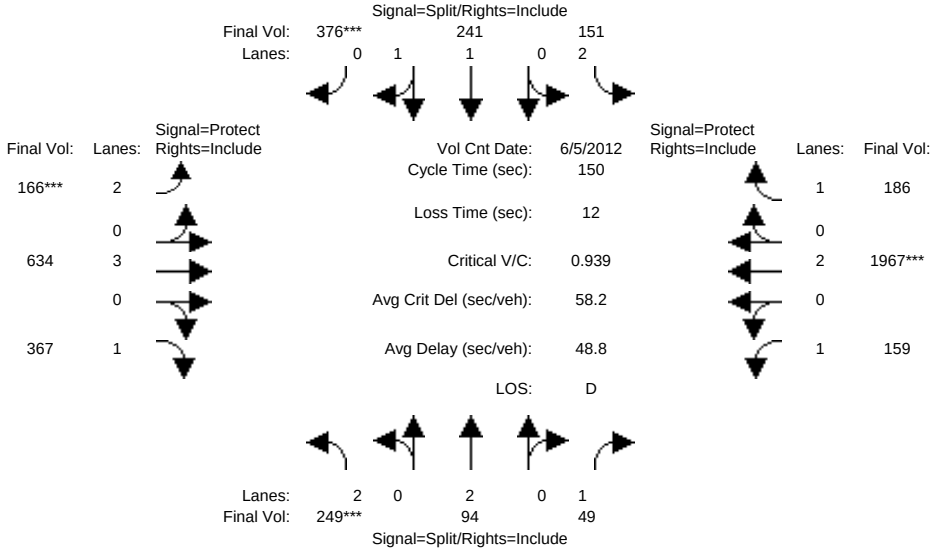
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #14: Milpitas Blvd and SR-237




```
Street Name:          Milpitas Blvd                          SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 5 Jun 2012 << 8:00:00 AM
Base Vol:     248   94    49   151  241   375   165  617   366   159 1938   186
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:  248   94    49   151  241   375   165  617   366   159 1938   186
Added Vol:      1    0     0     0    0     1     1   17     1     0   29     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  249   94    49   151  241   376   166  634   367   159 1967   186
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:   249   94    49   151  241   376   166  634   367   159 1967   186
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  249   94    49   151  241   376   166  634   367   159 1967   186
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:  249   94    49   151  241   376   166  634   367   159 1967   186
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 2.00  1.00  2.00 1.00  1.00  2.00 3.00  1.00  1.00 2.00  1.00
Final Sat.:  3150 3800  1750  3150 1900  1750  3150 5700  1750  1750 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.02  0.03  0.05 0.13  0.21  0.05 0.11  0.21  0.09 0.52  0.11
Crit Moves:  ****                         ****  ****                    ****
Green/Cycle: 0.08 0.08  0.08  0.23 0.23  0.23  0.06 0.42  0.42  0.18 0.55  0.55
Volume/Cap:  0.94 0.29  0.33  0.21 0.55  0.94  0.94 0.26  0.50  0.50 0.94  0.19
Delay/Veh:  107.4 65.0  66.1  47.0 51.7  78.3 120.7 28.1  32.1  56.2 40.4  17.0
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: 107.4 65.0  66.1  47.0 51.7  78.3 120.7 28.1  32.1  56.2 40.4  17.0
LOS by Move:    F    E     E     D   D-    E-     F    C    C-    E+    D     B
HCM2k95thQ:    18    5     5     7   19    37    11   12    23    13   69     9
Note: Queue reported is the number of cars per lane.
```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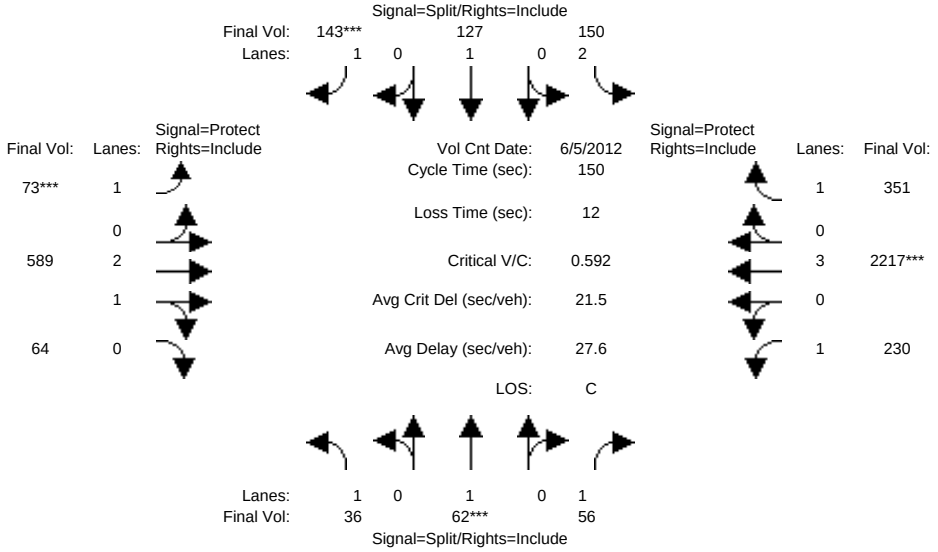
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #15: Hillview Drive and SR-237

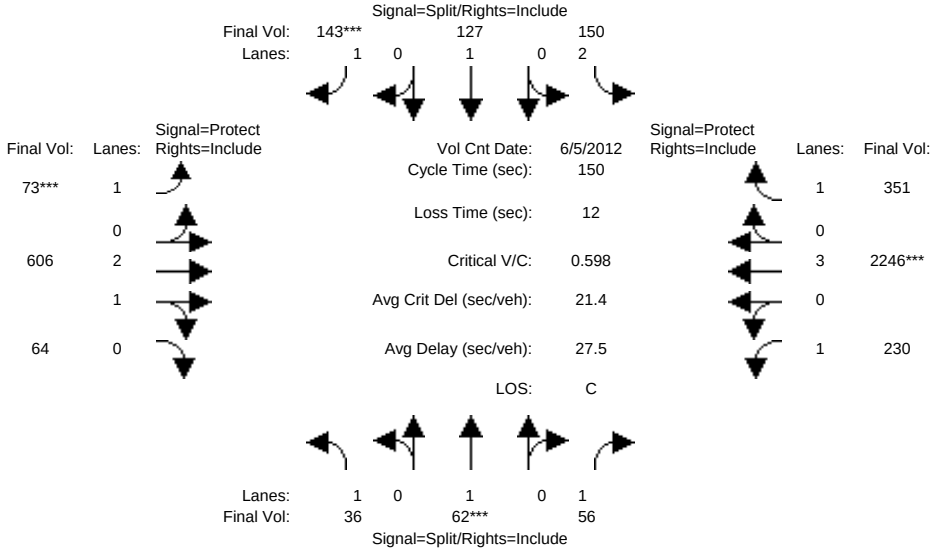



```
Street Name:          Hillview Drive                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 5 Jun 2012 << 7:35:00 AM
Base Vol:      36   62    56   150  127   143    73  589    64   230 2217   351
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:   36   62    56   150  127   143    73  589    64   230 2217   351
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   36   62    56   150  127   143    73  589    64   230 2217   351
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:    36   62    56   150  127   143    73  589    64   230 2217   351
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   36   62    56   150  127   143    73  589    64   230 2217   351
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:   36   62    56   150  127   143    73  589    64   230 2217   351
------------|---------------||---------------||---------------||---------------|
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  0.92 1.00  0.92
Lanes:       1.00 1.00  1.00  2.00 1.00  1.00  1.00 2.68  0.32  1.00 3.00  1.00
Final Sat.:  1750 1900  1750  3150 1900  1750  1750 5099   554  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.03  0.03  0.05 0.07  0.08  0.04 0.12  0.12  0.13 0.39  0.20
Crit Moves:        ****                    ****  ****                    ****
Green/Cycle: 0.07 0.07  0.07  0.14 0.14  0.14  0.07 0.34  0.34  0.38 0.65  0.65
Volume/Cap:  0.31 0.49  0.48  0.35 0.49  0.60  0.60 0.34  0.34  0.34 0.60  0.31
Uniform Del: 66.7 67.5  67.5  58.8 60.0  61.0  67.8 37.4  37.4  33.0 15.2  11.6
IncremntDel:  1.5  3.0   3.1   0.5  1.5   4.2   8.1  0.1   0.1   0.3  0.3   0.2
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Delay/Veh:   68.2 70.5  70.6  59.3 61.5  65.2  75.9 37.5  37.5  33.3 15.5  11.8
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:  68.2 70.5  70.6  59.3 61.5  65.2  75.9 37.5  37.5  33.3 15.5  11.8
LOS by Move:    E    E     E    E+    E     E    E-   D+    D+    C-    B    B+
HCM2k95thQ:     4    7     7     8   11    14     7   14    14    15   33    14
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #15: Hillview Drive and SR-237

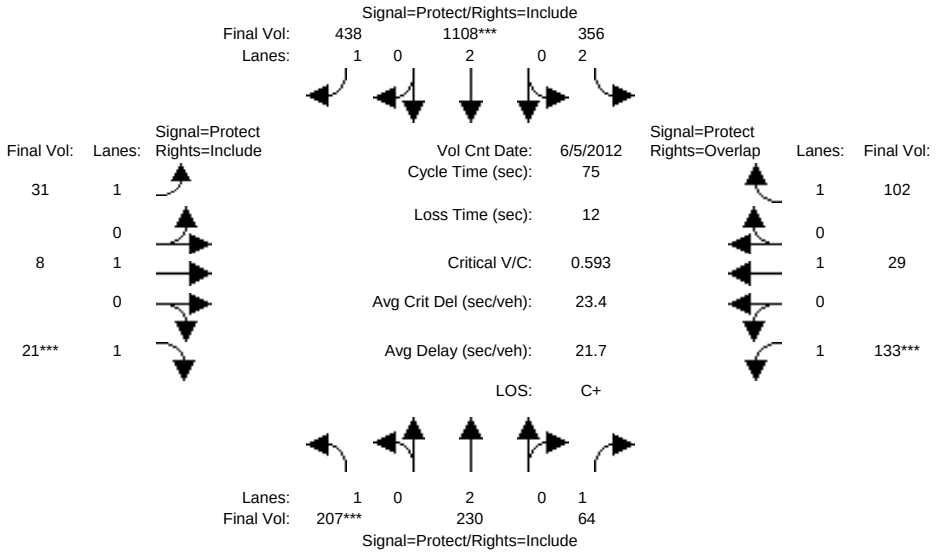



```
Street Name:          Hillview Drive                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 5 Jun 2012 << 7:35:00 AM
Base Vol:      36   62    56   150  127   143    73  589    64   230 2217   351
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:   36   62    56   150  127   143    73  589    64   230 2217   351
Added Vol:      0    0     0     0    0     0     0   17     0     0   29     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   36   62    56   150  127   143    73  606    64   230 2246   351
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:    36   62    56   150  127   143    73  606    64   230 2246   351
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   36   62    56   150  127   143    73  606    64   230 2246   351
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:   36   62    56   150  127   143    73  606    64   230 2246   351
------------|---------------||---------------||---------------||---------------|
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 0.99  0.95  0.92 1.00  0.92
Lanes:       1.00 1.00  1.00  2.00 1.00  1.00  1.00 2.70  0.30  1.00 3.00  1.00
Final Sat.:  1750 1900  1750  3150 1900  1750  1750 5064   535  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.03  0.03  0.05 0.07  0.08  0.04 0.12  0.12  0.13 0.39  0.20
Crit Moves:        ****                    ****  ****                    ****
Green/Cycle: 0.07 0.07  0.07  0.13 0.13  0.13  0.07 0.34  0.34  0.38 0.65  0.65
Volume/Cap:  0.31 0.49  0.48  0.35 0.50  0.61  0.61 0.35  0.35  0.35 0.61  0.31
Delay/Veh:   68.2 70.5  70.6  59.5 61.7  65.6  76.4 36.9  36.9  33.9 15.5  11.7
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  68.2 70.5  70.6  59.5 61.7  65.6  76.4 36.9  36.9  33.9 15.5  11.7
LOS by Move:    E    E     E    E+    E     E    E-   D+    D+    C-    B    B+
HCM2k95thQ:     4    7     7     8   11    14     7   14    14    15   33    14
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	207	230	64	356	1108	438	31	8	21	133	29	102
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:	207	230	64	356	1108	438	31	8	21	133	29	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	230	64	356	1108	438	31	8	21	133	29	102
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:	207	230	64	356	1108	438	31	8	21	133	29	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	230	64	356	1108	438	31	8	21	133	29	102
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:	207	230	64	356	1108	438	31	8	21	133	29	102
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	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.06	0.04	0.11	0.29	0.25	0.02	0.00	0.01	0.08	0.02	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.17	0.32	0.32	0.27	0.42	0.42	0.10	0.13	0.13	0.11	0.14	0.42
Volume/Cap:	0.69	0.19	0.11	0.41	0.69	0.59	0.18	0.03	0.09	0.69	0.11	0.14
Uniform Del:	29.2	18.3	17.9	22.3	17.6	16.6	30.9	28.3	28.5	32.1	27.9	13.5
IncremntDel:	6.5	0.1	0.1	0.3	1.3	1.3	0.5	0.1	0.2	9.9	0.2	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	35.7	18.4	17.9	22.6	18.8	17.9	31.4	28.3	28.7	42.1	28.1	13.6
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:	35.7	18.4	17.9	22.6	18.8	17.9	31.4	28.3	28.7	42.1	28.1	13.6
LOS by Move:	D+	B-	B	C+	B-	B	C	C	C	D	C	B
HCM2k95thQ:	10	4	2	8	19	15	2	0	1	9	1	3

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

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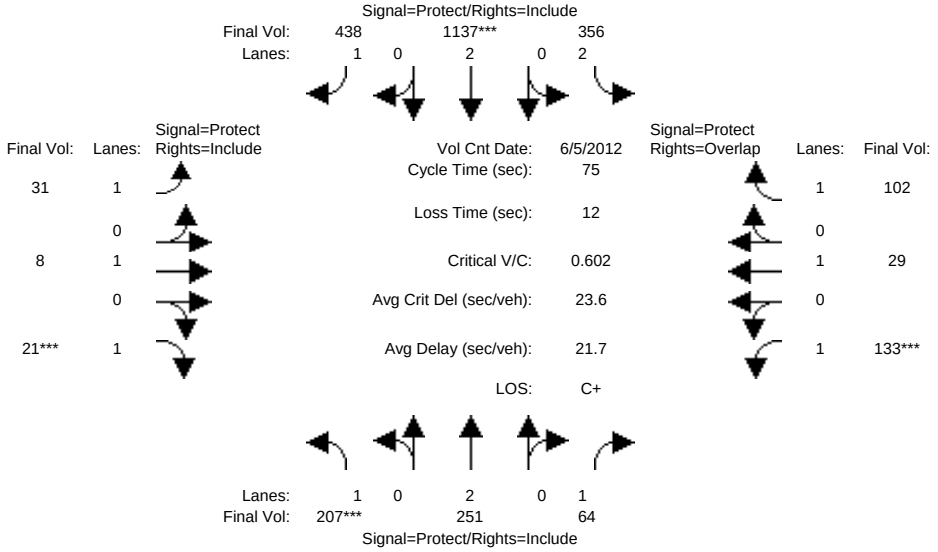
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	207	230	64	356	1108	438	31	8	21	133	29	102
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:	207	230	64	356	1108	438	31	8	21	133	29	102
Added Vol:	0	21	0	0	28	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	207	251	64	356	1137	438	31	8	21	133	29	102
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:	207	251	64	356	1137	438	31	8	21	133	29	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	251	64	356	1137	438	31	8	21	133	29	102
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:	207	251	64	356	1137	438	31	8	21	133	29	102
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	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.07	0.04	0.11	0.30	0.25	0.02	0.00	0.01	0.08	0.02	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.17	0.32	0.32	0.27	0.43	0.43	0.10	0.13	0.13	0.11	0.14	0.42
Volume/Cap:	0.70	0.20	0.11	0.41	0.70	0.58	0.18	0.03	0.09	0.70	0.11	0.14
Delay/Veh:	36.5	18.5	17.9	22.6	18.8	17.5	31.4	28.3	28.7	43.1	28.2	13.6
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:	36.5	18.5	17.9	22.6	18.8	17.5	31.4	28.3	28.7	43.1	28.2	13.6
LOS by Move:	D+	B-	B	C+	B-	B	C	C	C	D	C	B
HCM2k95thQ:	10	4	2	8	19	15	2	0	1	9	1	3

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

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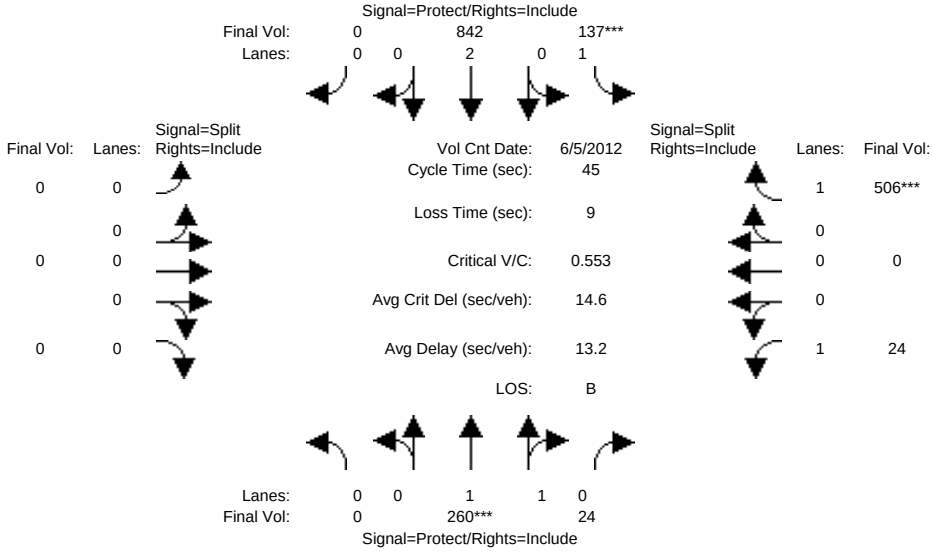
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	0	260	24	137	842	0	0	0	0	24	0	506
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	260	24	137	842	0	0	0	0	24	0	506
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	260	24	137	842	0	0	0	0	24	0	506
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	260	24	137	842	0	0	0	0	24	0	506
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	260	24	137	842	0	0	0	0	24	0	506
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	260	24	137	842	0	0	0	0	24	0	506
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.82	0.18	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3454	319	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.08	0.22	0.00	0.00	0.00	0.00	0.01	0.00	0.29
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.22	0.22	0.16	0.38	0.00	0.00	0.00	0.00	0.42	0.00	0.42
Volume/Cap:	0.00	0.34	0.34	0.50	0.59	0.00	0.00	0.00	0.00	0.03	0.00	0.68
Uniform Del:	0.0	14.7	14.7	17.4	11.2	0.0	0.0	0.0	0.0	7.6	0.0	10.6
IncremntDel:	0.0	0.2	0.2	1.5	0.6	0.0	0.0	0.0	0.0	0.0	0.0	2.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	15.0	15.0	18.9	11.8	0.0	0.0	0.0	0.0	7.6	0.0	13.2
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	15.0	15.0	18.9	11.8	0.0	0.0	0.0	0.0	7.6	0.0	13.2
LOS by Move:	A	B	B	B-	B+	A	A	A	A	A	A	B
HCM2k95thQ:	0	3	3	4	9	0	0	0	0	0	0	12

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

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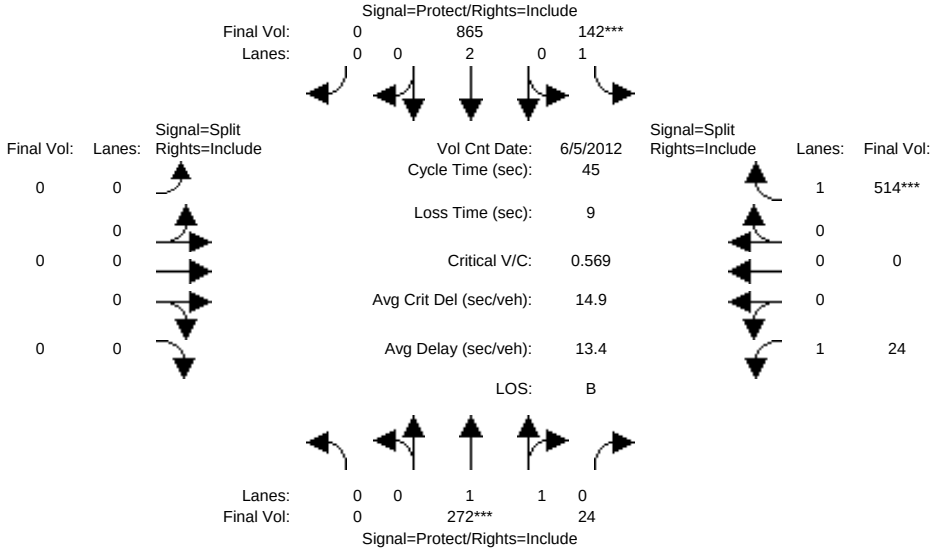
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	0	260	24	137	842	0	0	0	0	24	0	506
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	260	24	137	842	0	0	0	0	24	0	506
Added Vol:	0	12	0	5	22	0	0	0	0	0	0	8
Pass-by/Div:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	0	272	24	142	865	0	0	0	0	24	0	514
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	272	24	142	865	0	0	0	0	24	0	514
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	272	24	142	865	0	0	0	0	24	0	514
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	272	24	142	865	0	0	0	0	24	0	514
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.83	0.17	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3400	300	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.08	0.23	0.00	0.00	0.00	0.00	0.01	0.00	0.29
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.22	0.22	0.16	0.38	0.00	0.00	0.00	0.00	0.42	0.00	0.42
Volume/Cap:	0.00	0.36	0.36	0.52	0.60	0.00	0.00	0.00	0.00	0.03	0.00	0.70
Delay/Veh:	0.0	15.1	15.1	19.3	12.0	0.0	0.0	0.0	0.0	7.6	0.0	13.5
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	15.1	15.1	19.3	12.0	0.0	0.0	0.0	0.0	7.6	0.0	13.5
LOS by Move:	A	B	B	B-	B	A	A	A	A	A	A	B
HCM2k95thQ:	0	4	4	4	9	0	0	0	0	0	0	12

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

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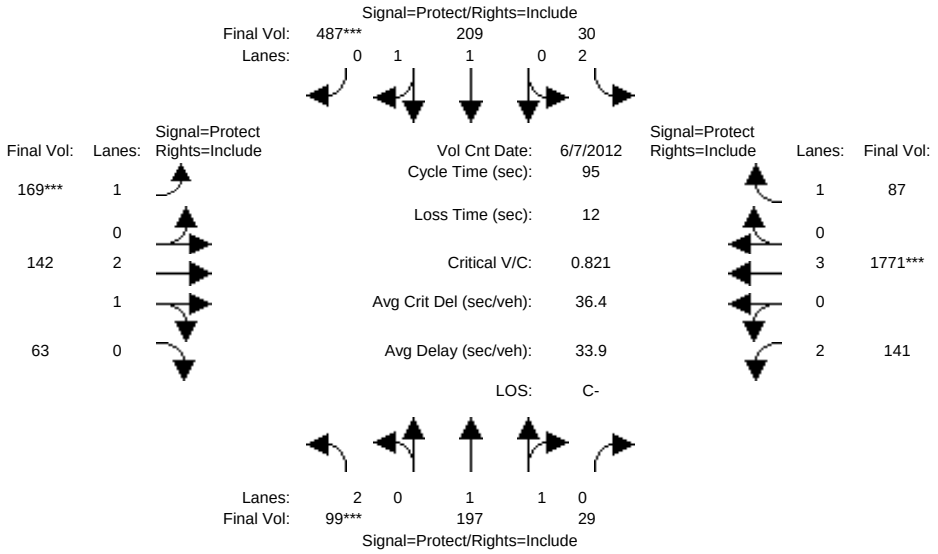
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #18: McCarthy Blvd and Tasman Dr



Street Name:	McCarthy Blvd						Tasman Drive					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	99	197	29	30	209	487	169	142	63	141	1771	87
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:	99	197	29	30	209	487	169	142	63	141	1771	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	197	29	30	209	487	169	142	63	141	1771	87
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:	99	197	29	30	209	487	169	142	63	141	1771	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	197	29	30	209	487	169	142	63	141	1771	87
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:	99	197	29	30	209	487	169	142	63	141	1771	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.72	0.28	2.00	1.00	1.00	1.00	2.02	0.98	2.00	3.00	1.00
Final Sat.:	3150	3276	482	3150	1900	1750	1750	3847	1707	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.01	0.11	0.28	0.10	0.04	0.04	0.04	0.31	0.05
Crit Moves:	****					****	****				****	
Green/Cycle:	0.07	0.23	0.23	0.16	0.32	0.32	0.11	0.28	0.28	0.20	0.36	0.36
Volume/Cap:	0.43	0.26	0.26	0.06	0.34	0.86	0.86	0.13	0.13	0.23	0.86	0.14
Uniform Del:	42.1	29.6	29.6	33.5	24.3	30.0	41.4	25.6	25.6	32.2	28.0	20.3
IncremntDel:	1.3	0.2	0.2	0.0	0.1	9.0	29.1	0.0	0.0	0.2	3.8	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.3	29.8	29.8	33.6	24.4	39.0	70.4	25.6	25.6	32.4	31.8	20.4
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:	43.3	29.8	29.8	33.6	24.4	39.0	70.4	25.6	25.6	32.4	31.8	20.4
LOS by Move:	D	C	C	C-	C	D+	E	C	C	C-	C	C+
HCM2k95thQ:	3	5	5	1	9	27	15	3	3	4	29	4

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

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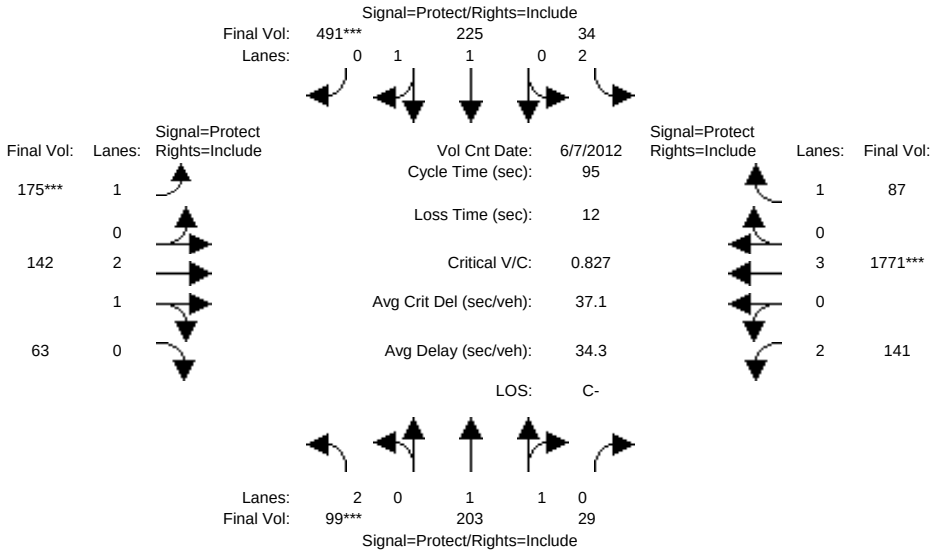
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #18: McCarthy Blvd and Tasman Dr



Street Name:	McCarthy Blvd						Tasman Drive					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	99	197	29	30	209	487	169	142	63	141	1771	87
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:	99	197	29	30	209	487	169	142	63	141	1771	87
Added Vol:	0	6	0	4	15	4	6	0	0	0	0	0
Pass-by/Div:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	99	203	29	34	225	491	175	142	63	141	1771	87
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:	99	203	29	34	225	491	175	142	63	141	1771	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	203	29	34	225	491	175	142	63	141	1771	87
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:	99	203	29	34	225	491	175	142	63	141	1771	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.95	0.83	1.00	0.92
Lanes:	2.00	1.74	0.26	2.00	1.00	1.00	1.00	2.04	0.96	2.00	3.00	1.00
Final Sat.:	3150	3237	462	3150	1900	1750	1750	3877	1720	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.01	0.12	0.28	0.10	0.04	0.04	0.04	0.31	0.05
Crit Moves:	****					****	****				****	
Green/Cycle:	0.07	0.23	0.23	0.16	0.32	0.32	0.12	0.28	0.28	0.20	0.36	0.36
Volume/Cap:	0.43	0.27	0.27	0.07	0.36	0.86	0.86	0.13	0.13	0.23	0.86	0.14
Delay/Veh:	43.3	29.9	29.9	33.6	24.7	39.5	71.0	25.6	25.6	32.4	32.4	20.6
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:	43.3	29.9	29.9	33.6	24.7	39.5	71.0	25.6	25.6	32.4	32.4	20.6
LOS by Move:	D	C	C	C-	C	D	E	C	C	C-	C-	C+
HCM2k95thQ:	3	5	5	1	9	27	16	3	3	4	30	4

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

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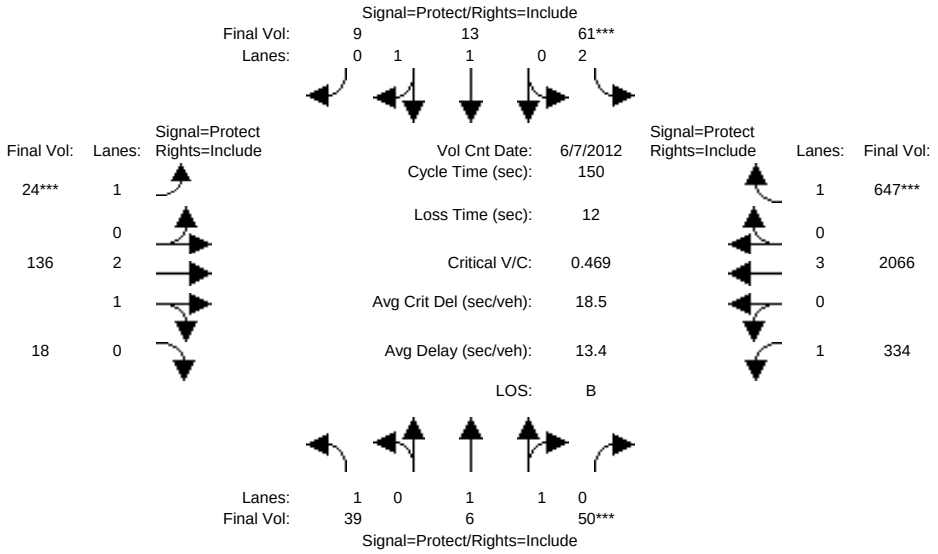
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	39	6	50	61	13	9	24	136	18	334	2066	647
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	6	50	61	13	9	24	136	18	334	2066	647
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	6	50	61	13	9	24	136	18	334	2066	647
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	6	50	61	13	9	24	136	18	334	2066	647
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	6	50	61	13	9	24	136	18	334	2066	647
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	6	50	61	13	9	24	136	18	334	2066	647
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	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.14	0.86	1.00	2.62	0.38	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	2169	1502	1750	4984	660	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.02	0.01	0.01	0.01	0.03	0.03	0.19	0.36	0.37
Crit Moves:			****	****			****					****
Green/Cycle:	0.05	0.07	0.07	0.05	0.07	0.07	0.05	0.21	0.21	0.60	0.76	0.76
Volume/Cap:	0.48	0.05	0.43	0.41	0.09	0.09	0.29	0.13	0.13	0.32	0.48	0.49
Uniform Del:	69.7	65.5	67.3	69.5	65.7	65.7	69.1	48.3	48.3	15.0	6.8	6.9
IncremntDel:	4.4	0.0	2.3	1.9	0.2	0.2	2.0	0.1	0.1	0.2	0.1	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	74.1	65.6	69.5	71.4	65.9	65.9	71.1	48.3	48.3	15.2	6.9	7.1
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:	74.1	65.6	69.5	71.4	65.9	65.9	71.1	48.3	48.3	15.2	6.9	7.1
LOS by Move:	E	E	E	E	E	E	E	D	D	B	A	A
HCM2k95thQ:	5	1	6	3	1	1	2	4	4	15	21	21

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

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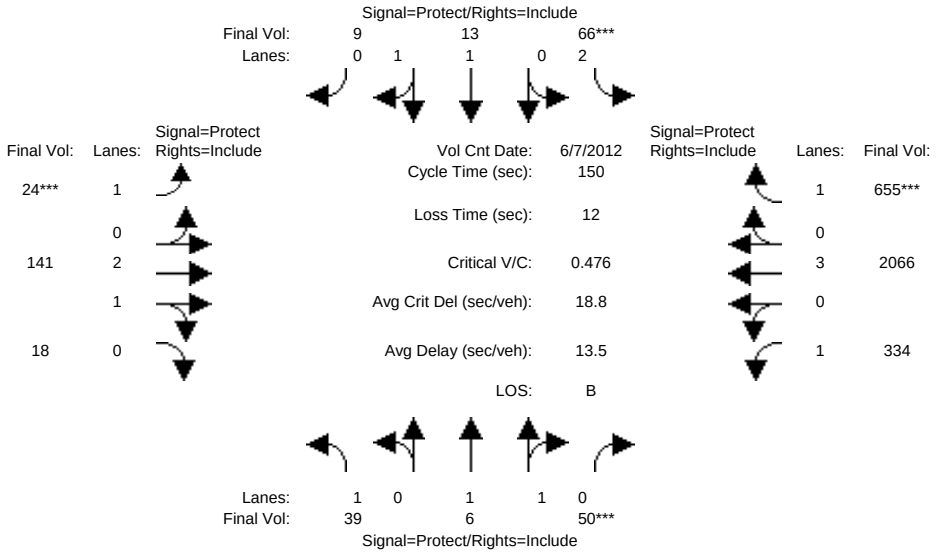
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	39	6	50	61	13	9	24	136	18	334	2066	647
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	6	50	61	13	9	24	136	18	334	2066	647
Added Vol:	0	0	0	5	0	0	0	4	0	0	0	8
Pass-by/Div:	0	0	0	0	0	0	0	1	0	0	0	0
Initial Fut:	39	6	50	66	13	9	24	141	18	334	2066	655
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	6	50	66	13	9	24	141	18	334	2066	655
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	6	50	66	13	9	24	141	18	334	2066	655
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	6	50	66	13	9	24	141	18	334	2066	655
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	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.16	0.84	1.00	2.65	0.35	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	2185	1513	1750	4965	634	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.02	0.01	0.01	0.01	0.03	0.03	0.19	0.36	0.37
Crit Moves:			****	****			****					****
Green/Cycle:	0.05	0.07	0.07	0.05	0.07	0.07	0.05	0.21	0.21	0.60	0.76	0.76
Volume/Cap:	0.48	0.05	0.43	0.45	0.09	0.09	0.29	0.14	0.14	0.32	0.48	0.49
Delay/Veh:	74.1	65.6	69.5	71.8	65.9	65.9	71.1	48.4	48.4	15.2	6.9	7.2
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:	74.1	65.6	69.5	71.8	65.9	65.9	71.1	48.4	48.4	15.2	6.9	7.2
LOS by Move:	E	E	E	E	E	E	E	D	D	B	A	A
HCM2k95thQ:	5	1	6	4	1	1	2	4	4	15	21	22

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

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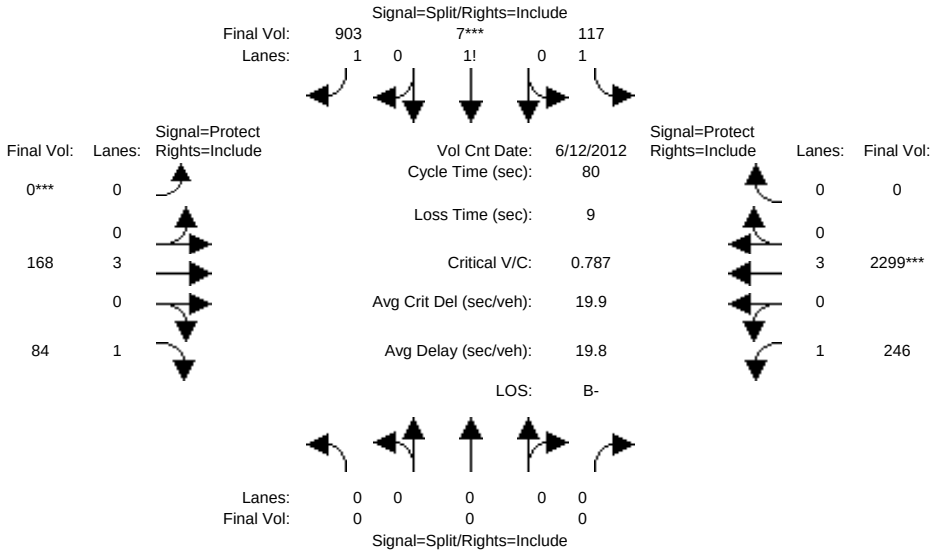
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #20: I-880 SB Ramps and Tasman Dr

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Street Name:          I-880 SB Ramps                      Tasman Dr
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    0     0    10   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: 12 Jun 2012 << 8:00:00 AM
Base Vol:       0    0     0   117    7   903     0  168    84   246 2299     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:    0    0     0   117    7   903     0  168    84   246 2299     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0   117    7   903     0  168    84   246 2299     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:     0    0     0   117    7   903     0  168    84   246 2299     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   117    7   903     0  168    84   246 2299     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:    0    0     0   117    7   903     0  168    84   246 2299     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00  1.11 0.01  1.88  0.00 3.00  1.00  1.00 3.00  0.00
Final Sat.:     0    0     0  1948   24  3280     0 5700  1750  1750 5700     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.06 0.30  0.28  0.00 0.03  0.05  0.14 0.40  0.00
Crit Moves:                          ****        ****                  ****
Green/Cycle: 0.00 0.00  0.00  0.37 0.37  0.37  0.00 0.24  0.24  0.27 0.51  0.00
Volume/Cap:  0.00 0.00  0.00  0.16 0.79  0.73  0.00 0.12  0.20  0.52 0.79  0.00
Uniform Del:  0.0  0.0   0.0  16.6 22.2  21.6   0.0 23.7  24.2  24.7 15.9   0.0
IncremntDel:  0.0  0.0   0.0   0.0  3.3   2.1   0.0  0.0   0.2   1.0  1.5   0.0
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Delay Adj:   0.00 0.00  0.00  1.00 1.00  1.00  0.00 1.00  1.00  1.00 1.00  0.00
Delay/Veh:    0.0  0.0   0.0  16.6 25.4  23.6   0.0 23.8  24.4  25.7 17.4   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:   0.0  0.0   0.0  16.6 25.4  23.6   0.0 23.8  24.4  25.7 17.4   0.0
LOS by Move:    A    A     A     B    C     C     A    C     C     C    B     A
HCM2k95thQ:     0    0     0     4   25    23     0    2     4    10   26     0
Note: Queue reported is the number of cars per lane.
```


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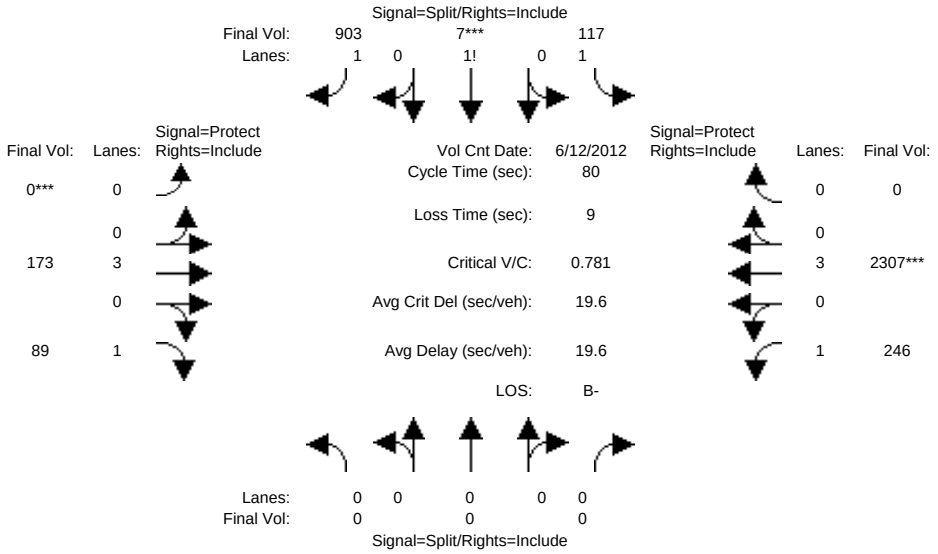
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #20: I-880 SB Ramps and Tasman Dr



Street Name:	I-880 SB Ramps						Tasman Dr					
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	0	0	10	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: 12 Jun 2012 << 8:00:00 AM												
Base Vol:	0	0	0	117	7	903	0	168	84	246	2299	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:	0	0	0	117	7	903	0	168	84	246	2299	0
Added Vol:	0	0	0	0	0	0	0	5	4	0	8	0
Pass-by/Div:	0	0	0	0	0	0	0	0	1	0	0	0
Initial Fut:	0	0	0	117	7	903	0	173	89	246	2307	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:	0	0	0	117	7	903	0	173	89	246	2307	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	117	7	903	0	173	89	246	2307	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:	0	0	0	117	7	903	0	173	89	246	2307	0
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	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.12	0.01	1.87	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1953	24	3367	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.29	0.27	0.00	0.03	0.05	0.14	0.40	0.00
Crit Moves:					****		****				****	
Green/Cycle:	0.00	0.00	0.00	0.37	0.37	0.37	0.00	0.24	0.24	0.27	0.52	0.00
Volume/Cap:	0.00	0.00	0.00	0.16	0.78	0.73	0.00	0.12	0.21	0.51	0.78	0.00
Delay/Veh:	0.0	0.0	0.0	16.9	25.5	23.7	0.0	23.6	24.3	25.4	17.0	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:	0.0	0.0	0.0	16.9	25.5	23.7	0.0	23.6	24.3	25.4	17.0	0.0
LOS by Move:	A	A	A	B	C	C	A	C	C	C	B	A
HCM2k95thQ:	0	0	0	4	25	22	0	2	4	10	26	0

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

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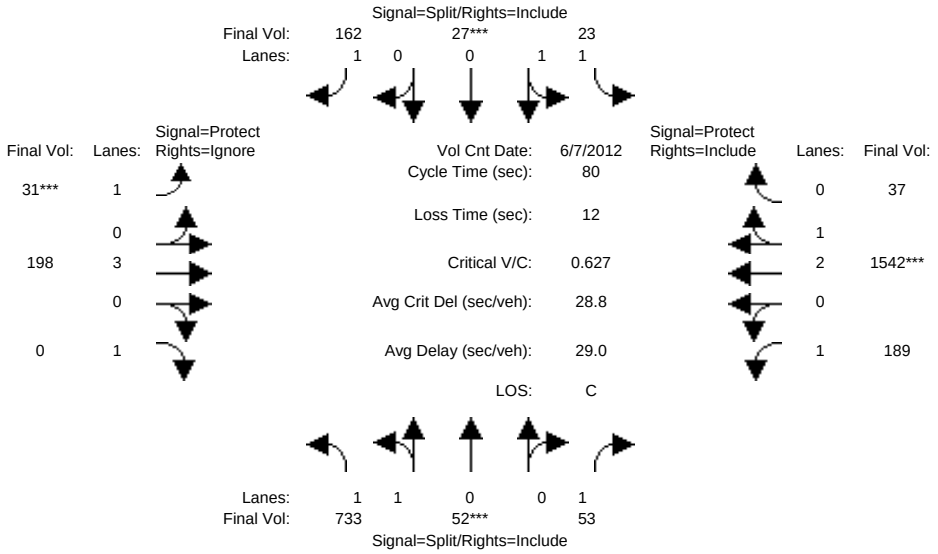
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #21: Great Mall Pkwy and Thompson St



Street Name:	Thompson St						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	733	52	53	23	27	162	31	198	28	189	1542	37
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:	733	52	53	23	27	162	31	198	28	189	1542	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	733	52	53	23	27	162	31	198	28	189	1542	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	733	52	53	23	27	162	31	198	0	189	1542	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	733	52	53	23	27	162	31	198	0	189	1542	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	733	52	53	23	27	162	31	198	0	189	1542	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.88	0.12	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.92	0.08
Final Sat.:	3285	233	1750	1750	1900	1750	1750	5700	1750	1750	5555	133
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.03	0.01	0.01	0.09	0.02	0.03	0.00	0.11	0.28	0.28
Crit Moves:		****			****		****				****	
Green/Cycle:	0.27	0.27	0.27	0.15	0.15	0.15	0.09	0.23	0.00	0.20	0.34	0.34
Volume/Cap:	0.81	0.81	0.11	0.09	0.10	0.63	0.20	0.15	0.00	0.54	0.81	0.81
Uniform Del:	27.1	27.1	21.7	29.4	29.5	32.0	33.9	24.6	0.0	28.8	24.1	24.1
IncremntDel:	5.4	5.4	0.1	0.1	0.1	4.8	0.7	0.1	0.0	1.8	2.8	2.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	32.6	32.6	21.8	29.5	29.6	36.8	34.6	24.6	0.0	30.6	26.8	26.8
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:	32.6	32.6	21.8	29.5	29.6	36.8	34.6	24.6	0.0	30.6	26.8	26.8
LOS by Move:	C-	C-	C+	C	C	D+	C-	C	A	C	C	C
HCM2k95thQ:	22	22	2	1	1	10	2	3	0	9	22	22

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

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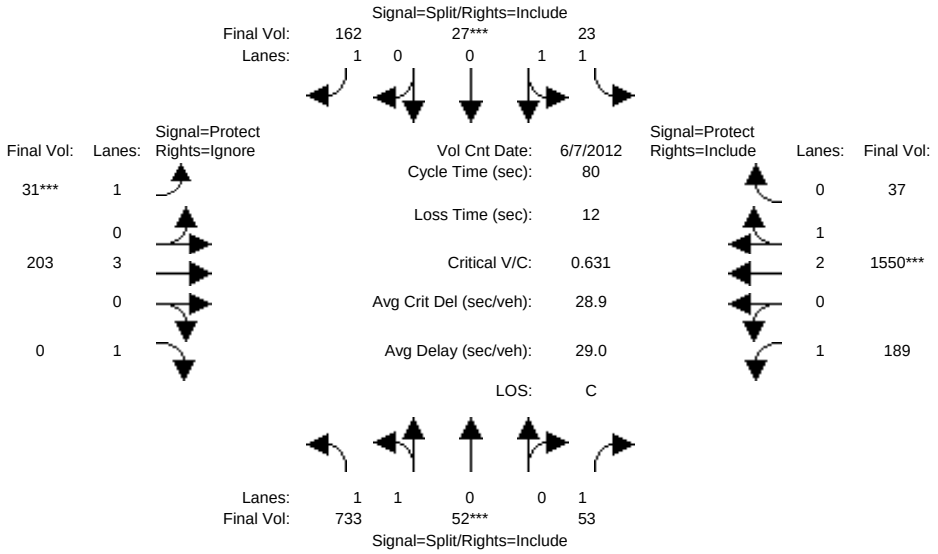
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #21: Great Mall Pkwy and Thompson St

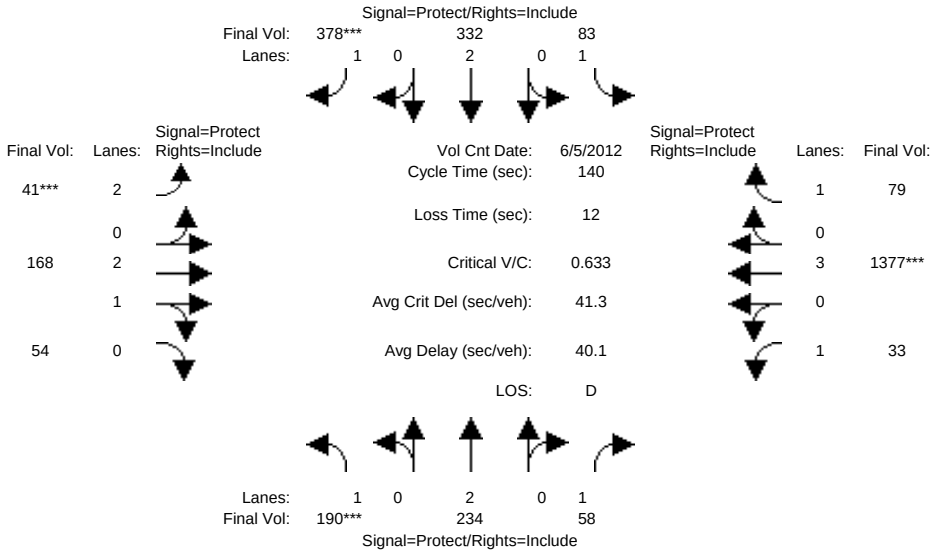



```
Street Name:           Thompson St                     Great Mall Pkwy
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 7 Jun 2012 << 8:00:00 AM
Base Vol:     733   52    53    23   27   162    31  198    28   189 1542    37
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:  733   52    53    23   27   162    31  198    28   189 1542    37
Added Vol:      0    0     0     0    0     0     0    5     0     0    8     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  733   52    53    23   27   162    31  203    28   189 1550    37
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:   733   52    53    23   27   162    31  203     0   189 1550    37
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  733   52    53    23   27   162    31  203     0   189 1550    37
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:  733   52    53    23   27   162    31  203     0   189 1550    37
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.93 0.95  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 0.98  0.95
Lanes:       1.87 0.13  1.00  1.00 1.00  1.00  1.00 3.00  1.00  1.00 2.93  0.07
Final Sat.:  3315  235  1750  1750 1900  1750  1750 5700  1750  1750 5469   131
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.22 0.22  0.03  0.01 0.01  0.09  0.02 0.04  0.00  0.11 0.28  0.28
Crit Moves:        ****              ****        ****                   ****
Green/Cycle: 0.27 0.27  0.27  0.15 0.15  0.15  0.09 0.23  0.00  0.20 0.35  0.35
Volume/Cap:  0.82 0.82  0.11  0.09 0.10  0.63  0.20 0.15  0.00  0.54 0.82  0.82
Delay/Veh:   33.0 33.0  22.1  29.6 29.6  37.1  34.6 24.5   0.0  30.3 26.8  26.8
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:  33.0 33.0  22.1  29.6 29.6  37.1  34.6 24.5   0.0  30.3 26.8  26.8
LOS by Move:   C-   C-    C+     C    C    D+    C-    C     A     C    C     C
HCM2k95thQ:    22   22     2     1    1    10     2    3     0     9   22    22
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #22: Abel St and Great Mall Pkwy



Street Name:	Abel Street						Great Mall Pkwy					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	190	234	58	83	332	378	41	168	54	33	1377	79
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:	190	234	58	83	332	378	41	168	54	33	1377	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	234	58	83	332	378	41	168	54	33	1377	79
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:	190	234	58	83	332	378	41	168	54	33	1377	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	234	58	83	332	378	41	168	54	33	1377	79
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:	190	234	58	83	332	378	41	168	54	33	1377	79
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.22	0.78	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4225	1358	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.06	0.03	0.05	0.09	0.22	0.01	0.04	0.04	0.02	0.24	0.05
Crit Moves:	****					****	****				****	
Green/Cycle:	0.17	0.29	0.29	0.20	0.33	0.33	0.05	0.25	0.25	0.17	0.37	0.37
Volume/Cap:	0.66	0.21	0.11	0.23	0.26	0.66	0.26	0.16	0.16	0.11	0.66	0.12
Uniform Del:	54.7	37.4	36.3	46.6	34.5	40.1	64.0	41.4	41.4	48.9	36.8	29.2
IncremntDel:	5.3	0.1	0.1	0.3	0.1	2.7	0.9	0.1	0.1	0.2	0.8	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.0	37.5	36.4	46.9	34.6	42.8	64.9	41.5	41.5	49.0	37.5	29.3
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:	60.0	37.5	36.4	46.9	34.6	42.8	64.9	41.5	41.5	49.0	37.5	29.3
LOS by Move:	E+	D+	D+	D	C-	D	E	D	D	D	D+	C
HCM2k95thQ:	17	7	4	6	10	27	2	5	5	3	28	5

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

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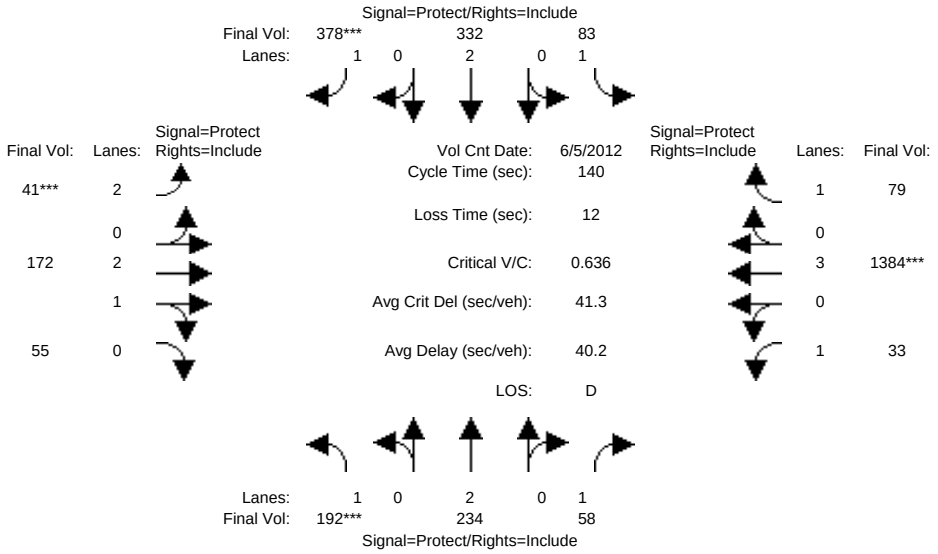
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #22: Abel St and Great Mall Pkwy




```
Street Name:            Abel Street                     Great Mall Pkwy
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: 5 Jun 2012 << 8:00:00 AM
Base Vol:     190  234    58    83  332   378    41  168    54    33 1377    79
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:  190  234    58    83  332   378    41  168    54    33 1377    79
Added Vol:      2    0     0     0    0     0     0    4     1     0    7     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  192  234    58    83  332   378    41  172    55    33 1384    79
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:   192  234    58    83  332   378    41  172    55    33 1384    79
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  192  234    58    83  332   378    41  172    55    33 1384    79
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:  192  234    58    83  332   378    41  172    55    33 1384    79
------------|---------------||---------------||---------------||---------------|
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  0.83 0.99  0.95  0.92 1.00  0.92
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  2.00 2.25  0.75  1.00 3.00  1.00
Final Sat.:  1750 3800  1750  1750 3800  1750  3150 4241  1356  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.06  0.03  0.05 0.09  0.22  0.01 0.04  0.04  0.02 0.24  0.05
Crit Moves:  ****                         ****  ****                   ****
Green/Cycle: 0.17 0.29  0.29  0.20 0.33  0.33  0.05 0.25  0.25  0.17 0.37  0.37
Volume/Cap:  0.66 0.21  0.11  0.23 0.27  0.66  0.26 0.16  0.16  0.11 0.66  0.12
Delay/Veh:   60.0 37.6  36.5  46.9 34.7  43.1  64.9 41.5  41.5  49.0 37.6  29.3
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:  60.0 37.6  36.5  46.9 34.7  43.1  64.9 41.5  41.5  49.0 37.6  29.3
LOS by Move:   E+   D+    D+     D   C-     D     E    D     D     D   D+     C
HCM2k95thQ:    17    7     4     6   10    27     2    5     5     3   28     5
Note: Queue reported is the number of cars per lane.
```

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Pacific Mall - Silicon Valley
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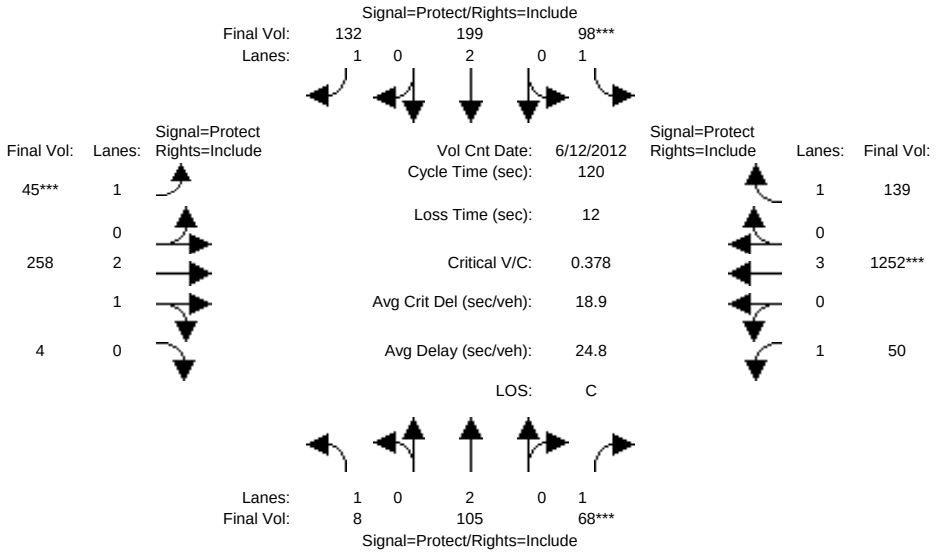
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #23: Main St and Great Mall Pkwy



Street Name:	Main Street						Great Mall Pkwy					
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: 12 Jun 2012 << 7:55:00 AM												
Base Vol:	8	105	68	98	199	132	45	258	4	50	1252	139
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:	8	105	68	98	199	132	45	258	4	50	1252	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	105	68	98	199	132	45	258	4	50	1252	139
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:	8	105	68	98	199	132	45	258	4	50	1252	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	105	68	98	199	132	45	258	4	50	1252	139
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:	8	105	68	98	199	132	45	258	4	50	1252	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.95	0.05	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5606	87	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.04	0.06	0.05	0.08	0.03	0.05	0.05	0.03	0.22	0.08
Crit Moves:			****	****			****				****	
Green/Cycle:	0.10	0.10	0.10	0.15	0.15	0.15	0.07	0.38	0.38	0.27	0.58	0.58
Volume/Cap:	0.04	0.27	0.38	0.38	0.35	0.51	0.38	0.12	0.12	0.11	0.38	0.14
Uniform Del:	48.5	49.7	50.3	46.1	46.0	47.2	53.5	24.0	24.0	33.2	13.5	11.4
IncremntDel:	0.1	0.4	1.3	0.9	0.4	1.7	2.0	0.0	0.0	0.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.6	50.0	51.6	47.0	46.4	48.9	55.5	24.1	24.1	33.3	13.6	11.5
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:	48.6	50.0	51.6	47.0	46.4	48.9	55.5	24.1	24.1	33.3	13.6	11.5
LOS by Move:	D	D	D-	D	D	D	E+	C	C	C-	B	B+
HCM2k95thQ:	1	4	6	8	7	10	3	4	4	3	15	5

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

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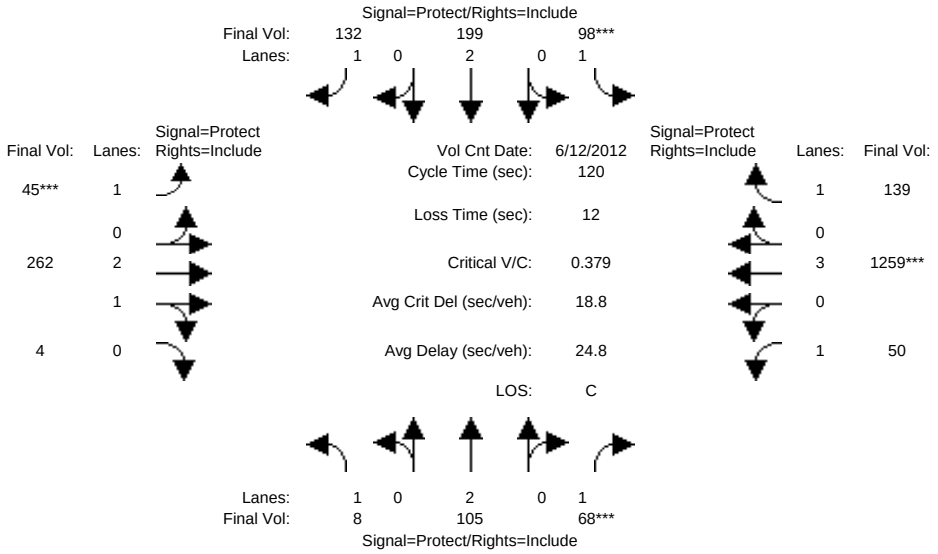
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #23: Main St and Great Mall Pkwy



Street Name:	Main Street						Great Mall Pkwy					
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: 12 Jun 2012 << 7:55:00 AM												
Base Vol:	8	105	68	98	199	132	45	258	4	50	1252	139
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:	8	105	68	98	199	132	45	258	4	50	1252	139
Added Vol:	0	0	0	0	0	0	0	4	0	0	7	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	105	68	98	199	132	45	262	4	50	1259	139
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:	8	105	68	98	199	132	45	262	4	50	1259	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	105	68	98	199	132	45	262	4	50	1259	139
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:	8	105	68	98	199	132	45	262	4	50	1259	139
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.95	0.05	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5516	84	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.04	0.06	0.05	0.08	0.03	0.05	0.05	0.03	0.22	0.08
Crit Moves:			****	****			****				****	
Green/Cycle:	0.10	0.10	0.10	0.15	0.15	0.15	0.07	0.38	0.38	0.27	0.58	0.58
Volume/Cap:	0.04	0.27	0.38	0.38	0.36	0.51	0.38	0.12	0.12	0.11	0.38	0.14
Delay/Veh:	48.6	50.1	51.6	47.1	46.5	49.0	55.5	24.1	24.1	33.2	13.5	11.4
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:	48.6	50.1	51.6	47.1	46.5	49.0	55.5	24.1	24.1	33.2	13.5	11.4
LOS by Move:	D	D	D-	D	D	D	E+	C	C	C-	B	B+
HCM2k95thQ:	1	4	6	8	7	11	3	4	4	3	15	5

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

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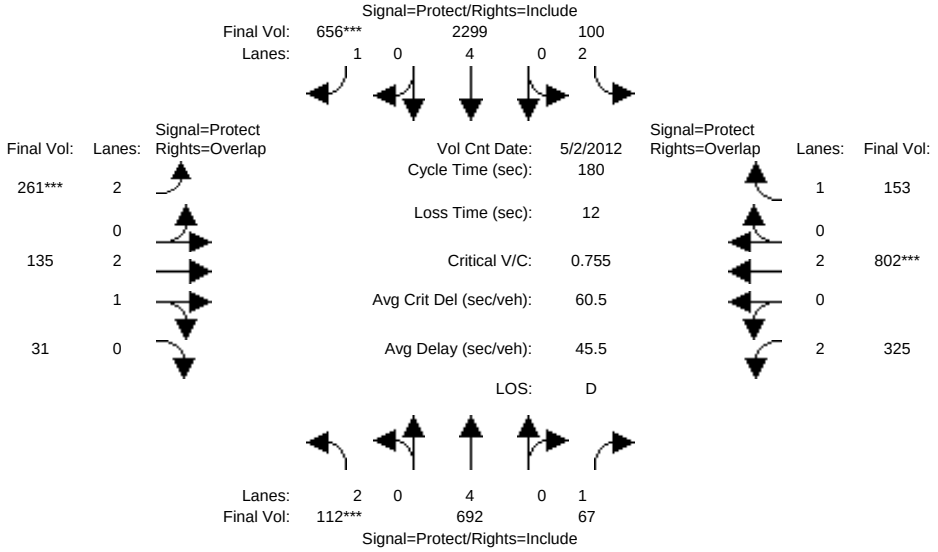
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #24: Great Mall Pkwy and Montague Expwy



Street Name:	Montague Expwy						Great Mall Pkwy					
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 May 2012 << 8:00:00 AM												
Base Vol:	112	692	67	100	2299	656	261	135	31	325	802	153
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:	112	692	67	100	2299	656	261	135	31	325	802	153
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	692	67	100	2299	656	261	135	31	325	802	153
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:	112	692	67	100	2299	656	261	135	31	325	802	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	692	67	100	2299	656	261	135	31	325	802	153
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:	112	692	67	100	2299	656	261	135	31	325	802	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.40	0.60	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	4563	1048	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.04	0.03	0.30	0.37	0.08	0.03	0.03	0.10	0.21	0.09
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.38	0.38	0.16	0.50	0.50	0.11	0.14	0.18	0.25	0.28	0.44
Volume/Cap:	0.75	0.24	0.10	0.20	0.61	0.75	0.75	0.22	0.16	0.41	0.75	0.20
Uniform Del:	84.7	37.9	35.8	65.2	32.7	36.5	77.8	69.2	61.8	56.0	59.2	30.7
IncremntDel:	19.5	0.0	0.1	0.2	0.3	3.8	9.1	0.1	0.1	0.3	3.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	104.3	38.0	35.9	65.3	33.0	40.3	86.9	69.3	61.9	56.3	62.3	30.8
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:	104.3	38.0	35.9	65.3	33.0	40.3	86.9	69.3	61.9	56.3	62.3	30.8
LOS by Move:	F	D+	D+	E	C-	D	F	E	E	E+	E	C
HCM2k95thQ:	10	12	5	6	37	50	18	6	5	16	34	10

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

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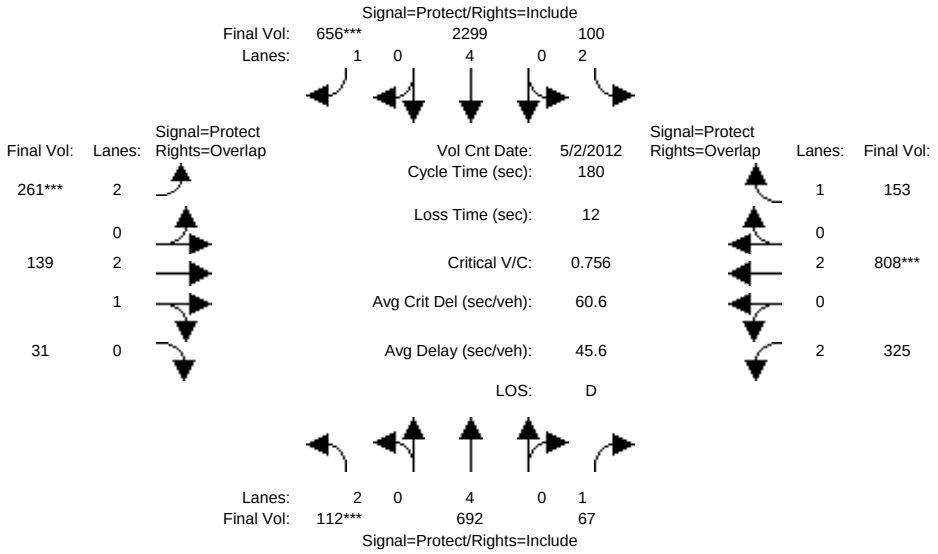
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #24: Great Mall Pkwy and Montague Expwy



Street Name:	Montague Expwy						Great Mall Pkwy					
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 May 2012 << 8:00:00 AM

Base Vol:	112	692	67	100	2299	656	261	135	31	325	802	153
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:	112	692	67	100	2299	656	261	135	31	325	802	153
Added Vol:	0	0	0	0	0	0	0	4	0	0	6	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	692	67	100	2299	656	261	139	31	325	808	153
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:	112	692	67	100	2299	656	261	139	31	325	808	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	692	67	100	2299	656	261	139	31	325	808	153
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:	112	692	67	100	2299	656	261	139	31	325	808	153

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.43	0.57	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	4577	1021	3150	3800	1750

Capacity Analysis Module:

Vol/Sat:	0.04	0.09	0.04	0.03	0.30	0.37	0.08	0.03	0.03	0.10	0.21	0.09
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.38	0.38	0.16	0.50	0.50	0.11	0.14	0.18	0.25	0.28	0.44
Volume/Cap:	0.76	0.24	0.10	0.20	0.61	0.76	0.76	0.22	0.17	0.41	0.76	0.20
Delay/Veh:	104.5	38.1	36.0	65.4	33.1	40.5	87.0	69.3	61.9	56.2	62.2	30.7
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:	104.5	38.1	36.0	65.4	33.1	40.5	87.0	69.3	61.9	56.2	62.2	30.7
LOS by Move:	F	D+	D+	E	C-	D	F	E	E	E+	E	C
HCM2k95thQ:	10	12	5	6	37	51	18	6	5	16	34	10

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

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Pacific Mall - Silicon Valley
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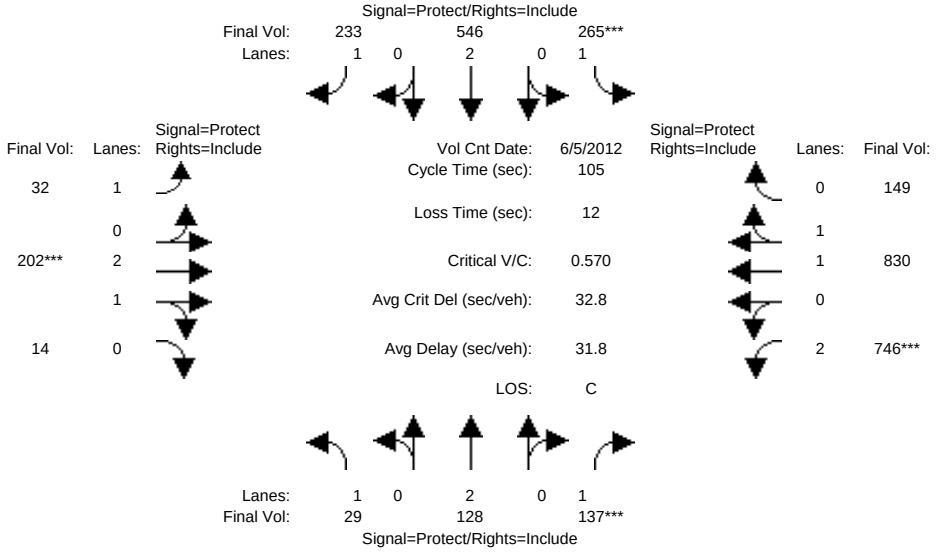
Existing plus Project - AM Peak Hour

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

Intersection #25: Trade Zone and Capitol Ave



Street Name:	Trade Zone Blvd						Capitol Ave					
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: 5 Jun 2012 << 7:35:00 AM												
Base Vol:	29	128	137	265	546	233	32	202	14	746	830	149
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:	29	128	137	265	546	233	32	202	14	746	830	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	128	137	265	546	233	32	202	14	746	830	149
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:	29	128	137	265	546	233	32	202	14	746	830	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	128	137	265	546	233	32	202	14	746	830	149
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:	29	128	137	265	546	233	32	202	14	746	830	149
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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.79	0.21	2.00	1.67	0.33
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5301	367	3150	3180	571
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.08	0.15	0.14	0.13	0.02	0.04	0.04	0.24	0.26	0.26
Crit Moves:			****	****				****		****		
Green/Cycle:	0.12	0.13	0.13	0.26	0.27	0.27	0.10	0.10	0.10	0.40	0.40	0.40
Volume/Cap:	0.13	0.25	0.59	0.59	0.54	0.50	0.18	0.40	0.40	0.59	0.66	0.66
Uniform Del:	41.0	40.9	42.9	34.2	33.0	32.6	43.2	44.7	44.7	24.7	26.0	26.0
IncremntDel:	0.3	0.3	4.0	2.1	0.6	0.9	0.5	0.5	0.5	0.7	1.1	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.3	41.1	46.8	36.3	33.6	33.5	43.7	45.2	45.2	25.4	27.1	27.1
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:	41.3	41.1	46.8	36.3	33.6	33.5	43.7	45.2	45.2	25.4	27.1	27.1
LOS by Move:	D	D	D	D+	C-	C-	D	D	D	C	C	C
HCM2k95thQ:	2	4	10	16	15	14	2	4	4	21	24	24

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

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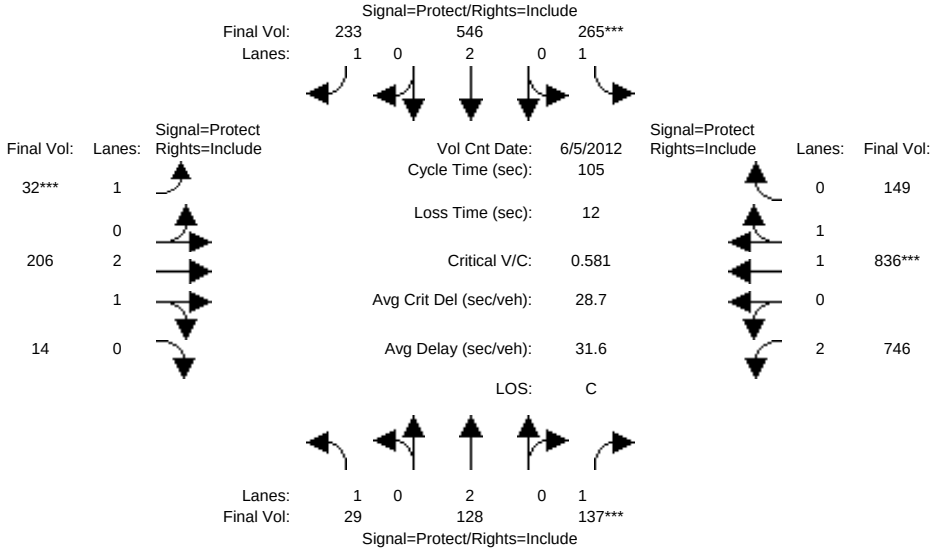
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #25: Trade Zone and Capitol Ave



Street Name:	Trade Zone Blvd						Capitol Ave					
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: 5 Jun 2012 << 7:35:00 AM												
Base Vol:	29	128	137	265	546	233	32	202	14	746	830	149
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:	29	128	137	265	546	233	32	202	14	746	830	149
Added Vol:	0	0	0	0	0	0	0	4	0	0	6	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	128	137	265	546	233	32	206	14	746	836	149
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:	29	128	137	265	546	233	32	206	14	746	836	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	128	137	265	546	233	32	206	14	746	836	149
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:	29	128	137	265	546	233	32	206	14	746	836	149
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	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.80	0.20	2.00	1.69	0.31
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5243	356	3150	3140	560
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.08	0.15	0.14	0.13	0.02	0.04	0.04	0.24	0.27	0.27
Crit Moves:			****	****			****				****	
Green/Cycle:	0.12	0.13	0.13	0.25	0.26	0.26	0.07	0.15	0.15	0.36	0.44	0.44
Volume/Cap:	0.14	0.26	0.61	0.61	0.55	0.51	0.27	0.27	0.27	0.66	0.61	0.61
Delay/Veh:	41.6	41.5	47.8	37.2	34.3	34.3	47.9	40.1	40.1	29.5	23.1	23.1
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:	41.6	41.5	47.8	37.2	34.3	34.3	47.9	40.1	40.1	29.5	23.1	23.1
LOS by Move:	D	D	D	D+	C-	C-	D	D	D	C	C	C
HCM2k95thQ:	2	4	11	17	15	14	2	4	4	23	23	23

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

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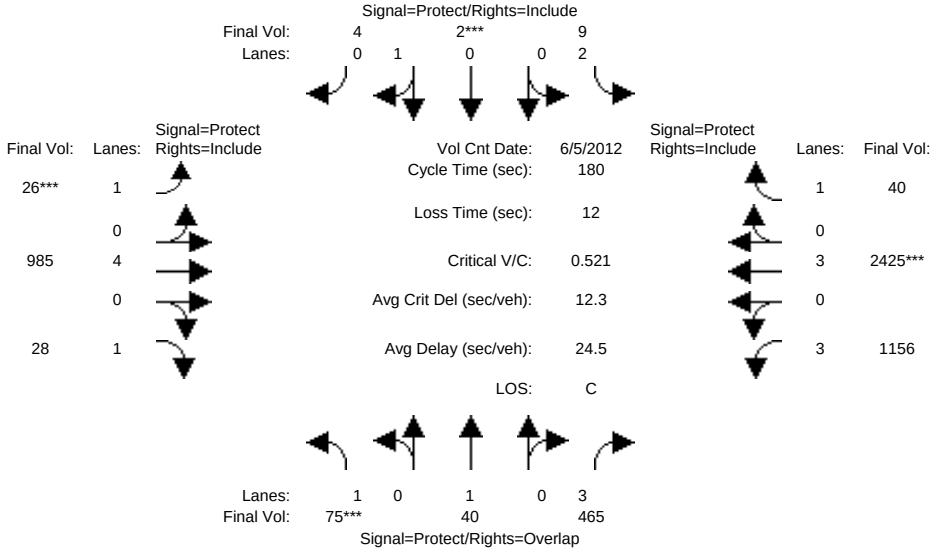
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #26: Montague Expwy and Trimble Rd



Street Name:	Trimble Rd						Montague Expwy					
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: 5 Jun 2012 << 7:55:00 AM												
Base Vol:	75	40	465	9	2	4	26	985	28	1156	2694	40
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:	75	40	465	9	2	4	26	985	28	1156	2694	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	40	465	9	2	4	26	985	28	1156	2694	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	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:	75	40	465	9	2	4	26	985	28	1156	2425	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	40	465	9	2	4	26	985	28	1156	2425	40
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:	75	40	465	9	2	4	26	985	28	1156	2425	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.80	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	3.00	2.00	0.32	0.68	1.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	4551	3150	599	1198	1750	7600	1750	4551	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.10	0.00	0.00	0.00	0.01	0.13	0.02	0.25	0.43	0.02
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.08	0.61	0.05	0.06	0.06	0.04	0.27	0.27	0.53	0.76	0.76
Volume/Cap:	0.56	0.27	0.17	0.05	0.06	0.06	0.38	0.48	0.06	0.48	0.56	0.03
Uniform Del:	80.1	78.2	15.4	80.7	80.5	80.5	84.4	55.0	48.7	26.6	8.9	5.2
IncremntDel:	5.2	1.0	0.0	0.1	0.3	0.3	3.6	0.2	0.1	0.2	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	85.3	79.2	15.4	80.8	80.8	80.8	87.9	55.2	48.7	26.8	9.0	5.2
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:	85.3	79.2	15.4	80.8	80.8	80.8	87.9	55.2	48.7	26.8	9.0	5.2
LOS by Move:	F	E-	B	F	F	F	F	E+	D	C	A	A
HCM2k95thQ:	10	5	9	1	1	1	4	20	2	27	30	1

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

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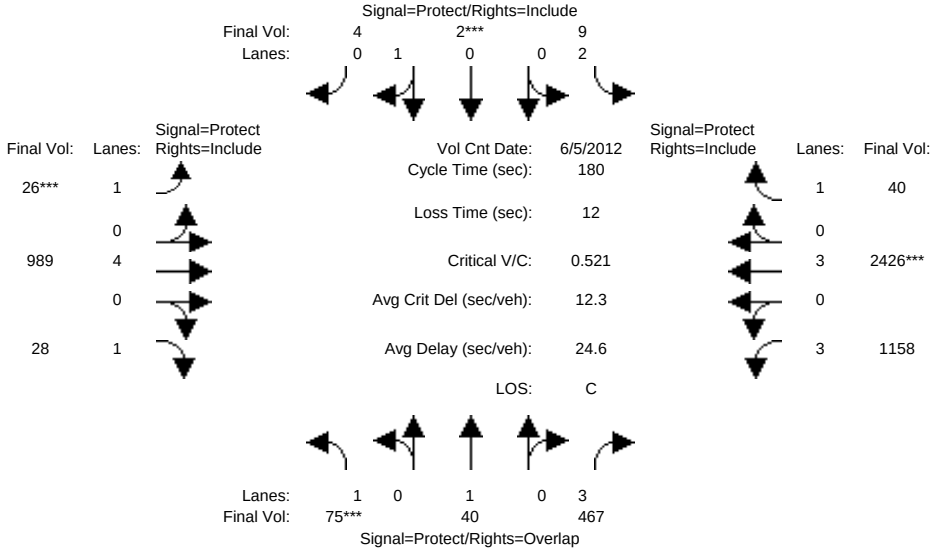
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #26: Montague Expwy and Trimble Rd



Street Name:	Trimble Rd						Montague Expwy					
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: 5 Jun 2012 << 7:55:00 AM												
Base Vol:	75	40	465	9	2	4	26	985	28	1156	2694	40
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:	75	40	465	9	2	4	26	985	28	1156	2694	40
Added Vol:	0	0	2	0	0	0	0	4	0	2	2	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	40	467	9	2	4	26	989	28	1158	2696	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	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:	75	40	467	9	2	4	26	989	28	1158	2426	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	40	467	9	2	4	26	989	28	1158	2426	40
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:	75	40	467	9	2	4	26	989	28	1158	2426	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.80	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	3.00	2.00	0.33	0.67	1.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	4551	3150	600	1200	1750	7600	1750	4551	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.10	0.00	0.00	0.00	0.01	0.13	0.02	0.25	0.43	0.02
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.08	0.61	0.05	0.06	0.06	0.04	0.27	0.27	0.53	0.76	0.76
Volume/Cap:	0.56	0.27	0.17	0.05	0.06	0.06	0.38	0.48	0.06	0.48	0.56	0.03
Delay/Veh:	85.3	79.2	15.5	80.8	80.8	80.8	87.9	55.2	48.7	26.8	9.0	5.2
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:	85.3	79.2	15.5	80.8	80.8	80.8	87.9	55.2	48.7	26.8	9.0	5.2
LOS by Move:	F	E-	B	F	F	F	F	E+	D	C	A	A
HCM2k95thQ:	10	5	9	1	1	1	4	21	2	28	30	1

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

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Pacific Mall - Silicon Valley
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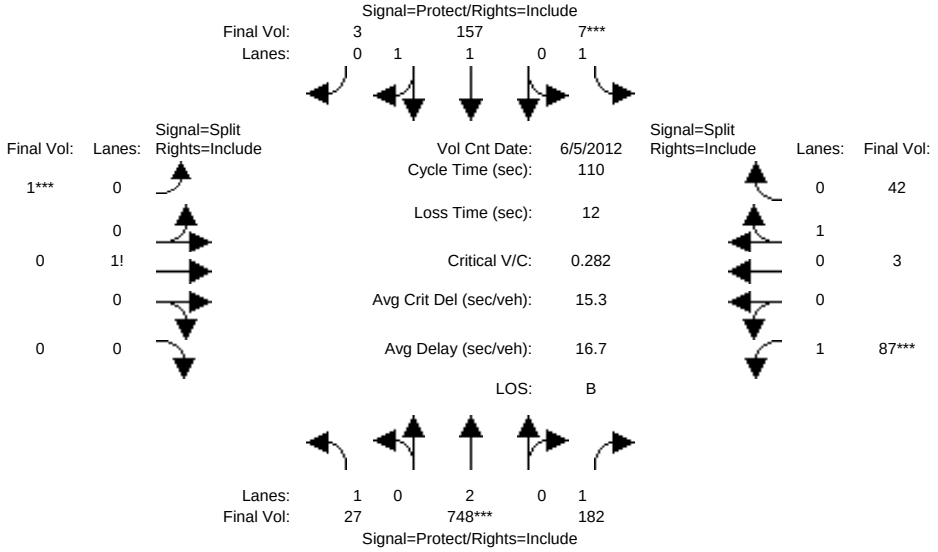
Existing plus Project - AM Peak Hour

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

Intersection #27: McCarthy Blvd and Barber Ln



Street Name:	McCarthy Blvd						Barber Ln					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	27	748	182	7	157	3	1	0	0	87	3	42
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:	27	748	182	7	157	3	1	0	0	87	3	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	748	182	7	157	3	1	0	0	87	3	42
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:	27	748	182	7	157	3	1	0	0	87	3	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	748	182	7	157	3	1	0	0	87	3	42
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:	27	748	182	7	157	3	1	0	0	87	3	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.96	0.04	1.00	0.00	0.00	1.00	0.06	0.94
Final Sat.:	1750	3800	1750	1750	3723	71	1750	0	0	1750	117	1642
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.10	0.00	0.04	0.04	0.00	0.00	0.00	0.05	0.03	0.03
Crit Moves:		****		****			****			****		
Green/Cycle:	0.27	0.59	0.59	0.06	0.38	0.38	0.09	0.00	0.00	0.15	0.15	0.15
Volume/Cap:	0.06	0.33	0.18	0.06	0.11	0.11	0.01	0.00	0.00	0.33	0.17	0.17
Uniform Del:	29.9	11.6	10.4	48.4	21.8	21.8	45.5	0.0	0.0	42.0	40.9	40.9
IncremntDel:	0.1	0.1	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.8	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	30.0	11.7	10.5	48.7	21.9	21.9	45.5	0.0	0.0	42.7	41.2	41.2
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	11.7	10.5	48.7	21.9	21.9	45.5	0.0	0.0	42.7	41.2	41.2
LOS by Move:	C	B+	B+	D	C+	C+	D	A	A	D	D	D
HCM2k95thQ:	1	12	6	0	3	3	0	0	0	6	3	3

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

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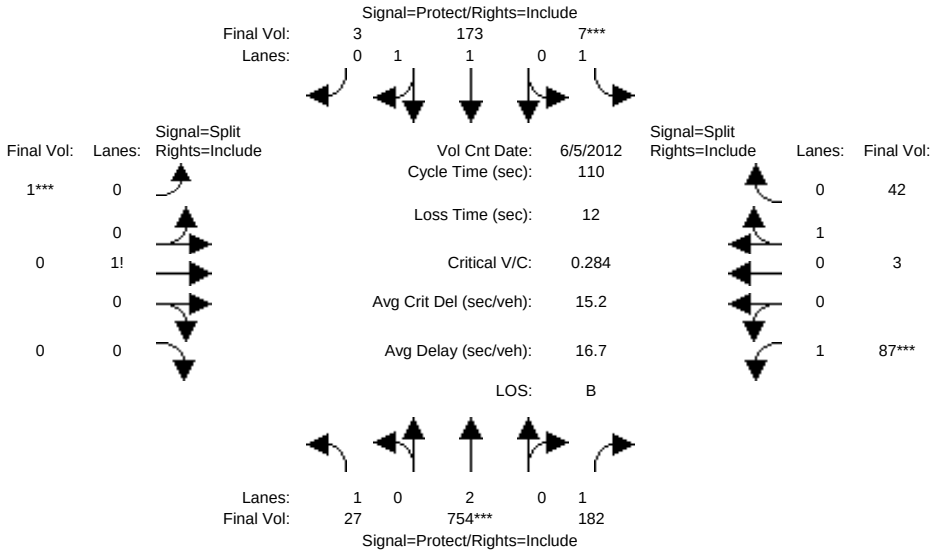
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #27: McCarthy Blvd and Barber Ln




```
Street Name:          McCarthy Blvd                        Barber Ln
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: 5 Jun 2012 << 8:00:00 AM
Base Vol:      27  748   182     7  157     3    1    0     0    87    3    42
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:   27  748   182     7  157     3    1    0     0    87    3    42
Added Vol:      0    6     0     0   15     0    0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    1     0    0    0     0     0    0     0
Initial Fut:   27  754   182     7  173     3    1    0     0    87    3    42
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:    27  754   182     7  173     3    1    0     0    87    3    42
Reduct Vol:     0    0     0     0    0     0    0    0     0     0    0     0
Reduced Vol:   27  754   182     7  173     3    1    0     0    87    3    42
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:   27  754   182     7  173     3    1    0     0    87    3    42
------------|---------------||---------------||---------------||---------------|
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 0.97  0.95 0.92 1.00  0.92  0.92 0.95  0.95
Lanes:       1.00 2.00  1.00  1.00 1.96  0.04 1.00 0.00  0.00  1.00 0.07  0.93
Final Sat.:  1750 3800  1750  1750 3637    63 1750    0     0  1750  120  1680
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.20  0.10  0.00 0.05  0.05 0.00 0.00  0.00  0.05 0.03  0.03
Crit Moves:        ****        ****              ****              ****
Green/Cycle: 0.27 0.59  0.59  0.06 0.38  0.38 0.09 0.00  0.00  0.15 0.15  0.15
Volume/Cap:  0.06 0.34  0.18  0.06 0.12  0.12 0.01 0.00  0.00  0.34 0.17  0.17
Delay/Veh:   29.9 11.7  10.5  48.7 22.0  22.0 45.5  0.0   0.0  42.8 41.3  41.3
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:  29.9 11.7  10.5  48.7 22.0  22.0 45.5  0.0   0.0  42.8 41.3  41.3
LOS by Move:    C   B+     B+     D   C+     C+     D    A     A     D    D     D
HCM2k95thQ:     1   12      6     0    4     4     0    0     0     6    3     3
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
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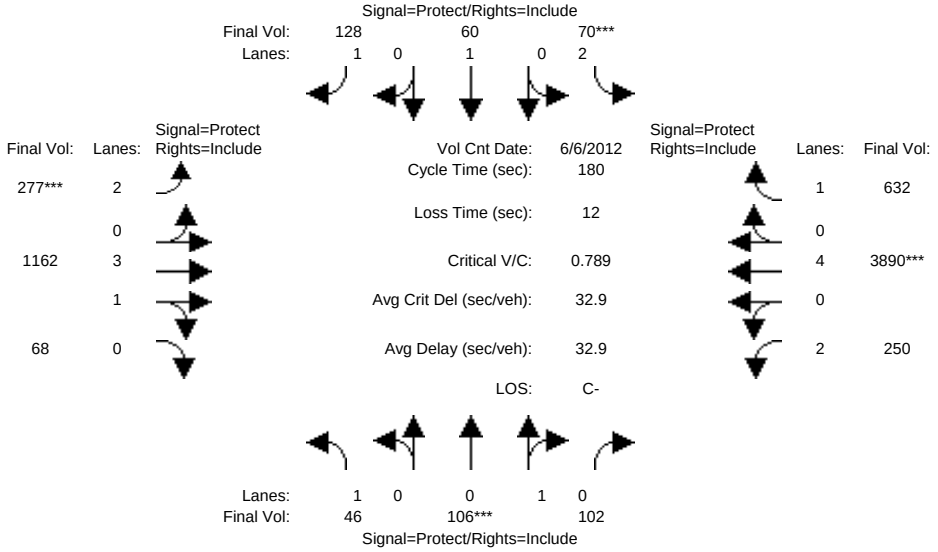
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
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: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	46	106	102	70	60	128	277	1162	68	250	3890	632
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:	46	106	102	70	60	128	277	1162	68	250	3890	632
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	106	102	70	60	128	277	1162	68	250	3890	632
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:	46	106	102	70	60	128	277	1162	68	250	3890	632
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	106	102	70	60	128	277	1162	68	250	3890	632
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:	46	106	102	70	60	128	277	1162	68	250	3890	632
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	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.49	0.51	2.00	1.00	1.00	2.00	3.76	0.24	2.00	4.00	1.00
Final Sat.:	1750	929	894	3150	1900	1750	3150	7146	418	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.02	0.03	0.07	0.09	0.16	0.16	0.08	0.51	0.36
Crit Moves:		****		****			****				****	
Green/Cycle:	0.06	0.14	0.14	0.04	0.12	0.12	0.11	0.51	0.51	0.25	0.64	0.64
Volume/Cap:	0.42	0.80	0.80	0.57	0.27	0.62	0.80	0.32	0.32	0.32	0.80	0.56
Uniform Del:	81.1	74.6	74.6	85.0	72.2	75.4	78.1	26.3	26.3	55.5	23.7	18.1
IncremntDel:	2.5	15.8	15.8	6.3	0.6	5.5	12.2	0.0	0.0	0.2	1.0	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	83.7	90.4	90.4	91.4	72.8	80.9	90.4	26.4	26.4	55.7	24.7	18.8
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:	83.7	90.4	90.4	91.4	72.8	80.9	90.4	26.4	26.4	55.7	24.7	18.8
LOS by Move:	F	F	F	F	E	F	F	C	C	E+	C	B-
HCM2k95thQ:	6	24	24	5	6	14	17	18	18	13	62	35

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

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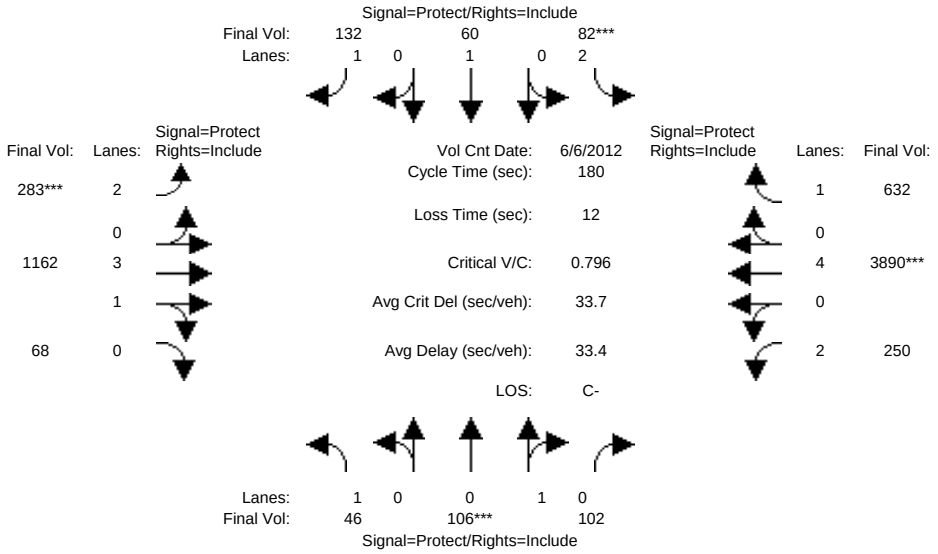
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
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: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	46	106	102	70	60	128	277	1162	68	250	3890	632
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:	46	106	102	70	60	128	277	1162	68	250	3890	632
Added Vol:	0	0	0	11	0	4	6	0	0	0	0	0
Pass-by/Div:	0	0	0	1	0	0	0	0	0	0	0	0
Initial Fut:	46	106	102	82	60	132	283	1162	68	250	3890	632
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:	46	106	102	82	60	132	283	1162	68	250	3890	632
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	106	102	82	60	132	283	1162	68	250	3890	632
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:	46	106	102	82	60	132	283	1162	68	250	3890	632
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.51	0.49	2.00	1.00	1.00	2.00	3.77	0.23	2.00	4.00	1.00
Final Sat.:	1750	917	883	3150	1900	1750	3150	7085	415	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.03	0.03	0.08	0.09	0.16	0.16	0.08	0.51	0.36
Crit Moves:		****		****			****				****	
Green/Cycle:	0.06	0.14	0.14	0.04	0.12	0.12	0.11	0.51	0.51	0.24	0.64	0.64
Volume/Cap:	0.42	0.80	0.80	0.67	0.26	0.62	0.80	0.32	0.32	0.32	0.80	0.57
Delay/Veh:	83.9	90.8	90.8	98.8	72.5	81.0	90.3	26.4	26.4	56.0	25.1	19.1
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:	83.9	90.8	90.8	98.8	72.5	81.0	90.3	26.4	26.4	56.0	25.1	19.1
LOS by Move:	F	F	F	F	E	F	F	C	C	E+	C	B-
HCM2k95thQ:	6	24	24	6	6	14	18	18	18	13	62	35

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

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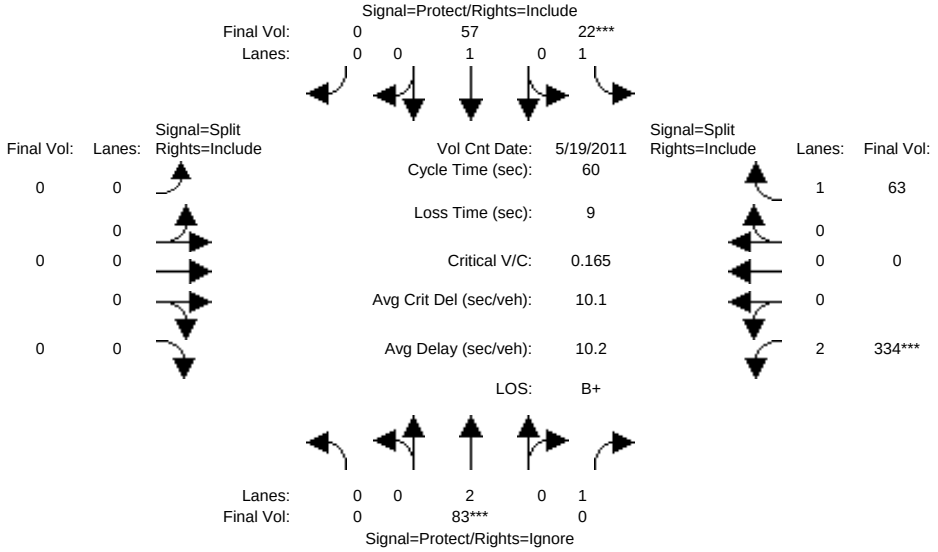
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #29: Zanker Rd and SR-237 WB Ramps




```
Street Name:            Zanker Rd                       SR-237 WB Ramps
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     0    0     0    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: 19 May 2011 << 8:00:00 AM
Base Vol:       0   83   651    22   57     0     0    0     0   334    0    63
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   83   651    22   57     0     0    0     0   334    0    63
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0   83   651    22   57     0     0    0     0   334    0    63
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   83     0    22   57     0     0    0     0   334    0    63
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0   83     0    22   57     0     0    0     0   334    0    63
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   83     0    22   57     0     0    0     0   334    0    63
------------|---------------||---------------||---------------||---------------|
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 2.00  1.00  1.00 1.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 3800  1750  1750 1900     0     0    0     0  3150    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.02  0.00  0.01 0.03  0.00  0.00 0.00  0.00  0.11 0.00  0.04
Crit Moves:        ****        ****                             ****
Green/Cycle: 0.00 0.17  0.00  0.12 0.28  0.00  0.00 0.00  0.00  0.57 0.00  0.57
Volume/Cap:  0.00 0.13  0.00  0.11 0.11  0.00  0.00 0.00  0.00  0.19 0.00  0.06
Uniform Del:  0.0 21.3   0.0  23.7 15.9   0.0   0.0  0.0   0.0   6.3  0.0   5.8
IncremntDel:  0.0  0.1   0.0   0.2  0.1   0.0   0.0  0.0   0.0   0.1  0.0   0.0
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Delay Adj:   0.00 1.00  0.00  1.00 1.00  0.00  0.00 0.00  0.00  1.00 0.00  1.00
Delay/Veh:    0.0 21.4   0.0  23.9 16.0   0.0   0.0  0.0   0.0   6.4  0.0   5.9
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 21.4   0.0  23.9 16.0   0.0   0.0  0.0   0.0   6.4  0.0   5.9
LOS by Move:    A   C+     A     C    B     A     A    A     A     A    A     A
HCM2k95thQ:     0    1     0     1    2     0     0    0     0     4    0     1
Note: Queue reported is the number of cars per lane.
```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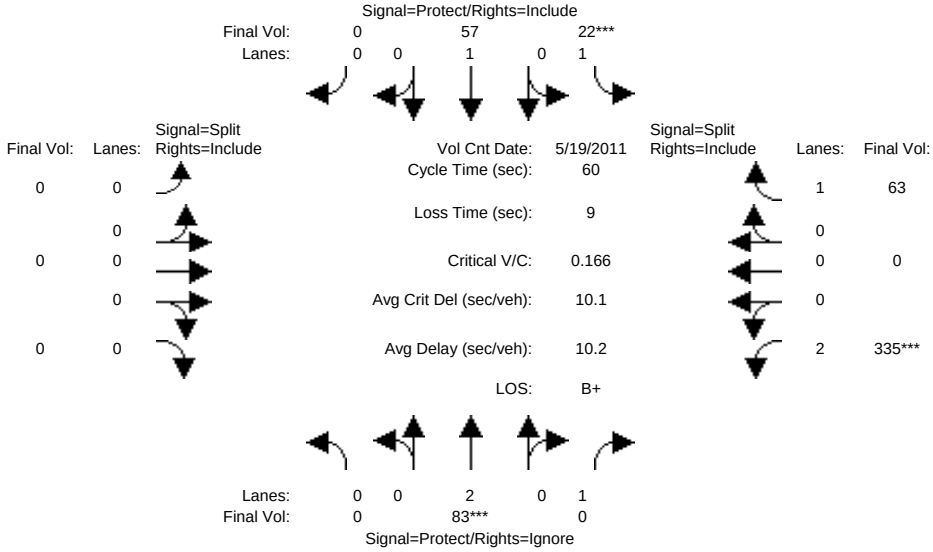
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #29: Zanker Rd and SR-237 WB Ramps




```
Street Name:            Zanker Rd                       SR-237 WB Ramps
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     0    0     0    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: 19 May 2011 << 8:00:00 AM
Base Vol:       0   83   651    22   57     0     0    0     0   334    0    63
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   83   651    22   57     0     0    0     0   334    0    63
Added Vol:      0    0     0     0    0     0     0    0     0     1    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0   83   651    22   57     0     0    0     0   335    0    63
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   83     0    22   57     0     0    0     0   335    0    63
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0   83     0    22   57     0     0    0     0   335    0    63
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   83     0    22   57     0     0    0     0   335    0    63
------------|---------------||---------------||---------------||---------------|
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 2.00  1.00  1.00 1.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 3800  1750  1750 1900     0     0    0     0  3150    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.02  0.00  0.01 0.03  0.00  0.00 0.00  0.00  0.11 0.00  0.04
Crit Moves:        ****        ****                             ****
Green/Cycle: 0.00 0.17  0.00  0.12 0.28  0.00  0.00 0.00  0.00  0.57 0.00  0.57
Volume/Cap:  0.00 0.13  0.00  0.11 0.11  0.00  0.00 0.00  0.00  0.19 0.00  0.06
Delay/Veh:    0.0 21.4   0.0  23.9 16.0   0.0   0.0  0.0   0.0   6.4  0.0   5.9
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 21.4   0.0  23.9 16.0   0.0   0.0  0.0   0.0   6.4  0.0   5.9
LOS by Move:    A   C+     A     C    B     A     A    A     A     A    A     A
HCM2k95thQ:     0    1     0     1    2     0     0    0     0     4    0     1
Note: Queue reported is the number of cars per lane.
```

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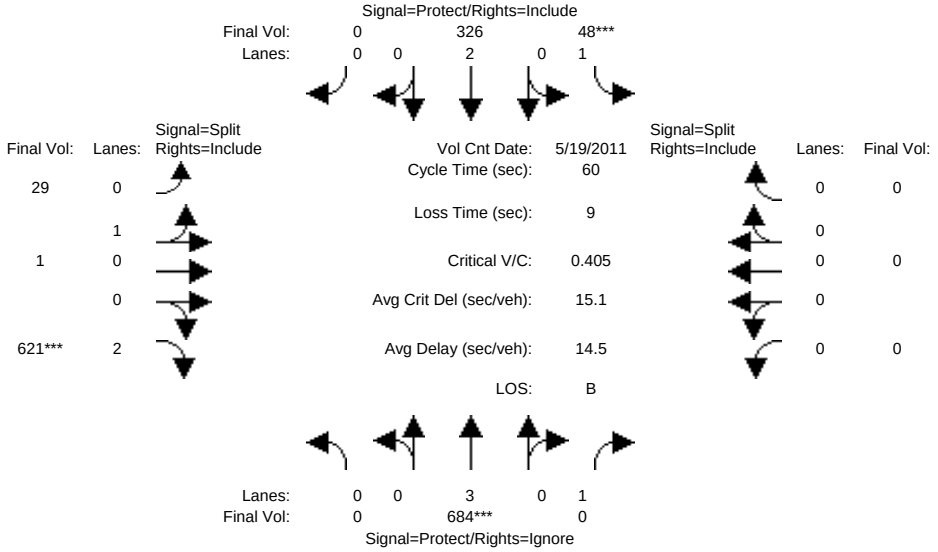
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #30: Zanker Rd and SR-237 EB Ramps



Street Name:	Zanker Rd						SR-237 EB Ramps					
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	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: 19 May 2011 << 8:00:00 AM												
Base Vol:	0	684	193	48	326	0	29	1	621	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:	0	684	193	48	326	0	29	1	621	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	684	193	48	326	0	29	1	621	0	0	0
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	684	0	48	326	0	29	1	621	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	684	0	48	326	0	29	1	621	0	0	0
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	684	0	48	326	0	29	1	621	0	0	0
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	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	0.97	0.03	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	3800	0	1696	58	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.03	0.09	0.00	0.02	0.02	0.20	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.28	0.00	0.12	0.39	0.00	0.46	0.46	0.46	0.00	0.00	0.00
Volume/Cap:	0.00	0.43	0.00	0.24	0.22	0.00	0.04	0.04	0.43	0.00	0.00	0.00
Uniform Del:	0.0	17.8	0.0	24.1	12.0	0.0	9.0	9.0	11.1	0.0	0.0	0.0
IncremntDel:	0.0	0.2	0.0	0.6	0.1	0.0	0.0	0.0	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	18.0	0.0	24.7	12.1	0.0	9.1	9.1	11.3	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:	0.0	18.0	0.0	24.7	12.1	0.0	9.1	9.1	11.3	0.0	0.0	0.0
LOS by Move:	A	B	A	C	B	A	A	A	B+	A	A	A
HCM2k95thQ:	0	7	0	2	4	0	1	1	10	0	0	0

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

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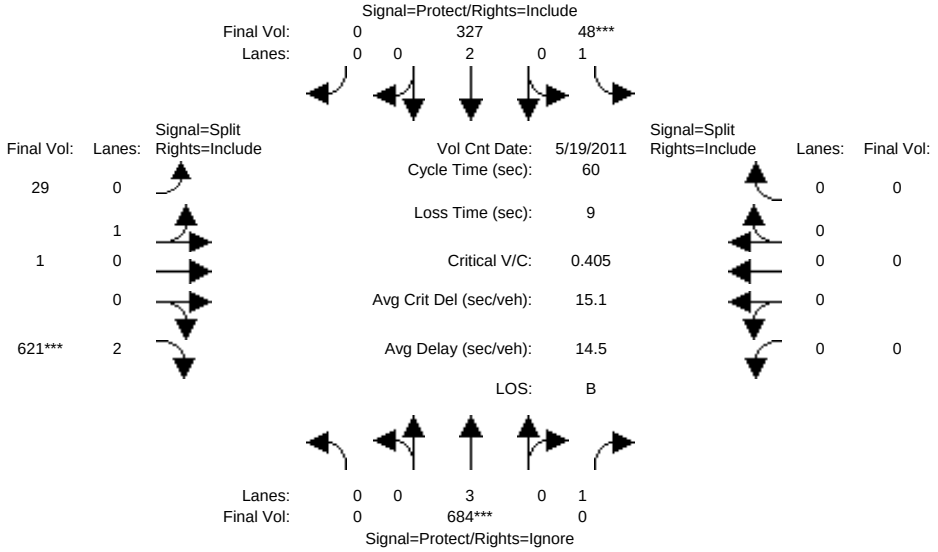
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #30: Zanker Rd and SR-237 EB Ramps



Street Name:	Zanker Rd						SR-237 EB Ramps					
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	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: 19 May 2011 << 8:00:00 AM												
Base Vol:	0	684	193	48	326	0	29	1	621	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:	0	684	193	48	326	0	29	1	621	0	0	0
Added Vol:	0	0	2	0	1	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	684	195	48	327	0	29	1	621	0	0	0
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	684	0	48	327	0	29	1	621	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	684	0	48	327	0	29	1	621	0	0	0
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	684	0	48	327	0	29	1	621	0	0	0
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	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	0.97	0.03	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	3800	0	1740	60	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.03	0.09	0.00	0.02	0.02	0.20	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.28	0.00	0.12	0.39	0.00	0.46	0.46	0.46	0.00	0.00	0.00
Volume/Cap:	0.00	0.43	0.00	0.24	0.22	0.00	0.04	0.04	0.43	0.00	0.00	0.00
Delay/Veh:	0.0	18.0	0.0	24.7	12.1	0.0	9.1	9.1	11.3	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:	0.0	18.0	0.0	24.7	12.1	0.0	9.1	9.1	11.3	0.0	0.0	0.0
LOS by Move:	A	B	A	C	B	A	A	A	B+	A	A	A
HCM2k95thQ:	0	7	0	2	4	0	1	1	10	0	0	0

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

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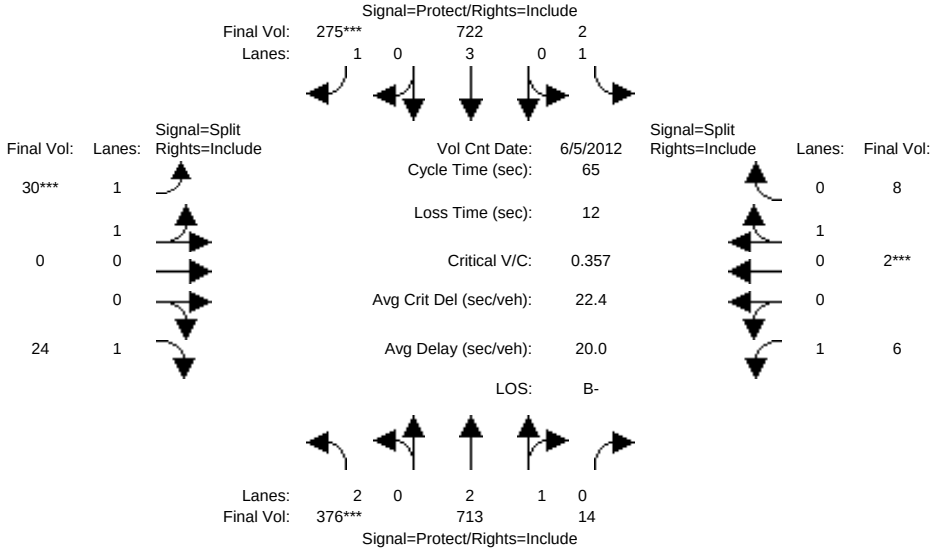
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #31: Holger Way and Zanker Rd



Street Name:	Zanker Rd						Holger Way					
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: 5 Jun 2012 << 7:55:00 AM												
Base Vol:	376	713	14	2	722	275	30	0	24	6	2	8
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:	376	713	14	2	722	275	30	0	24	6	2	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	376	713	14	2	722	275	30	0	24	6	2	8
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:	376	713	14	2	722	275	30	0	24	6	2	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	376	713	14	2	722	275	30	0	24	6	2	8
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:	376	713	14	2	722	275	30	0	24	6	2	8
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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.94	0.06	1.00	3.00	1.00	2.00	0.00	1.00	1.00	0.19	0.81
Final Sat.:	3150	5581	110	1750	5700	1750	3500	0	1750	1750	356	1422
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.13	0.00	0.13	0.16	0.01	0.00	0.01	0.00	0.01	0.01
Crit Moves:	****					****	****				****	
Green/Cycle:	0.22	0.30	0.30	0.21	0.29	0.29	0.15	0.00	0.15	0.15	0.15	0.15
Volume/Cap:	0.54	0.43	0.43	0.01	0.44	0.54	0.06	0.00	0.09	0.02	0.04	0.04
Uniform Del:	22.5	18.3	18.3	20.4	18.8	19.5	23.5	0.0	23.6	23.3	23.4	23.4
IncremntDel:	0.9	0.2	0.2	0.0	0.2	1.2	0.0	0.0	0.1	0.0	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	23.4	18.5	18.5	20.4	19.0	20.8	23.5	0.0	23.7	23.4	23.5	23.5
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:	23.4	18.5	18.5	20.4	19.0	20.8	23.5	0.0	23.7	23.4	23.5	23.5
LOS by Move:	C	B-	B-	C+	B-	C+	C	A	C	C	C	C
HCM2k95thQ:	9	8	8	0	8	10	1	0	1	0	0	0

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

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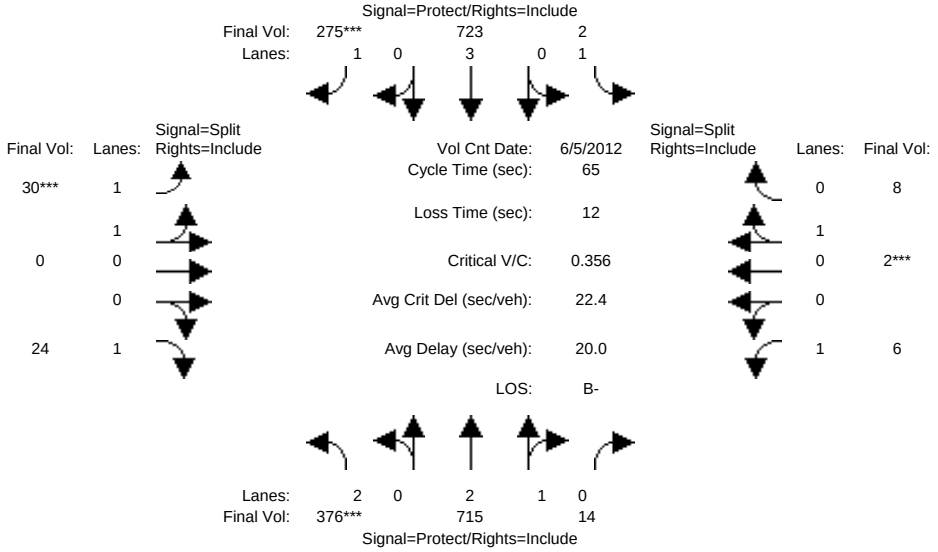
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #31: Holger Way and Zanker Rd




```
Street Name:            Zanker Rd                         Holger Way
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: 5 Jun 2012 << 7:55:00 AM
Base Vol:     376  713    14     2  722   275    30    0    24     6    2     8
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:  376  713    14     2  722   275    30    0    24     6    2     8
Added Vol:      0    2     0     0    1     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  376  715    14     2  723   275    30    0    24     6    2     8
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:   376  715    14     2  723   275    30    0    24     6    2     8
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  376  715    14     2  723   275    30    0    24     6    2     8
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:  376  715    14     2  723   275    30    0    24     6    2     8
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 0.98  0.95  0.92 1.00  0.92  0.93 1.00  0.92  0.92 0.95  0.95
Lanes:       2.00 2.94  0.06  1.00 3.00  1.00  2.00 0.00  1.00  1.00 0.20  0.80
Final Sat.:  3150 5492   108  1750 5700  1750  3550    0  1750  1750  360  1440
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.13  0.13  0.00 0.13  0.16  0.01 0.00  0.01  0.00 0.01  0.01
Crit Moves:  ****                         ****  ****                   ****
Green/Cycle: 0.22 0.30  0.30  0.21 0.29  0.29  0.15 0.00  0.15  0.15 0.15  0.15
Volume/Cap:  0.54 0.44  0.44  0.01 0.44  0.54  0.05 0.00  0.09  0.02 0.04  0.04
Delay/Veh:   23.4 18.6  18.6  20.4 19.0  20.8  23.5  0.0  23.7  23.4 23.5  23.5
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:  23.4 18.6  18.6  20.4 19.0  20.8  23.5  0.0  23.7  23.4 23.5  23.5
LOS by Move:    C   B-     B-    C+   B-    C+     C    A     C     C    C     C
HCM2k95thQ:     9    9     9     0    8    10     1    0     1     0    0     0
Note: Queue reported is the number of cars per lane.
```

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Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Existing MID				E+P MID					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#6	McCarthy Blvd and Ranch Drive (North)	B	13.0	0.357	13.5	B	13.3	0.380	+ 0.023	13.9	+ 0.3
#7	Ranch Drive and Project Entrance	C+	20.4	0.479	17.2	D	47.5	1.006	+ 0.527	64.1	+ 46.8
#8	McCarthy Blvd and Ranch Dr (South)	C	24.1	0.639	29.4	C	24.8	0.763	+ 0.124	30.5	+ 1.1
#9	McCarthy Blvd and SR-237 WB Ramps	C	25.8	0.884	32.6	E+	55.8	1.080	+ 0.196	76.5	+ 43.9
#10	McCarthy Blvd and SR-237 EB Ramps	C	27.2	0.644	34.4	C	28.3	0.702	+ 0.058	36.9	+ 2.5

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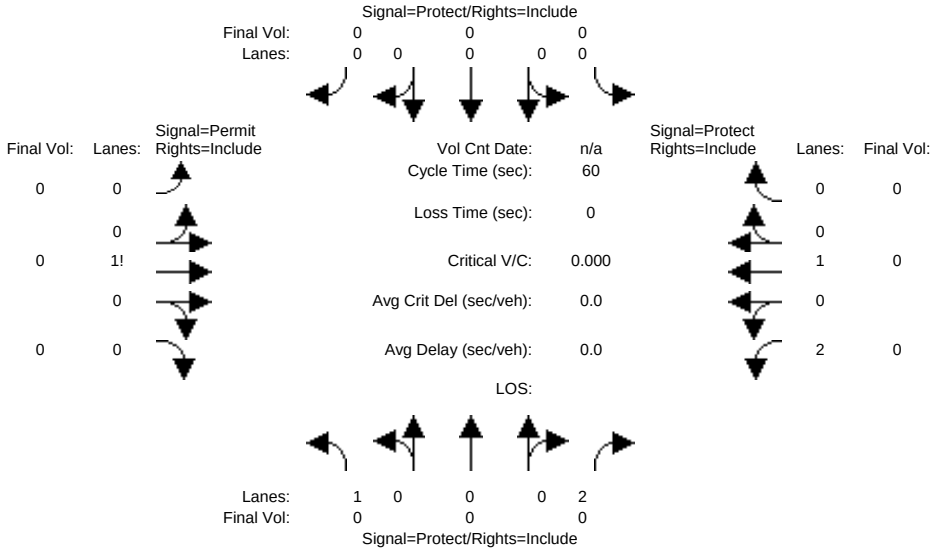
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing MID

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
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	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:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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Pacific Mall - Silicon Valley
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Level Of Service Computation Report
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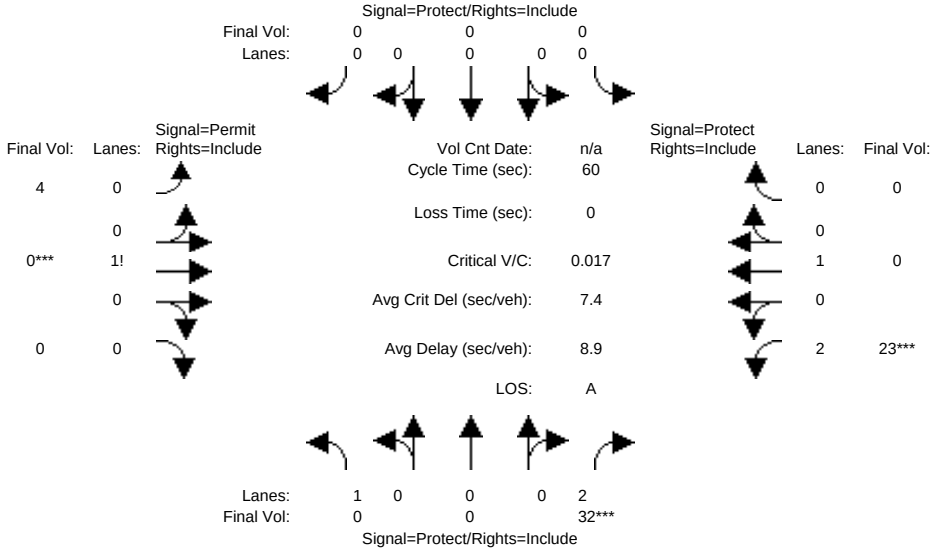
E+P MID

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
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	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:												
Base Vol:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	25	0	0	0	0	0	0	23	0	0
Pass-by/Div:	0	0	7	0	0	0	4	0	0	0	0	0
Initial Fut:	0	0	32	0	0	0	4	0	0	23	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:	0	0	32	0	0	0	4	0	0	23	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	32	0	0	0	4	0	0	23	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:	0	0	32	0	0	0	4	0	0	23	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	1750	0	0	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.00	0.00	0.58	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00
Volume/Cap:	0.00	0.00	0.02	0.00	0.00	0.00	0.03	0.00	0.00	0.02	0.00	0.00
Delay/Veh:	0.0	0.0	5.3	0.0	0.0	0.0	30.1	0.0	0.0	10.2	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:	0.0	0.0	5.3	0.0	0.0	0.0	30.1	0.0	0.0	10.2	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	A	B+	A	A
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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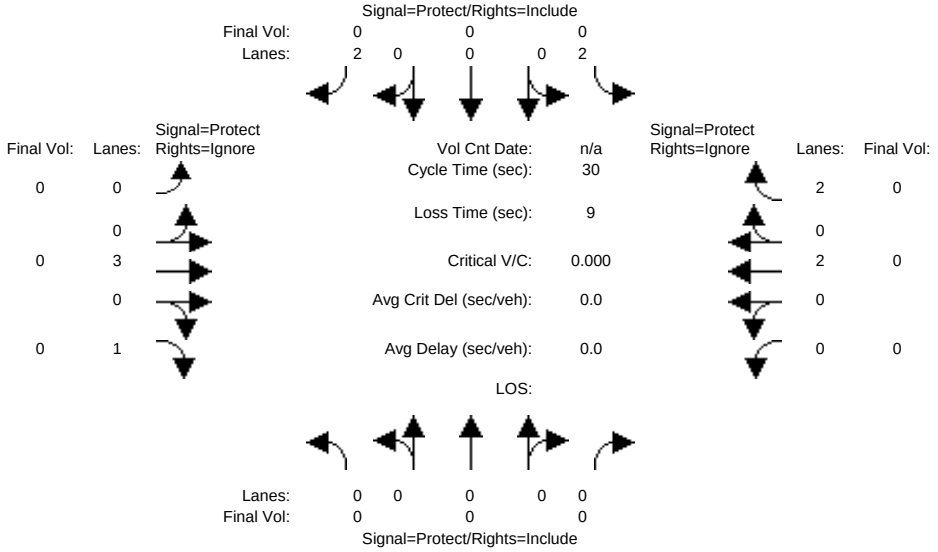
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing MID

Intersection #2: I-880 SB Ramps and Dixon Landing Dr



Street Name:	I-880 SB Ramps						Dixon Landing Rd					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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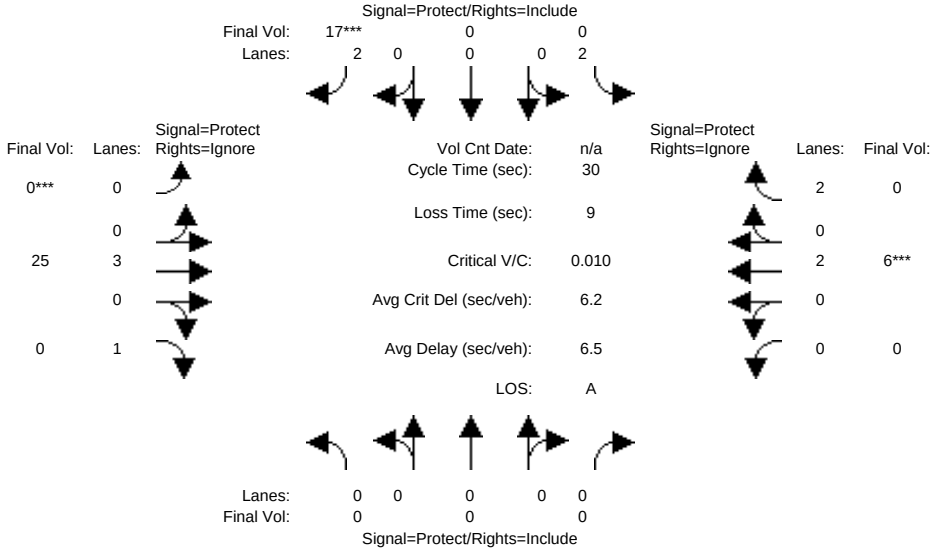
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #2: I-880 SB Ramps and Dixon Landing Dr



Street Name:	I-880 SB Ramps						Dixon Landing Rd					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	17	0	25	0	0	6	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	17	0	25	0	0	6	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	17	0	25	0	0	6	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	17	0	25	0	0	6	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	17	0	25	0	0	6	0
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	0.83	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	2.00	2.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.33	0.00	0.00	0.33	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	6.1	0.0	6.7	0.0	0.0	6.7	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:	0.0	0.0	0.0	0.0	0.0	6.1	0.0	6.7	0.0	0.0	6.7	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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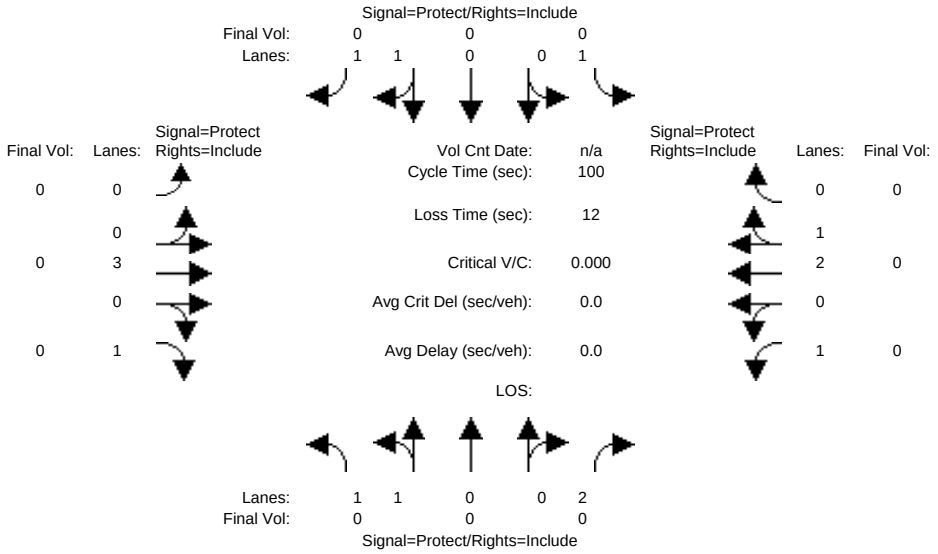
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing MID

Intersection #3: Dixon Landing Rd and California Cir




```
Street Name:I-880 Northbound Ramps / Californ          Dixon Landing Rd
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:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     0    0     0     0    0     0     0    0     0
User Adj:    0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
PHF Adj:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
PHF Volume:     0    0     0     0    0     0     0    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0     0    0     0     0    0     0     0    0     0
PCE Adj:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
MLF Adj:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
FinalVolume:    0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:       0    0     0     0    0     0     0    0     0     0    0     0
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Final Sat.:     0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Crit Moves:
Green/Cycle: 0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Volume/Cap:  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Delay/Veh:    0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   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:   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
LOS by Move:
HCM2k95thQ:     0    0     0     0    0     0     0    0     0     0    0     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
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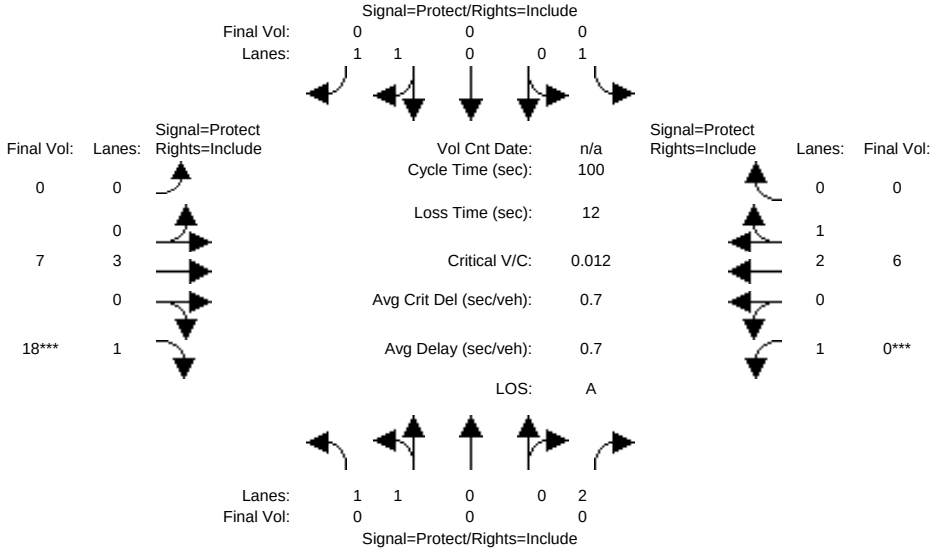
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #3: Dixon Landing Rd and California Cir




```
Street Name:I-880 Northbound Ramps / Californ          Dixon Landing Rd
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:
Base Vol:       0    0     0     0    0     0     0    0     0     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:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0    0     0     0    0     0     0    7    18     0    6     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     0    0     0     0    7    18     0    6     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:     0    0     0     0    0     0     0    7    18     0    6     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0     0    0     0     0    7    18     0    6     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:    0    0     0     0    0     0     0    7    18     0    6     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 1.00  0.92  0.92 1.00  0.92  0.92 0.98  0.92
Lanes:       1.00 1.00  2.00  1.00 1.00  1.00  0.00 3.00  1.00  1.00 3.00  0.00
Final Sat.:  1750 1900  3150  1750 1900  1750     0 5700  1750  1750 5600     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.01  0.00 0.00  0.00
Crit Moves:                                                ****  ****
Green/Cycle: 0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.88  0.88  0.00 0.88  0.00
Volume/Cap:  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.01  0.00 0.00  0.00
Delay/Veh:    0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.7   0.7   0.0  0.7   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:   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.7   0.7   0.0  0.7   0.0
LOS by Move:    A    A     A     A    A     A     A    A     A     A    A     A
HCM2k95thQ:     0    0     0     0    0     0     0    0     0     0    0     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
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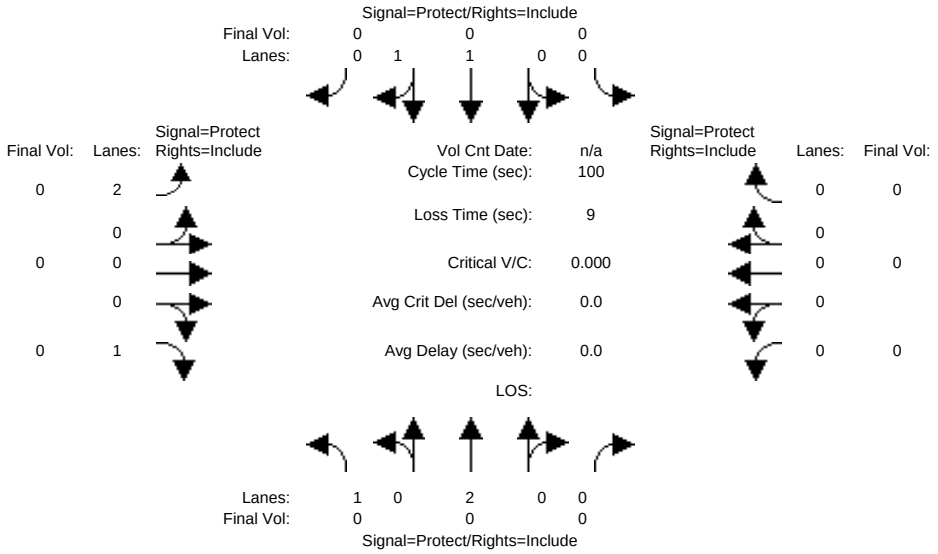
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing MID

Intersection #4: California Cir and I-880 NB Ramps




```
Street Name:          California Cir                    I-880 NB Ramps
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:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     0    0     0     0    0     0     0    0     0
User Adj:    0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
PHF Adj:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
PHF Volume:     0    0     0     0    0     0     0    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0     0    0     0     0    0     0     0    0     0
PCE Adj:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
MLF Adj:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
FinalVolume:    0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:       0    0     0     0    0     0     0    0     0     0    0     0
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Final Sat.:     0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Crit Moves:
Green/Cycle: 0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Volume/Cap:  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Delay/Veh:    0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   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:   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
LOS by Move:
HCM2k95thQ:     0    0     0     0    0     0     0    0     0     0    0     0
Note: Queue reported is the number of cars per lane.
```

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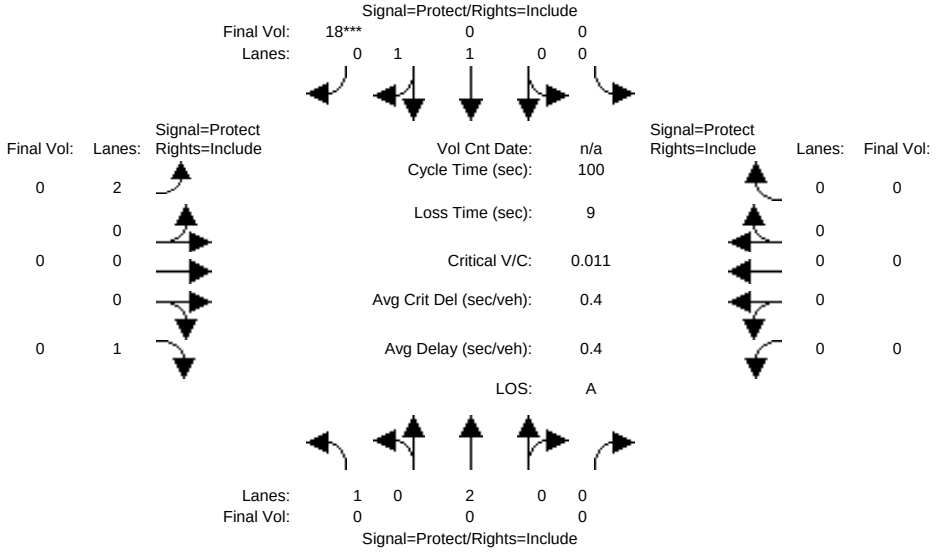
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #4: California Cir and I-880 NB Ramps



Street Name:	California Cir						I-880 NB Ramps					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	18	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	18	0	0	0	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:	0	0	0	0	0	18	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	18	0	0	0	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:	0	0	0	0	0	18	0	0	0	0	0	0
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	1900	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:						****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.91	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	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:	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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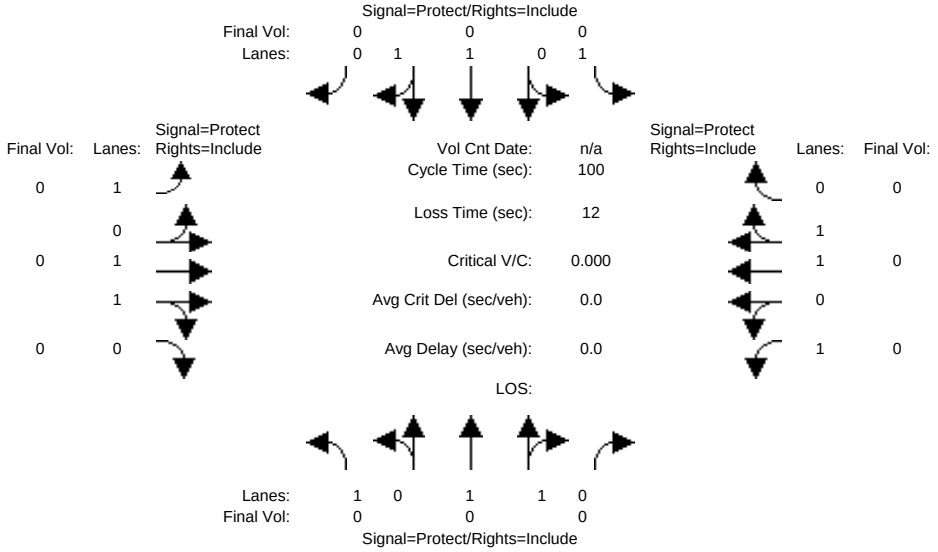
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing MID

Intersection #5: Dixon Landing Rd and Warm Springs Rd



Street Name:	Warm Springs Rd						Dixon Landing Rd					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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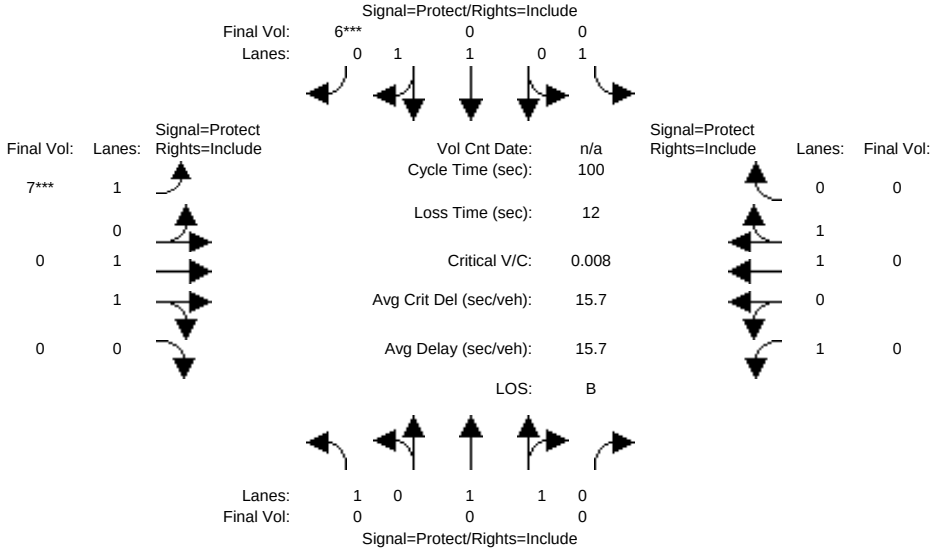
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #5: Dixon Landing Rd and Warm Springs Rd



Street Name:	Warm Springs Rd						Dixon Landing Rd					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	6	7	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	6	7	0	0	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:	0	0	0	0	0	6	7	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	6	7	0	0	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:	0	0	0	0	0	6	7	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.00	1.00	1.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	1750	3800	0	1750	1900	1750	1750	3800	0	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:						****	****					
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.41	0.47	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	17.7	13.9	0.0	0.0	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:	0.0	0.0	0.0	0.0	0.0	17.7	13.9	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	B	B	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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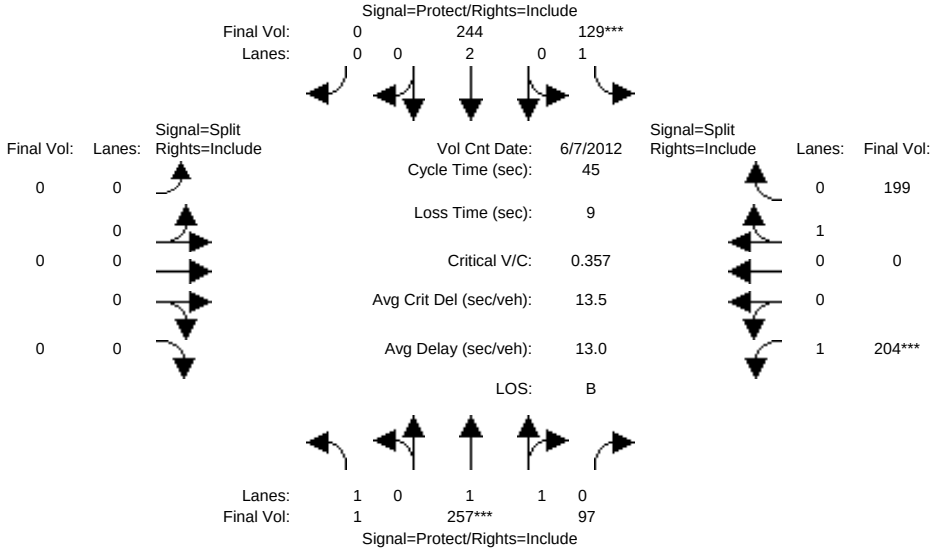
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing MID

Intersection #6: McCarthy Blvd and Ranch Drive (North)




```
Street Name:          McCarthy Blvd                    Ranch Drive (North)
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     0    0     0    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: 7 Jun 2012 << 12:25:00 PM
Base Vol:       1  257    97   129  244     0     0    0     0   204    0   199
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:    1  257    97   129  244     0     0    0     0   204    0   199
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1  257    97   129  244     0     0    0     0   204    0   199
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:     1  257    97   129  244     0     0    0     0   204    0   199
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1  257    97   129  244     0     0    0     0   204    0   199
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:    1  257    97   129  244     0     0    0     0   204    0   199
------------|---------------||---------------||---------------||---------------|
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 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.95
Lanes:       1.00 1.44  0.56  1.00 2.00  0.00  0.00 0.00  0.00  1.00 0.00  1.00
Final Sat.:  1750 2685  1014  1750 3800     0     0    0     0  1750    0  1800
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.10  0.10  0.07 0.06  0.00  0.00 0.00  0.00  0.12 0.00  0.11
Crit Moves:        ****        ****                             ****
Green/Cycle: 0.20 0.27  0.27  0.21 0.28  0.00  0.00 0.00  0.00  0.33 0.00  0.33
Volume/Cap:  0.00 0.36  0.36  0.36 0.23  0.00  0.00 0.00  0.00  0.36 0.00  0.34
Delay/Veh:   14.6 13.6  13.6  15.9 12.6   0.0   0.0  0.0   0.0  12.0  0.0  11.8
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:  14.6 13.6  13.6  15.9 12.6   0.0   0.0  0.0   0.0  12.0  0.0  11.8
LOS by Move:    B    B     B     B    B     A     A    A     A    B+    A    B+
HCM2k95thQ:     0    5     5     3    3     0     0    0     0     5    0     5
Note: Queue reported is the number of cars per lane.
```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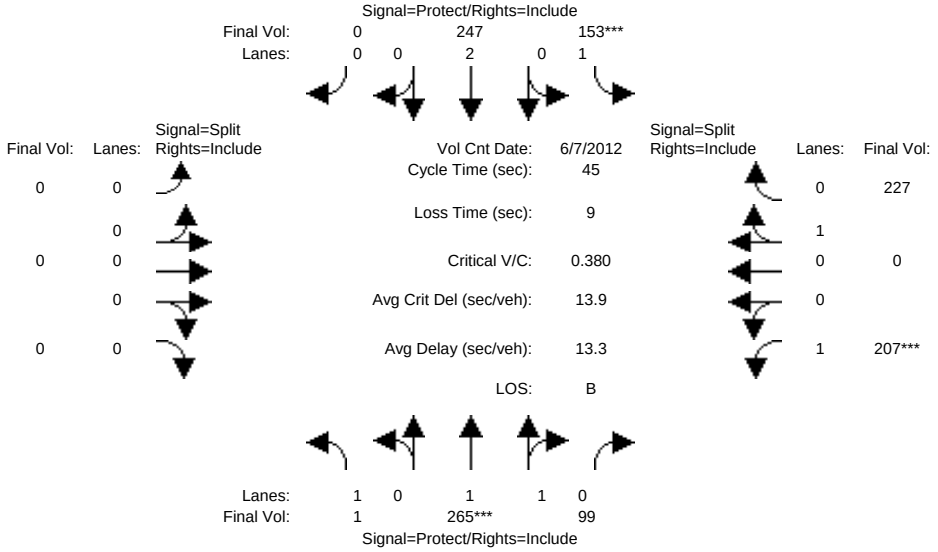
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #6: McCarthy Blvd and Ranch Drive (North)



Street Name:	McCarthy Blvd						Ranch Drive (North)					
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	0	0	0	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: 7 Jun 2012 << 12:25:00 PM												
Base Vol:	1	257	97	129	244	0	0	0	0	204	0	199
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:	1	257	97	129	244	0	0	0	0	204	0	199
Added Vol:	0	7	0	17	6	0	0	0	0	0	0	18
Pass-by/Div:	0	1	2	7	-3	0	0	0	0	3	0	10
Initial Fut:	1	265	99	153	247	0	0	0	0	207	0	227
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:	1	265	99	153	247	0	0	0	0	207	0	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	265	99	153	247	0	0	0	0	207	0	227
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:	1	265	99	153	247	0	0	0	0	207	0	227
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	1.00	1.44	0.56	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	2693	1006	1750	3800	0	0	0	0	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.09	0.07	0.00	0.00	0.00	0.00	0.12	0.00	0.13
Crit Moves:		****		****						****		
Green/Cycle:	0.20	0.25	0.25	0.22	0.28	0.00	0.00	0.00	0.00	0.32	0.00	0.32
Volume/Cap:	0.00	0.39	0.39	0.39	0.23	0.00	0.00	0.00	0.00	0.37	0.00	0.39
Delay/Veh:	14.5	14.2	14.2	15.5	12.6	0.0	0.0	0.0	0.0	12.1	0.0	12.2
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:	14.5	14.2	14.2	15.5	12.6	0.0	0.0	0.0	0.0	12.1	0.0	12.2
LOS by Move:	B	B	B	B	B	A	A	A	A	B	A	B
HCM2k95thQ:	0	5	5	4	3	0	0	0	0	5	0	6

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

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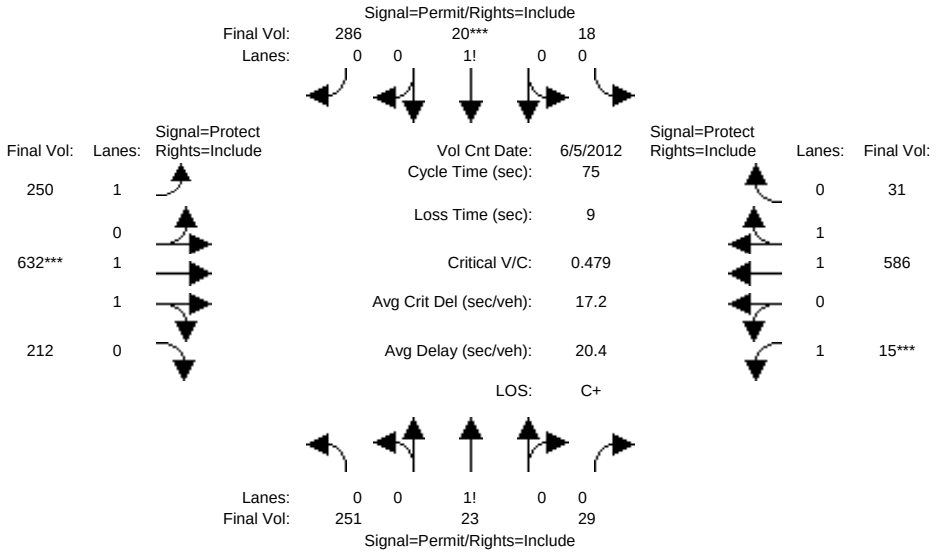
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing MID

Intersection #7: Ranch Drive and Project Entrance




```
Street Name:         Project Entrance                    Ranch Drive
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 5 Jun 2012 << 12:15:00 PM
Base Vol:     251   23    29    18   20   286   250  632   212    15  586    31
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:  251   23    29    18   20   286   250  632   212    15  586    31
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  251   23    29    18   20   286   250  632   212    15  586    31
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:   251   23    29    18   20   286   250  632   212    15  586    31
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  251   23    29    18   20   286   250  632   212    15  586    31
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:  251   23    29    18   20   286   250  632   212    15  586    31
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.98  0.95  0.92 0.98  0.95
Lanes:       0.83 0.08  0.09  0.06 0.06  0.88  1.00 1.48  0.52  1.00 1.90  0.10
Final Sat.:  1450  133   167    97  108  1545  1750 2770   929  1750 3514   186
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.17  0.17  0.19 0.19  0.19  0.14 0.23  0.23  0.01 0.17  0.17
Crit Moves:                         ****             ****        ****
Green/Cycle: 0.35 0.35  0.35  0.35 0.35  0.35  0.24 0.43  0.43  0.09 0.28  0.28
Volume/Cap:  0.49 0.49  0.49  0.53 0.53  0.53  0.59 0.53  0.53  0.09 0.59  0.59
Delay/Veh:   19.6 19.6  19.6  20.1 20.1  20.1  27.2 15.9  15.9  31.3 23.9  23.9
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:  19.6 19.6  19.6  20.1 20.1  20.1  27.2 15.9  15.9  31.3 23.9  23.9
LOS by Move:   B-   B-    B-    C+   C+    C+     C    B     B     C    C     C
HCM2k95thQ:    12   12    12    13   13    13    11   14    14     1   13    13
Note: Queue reported is the number of cars per lane.
```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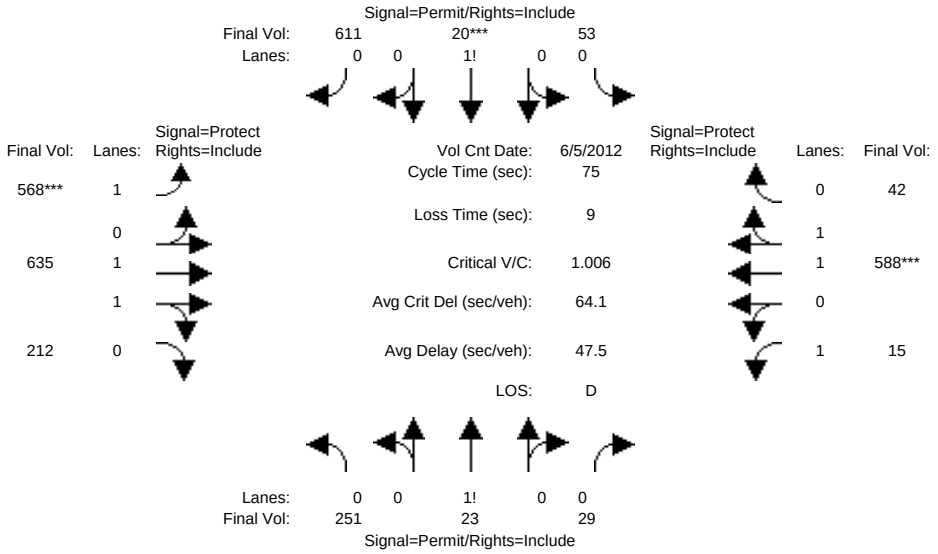
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #7: Ranch Drive and Project Entrance

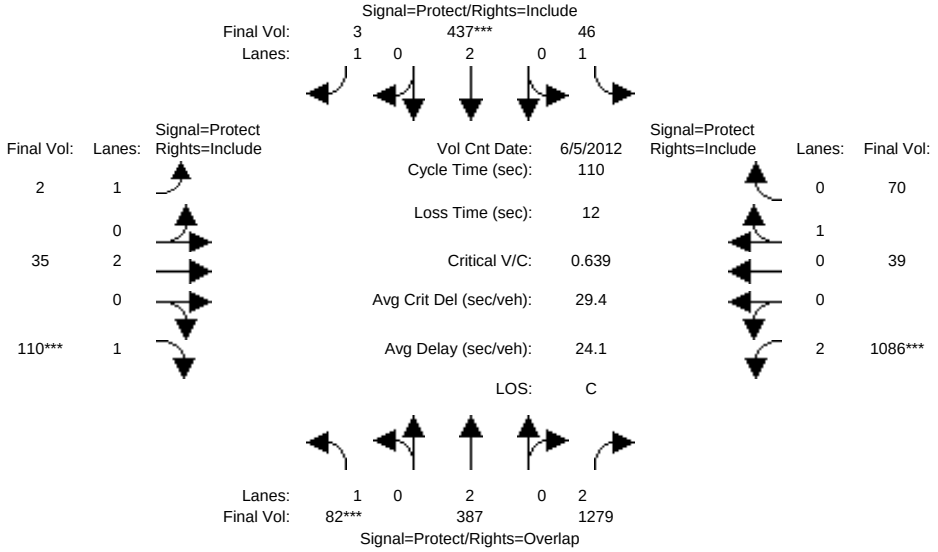



```
Street Name:         Project Entrance                    Ranch Drive
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 5 Jun 2012 << 12:15:00 PM
Base Vol:     251   23    29    18   20   286   250  632   212    15  586    31
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:  251   23    29    18   20   286   250  632   212    15  586    31
Added Vol:      0    0     0     0    0   273   253    0     0     0    0     0
Pass-by/Div:    0    0     0    35    0    52    65    3     0     0    2    11
Initial Fut:  251   23    29    53   20   611   568  635   212    15  588    42
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:   251   23    29    53   20   611   568  635   212    15  588    42
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  251   23    29    53   20   611   568  635   212    15  588    42
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:  251   23    29    53   20   611   568  635   212    15  588    42
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.98  0.95  0.92 0.98  0.95
Lanes:       0.83 0.08  0.09  0.08 0.03  0.89  1.00 1.49  0.51  1.00 1.86  0.14
Final Sat.:  1450  133   167   136   51  1563  1750 2773   926  1750 3453   247
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.17  0.17  0.39 0.39  0.39  0.32 0.23  0.23  0.01 0.17  0.17
Crit Moves:                         ****        ****                  ****
Green/Cycle: 0.39 0.39  0.39  0.39 0.39  0.39  0.32 0.35  0.35  0.14 0.17  0.17
Volume/Cap:  0.45 0.45  0.45  1.01 1.01  1.01  1.01 0.66  0.66  0.06 1.01  1.01
Delay/Veh:   17.4 17.4  17.4  59.1 59.1  59.1  64.9 21.8  21.8  27.9 68.7  68.7
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:  17.4 17.4  17.4  59.1 59.1  59.1  64.9 21.8  21.8  27.9 68.7  68.7
LOS by Move:    B    B     B    E+   E+    E+     E   C+    C+     C    E     E
HCM2k95thQ:    11   11    11    42   42    42    33   16    16     1   24    24
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing MID

Intersection #8: McCarthy Blvd and Ranch Dr (South)



Street Name:	McCarthy Blvd						Ranch Dr (South)					
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: 5 Jun 2012 << 12:10:00 PM												
Base Vol:	82	387	1279	46	437	3	2	35	110	1086	39	70
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:	82	387	1279	46	437	3	2	35	110	1086	39	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	387	1279	46	437	3	2	35	110	1086	39	70
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:	82	387	1279	46	437	3	2	35	110	1086	39	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	387	1279	46	437	3	2	35	110	1086	39	70
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:	82	387	1279	46	437	3	2	35	110	1086	39	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.36	0.64
Final Sat.:	1750	3800	3150	1750	3800	1750	1750	3800	1750	3150	644	1156
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.41	0.03	0.12	0.00	0.00	0.01	0.06	0.34	0.06	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.07	0.16	0.70	0.10	0.18	0.18	0.26	0.10	0.10	0.54	0.38	0.38
Volume/Cap:	0.64	0.65	0.58	0.27	0.64	0.01	0.00	0.09	0.64	0.64	0.16	0.16
Delay/Veh:	59.9	46.3	9.0	46.9	43.8	37.1	29.9	45.2	55.5	18.6	23.0	23.0
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:	59.9	46.3	9.0	46.9	43.8	37.1	29.9	45.2	55.5	18.6	23.0	23.0
LOS by Move:	E+	D	A	D	D	D+	C	D	E+	B-	C+	C+
HCM2k95thQ:	6	12	24	4	15	0	0	1	10	27	5	5

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

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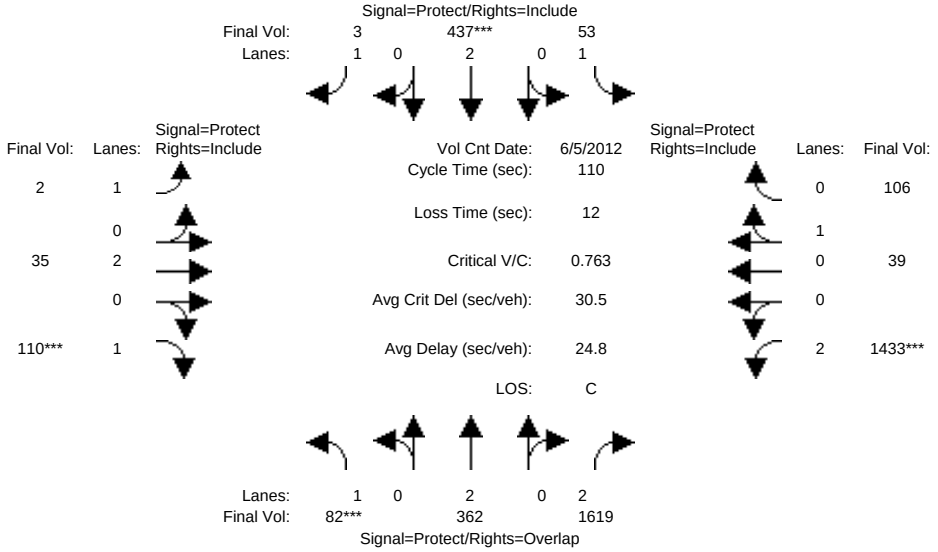
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #8: McCarthy Blvd and Ranch Dr (South)



Street Name:	McCarthy Blvd						Ranch Dr (South)					
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: 5 Jun 2012 << 12:10:00 PM												
Base Vol:	82	387	1279	46	437	3	2	35	110	1086	39	70
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:	82	387	1279	46	437	3	2	35	110	1086	39	70
Added Vol:	0	0	286	6	0	0	0	0	0	317	0	7
Pass-by/Div:	0	-25	54	1	0	0	0	0	0	30	0	29
Initial Fut:	82	362	1619	53	437	3	2	35	110	1433	39	106
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:	82	362	1619	53	437	3	2	35	110	1433	39	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	362	1619	53	437	3	2	35	110	1433	39	106
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:	82	362	1619	53	437	3	2	35	110	1433	39	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.27	0.73
Final Sat.:	1750	3800	3150	1750	3800	1750	1750	3800	1750	3150	484	1316
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.51	0.03	0.12	0.00	0.00	0.01	0.06	0.45	0.08	0.08
Crit Moves:	****				****				****	****		
Green/Cycle:	0.06	0.13	0.72	0.08	0.15	0.15	0.28	0.09	0.09	0.59	0.40	0.40
Volume/Cap:	0.74	0.75	0.72	0.36	0.77	0.01	0.00	0.10	0.69	0.77	0.20	0.20
Delay/Veh:	73.0	52.7	10.3	49.0	51.6	40.0	28.6	46.0	60.8	19.2	21.7	21.7
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:	73.0	52.7	10.3	49.0	51.6	40.0	28.6	46.0	60.8	19.2	21.7	21.7
LOS by Move:	E	D-	B+	D	D-	D	C	D	E	B-	C+	C+
HCM2k95thQ:	6	12	33	4	17	0	0	1	10	34	6	6

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

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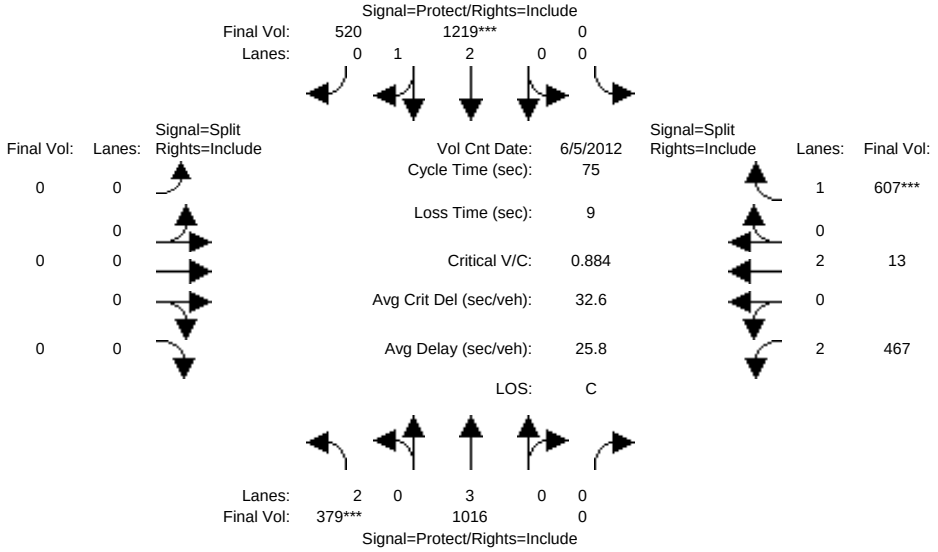
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing MID

Intersection #9: McCarthy Blvd and SR-237 WB Ramps

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Street Name:          McCarthy Blvd                    SR-237 WB Ramps
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     0    0     0    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: 5 Jun 2012 << 12:20:00 PM
Base Vol:     379 1016     0     0 1219   520     0    0     0   467   13   607
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:  379 1016     0     0 1219   520     0    0     0   467   13   607
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  379 1016     0     0 1219   520     0    0     0   467   13   607
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:   379 1016     0     0 1219   520     0    0     0   467   13   607
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  379 1016     0     0 1219   520     0    0     0   467   13   607
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:  379 1016     0     0 1219   520     0    0     0   467   13   607
------------|---------------||---------------||---------------||---------------|
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  0.95  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 3.00  0.00  0.00 2.07  0.93  0.00 0.00  0.00  2.00 2.00  1.00
Final Sat.:  3150 5700     0     0 3923  1674     0    0     0  3150 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.18  0.00  0.00 0.31  0.31  0.00 0.00  0.00  0.15 0.00  0.35
Crit Moves:  ****                   ****                                   ****
Green/Cycle: 0.14 0.49  0.00  0.00 0.35  0.35  0.00 0.00  0.00  0.39 0.39  0.39
Volume/Cap:  0.88 0.37  0.00  0.00 0.88  0.88  0.00 0.00  0.00  0.38 0.01  0.88
Delay/Veh:   50.9 12.1   0.0   0.0 28.0  28.0   0.0  0.0   0.0  16.4 13.9  34.2
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:  50.9 12.1   0.0   0.0 28.0  28.0   0.0  0.0   0.0  16.4 13.9  34.2
LOS by Move:    D    B     A     A    C     C     A    A     A     B    B    C-
HCM2k95thQ:    11    9     0     0   24    24     0    0     0     9    0    28
Note: Queue reported is the number of cars per lane.
```


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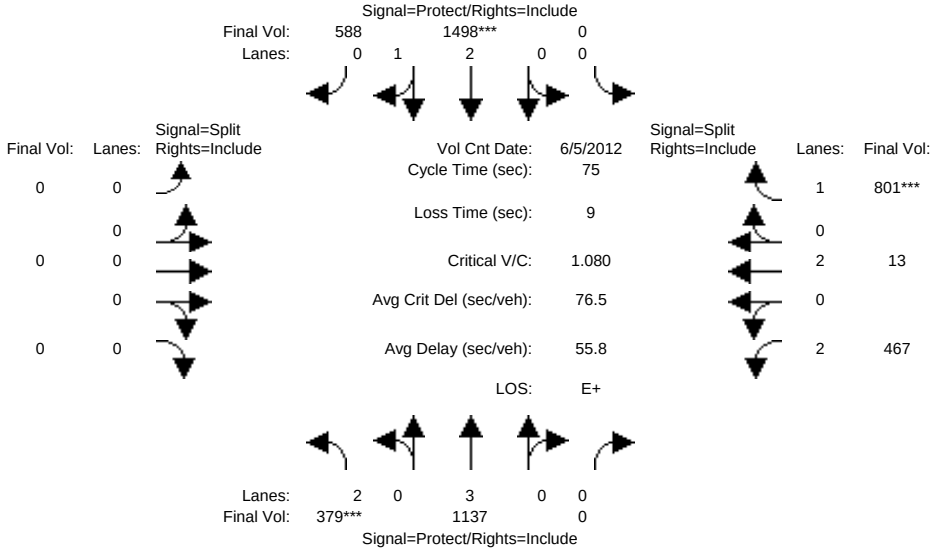
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
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	0	0	0	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: 5 Jun 2012 << 12:20:00 PM												
Base Vol:	379	1016	0	0	1219	520	0	0	0	467	13	607
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:	379	1016	0	0	1219	520	0	0	0	467	13	607
Added Vol:	0	110	0	0	262	56	0	0	0	0	0	176
Pass-by/Div:	0	11	0	0	17	12	0	0	0	0	0	18
Initial Fut:	379	1137	0	0	1498	588	0	0	0	467	13	801
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:	379	1137	0	0	1498	588	0	0	0	467	13	801
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	379	1137	0	0	1498	588	0	0	0	467	13	801
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:	379	1137	0	0	1498	588	0	0	0	467	13	801
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	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.12	0.88	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	4019	1578	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.15	0.00	0.46
Crit Moves:	****				****							****
Green/Cycle:	0.11	0.46	0.00	0.00	0.34	0.34	0.00	0.00	0.00	0.42	0.42	0.42
Volume/Cap:	1.08	0.44	0.00	0.00	1.08	1.08	0.00	0.00	0.00	0.35	0.01	1.08
Delay/Veh:	104.5	14.0	0.0	0.0	70.6	70.6	0.0	0.0	0.0	14.8	12.5	78.5
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:	104.5	14.0	0.0	0.0	70.6	70.6	0.0	0.0	0.0	14.8	12.5	78.5
LOS by Move:	F	B	A	A	E	E	A	A	A	B	B	E-
HCM2k95thQ:	15	11	0	0	40	40	0	0	0	8	0	50

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

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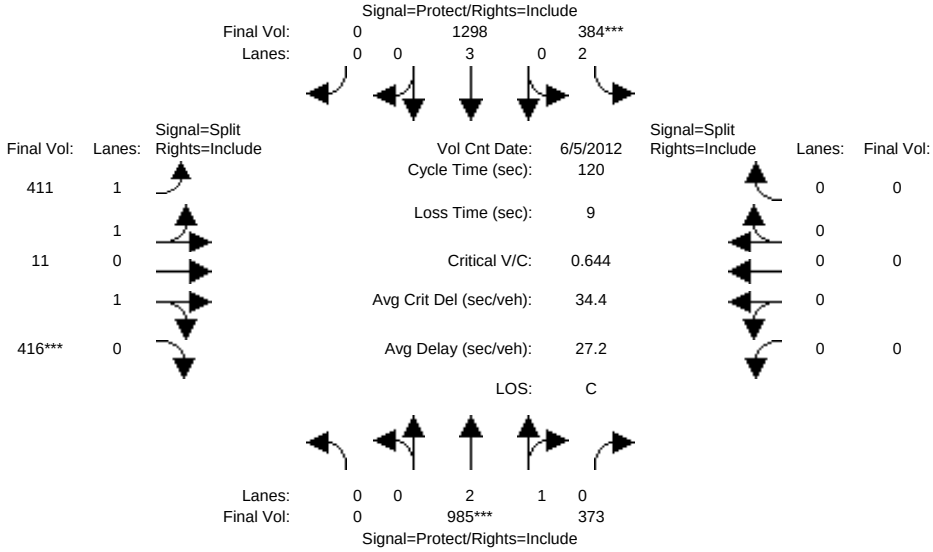
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing MID

Intersection #10: McCarthy Blvd and SR-237 EB Ramps



Street Name:	McCarthy Blvd						SR-237 EB Ramps					
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: 5 Jun 2012 << 12:20:00 PM												
Base Vol:	0	985	373	384	1298	0	411	11	416	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:	0	985	373	384	1298	0	411	11	416	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	985	373	384	1298	0	411	11	416	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:	0	985	373	384	1298	0	411	11	416	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	985	373	384	1298	0	411	11	416	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:	0	985	373	384	1298	0	411	11	416	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	1.00	0.92	0.93	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.15	0.85	2.00	3.00	0.00	1.95	0.05	1.00	0.00	0.00	0.00
Final Sat.:	0	4060	1537	3150	5700	0	3442	92	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.12	0.23	0.00	0.12	0.12	0.23	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.38	0.38	0.19	0.57	0.00	0.36	0.36	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.64	0.64	0.64	0.40	0.00	0.33	0.33	0.64	0.00	0.00	0.00
Delay/Veh:	0.0	31.5	31.5	47.3	14.7	0.0	28.1	28.1	33.2	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:	0.0	31.5	31.5	47.3	14.7	0.0	28.1	28.1	33.2	0.0	0.0	0.0
LOS by Move:	A	C	C	D	B	A	C	C	C-	A	A	A
HCM2k95thQ:	0	25	25	14	16	0	12	12	25	0	0	0

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

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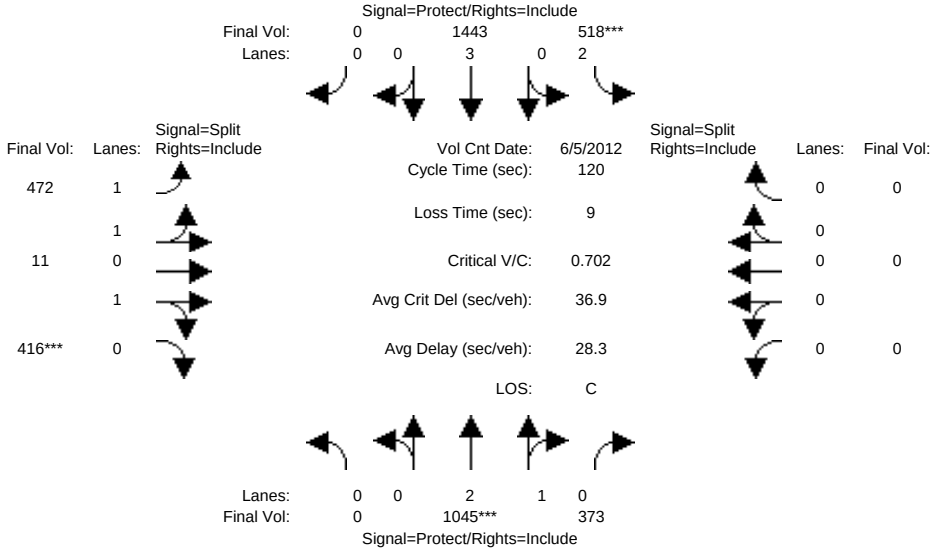
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #10: McCarthy Blvd and SR-237 EB Ramps



Street Name:	McCarthy Blvd						SR-237 EB Ramps					
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: 5 Jun 2012 << 12:20:00 PM												
Base Vol:	0	985	373	384	1298	0	411	11	416	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:	0	985	373	384	1298	0	411	11	416	0	0	0
Added Vol:	0	60	0	127	135	0	51	0	0	0	0	0
Pass-by/Div:	0	0	0	7	10	0	10	0	0	0	0	0
Initial Fut:	0	1045	373	518	1443	0	472	11	416	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:	0	1045	373	518	1443	0	472	11	416	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1045	373	518	1443	0	472	11	416	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:	0	1045	373	518	1443	0	472	11	416	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.93	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.18	0.82	2.00	3.00	0.00	1.96	0.04	1.00	0.00	0.00	0.00
Final Sat.:	0	4125	1472	3150	5700	0	3457	81	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.16	0.25	0.00	0.14	0.14	0.23	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.36	0.36	0.23	0.60	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.70	0.70	0.70	0.43	0.00	0.41	0.41	0.70	0.00	0.00	0.00
Delay/Veh:	0.0	33.9	33.9	45.1	13.2	0.0	31.4	31.4	36.9	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:	0.0	33.9	33.9	45.1	13.2	0.0	31.4	31.4	36.9	0.0	0.0	0.0
LOS by Move:	A	C-	C-	D	B	A	C	C	D+	A	A	A
HCM2k95thQ:	0	27	27	18	16	0	14	14	26	0	0	0

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

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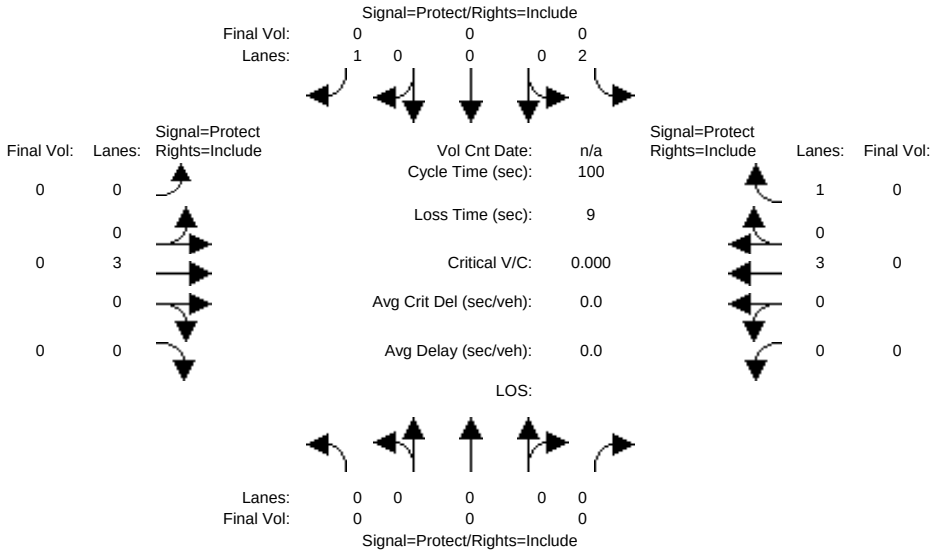
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing MID

Intersection #11: I-880 SB Ramps and SR-237



Street Name:	I-880 SB Ramps						SR-237					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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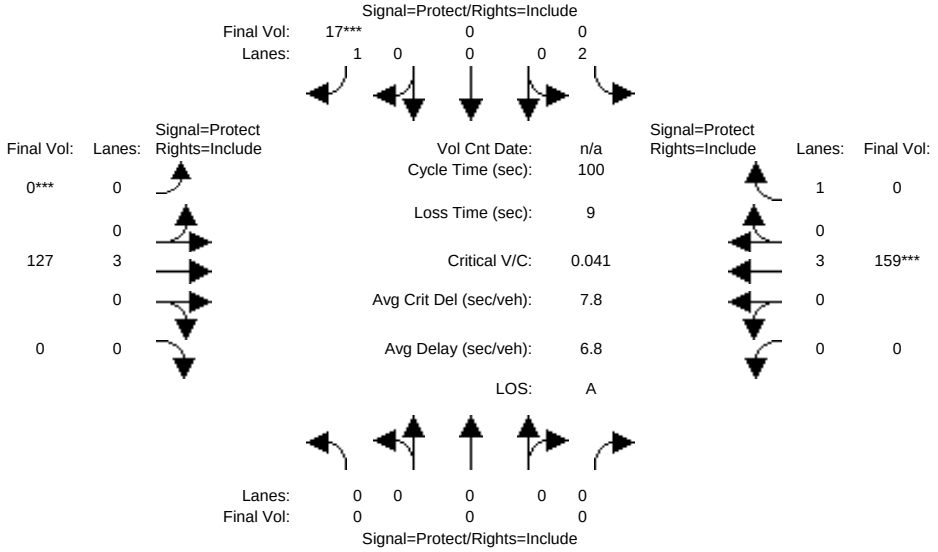
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #11: I-880 SB Ramps and SR-237



Street Name:	I-880 SB Ramps						SR-237					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	17	0	127	0	0	159	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	17	0	127	0	0	159	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:	0	0	0	0	0	17	0	127	0	0	159	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	17	0	127	0	0	159	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:	0	0	0	0	0	17	0	127	0	0	159	0
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	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	0	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.02	0.00	0.00	0.03	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.24	0.00	0.67	0.00	0.00	0.67	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.03	0.00	0.00	0.04	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	29.6	0.0	5.4	0.0	0.0	5.4	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:	0.0	0.0	0.0	0.0	0.0	29.6	0.0	5.4	0.0	0.0	5.4	0.0
LOS by Move:	A	A	A	A	A	C	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	1	0	1	0	0	1	0

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

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Pacific Mall - Silicon Valley
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Existing plus Project - Midday Peak Hour

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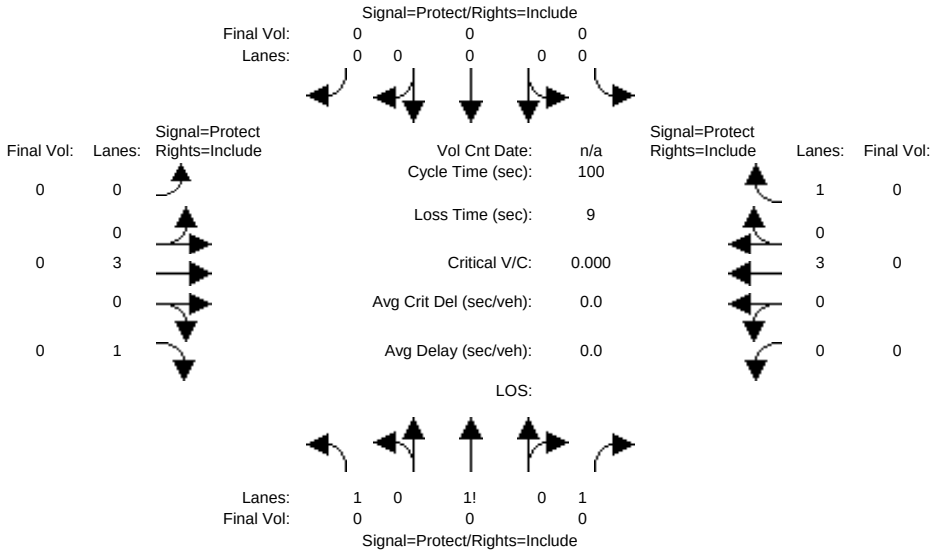
Existing MID

Intersection #12: I-880 NB Ramps and SR-237



Street Name:	I-880 NB Ramps						SR-237					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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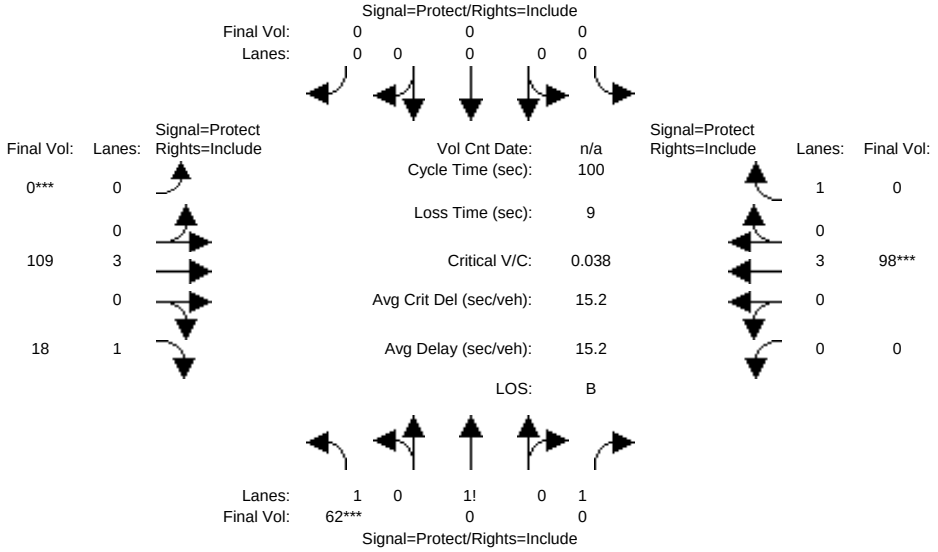
E+P MID

Intersection #12: I-880 NB Ramps and SR-237



Street Name:	I-880 NB Ramps						SR-237					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	62	0	0	0	0	0	0	109	18	0	98	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	0	0	0	0	0	0	109	18	0	98	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:	62	0	0	0	0	0	0	109	18	0	98	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	0	0	0	0	0	0	109	18	0	98	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:	62	0	0	0	0	0	0	109	18	0	98	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3550	0	1750	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.01	0.00	0.02	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.46	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.45	0.00	0.45	0.00
Volume/Cap:	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.02	0.00	0.04	0.00
Delay/Veh:	14.9	0.0	0.0	0.0	0.0	0.0	0.0	15.3	15.2	0.0	15.3	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:	14.9	0.0	0.0	0.0	0.0	0.0	0.0	15.3	15.2	0.0	15.3	0.0
LOS by Move:	B	A	A	A	A	A	A	B	B	A	B	A
HCM2k95thQ:	1	0	0	0	0	0	0	1	1	0	1	0

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

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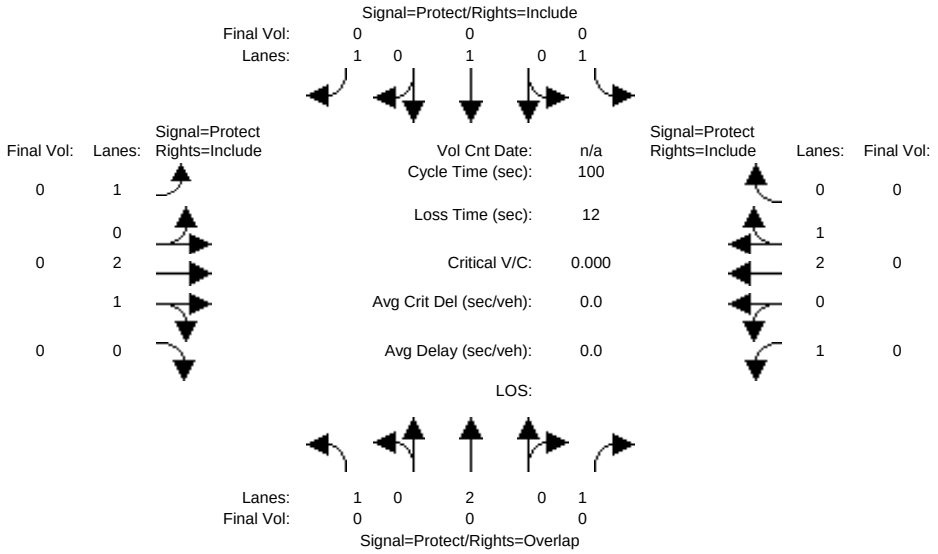
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing MID

Intersection #13: Abel Street and SR-237



Street Name:	Abel Street						SR-237					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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Existing plus Project - Midday Peak Hour

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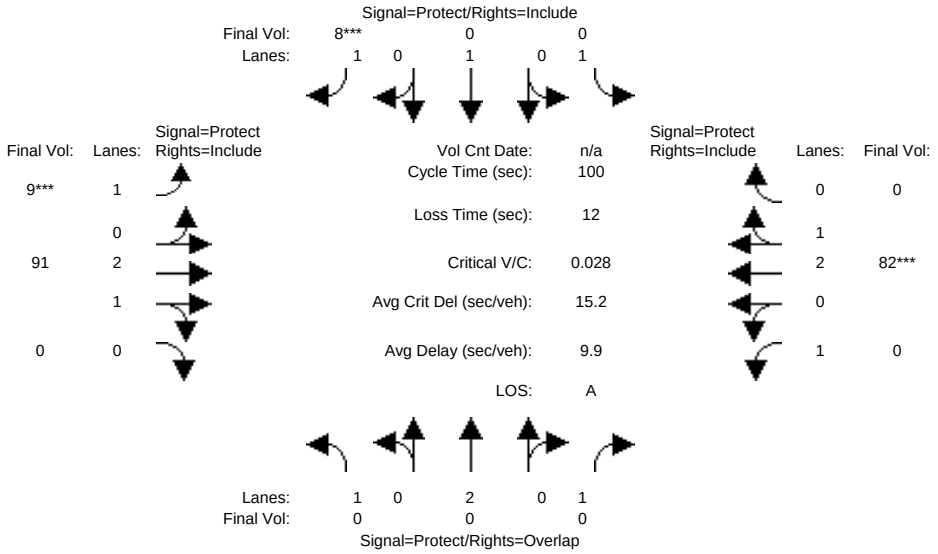
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #13: Abel Street and SR-237



Street Name:	Abel Street						SR-237					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	8	9	91	0	0	82	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	8	9	91	0	0	82	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:	0	0	0	0	0	8	9	91	0	0	82	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	8	9	91	0	0	82	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:	0	0	0	0	0	8	9	91	0	0	82	0
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	0.98	0.92	0.92	0.98	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	0.00	1.00	3.00	0.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5600	0	1750	5600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.02	0.00	0.00	0.01	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.17	0.19	0.71	0.00	0.00	0.53	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.03	0.03	0.02	0.00	0.00	0.03	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	35.0	33.4	4.1	0.0	0.0	11.3	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:	0.0	0.0	0.0	0.0	0.0	35.0	33.4	4.1	0.0	0.0	11.3	0.0
LOS by Move:	A	A	A	A	A	D+	C-	A	A	A	B+	A
HCM2k95thQ:	0	0	0	0	0	0	1	1	0	0	1	0

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

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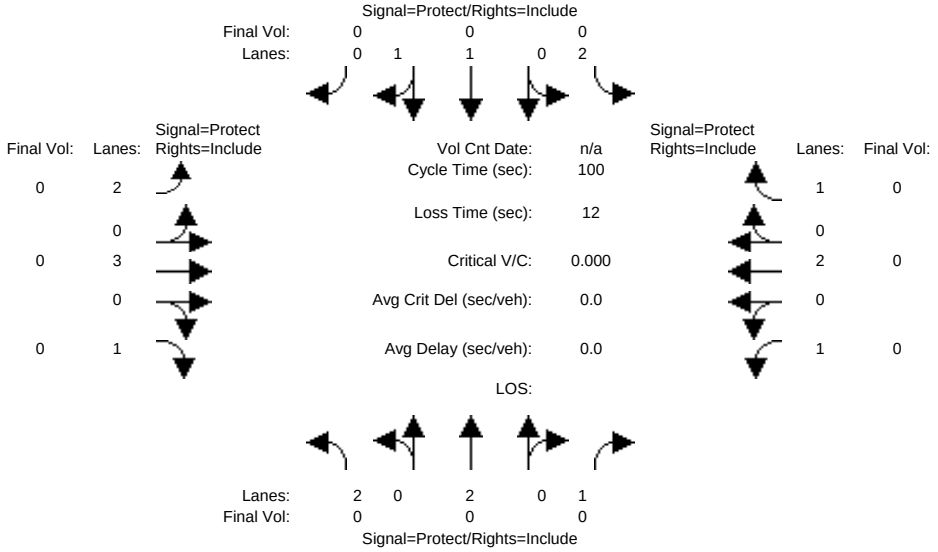
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing MID

Intersection #14: Milpitas Blvd and SR-237

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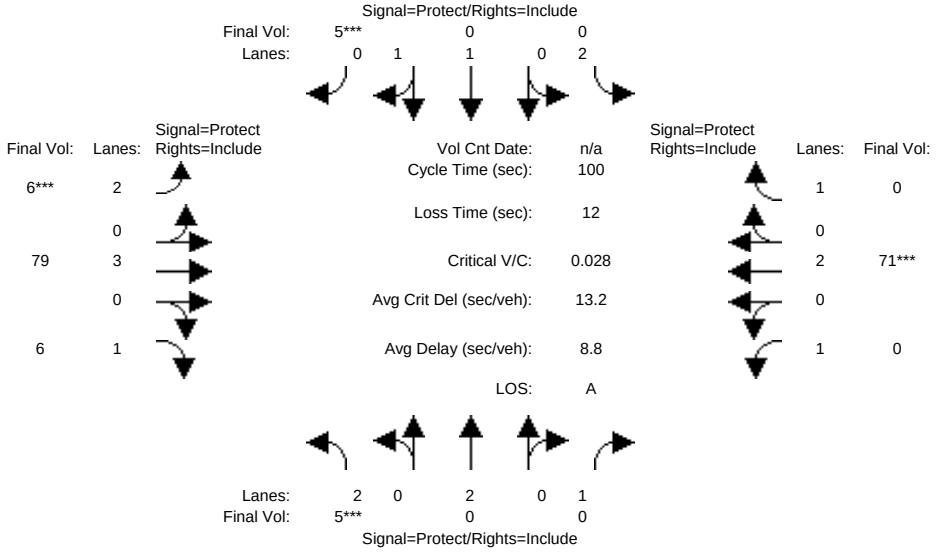
Street Name:          Milpitas Blvd                          SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
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:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     0    0     0     0    0     0     0    0     0
User Adj:    0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
PHF Adj:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
PHF Volume:     0    0     0     0    0     0     0    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0     0    0     0     0    0     0     0    0     0
PCE Adj:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
MLF Adj:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
FinalVolume:    0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:       0    0     0     0    0     0     0    0     0     0    0     0
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Final Sat.:     0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Crit Moves:
Green/Cycle: 0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Volume/Cap:  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Delay/Veh:    0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   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:   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
LOS by Move:
HCM2k95thQ:     0    0     0     0    0     0     0    0     0     0    0     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #14: Milpitas Blvd and SR-237



Street Name:	Milpitas Blvd						SR-237					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	5	0	0	0	0	5	6	79	6	0	71	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	0	0	0	5	6	79	6	0	71	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:	5	0	0	0	0	5	6	79	6	0	71	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	0	0	0	5	6	79	6	0	71	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:	5	0	0	0	0	5	6	79	6	0	71	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	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	1900	1750	3150	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.02	0.00
Crit Moves:	****					****	****				****	
Green/Cycle:	0.07	0.00	0.00	0.00	0.00	0.10	0.07	0.71	0.71	0.00	0.64	0.00
Volume/Cap:	0.02	0.00	0.00	0.00	0.00	0.03	0.03	0.02	0.00	0.00	0.03	0.00
Delay/Veh:	43.4	0.0	0.0	0.0	0.0	40.7	43.4	4.3	4.2	0.0	6.6	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:	43.4	0.0	0.0	0.0	0.0	40.7	43.4	4.3	4.2	0.0	6.6	0.0
LOS by Move:	D	A	A	A	A	D	D	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	1	0

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

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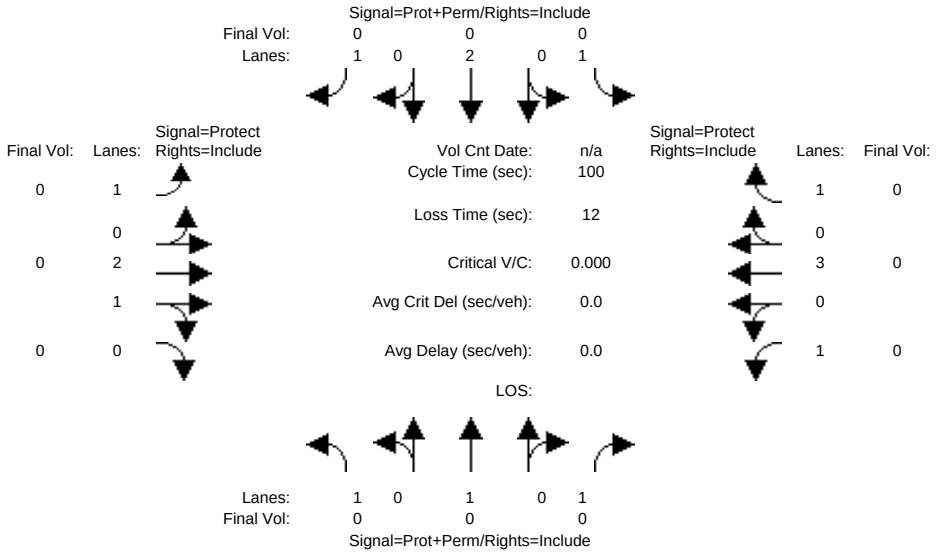
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing MID

Intersection #15: Hillview Drive and SR-237

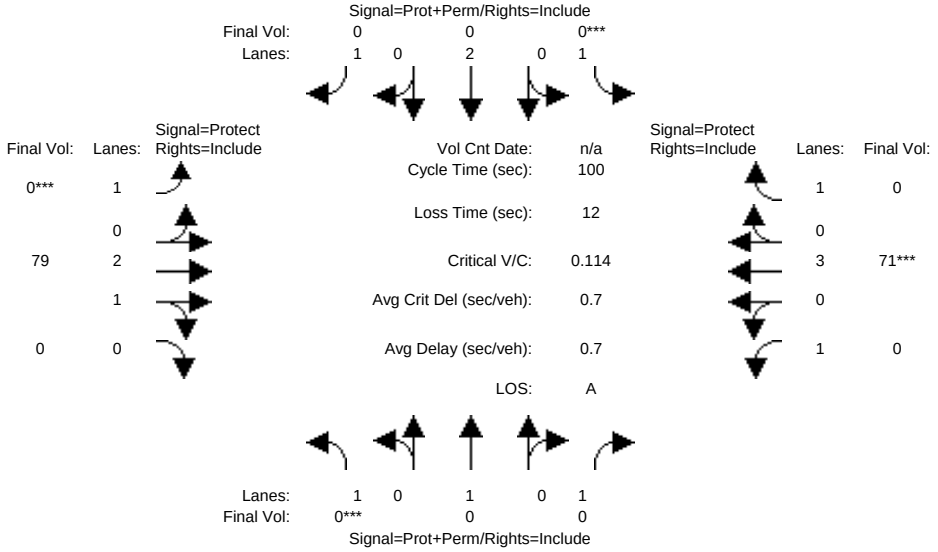



```
Street Name:          Hillview Drive                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
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:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     0    0     0     0    0     0     0    0     0
User Adj:    0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
PHF Adj:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
PHF Volume:     0    0     0     0    0     0     0    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0     0    0     0     0    0     0     0    0     0
PCE Adj:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
MLF Adj:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
FinalVolume:    0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:       0    0     0     0    0     0     0    0     0     0    0     0
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Final Sat.:     0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Crit Moves:
Green/Cycle: 0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Volume/Cap:  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Delay/Veh:    0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   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:   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
LOS by Move:
HCM2k95thQ:     0    0     0     0    0     0     0    0     0     0    0     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #15: Hillview Drive and SR-237



Street Name:	Hillview Drive						SR-237					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	79	0	0	71	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	79	0	0	71	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:	0	0	0	0	0	0	0	79	0	0	71	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	79	0	0	71	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:	0	0	0	0	0	0	0	79	0	0	71	0
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	0.98	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	3800	1750	1750	5600	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.00
Crit Moves:	****			****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.00	0.00	0.88	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.01	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.7	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.7	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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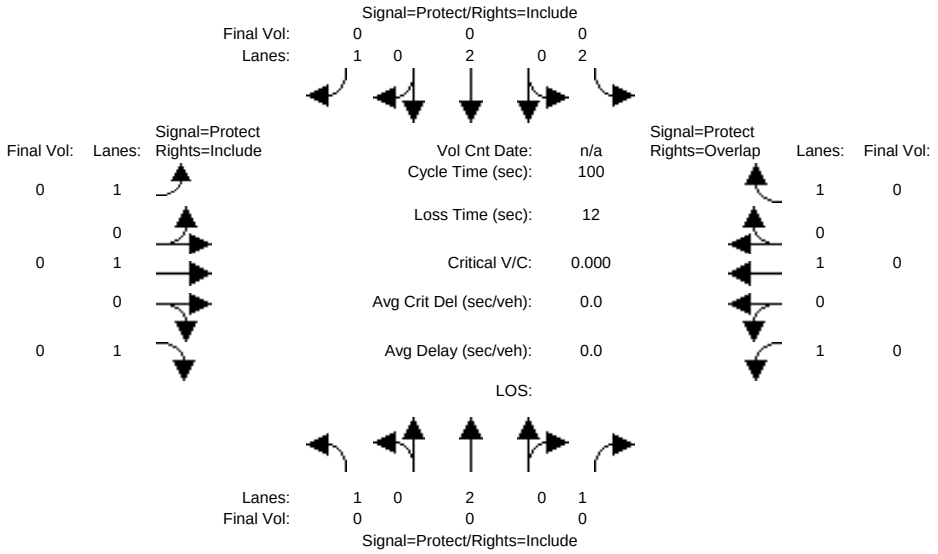
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing MID

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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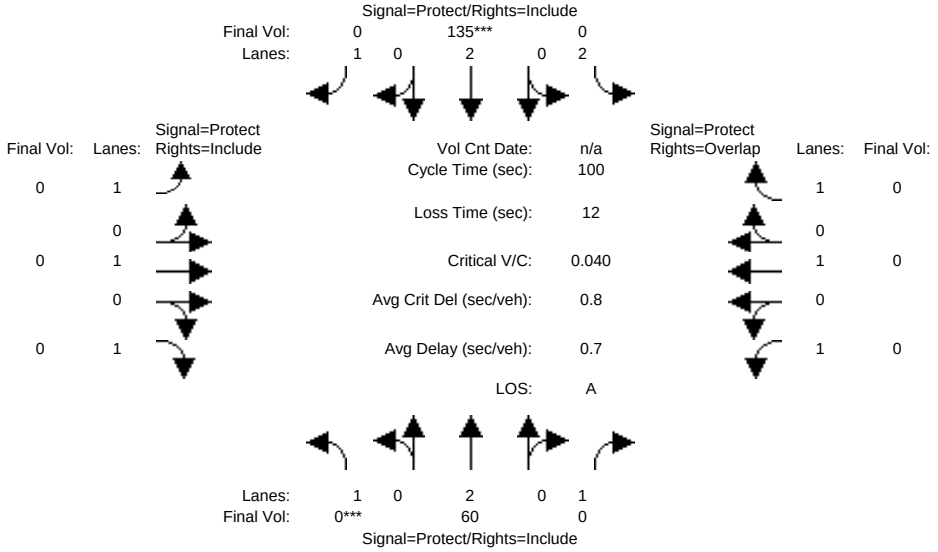
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	60	0	0	135	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	60	0	0	135	0	0	0	0	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:	0	60	0	0	135	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	60	0	0	135	0	0	0	0	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:	0	60	0	0	135	0	0	0	0	0	0	0
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	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.00	0.88	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.02	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.7	0.0	0.0	0.8	0.0	0.0	0.0	0.0	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:	0.0	0.7	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	1	0	0	0	0	0	0	0

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

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Pacific Mall - Silicon Valley
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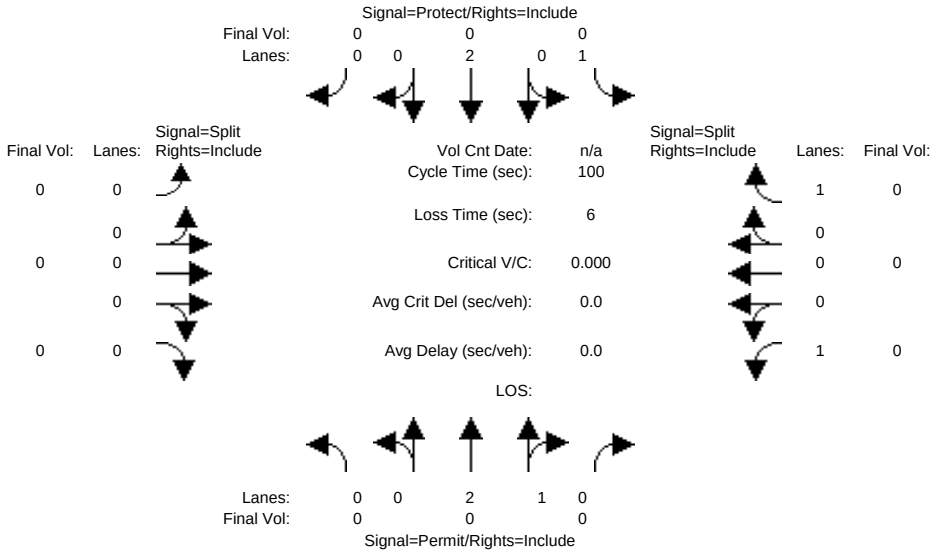
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing MID

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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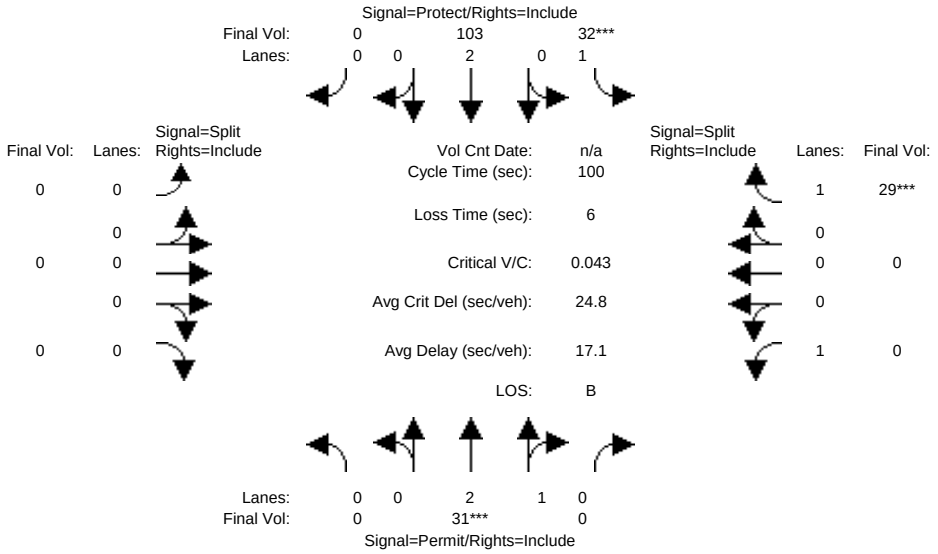
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	31	0	32	103	0	0	0	0	0	0	29
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	31	0	32	103	0	0	0	0	0	0	29
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	31	0	32	103	0	0	0	0	0	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	31	0	32	103	0	0	0	0	0	0	29
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	31	0	32	103	0	0	0	0	0	0	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5600	0	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.02	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.02
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.13	0.00	0.43	0.55	0.00	0.00	0.00	0.00	0.00	0.00	0.39
Volume/Cap:	0.00	0.04	0.00	0.04	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.04
Delay/Veh:	0.0	38.2	0.0	16.8	10.2	0.0	0.0	0.0	0.0	0.0	0.0	19.2
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	38.2	0.0	16.8	10.2	0.0	0.0	0.0	0.0	0.0	0.0	19.2
LOS by Move:	A	D+	A	B	B+	A	A	A	A	A	A	B-
HCM2k95thQ:	0	1	0	1	1	0	0	0	0	0	0	1

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

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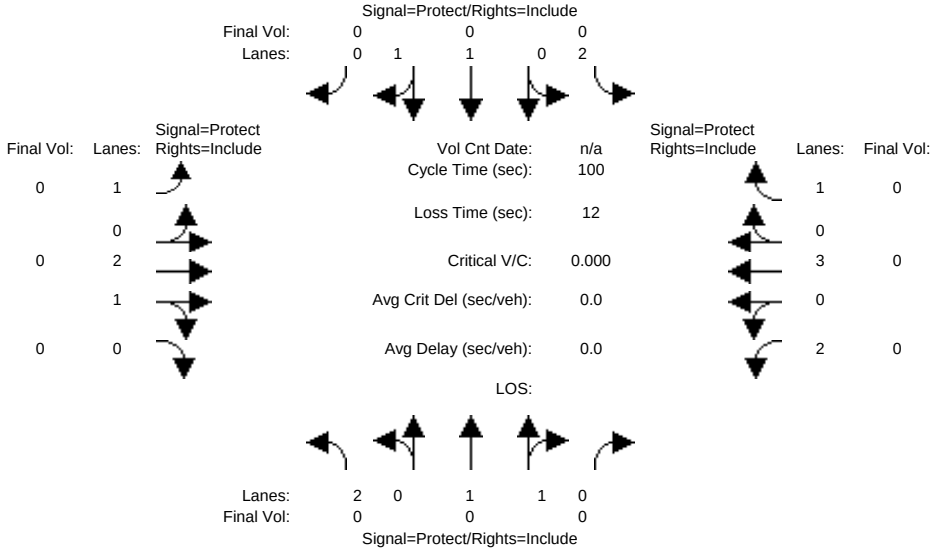
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing MID

Intersection #18: McCarthy Blvd and Tasman Dr



Street Name:	McCarthy Blvd						Tasman Drive					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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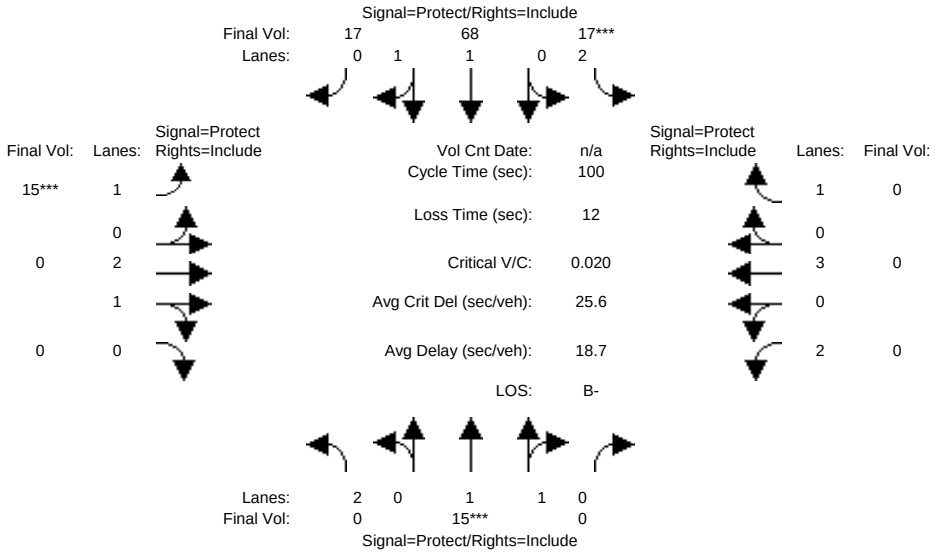
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #18: McCarthy Blvd and Tasman Dr



Street Name:	McCarthy Blvd						Tasman Drive					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	15	0	17	68	17	15	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	15	0	17	68	17	15	0	0	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:	0	15	0	17	68	17	15	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	15	0	17	68	17	15	0	0	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:	0	15	0	17	68	17	15	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	0.00	2.00	1.59	0.41	1.00	3.00	0.00	2.00	3.00	1.00
Final Sat.:	3150	3700	0	3150	2959	740	1750	5700	0	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.02	0.02	0.01	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.20	0.00	0.26	0.46	0.46	0.42	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.02	0.00	0.02	0.05	0.05	0.02	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	32.3	0.0	27.3	14.9	14.9	17.1	0.0	0.0	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:	0.0	32.3	0.0	27.3	14.9	14.9	17.1	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C-	A	C	B	B	B	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	1	1	1	0	0	0	0	0

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

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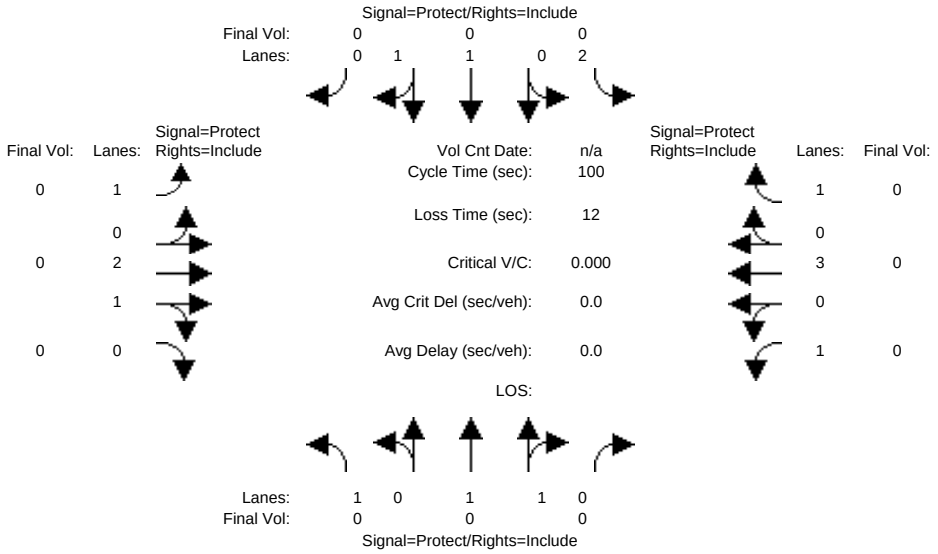
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing MID

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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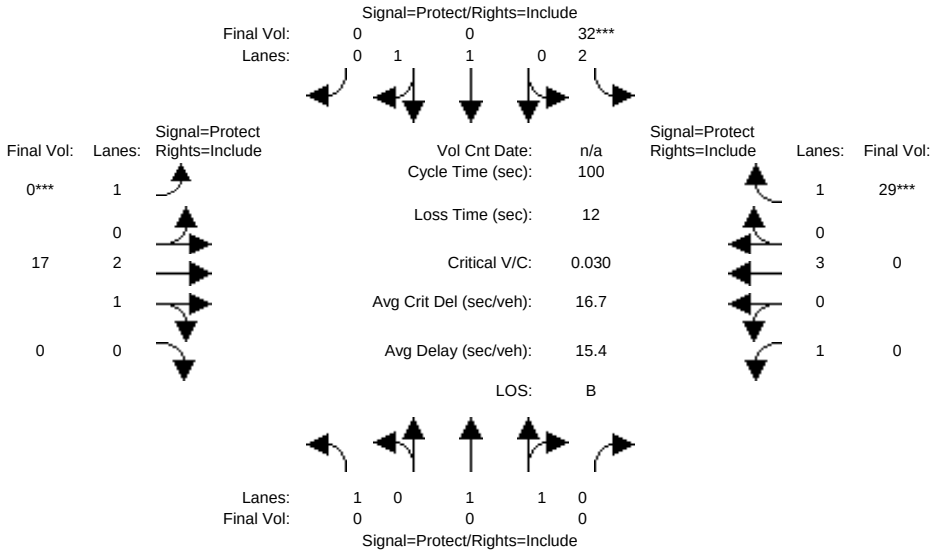
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	32	0	0	0	17	0	0	0	29
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	32	0	0	0	17	0	0	0	29
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	0	0	32	0	0	0	17	0	0	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	32	0	0	0	17	0	0	0	29
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	0	0	32	0	0	0	17	0	0	0	29
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	0.98	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	2.00	2.00	0.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	1750	3800	0	3150	3800	0	1750	5600	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02
Crit Moves:				****			****					****
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.00	0.00	0.55	0.00	0.00	0.00	0.55
Volume/Cap:	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.03
Delay/Veh:	0.0	0.0	0.0	22.4	0.0	0.0	0.0	10.4	0.0	0.0	0.0	10.5
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	0.0	0.0	22.4	0.0	0.0	0.0	10.4	0.0	0.0	0.0	10.5
LOS by Move:	A	A	A	C+	A	A	A	B+	A	A	A	B+
HCM2k95thQ:	0	0	0	1	0	0	0	0	0	0	0	1

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

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Pacific Mall - Silicon Valley
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Existing plus Project - Midday Peak Hour

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2000 HCM Operations (Future Volume Alternative)
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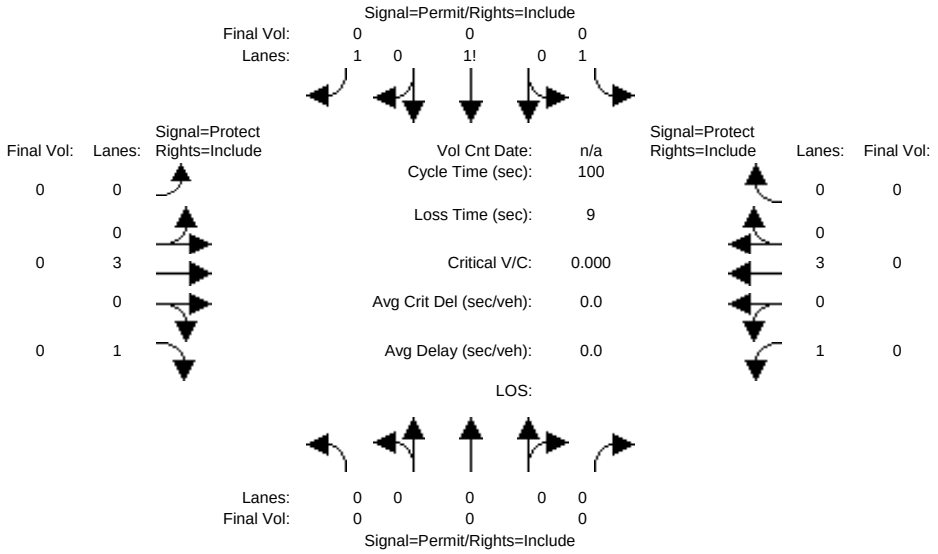
Intersection #20: I-880 SB Ramps and Tasman Dr



Street Name:	I-880 SB Ramps						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	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:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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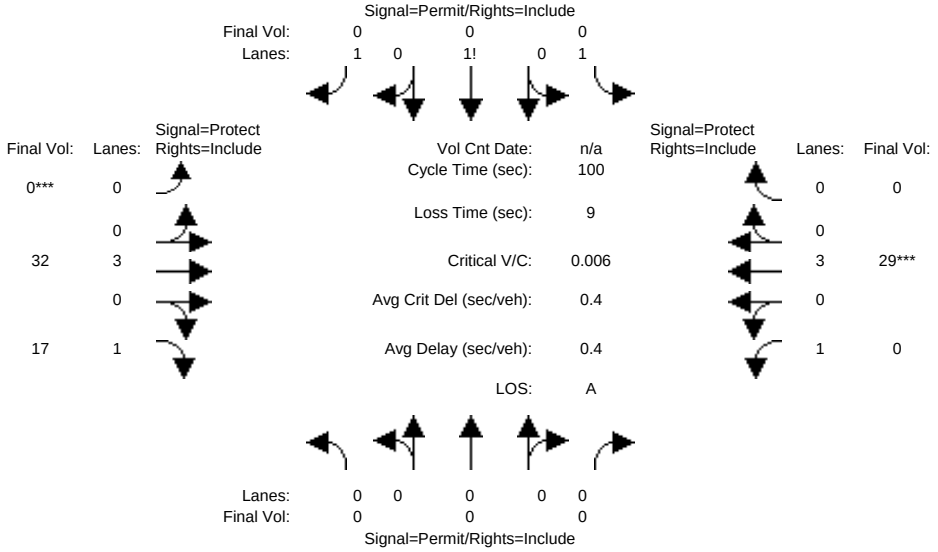
E+P MID

Intersection #20: I-880 SB Ramps and Tasman Dr



Street Name:	I-880 SB Ramps						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	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:												
Base Vol:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	32	17	0	29	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	32	17	0	29	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:	0	0	0	0	0	0	0	32	17	0	29	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	32	17	0	29	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:	0	0	0	0	0	0	0	32	17	0	29	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1750	1900	1750	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.01	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.91	0.91	0.00	0.91	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.01	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.0	0.4	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.0	0.4	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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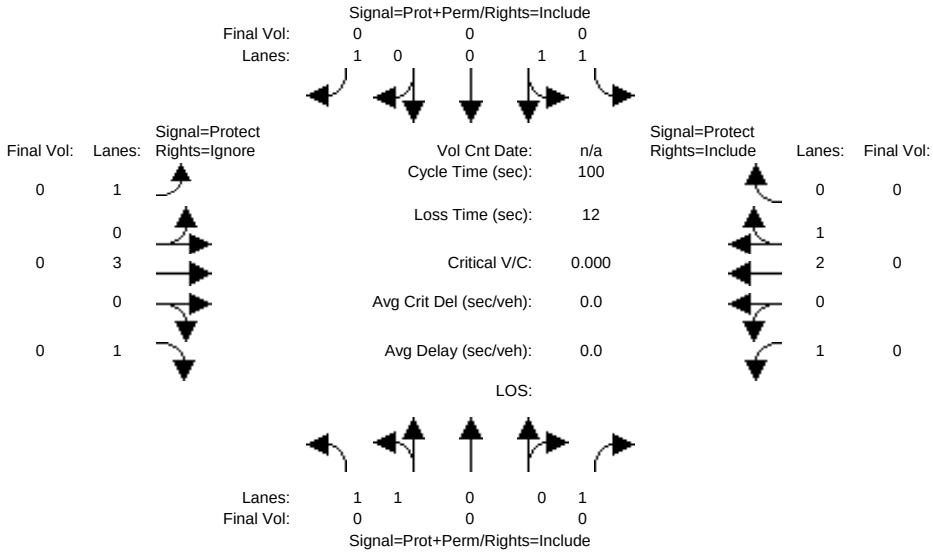
2000 HCM Operations (Future Volume Alternative)
Existing MID

Intersection #21: Great Mall Pkwy and Thompson St



Street Name:	Thompson St						Great Mall Pkwy					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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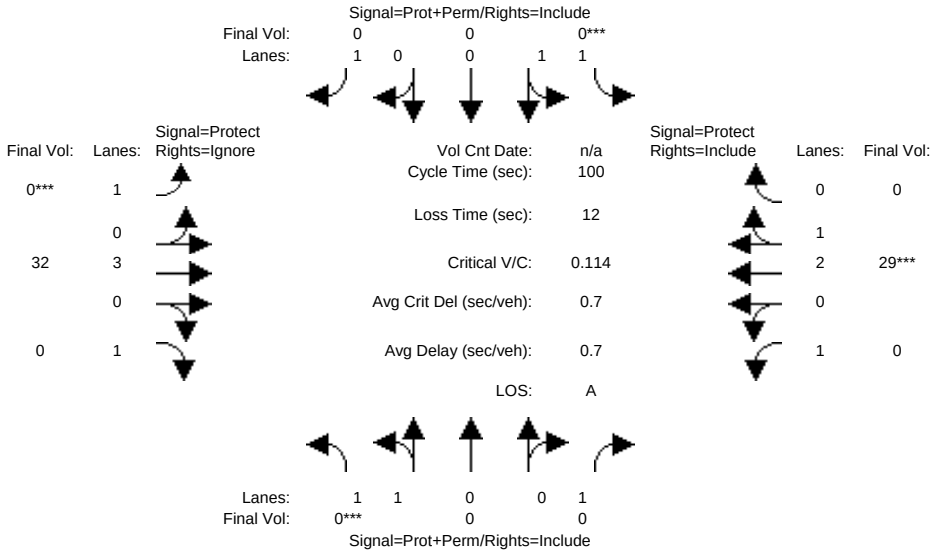
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #21: Great Mall Pkwy and Thompson St



Street Name:	Thompson St						Great Mall Pkwy					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	32	0	0	29	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	32	0	0	29	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	32	0	0	29	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	32	0	0	29	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	32	0	0	29	0
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	0.98	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	1750	5600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.00
Crit Moves:	****			****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.00	0.00	0.88	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.7	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.7	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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Existing plus Project - Midday Peak Hour

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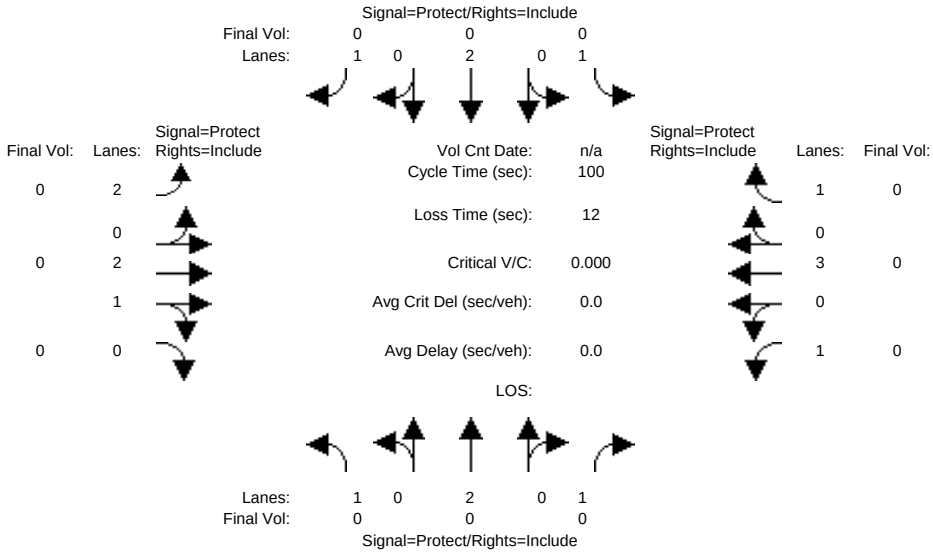
2000 HCM Operations (Future Volume Alternative)
Existing MID

Intersection #22: Abel St and Great Mall Pkwy



Street Name:	Abel Street						Great Mall Pkwy					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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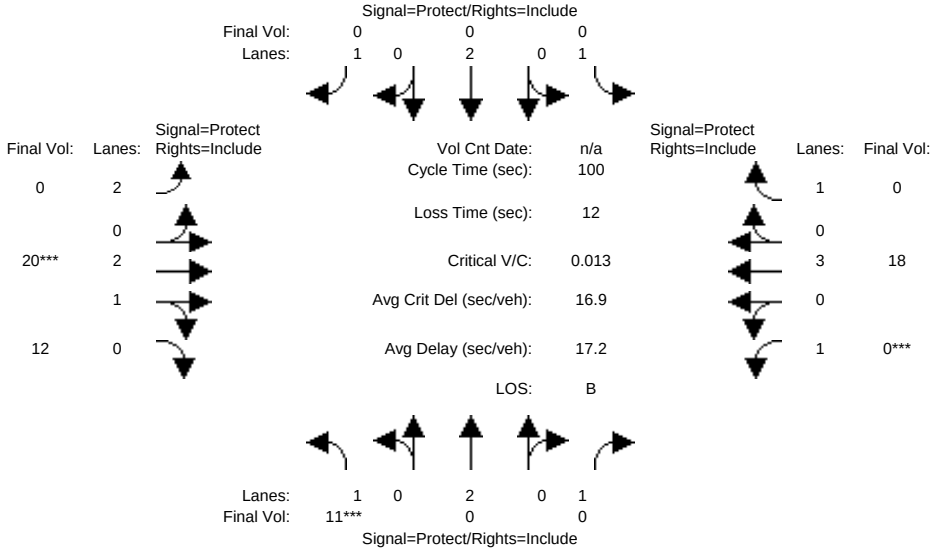
E+P MID

Intersection #22: Abel St and Great Mall Pkwy



Street Name:	Abel Street						Great Mall Pkwy					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	11	0	0	0	0	0	0	20	12	0	18	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	0	0	0	0	0	0	20	12	0	18	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:	11	0	0	0	0	0	0	20	12	0	18	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	0	0	0	0	0	0	20	12	0	18	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:	11	0	0	0	0	0	0	20	12	0	18	0
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3800	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.00	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.48	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.40	0.00	0.40	0.00
Volume/Cap:	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.02	0.00	0.01	0.00
Delay/Veh:	13.7	0.0	0.0	0.0	0.0	0.0	0.0	18.0	18.1	0.0	18.0	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:	13.7	0.0	0.0	0.0	0.0	0.0	0.0	18.0	18.1	0.0	18.0	0.0
LOS by Move:	B	A	A	A	A	A	A	B-	B-	A	B	A
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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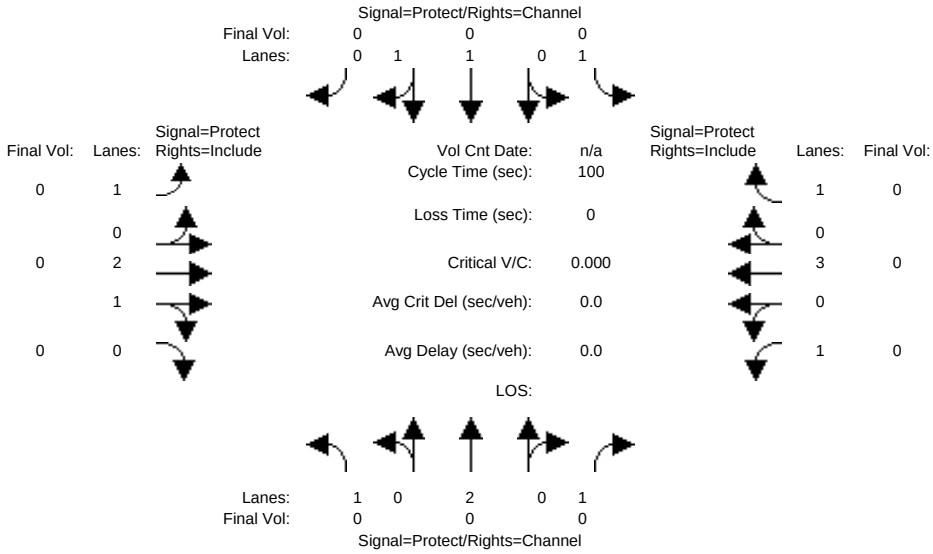
Intersection #23: Main St and Great Mall Pkwy



Street Name:	Main Street						Great Mall Pkwy					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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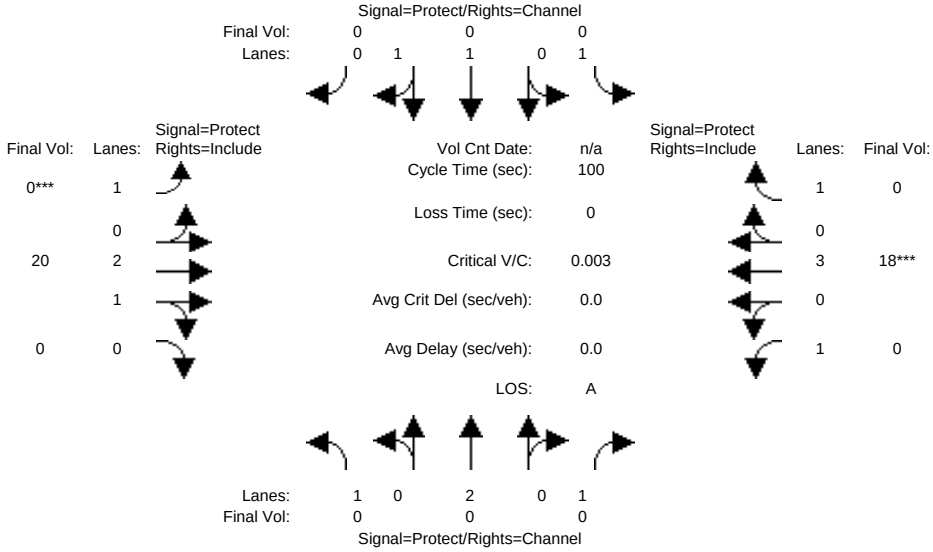
E+P MID

Intersection #23: Main St and Great Mall Pkwy



Street Name:	Main Street						Great Mall Pkwy					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	20	0	0	18	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	20	0	0	18	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:	0	0	0	0	0	0	0	20	0	0	18	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	20	0	0	18	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:	0	0	0	0	0	0	0	20	0	0	18	0
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	0.98	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	0	1750	5600	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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2000 HCM Operations (Future Volume Alternative)
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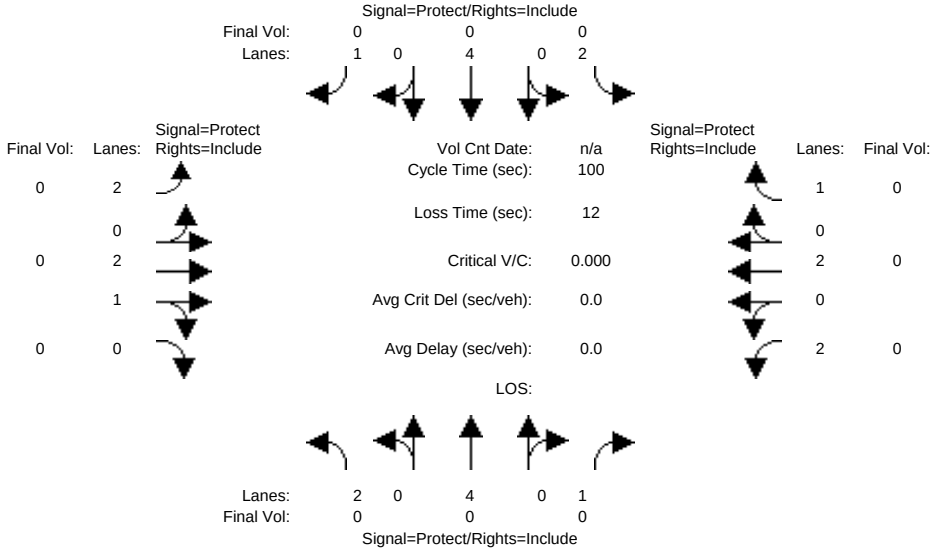
Intersection #24: Great Mall Pkwy and Montague Expwy



Street Name:	Montague Expwy						Great Mall Pkwy					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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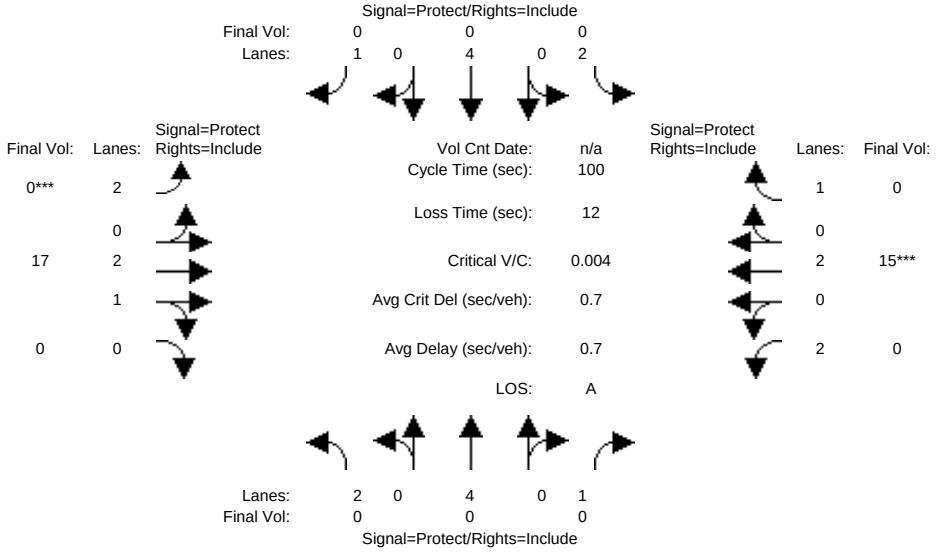
E+P MID

Intersection #24: Great Mall Pkwy and Montague Expwy



Street Name:	Montague Expwy						Great Mall Pkwy					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	17	0	0	15	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	17	0	0	15	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:	0	0	0	0	0	0	0	17	0	0	15	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	17	0	0	15	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:	0	0	0	0	0	0	0	17	0	0	15	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	0.83	1.00	0.92	0.83	0.98	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	5600	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.00	0.00	0.88	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.7	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.7	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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Pacific Mall - Silicon Valley
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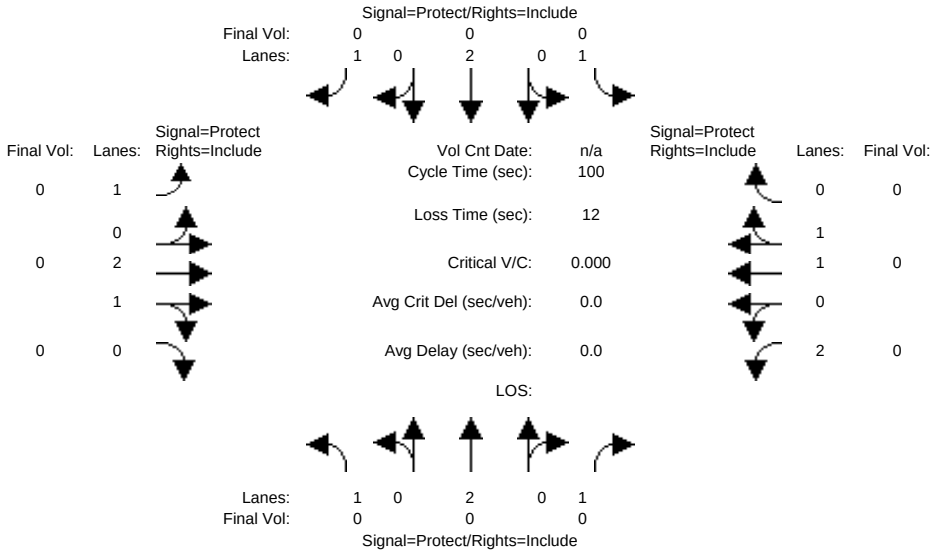
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing MID

Intersection #25: Trade Zone and Capitol Ave



Street Name:	Trade Zone Blvd						Capitol Ave					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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Existing plus Project - Midday Peak Hour

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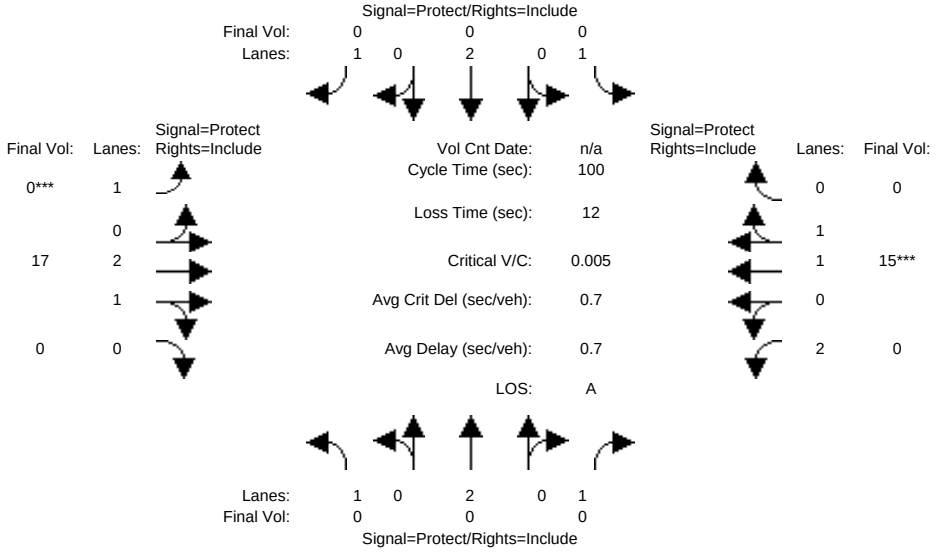
E+P MID

Intersection #25: Trade Zone and Capitol Ave



Street Name:	Trade Zone Blvd						Capitol Ave					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	17	0	0	15	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	17	0	0	15	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:	0	0	0	0	0	0	0	17	0	0	15	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	17	0	0	15	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:	0	0	0	0	0	0	0	17	0	0	15	0
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	0.98	0.92	0.83	0.97	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	0.00	2.00	2.00	0.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5600	0	3150	3700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.00	0.00	0.88	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.7	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.7	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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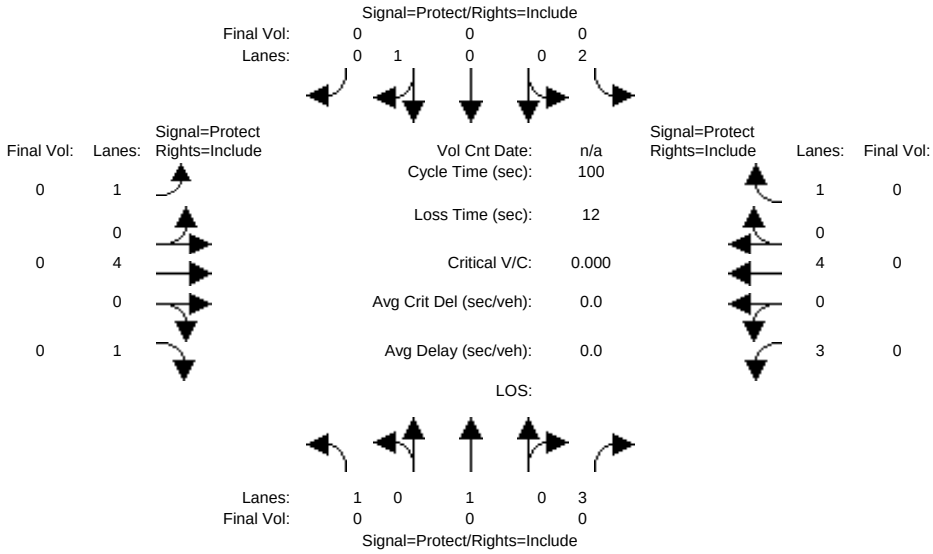
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing MID

Intersection #26: Montague Expwy and Trimble Rd



Street Name:	Trimble Rd						Montague Expwy					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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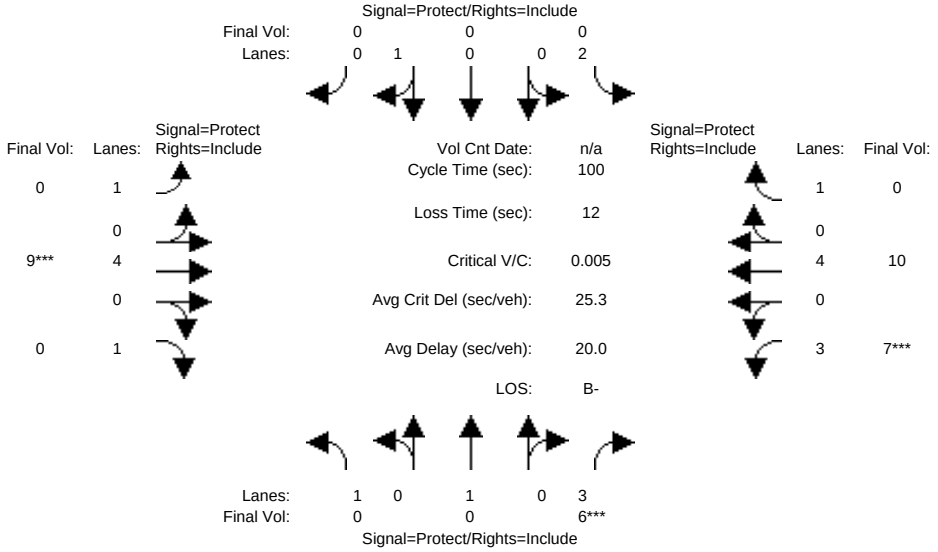
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #26: Montague Expwy and Trimble Rd



Street Name:	Trimble Rd						Montague Expwy					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	6	0	0	0	0	9	0	7	10	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	6	0	0	0	0	9	0	7	10	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:	0	0	6	0	0	0	0	9	0	7	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	6	0	0	0	0	9	0	7	10	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:	0	0	6	0	0	0	0	9	0	7	10	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.80	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	3.00	2.00	1.00	0.00	1.00	4.00	1.00	3.00	4.00	1.00
Final Sat.:	1750	1900	4551	3150	1900	0	1750	7600	1750	4551	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.26	0.00	0.33	0.59	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	25.4	0.0	0.0	0.0	0.0	27.6	0.0	22.1	8.3	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:	0.0	0.0	25.4	0.0	0.0	0.0	0.0	27.6	0.0	22.1	8.3	0.0
LOS by Move:	A	A	C	A	A	A	A	C	A	C+	A	A
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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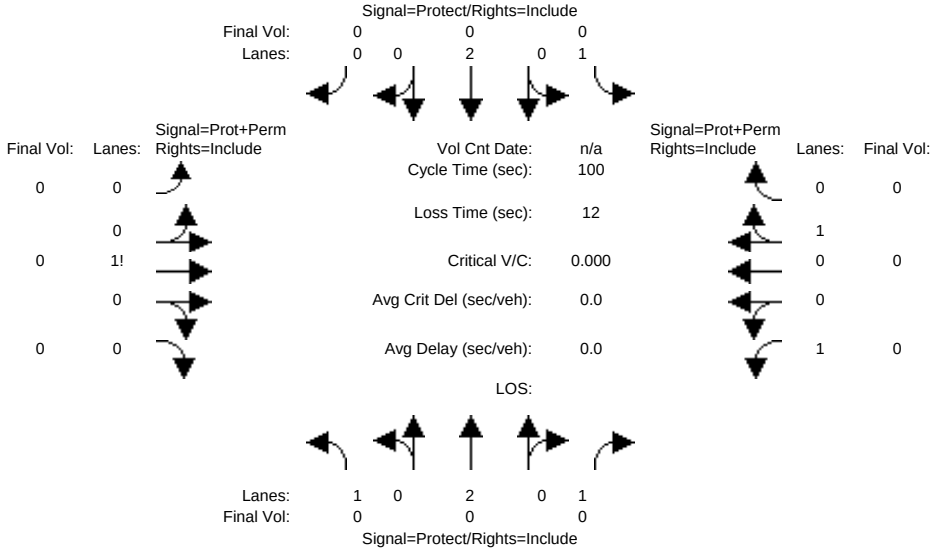
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing MID

Intersection #27: McCarthy Blvd and Barber Ln



Street Name:	McCarthy Blvd						Barber Ln					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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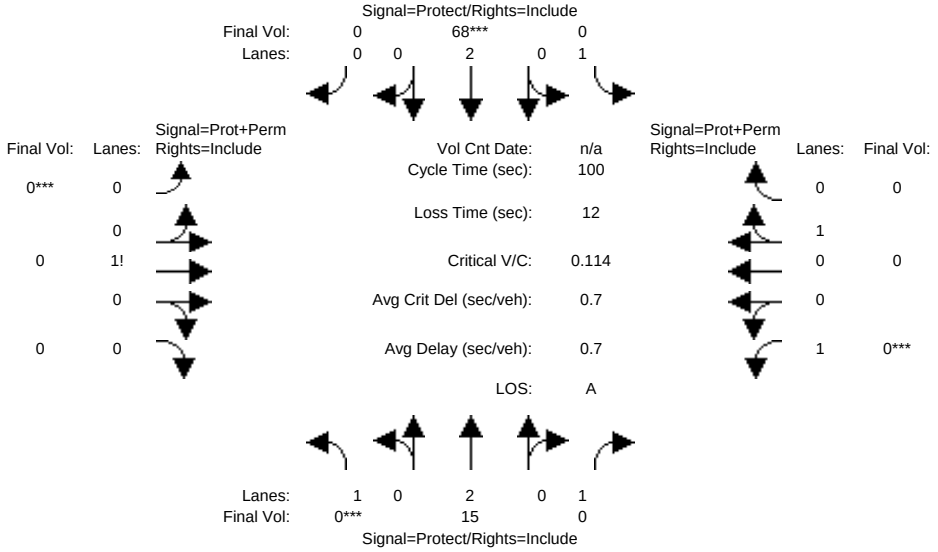
E+P MID

Intersection #27: McCarthy Blvd and Barber Ln



Street Name:	McCarthy Blvd						Barber Ln					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	15	0	0	68	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	15	0	0	68	0	0	0	0	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:	0	15	0	0	68	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	15	0	0	68	0	0	0	0	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:	0	15	0	0	68	0	0	0	0	0	0	0
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	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00
Final Sat.:	1750	3800	1750	1750	3800	0	0	1750	0	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****			****		
Green/Cycle:	0.00	0.88	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	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:	0.0	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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Pacific Mall - Silicon Valley
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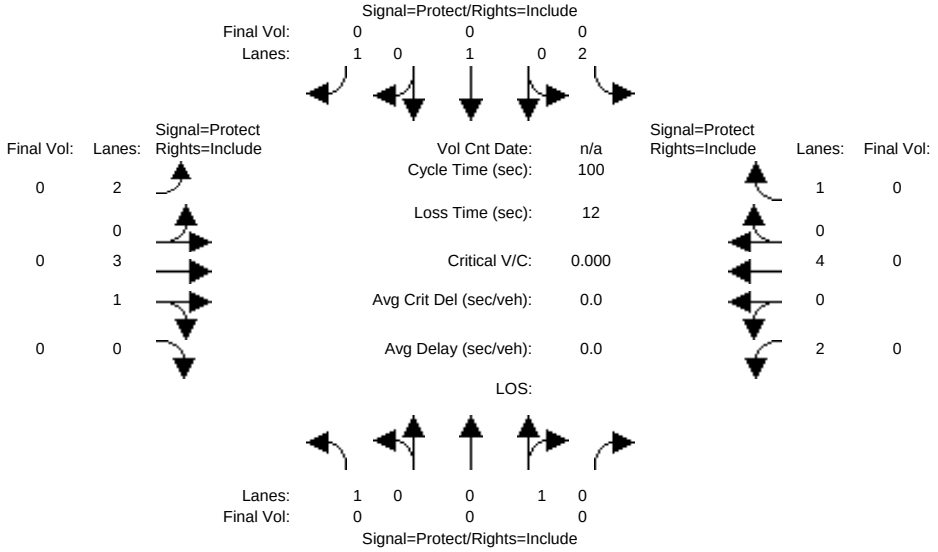
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing MID

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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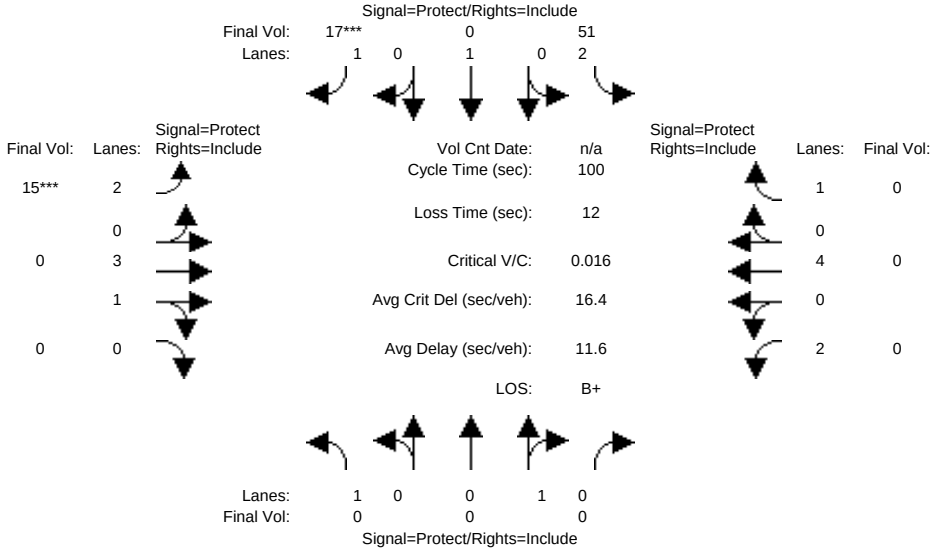
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	51	0	17	15	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	51	0	17	15	0	0	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:	0	0	0	51	0	17	15	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	51	0	17	15	0	0	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:	0	0	0	51	0	17	15	0	0	0	0	0
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	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	0.00	2.00	1.00	1.00	2.00	4.00	0.00	2.00	4.00	1.00
Final Sat.:	1750	1900	0	3150	1900	1750	3150	7600	0	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:						****	****					
Green/Cycle:	0.00	0.00	0.00	0.59	0.00	0.59	0.29	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.03	0.00	0.02	0.02	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	8.5	0.0	8.5	25.4	0.0	0.0	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:	0.0	0.0	0.0	8.5	0.0	8.5	25.4	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	A	A	A	A
HCM2k95thQ:	0	0	0	1	0	0	0	0	0	0	0	0

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

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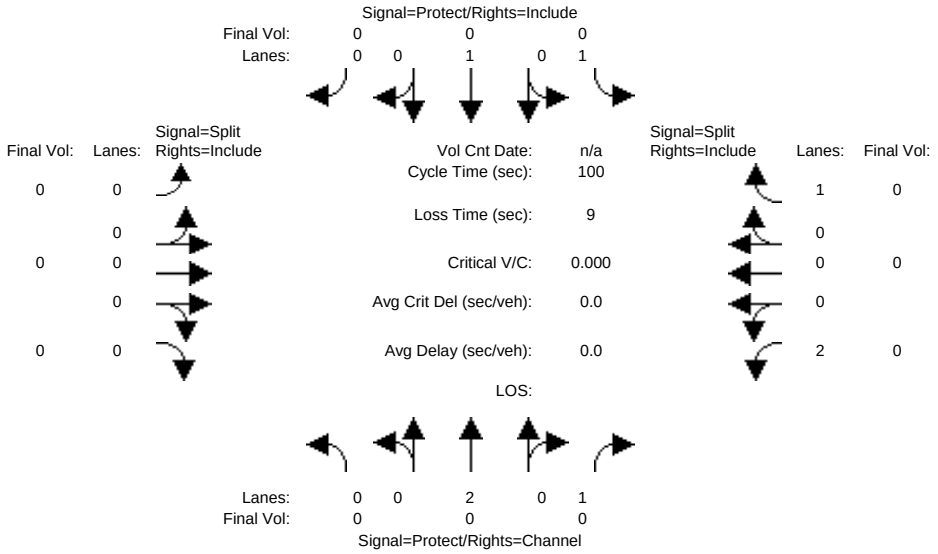
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing MID

Intersection #29: Zanker Rd and SR-237 WB Ramps



Street Name:	Zanker Rd						SR-237 WB Ramps					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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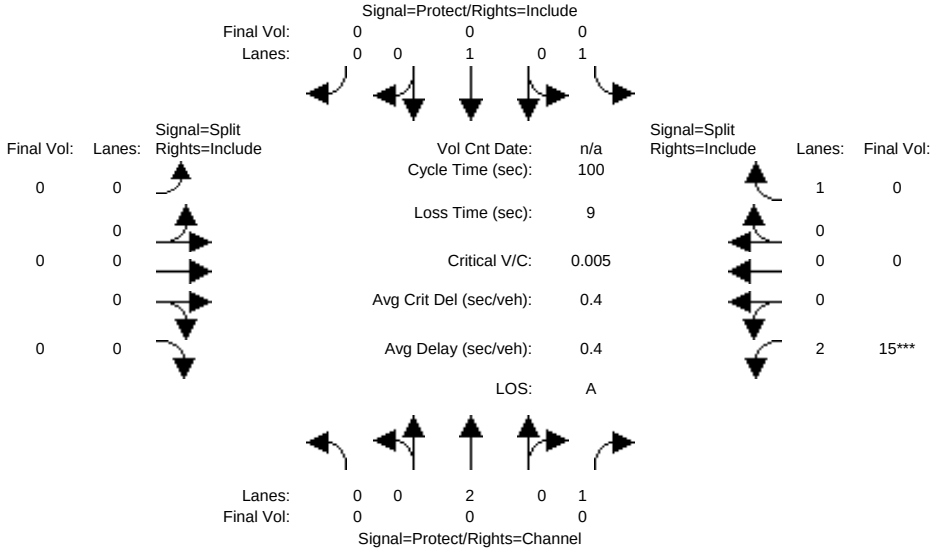
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #29: Zanker Rd and SR-237 WB Ramps



Street Name:	Zanker Rd						SR-237 WB Ramps					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	15	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	15	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:	0	0	0	0	0	0	0	0	0	15	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	15	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:	0	0	0	0	0	0	0	0	0	15	0	0
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	2.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	1900	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:										****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.91	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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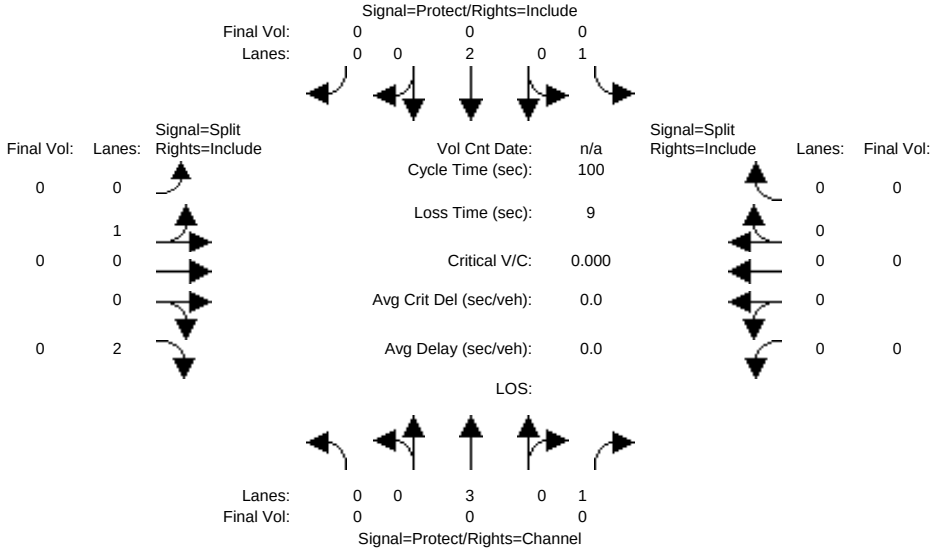
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing MID

Intersection #30: Zanker Rd and SR-237 EB Ramps



Street Name:	Zanker Rd						SR-237 EB Ramps					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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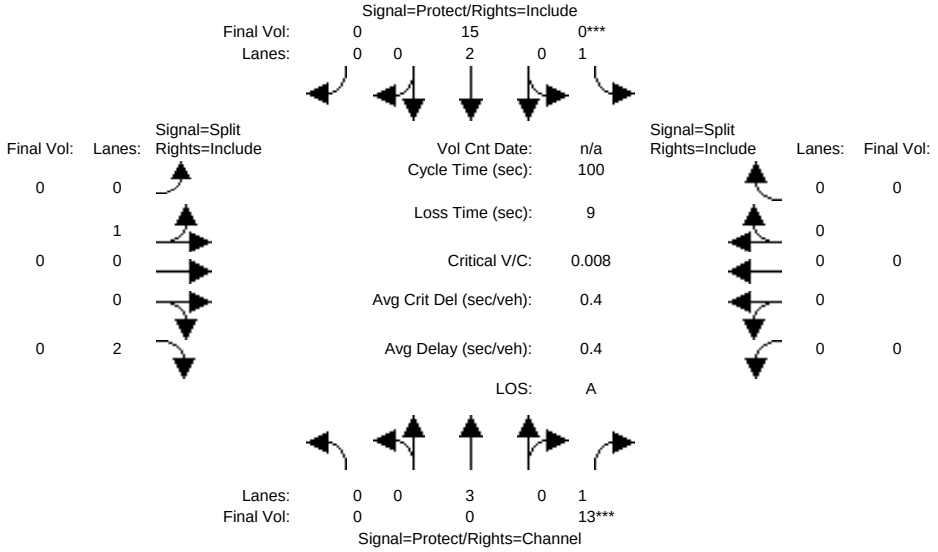
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #30: Zanker Rd and SR-237 EB Ramps



Street Name:	Zanker Rd						SR-237 EB Ramps					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	13	0	15	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	13	0	15	0	0	0	0	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:	0	0	13	0	15	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	13	0	15	0	0	0	0	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:	0	0	13	0	15	0	0	0	0	0	0	0
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	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	3800	0	0	1800	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****								
Green/Cycle:	0.00	0.00	0.91	0.00	0.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.4	0.0	0.4	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.4	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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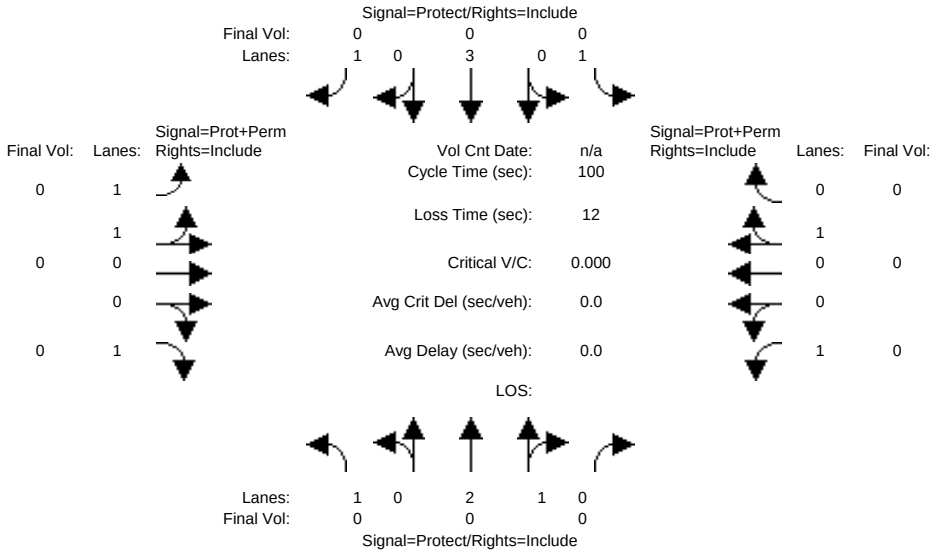
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing MID

Intersection #31: Holger Way and Zanker Rd



Street Name:	Zanker Rd						Holger Way					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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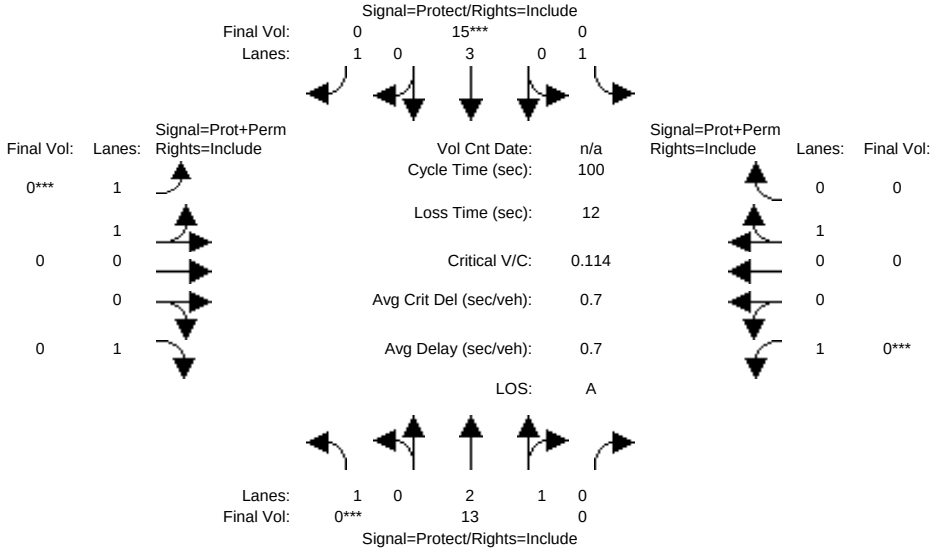
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #31: Holger Way and Zanker Rd



Street Name:	Zanker Rd						Holger Way					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	13	0	0	15	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	13	0	0	15	0	0	0	0	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:	0	13	0	0	15	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	13	0	0	15	0	0	0	0	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:	0	13	0	0	15	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1750	5600	0	1750	5700	1750	1750	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****			****		
Green/Cycle:	0.00	0.88	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	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:	0.0	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Existing PM LOS	Existing PM Avg Del (sec)	Existing PM Crit V/C	Existing PM Avg Crit Del (sec)	E+P PM LOS	E+P PM Avg Del (sec)	E+P PM Crit V/C	E+P PM Crit V/C Change	E+P PM Avg Crit Del (sec)	E+P PM Avg Crit Del Change
#1	McCarthy Blvd and Dixon Landing Rd	B	13.1	0.588	13.1	B	13.5	0.605	+ 0.016	13.5	+ 0.4
#2	I-880 SB Ramps and Dixon Landing Dr	A	6.1	0.444	6.2	A	6.2	0.449	+ 0.005	6.2	+ 0.0
#3	Dixon Landing Rd and California Cir	B	16.4	0.452	21.8	B	16.4	0.464	+ 0.012	21.9	+ 0.1
#4	California Cir and I-880 NB Ramps	B	16.6	0.618	16.8	B	16.7	0.624	+ 0.006	17.0	+ 0.1
#5	Dixon Landing Rd and Warm Springs Rd	E	66.3	1.048	98.3	E	67.5	1.054	+ 0.006	100.6	+ 2.3
#6	McCarthy Blvd and Ranch Drive (North)	B	12.7	0.530	12.8	B	12.8	0.547	+ 0.018	12.9	+ 0.2
#7	Ranch Drive and Project Entrance	B+	11.7	0.290	10.4	B	16.8	0.619	+ 0.329	18.0	+ 7.6
#8	McCarthy Blvd and Ranch Dr (South)	C	30.8	0.770	38.1	D+	35.2	0.856	+ 0.085	46.8	+ 8.7
#9	McCarthy Blvd and SR-237 WB Ramps	B	16.5	0.756	21.5	C+	22.8	0.904	+ 0.148	30.3	+ 8.8
#10	McCarthy Blvd and SR-237 EB Ramps	B-	18.1	0.732	21.7	B-	19.6	0.790	+ 0.058	23.9	+ 2.2
#11	I-880 SB Ramps and SR-237	B+	11.1	0.666	12.3	B+	11.1	0.681	+ 0.016	12.2	- 0.0
#12	I-880 NB Ramps and SR-237	B	17.3	0.749	21.1	B-	18.2	0.772	+ 0.023	22.3	+ 1.2
#13	Abel Street and SR-237	D	45.5	0.868	45.5	D	45.8	0.880	+ 0.012	46.1	+ 0.6
#14	Milpitas Blvd and SR-237	D	40.5	0.740	39.0	D	40.6	0.753	+ 0.013	39.3	+ 0.2
#15	Hillview Drive and SR-237	D	40.3	0.827	43.0	D	40.2	0.837	+ 0.011	43.2	+ 0.3
#16	McCarthy Blvd and Bellew Dr	D	45.6	0.905	52.2	D	46.5	0.918	+ 0.013	54.1	+ 1.8
#17	McCarthy Blvd and Alder Dr	B-	19.3	0.663	24.2	C+	20.7	0.685	+ 0.021	26.8	+ 2.6
#18	McCarthy Blvd and Tasman Dr	D+	35.1	0.617	38.9	D+	35.7	0.644	+ 0.027	39.2	+ 0.3
#19	Tasman Dr and Alder Dr	D	40.8	0.806	42.3	D	41.2	0.816	+ 0.010	42.9	+ 0.6
#20	I-880 SB Ramps and Tasman Dr	B	17.4	0.653	27.7	B	17.3	0.662	+ 0.009	27.8	+ 0.1
#21	Great Mall Pkwy and Thompson St	C	28.8	0.739	29.6	C	28.9	0.743	+ 0.004	29.7	+ 0.1
#22	Abel St and Great Mall Pkwy	C	29.8	0.591	25.5	C	29.8	0.595	+ 0.004	25.5	- 0.1
#23	Main St and Great Mall Pkwy	C-	32.5	0.514	28.7	C-	32.4	0.517	+ 0.003	28.6	- 0.1
#24	Great Mall Pkwy and Montague Expwy	D	49.6	0.673	50.2	D	49.7	0.673	+ 0.000	50.2	+ 0.0
#25	Trade Zone and Capitol Ave	E+	59.3	0.877	65.3	E+	59.5	0.880	+ 0.002	65.5	+ 0.2
#26	Montague Expwy and Trimble Rd	D	41.3	0.812	48.1	D	40.5	0.766	- 0.046	47.2	- 0.9

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Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Existing PM				E+P PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#27	McCarthy Blvd and Barber Ln	C	31.4	0.660	33.9	C-	33.5	0.677	+ 0.017	36.6	+ 2.7
#28	McCarthy Blvd and Montague Expwy	E+	58.9	0.946	63.7	E	61.0	0.960	+ 0.014	66.7	+ 3.0
#29	Zanker Rd and SR-237 WB Ramps	B+	10.2	0.170	7.9	B+	10.1	0.174	+ 0.003	7.9	- 0.0
#30	Zanker Rd and SR-237 EB Ramps	B+	11.0	0.249	13.8	B+	11.0	0.249	+ 0.000	13.8	+ 0.0
#31	Holger Way and Zanker Rd	C	23.0	0.425	22.9	C	23.0	0.427	+ 0.002	22.9	+ 0.0

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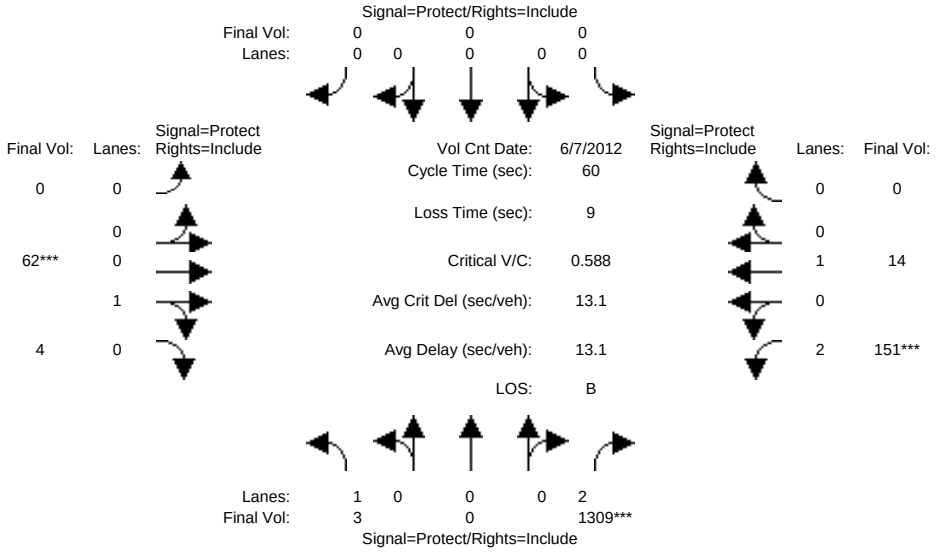
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
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	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: 7 Jun 2012 << 4:55:00 PM												
Base Vol:	3	0	1309	0	0	0	0	62	4	151	14	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:	3	0	1309	0	0	0	0	62	4	151	14	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	1309	0	0	0	0	62	4	151	14	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:	3	0	1309	0	0	0	0	62	4	151	14	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	1309	0	0	0	0	62	4	151	14	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:	3	0	1309	0	0	0	0	62	4	151	14	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.94	0.06	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1691	109	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.04	0.04	0.05	0.01	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.57	0.00	0.57	0.00	0.00	0.00	0.00	0.17	0.17	0.12	0.28	0.00
Volume/Cap:	0.00	0.00	0.73	0.00	0.00	0.00	0.00	0.22	0.22	0.41	0.03	0.00
Delay/Veh:	5.6	0.0	11.2	0.0	0.0	0.0	0.0	22.0	22.0	25.3	15.5	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:	5.6	0.0	11.2	0.0	0.0	0.0	0.0	22.0	22.0	25.3	15.5	0.0
LOS by Move:	A	A	B+	A	A	A	A	C+	C+	C	B	A
HCM2k95thQ:	0	0	20	0	0	0	0	3	3	3	0	0

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

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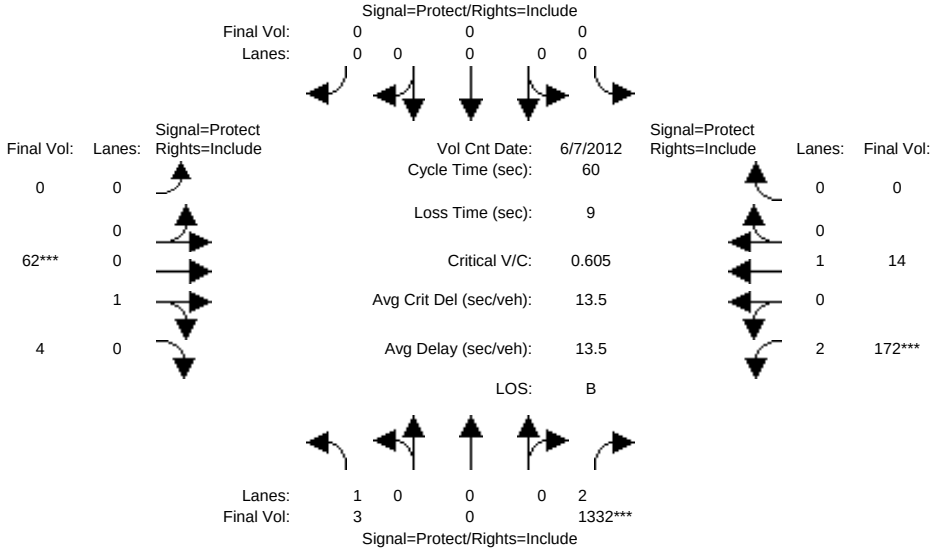
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
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	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: 7 Jun 2012 << 4:55:00 PM												
Base Vol:	3	0	1309	0	0	0	0	62	4	151	14	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:	3	0	1309	0	0	0	0	62	4	151	14	0
Added Vol:	0	0	18	0	0	0	0	0	0	18	0	0
Pass-by/Div:	0	0	5	0	0	0	0	0	0	3	0	0
Initial Fut:	3	0	1332	0	0	0	0	62	4	172	14	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:	3	0	1332	0	0	0	0	62	4	172	14	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	1332	0	0	0	0	62	4	172	14	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:	3	0	1332	0	0	0	0	62	4	172	14	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.94	0.06	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1691	109	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.04	0.04	0.05	0.01	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.57	0.00	0.57	0.00	0.00	0.00	0.00	0.17	0.17	0.12	0.28	0.00
Volume/Cap:	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.22	0.22	0.47	0.03	0.00
Delay/Veh:	5.6	0.0	11.5	0.0	0.0	0.0	0.0	22.0	22.0	25.7	15.5	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:	5.6	0.0	11.5	0.0	0.0	0.0	0.0	22.0	22.0	25.7	15.5	0.0
LOS by Move:	A	A	B+	A	A	A	A	C+	C+	C	B	A
HCM2k95thQ:	0	0	20	0	0	0	0	3	3	4	0	0

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

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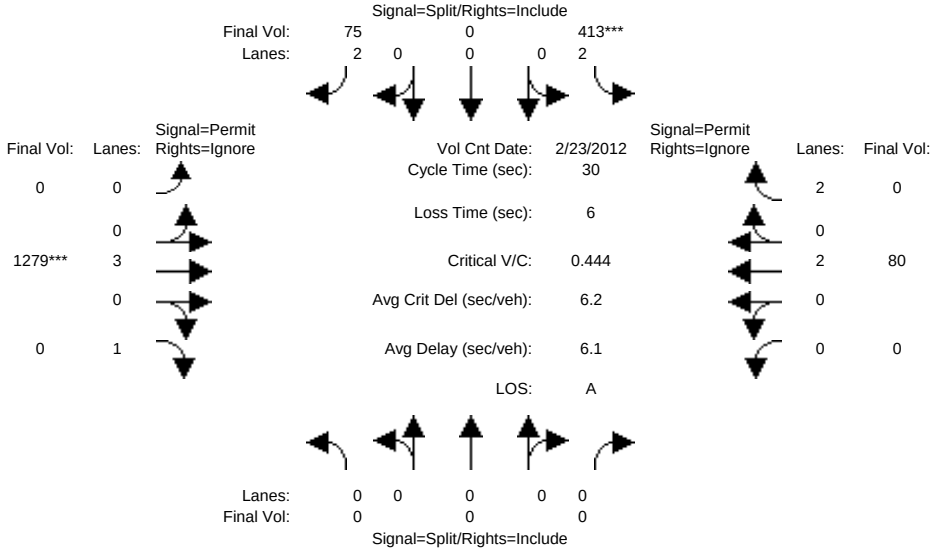
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #2: I-880 SB Ramps and Dixon Landing Dr



Street Name:	I-880 SB Ramps						Dixon Landing Rd					
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	0	0	10	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: 23 Feb 2012 << 5:00:00 PM												
Base Vol:	0	0	0	413	0	75	0	1279	45	0	80	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	0	0	413	0	75	0	1279	45	0	80	556
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	413	0	75	0	1279	45	0	80	556
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	413	0	75	0	1279	0	0	80	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	413	0	75	0	1279	0	0	80	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	413	0	75	0	1279	0	0	80	0
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	0.83	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	2.00	2.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.02	0.00	0.22	0.00	0.00	0.02	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.00	0.47	0.00	0.00	0.47	0.00
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.07	0.00	0.48	0.00	0.00	0.05	0.00
Delay/Veh:	0.0	0.0	0.0	7.9	0.0	6.9	0.0	5.6	0.0	0.0	4.4	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:	0.0	0.0	0.0	7.9	0.0	6.9	0.0	5.6	0.0	0.0	4.4	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	5	0	1	0	6	0	0	0	0

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

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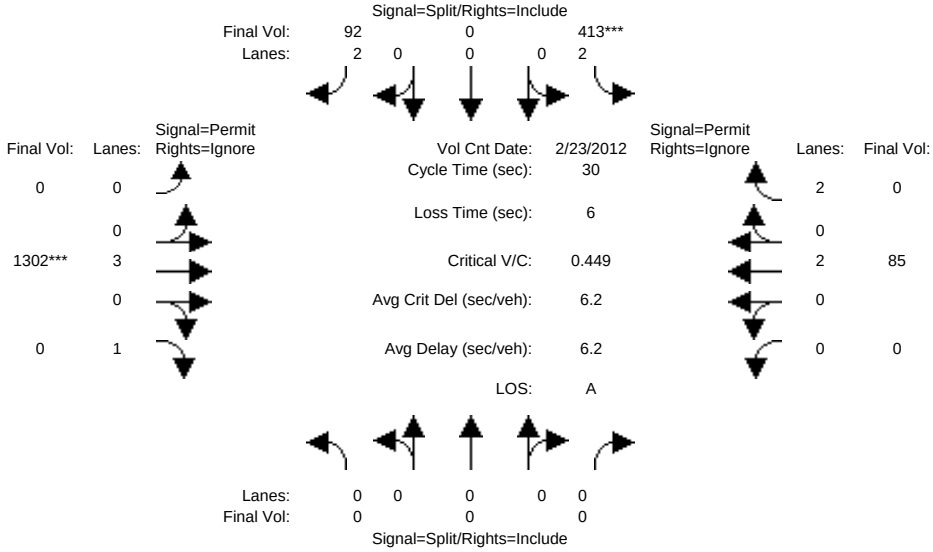
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #2: I-880 SB Ramps and Dixon Landing Dr



Street Name:	I-880 SB Ramps						Dixon Landing Rd					
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	0	0	10	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: 23 Feb 2012 << 5:00:00 PM												
Base Vol:	0	0	0	413	0	75	0	1279	45	0	80	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	0	0	413	0	75	0	1279	45	0	80	556
Added Vol:	0	0	0	0	0	14	0	18	0	0	5	0
Pass-by/Div:	0	0	0	0	0	3	0	5	0	0	0	0
Initial Fut:	0	0	0	413	0	92	0	1302	45	0	85	556
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	413	0	92	0	1302	0	0	85	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	413	0	92	0	1302	0	0	85	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	413	0	92	0	1302	0	0	85	0
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	0.83	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	2.00	2.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.03	0.00	0.23	0.00	0.00	0.02	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.00	0.47	0.00	0.00	0.47	0.00
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.09	0.00	0.49	0.00	0.00	0.05	0.00
Delay/Veh:	0.0	0.0	0.0	7.9	0.0	6.9	0.0	5.7	0.0	0.0	4.4	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:	0.0	0.0	0.0	7.9	0.0	6.9	0.0	5.7	0.0	0.0	4.4	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	5	0	1	0	6	0	0	0	0

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

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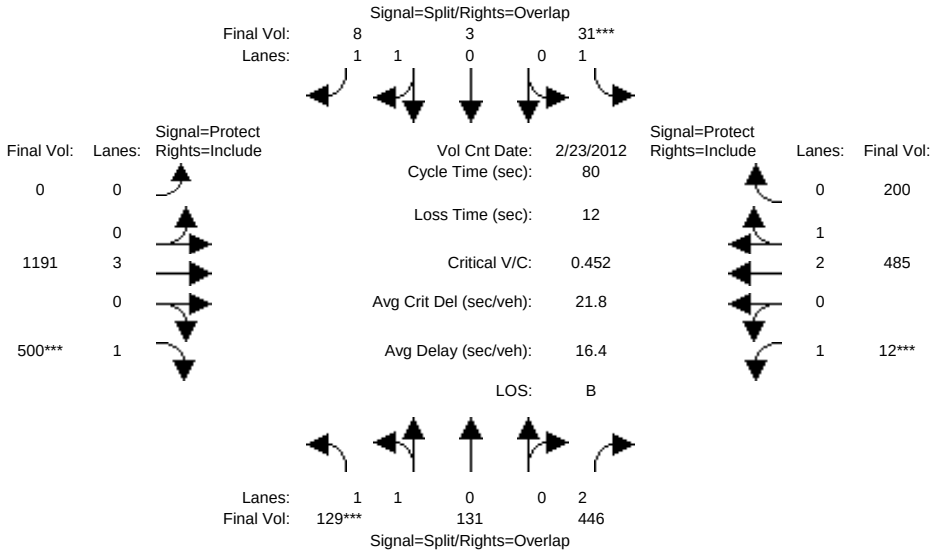
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #3: Dixon Landing Rd and California Cir

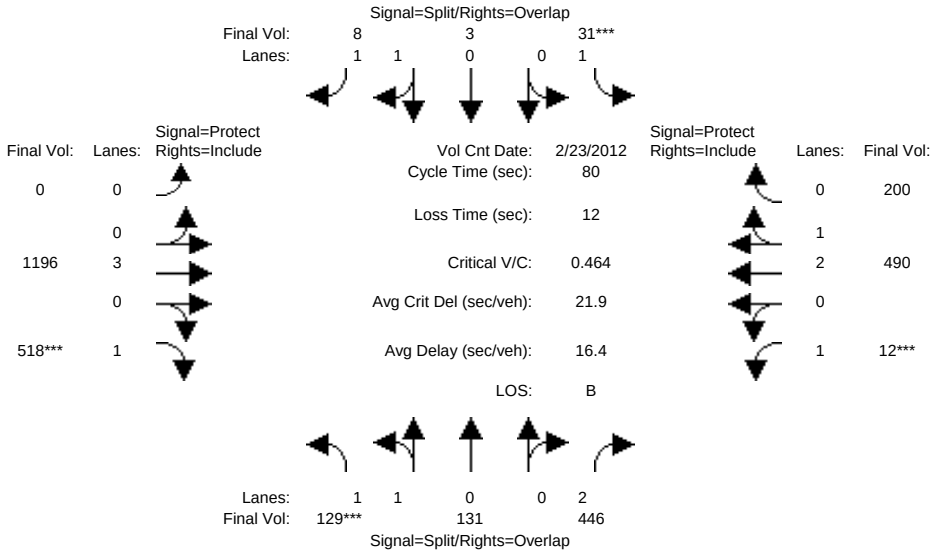



```
Street Name:I-880 Northbound Ramps / Californ          Dixon Landing Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 23 Feb 2012 << 5:00:00 PM
Base Vol:     129  131   446    31    3     8     0 1191   500    12  485   200
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:  129  131   446    31    3     8     0 1191   500    12  485   200
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  129  131   446    31    3     8     0 1191   500    12  485   200
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:   129  131   446    31    3     8     0 1191   500    12  485   200
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  129  131   446    31    3     8     0 1191   500    12  485   200
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:  129  131   446    31    3     8     0 1191   500    12  485   200
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 0.95  0.95  0.92 1.00  0.92  0.92 1.00  0.95
Lanes:       1.00 1.00  2.00  1.00 0.55  1.45  0.00 3.00  1.00  1.00 2.09  0.91
Final Sat.:  1750 1900  3150  1750  982  2618     0 5700  1750  1750 3963  1634
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.07  0.14  0.02 0.00  0.00  0.00 0.21  0.29  0.01 0.12  0.12
Crit Moves:  ****              ****                          ****  ****
Green/Cycle: 0.13 0.13  0.22  0.13 0.13  0.13  0.00 0.51  0.51  0.09 0.59  0.59
Volume/Cap:  0.56 0.53  0.65  0.14 0.02  0.02  0.00 0.41  0.56  0.08 0.21  0.21
Delay/Veh:   34.2 33.5  30.7  31.5 30.7  30.7   0.0 12.4  14.5  33.8  7.5   7.5
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:  34.2 33.5  30.7  31.5 30.7  30.7   0.0 12.4  14.5  33.8  7.5   7.5
LOS by Move:   C-   C-     C     C    C     C     A    B     B    C-    A     A
HCM2k95thQ:     6    6    12     2    0     0     0   11    17     1    5     5
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #3: Dixon Landing Rd and California Cir




```
Street Name:I-880 Northbound Ramps / Californ          Dixon Landing Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 23 Feb 2012 << 5:00:00 PM
Base Vol:     129  131   446    31    3     8     0 1191   500    12  485   200
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:  129  131   446    31    3     8     0 1191   500    12  485   200
Added Vol:      0    0     0     0    0     0     0    5    13     0    5     0
Pass-by/Div:    0    0     0     0    0     0     0    0     5     0    0     0
Initial Fut:  129  131   446    31    3     8     0 1196   518    12  490   200
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:   129  131   446    31    3     8     0 1196   518    12  490   200
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  129  131   446    31    3     8     0 1196   518    12  490   200
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:  129  131   446    31    3     8     0 1196   518    12  490   200
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 0.95  0.95  0.92 1.00  0.92  0.92 1.00  0.95
Lanes:       1.00 1.00  2.00  1.00 0.55  1.45  0.00 3.00  1.00  1.00 2.10  0.90
Final Sat.:  1750 1900  3150  1750  982  2618     0 5700  1750  1750 3975  1622
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.07  0.14  0.02 0.00  0.00  0.00 0.21  0.30  0.01 0.12  0.12
Crit Moves:  ****              ****                          ****  ****
Green/Cycle: 0.13 0.13  0.21  0.13 0.13  0.13  0.00 0.51  0.51  0.09 0.60  0.60
Volume/Cap:  0.58 0.54  0.66  0.14 0.02  0.02  0.00 0.41  0.58  0.08 0.21  0.21
Delay/Veh:   34.8 34.0  31.2  31.5 30.7  30.7   0.0 12.2  14.6  33.8  7.4   7.4
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:  34.8 34.0  31.2  31.5 30.7  30.7   0.0 12.2  14.6  33.8  7.4   7.4
LOS by Move:   C-   C-     C     C    C     C     A    B     B    C-    A     A
HCM2k95thQ:     6    6    12     2    0     0     0   11    18     1    5     5
Note: Queue reported is the number of cars per lane.
```

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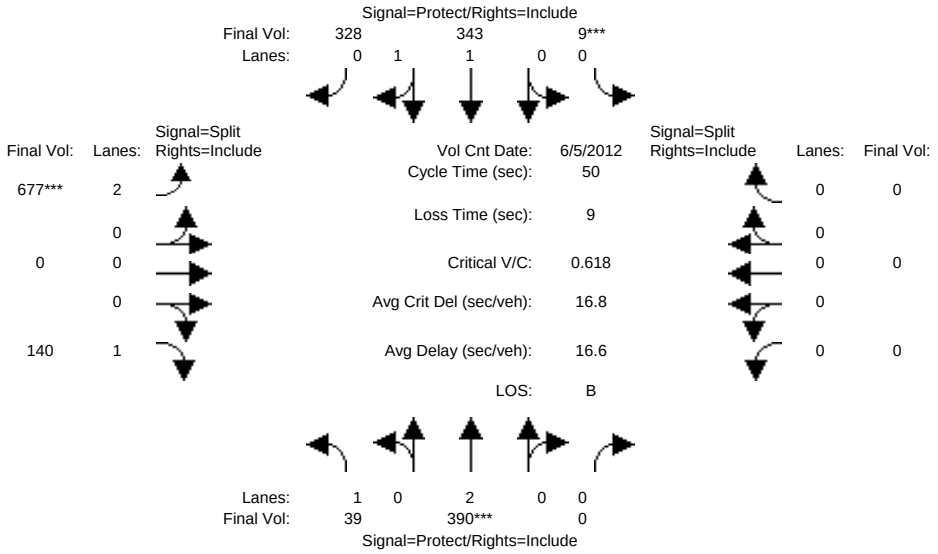
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #4: California Cir and I-880 NB Ramps



Street Name:	California Cir						I-880 NB Ramps					
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	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: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	39	390	0	9	343	328	677	0	140	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:	39	390	0	9	343	328	677	0	140	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	390	0	9	343	328	677	0	140	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:	39	390	0	9	343	328	677	0	140	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	390	0	9	343	328	677	0	140	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:	39	390	0	9	343	328	677	0	140	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.03	1.01	0.96	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	48	1816	1736	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.00	0.19	0.19	0.19	0.21	0.00	0.08	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.20	0.20	0.00	0.29	0.29	0.29	0.33	0.00	0.33	0.00	0.00	0.00
Volume/Cap:	0.11	0.51	0.00	0.65	0.66	0.66	0.65	0.00	0.24	0.00	0.00	0.00
Delay/Veh:	16.4	18.4	0.0	17.0	17.1	17.1	15.8	0.0	12.4	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:	16.4	18.4	0.0	17.0	17.1	17.1	15.8	0.0	12.4	0.0	0.0	0.0
LOS by Move:	B	B-	A	B	B	B	B	A	B	A	A	A
HCM2k95thQ:	1	7	0	10	10	10	13	0	4	0	0	0

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

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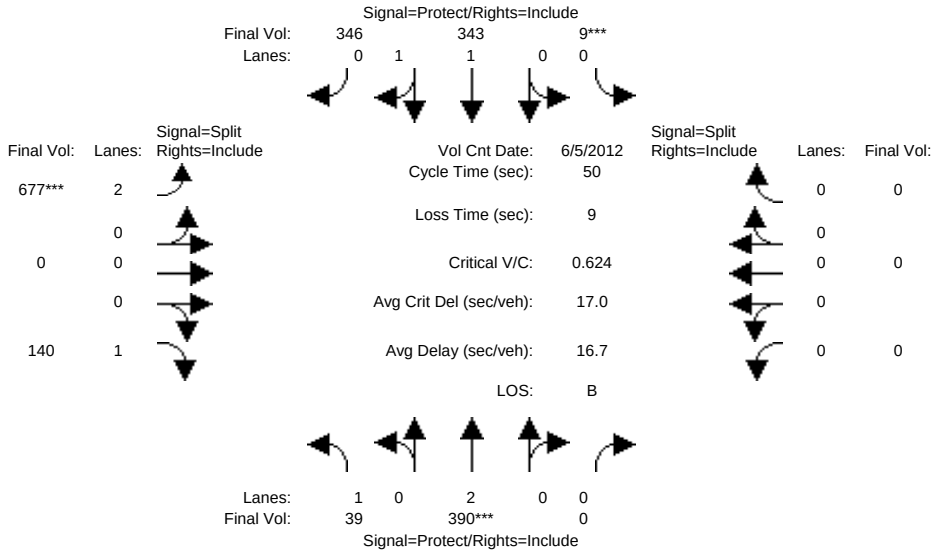
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #4: California Cir and I-880 NB Ramps



Street Name:	California Cir						I-880 NB Ramps					
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	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: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	39	390	0	9	343	328	677	0	140	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:	39	390	0	9	343	328	677	0	140	0	0	0
Added Vol:	0	0	0	0	0	13	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	5	0	0	0	0	0	0
Initial Fut:	39	390	0	9	343	346	677	0	140	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:	39	390	0	9	343	346	677	0	140	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	390	0	9	343	346	677	0	140	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:	39	390	0	9	343	346	677	0	140	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.03	0.98	0.99	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	46	1769	1785	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.00	0.19	0.19	0.19	0.21	0.00	0.08	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.20	0.20	0.00	0.29	0.29	0.29	0.33	0.00	0.33	0.00	0.00	0.00
Volume/Cap:	0.11	0.51	0.00	0.66	0.67	0.67	0.66	0.00	0.25	0.00	0.00	0.00
Delay/Veh:	16.4	18.4	0.0	17.0	17.3	17.3	16.1	0.0	12.6	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:	16.4	18.4	0.0	17.0	17.3	17.3	16.1	0.0	12.6	0.0	0.0	0.0
LOS by Move:	B	B-	A	B	B	B	B	A	B	A	A	A
HCM2k95thQ:	1	7	0	10	10	10	13	0	4	0	0	0

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

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Pacific Mall - Silicon Valley
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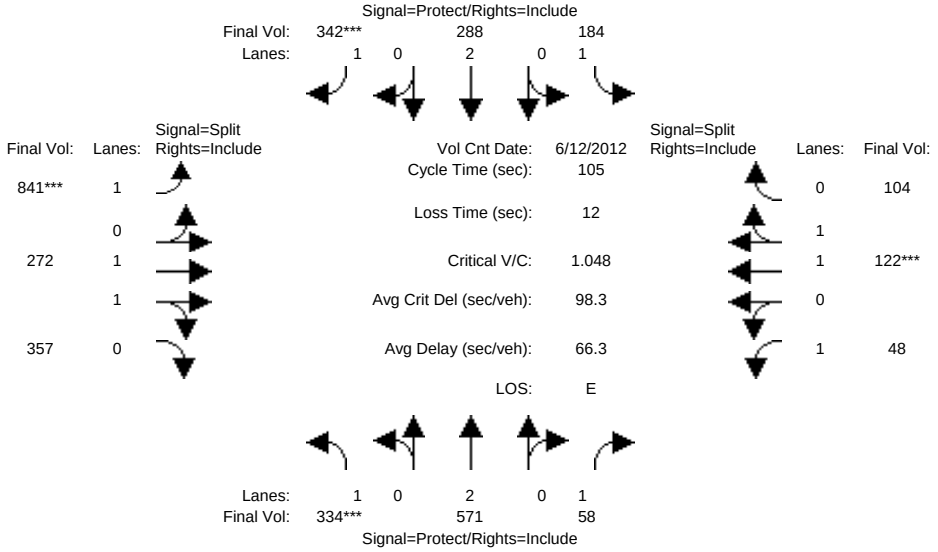
Existing plus Project - PM Peak Hour

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

Intersection #5: Dixon Landing Rd and Warm Springs Rd



Street Name:	Warm Springs Rd						Dixon Landing Rd					
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: 12 Jun 2012 << 5:00:00 PM												
Base Vol:	334	571	58	184	288	342	841	272	357	48	122	104
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:	334	571	58	184	288	342	841	272	357	48	122	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	334	571	58	184	288	342	841	272	357	48	122	104
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:	334	571	58	184	288	342	841	272	357	48	122	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	571	58	184	288	342	841	272	357	48	122	104
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:	334	571	58	184	288	342	841	272	357	48	122	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.05	0.95
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1996	1702
Capacity Analysis Module:												
Vol/Sat:	0.19	0.15	0.03	0.11	0.08	0.20	0.48	0.14	0.20	0.03	0.06	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.17	0.21	0.21	0.15	0.18	0.18	0.44	0.44	0.44	0.10	0.10	0.10
Volume/Cap:	1.10	0.73	0.16	0.73	0.43	1.10	1.10	0.33	0.47	0.29	0.64	0.64
Delay/Veh:	123.3	42.2	34.3	52.8	38.8	122.5	91.6	19.4	21.1	45.1	49.8	49.8
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:	123.3	42.2	34.3	52.8	38.8	122.5	91.6	19.4	21.1	45.1	49.8	49.8
LOS by Move:	F	D	C-	D-	D+	F	F	B-	C+	D	D	D
HCM2k95thQ:	33	18	3	15	9	34	65	11	16	4	9	9

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

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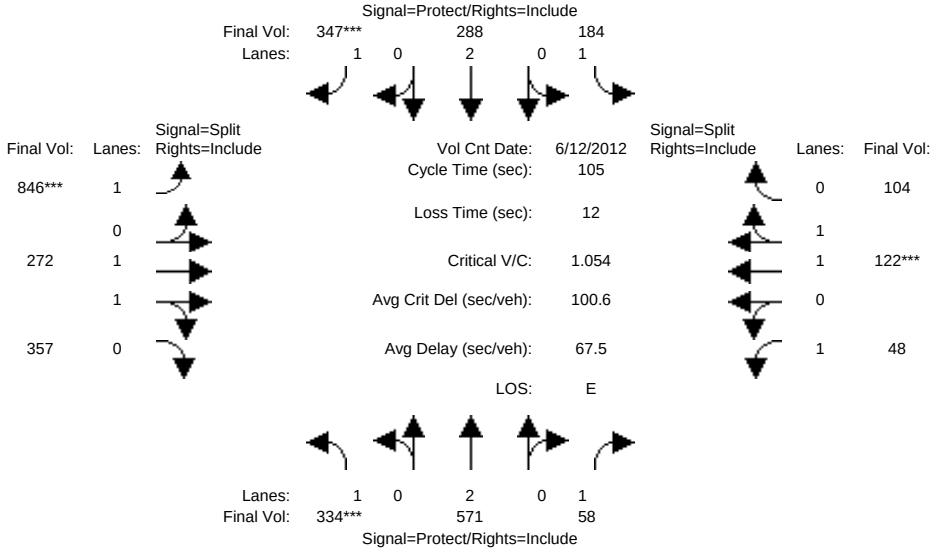
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #5: Dixon Landing Rd and Warm Springs Rd




```
Street Name:         Warm Springs Rd                    Dixon Landing Rd
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: 12 Jun 2012 << 5:00:00 PM
Base Vol:     334  571    58   184  288   342   841  272   357    48  122   104
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:  334  571    58   184  288   342   841  272   357    48  122   104
Added Vol:      0    0     0     0    0     5     5    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  334  571    58   184  288   347   846  272   357    48  122   104
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:   334  571    58   184  288   347   846  272   357    48  122   104
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  334  571    58   184  288   347   846  272   357    48  122   104
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:  334  571    58   184  288   347   846  272   357    48  122   104
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.95
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.00  1.00  1.00 1.05  0.95
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 1900  1750  1750 1996  1702
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.15  0.03  0.11 0.08  0.20  0.48 0.14  0.20  0.03 0.06  0.06
Crit Moves:  ****                         ****  ****                   ****
Green/Cycle: 0.17 0.21  0.21  0.15 0.18  0.18  0.44 0.44  0.44  0.10 0.10  0.10
Volume/Cap:  1.10 0.72  0.16  0.72 0.42  1.10  1.10 0.33  0.47  0.29 0.64  0.64
Delay/Veh:  126.0 42.2  34.3  52.8 38.7 124.7  94.3 19.5  21.1  45.1 49.8  49.8
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: 126.0 42.2  34.3  52.8 38.7 124.7  94.3 19.5  21.1  45.1 49.8  49.8
LOS by Move:    F    D    C-    D-   D+     F     F   B-    C+     D    D     D
HCM2k95thQ:    34   18     3    15    9    35    66   11    16     4    9     9
Note: Queue reported is the number of cars per lane.
```

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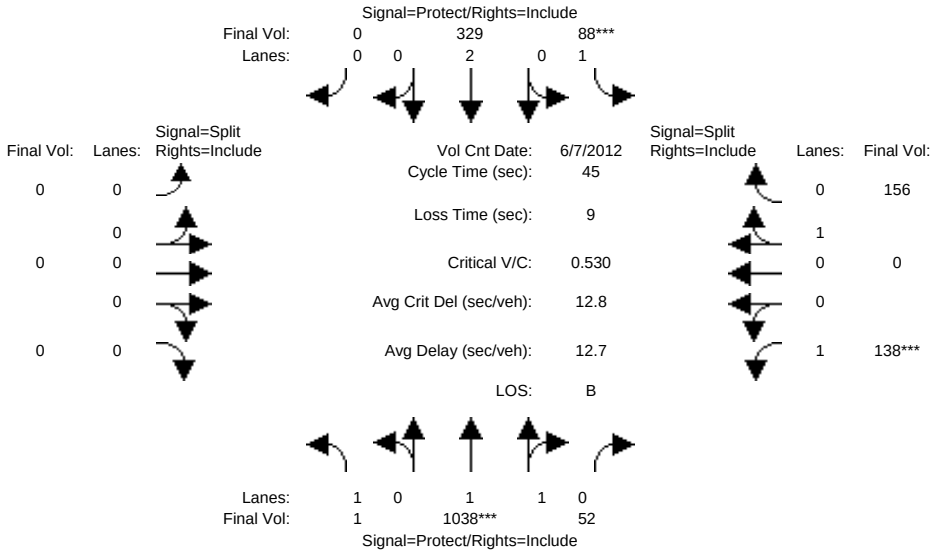
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #6: McCarthy Blvd and Ranch Drive (North)



Street Name:	McCarthy Blvd						Ranch Drive (North)					
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	0	0	0	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: 7 Jun 2012 << 4:50:00 PM												
Base Vol:	1	1038	52	88	329	0	0	0	0	138	0	156
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:	1	1038	52	88	329	0	0	0	0	138	0	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1038	52	88	329	0	0	0	0	138	0	156
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:	1	1038	52	88	329	0	0	0	0	138	0	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1038	52	88	329	0	0	0	0	138	0	156
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:	1	1038	52	88	329	0	0	0	0	138	0	156
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	1.00	1.90	0.10	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3523	177	1750	3800	0	0	0	0	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.05	0.09	0.00	0.00	0.00	0.00	0.08	0.00	0.09
Crit Moves:		****		****						****		
Green/Cycle:	0.24	0.42	0.42	0.16	0.34	0.00	0.00	0.00	0.00	0.22	0.00	0.22
Volume/Cap:	0.00	0.70	0.70	0.32	0.25	0.00	0.00	0.00	0.00	0.35	0.00	0.39
Delay/Veh:	13.1	12.1	12.1	17.6	10.8	0.0	0.0	0.0	0.0	15.3	0.0	15.5
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:	13.1	12.1	12.1	17.6	10.8	0.0	0.0	0.0	0.0	15.3	0.0	15.5
LOS by Move:	B	B	B	B	B+	A	A	A	A	B	A	B
HCM2k95thQ:	0	15	15	2	3	0	0	0	0	4	0	5

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

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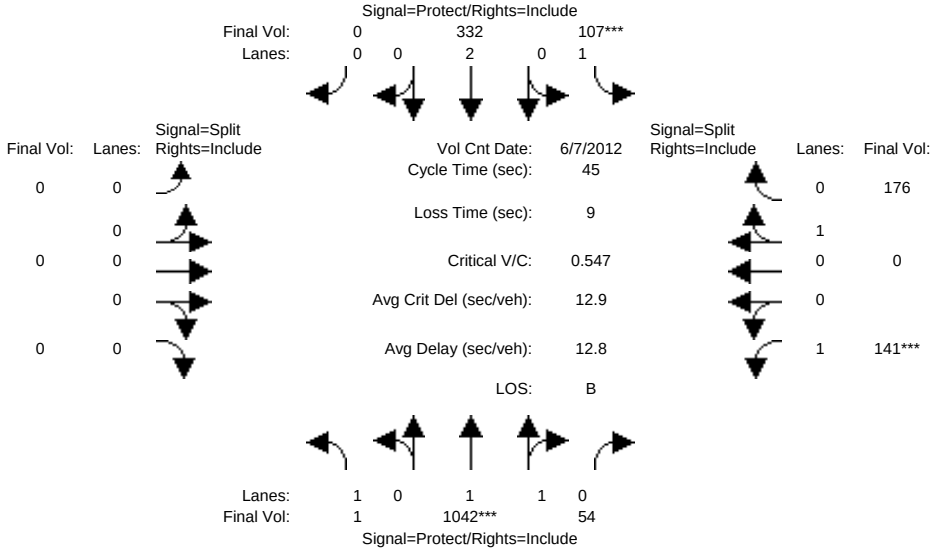
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #6: McCarthy Blvd and Ranch Drive (North)



Street Name:	McCarthy Blvd						Ranch Drive (North)					
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	0	0	0	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: 7 Jun 2012 << 4:50:00 PM												
Base Vol:	1	1038	52	88	329	0	0	0	0	138	0	156
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:	1	1038	52	88	329	0	0	0	0	138	0	156
Added Vol:	0	5	0	14	5	0	0	0	0	0	0	13
Pass-by/Div:	0	-1	2	5	-2	0	0	0	0	3	0	7
Initial Fut:	1	1042	54	107	332	0	0	0	0	141	0	176
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:	1	1042	54	107	332	0	0	0	0	141	0	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1042	54	107	332	0	0	0	0	141	0	176
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:	1	1042	54	107	332	0	0	0	0	141	0	176
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	1.00	1.90	0.10	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3518	182	1750	3800	0	0	0	0	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.06	0.09	0.00	0.00	0.00	0.00	0.08	0.00	0.10
Crit Moves:		****		****						****		
Green/Cycle:	0.24	0.42	0.42	0.16	0.34	0.00	0.00	0.00	0.00	0.22	0.00	0.22
Volume/Cap:	0.00	0.70	0.70	0.39	0.26	0.00	0.00	0.00	0.00	0.36	0.00	0.44
Delay/Veh:	13.1	12.1	12.1	18.0	10.8	0.0	0.0	0.0	0.0	15.4	0.0	15.9
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:	13.1	12.1	12.1	18.0	10.8	0.0	0.0	0.0	0.0	15.4	0.0	15.9
LOS by Move:	B	B	B	B-	B+	A	A	A	A	B	A	B
HCM2k95thQ:	0	15	15	3	3	0	0	0	0	4	0	6

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

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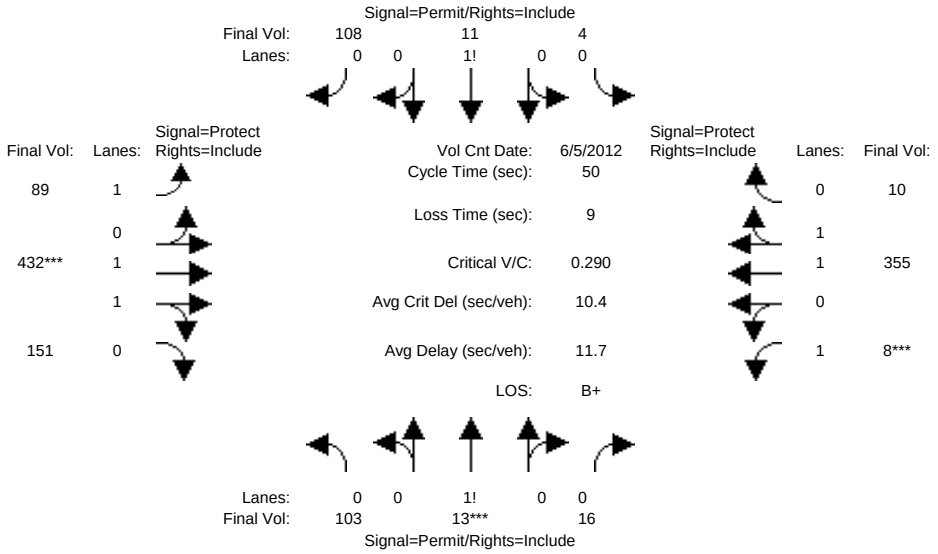
Existing plus Project - PM Peak Hour

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

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	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: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	103	13	16	4	11	108	89	432	151	8	355	10
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:	103	13	16	4	11	108	89	432	151	8	355	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	13	16	4	11	108	89	432	151	8	355	10
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:	103	13	16	4	11	108	89	432	151	8	355	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	13	16	4	11	108	89	432	151	8	355	10
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:	103	13	16	4	11	108	89	432	151	8	355	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.78	0.10	0.12	0.03	0.09	0.88	1.00	1.47	0.53	1.00	1.94	0.06
Final Sat.:	1366	172	212	57	157	1537	1750	2741	958	1750	3599	101
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.07	0.07	0.07	0.05	0.16	0.16	0.00	0.10	0.10
Crit Moves:		****						****		****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.25	0.46	0.46	0.14	0.35	0.35
Volume/Cap:	0.34	0.34	0.34	0.32	0.32	0.32	0.21	0.34	0.34	0.03	0.28	0.28
Delay/Veh:	17.0	17.0	17.0	16.8	16.8	16.8	15.2	8.8	8.8	18.6	11.7	11.7
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:	17.0	17.0	17.0	16.8	16.8	16.8	15.2	8.8	8.8	18.6	11.7	11.7
LOS by Move:	B	B	B	B	B	B	B	A	A	B-	B+	B+
HCM2k95thQ:	4	4	4	4	4	4	2	6	6	0	5	5

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

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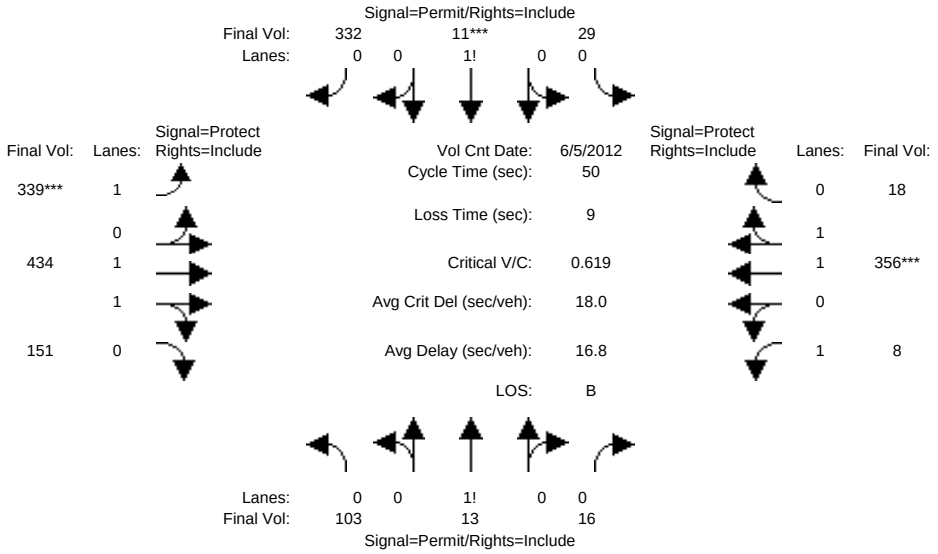
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	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: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	103	13	16	4	11	108	89	432	151	8	355	10
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:	103	13	16	4	11	108	89	432	151	8	355	10
Added Vol:	0	0	0	0	0	186	198	0	0	0	0	0
Pass-by/Div:	0	0	0	25	0	38	52	2	0	0	1	8
Initial Fut:	103	13	16	29	11	332	339	434	151	8	356	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	13	16	29	11	332	339	434	151	8	356	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	13	16	29	11	332	339	434	151	8	356	18
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:	103	13	16	29	11	332	339	434	151	8	356	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.78	0.10	0.12	0.08	0.03	0.89	1.00	1.47	0.53	1.00	1.90	0.10
Final Sat.:	1366	172	212	136	52	1562	1750	2744	955	1750	3522	178
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.21	0.21	0.21	0.19	0.16	0.16	0.00	0.10	0.10
Crit Moves:					****		****				****	
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.30	0.29	0.29	0.20	0.20	0.20
Volume/Cap:	0.23	0.23	0.23	0.66	0.66	0.66	0.66	0.54	0.54	0.02	0.51	0.51
Delay/Veh:	12.6	12.6	12.6	17.3	17.3	17.3	18.4	15.5	15.5	15.9	18.4	18.4
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:	12.6	12.6	12.6	17.3	17.3	17.3	18.4	15.5	15.5	15.9	18.4	18.4
LOS by Move:	B	B	B	B	B	B	B-	B	B	B	B-	B-
HCM2k95thQ:	4	4	4	13	13	13	10	8	8	0	7	7

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

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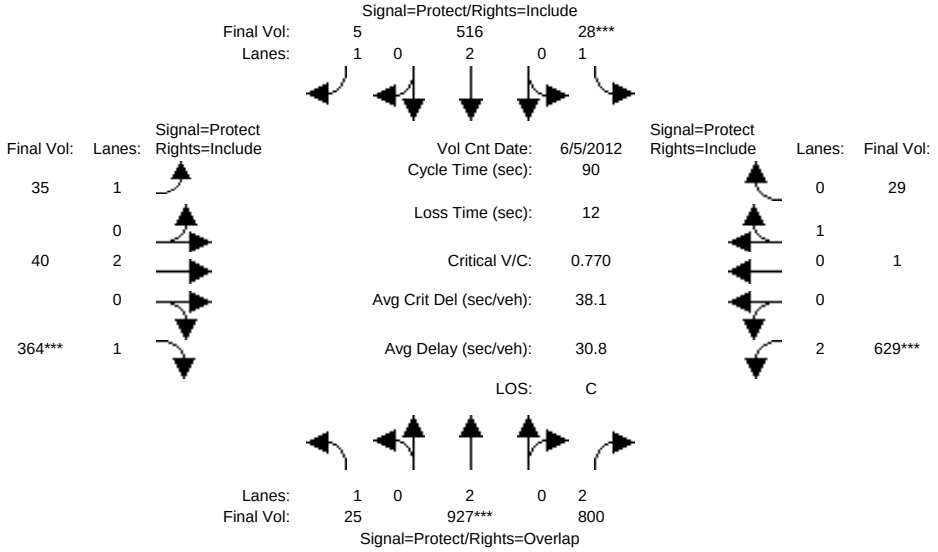
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #8: McCarthy Blvd and Ranch Dr (South)



Street Name:	McCarthy Blvd						Ranch Dr (South)					
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: 5 Jun 2012 << 5:00:00 PM

Base Vol:	25	927	800	28	516	5	35	40	364	629	1	29
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:	25	927	800	28	516	5	35	40	364	629	1	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	927	800	28	516	5	35	40	364	629	1	29
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:	25	927	800	28	516	5	35	40	364	629	1	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	927	800	28	516	5	35	40	364	629	1	29
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:	25	927	800	28	516	5	35	40	364	629	1	29

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.03	0.97
Final Sat.:	1750	3800	3150	1750	3800	1750	1750	3800	1750	3150	60	1740

Capacity Analysis Module:

Vol/Sat:	0.01	0.24	0.25	0.02	0.14	0.00	0.02	0.01	0.21	0.20	0.02	0.02
Crit Moves:		****		****					****	****		
Green/Cycle:	0.14	0.30	0.54	0.08	0.24	0.24	0.20	0.25	0.25	0.24	0.29	0.29
Volume/Cap:	0.11	0.83	0.47	0.21	0.57	0.01	0.10	0.04	0.83	0.83	0.06	0.06
Delay/Veh:	34.3	34.7	13.1	39.6	31.2	26.3	29.3	25.5	43.9	39.7	23.1	23.1
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:	34.3	34.7	13.1	39.6	31.2	26.3	29.3	25.5	43.9	39.7	23.1	23.1
LOS by Move:	C-	C-	B	D	C	C	C	C	D	D	C	C
HCM2k95thQ:	1	23	15	2	13	0	2	1	23	20	1	1

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

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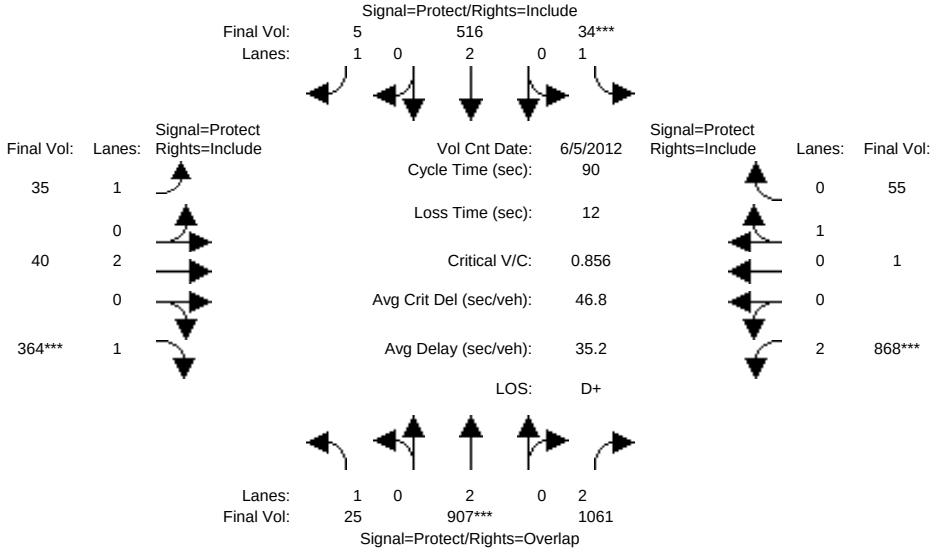
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #8: McCarthy Blvd and Ranch Dr (South)

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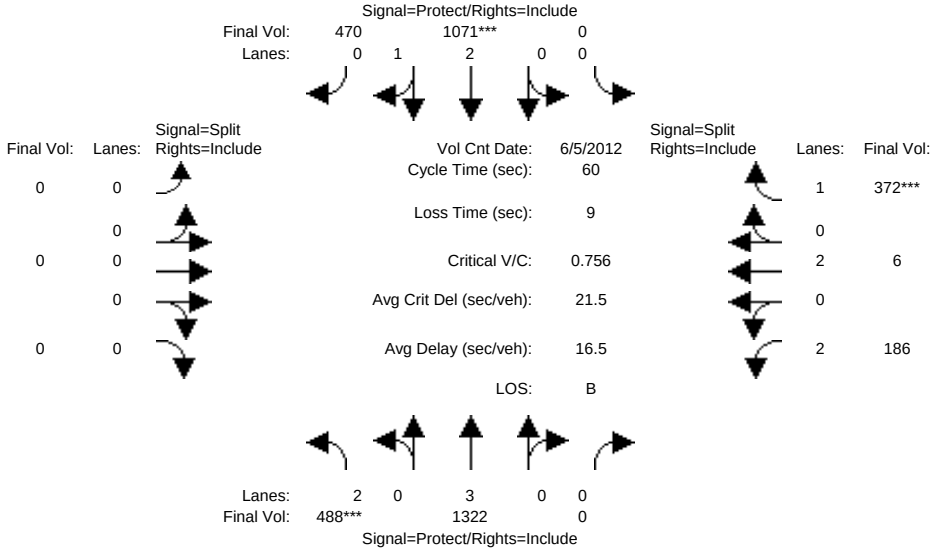
Street Name:          McCarthy Blvd                    Ranch Dr (South)
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
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: 5 Jun 2012 << 5:00:00 PM
Base Vol:      25  927   800    28  516     5    35   40   364   629    1    29
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:   25  927   800    28  516     5    35   40   364   629    1    29
Added Vol:      0    0   219     5    0     0     0    0     0   217    0     5
Pass-by/Div:    0  -20    42     1    0     0     0    0     0    22    0    21
Initial Fut:   25  907  1061    34  516     5    35   40   364   868    1    55
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:    25  907  1061    34  516     5    35   40   364   868    1    55
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   25  907  1061    34  516     5    35   40   364   868    1    55
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:   25  907  1061    34  516     5    35   40   364   868    1    55
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 1.00  0.92  0.92 1.00  0.92  0.83 0.95  0.95
Lanes:       1.00 2.00  2.00  1.00 2.00  1.00  1.00 2.00  1.00  2.00 0.02  0.98
Final Sat.:  1750 3800  3150  1750 3800  1750  1750 3800  1750  3150   32  1768
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.24  0.34  0.02 0.14  0.00  0.02 0.01  0.21  0.28 0.03  0.03
Crit Moves:       ****        ****                          ****  ****
Green/Cycle: 0.12 0.26  0.56  0.08 0.22  0.22  0.22 0.23  0.23  0.30 0.31  0.31
Volume/Cap:  0.12 0.92  0.60  0.25 0.63  0.01  0.09 0.05  0.92  0.92 0.10  0.10
Delay/Veh:   35.3 45.1  13.6  40.0 33.7  27.8  28.2 27.2  59.4  43.6 22.1  22.1
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:  35.3 45.1  13.6  40.0 33.7  27.8  28.2 27.2  59.4  43.6 22.1  22.1
LOS by Move:   D+    D     B     D   C-     C     C    C    E+     D   C+    C+
HCM2k95thQ:     1   25    21     2   14     0     2    1    26    27    2     2
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
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	0	0	0	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: 5 Jun 2012 << 4:50:00 PM												
Base Vol:	488	1322	0	0	1071	470	0	0	0	186	6	372
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:	488	1322	0	0	1071	470	0	0	0	186	6	372
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	488	1322	0	0	1071	470	0	0	0	186	6	372
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:	488	1322	0	0	1071	470	0	0	0	186	6	372
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	488	1322	0	0	1071	470	0	0	0	186	6	372
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:	488	1322	0	0	1071	470	0	0	0	186	6	372
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	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.05	0.95	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3890	1707	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.23	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.06	0.00	0.21
Crit Moves:	****				****							****
Green/Cycle:	0.20	0.57	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.28	0.28	0.28
Volume/Cap:	0.76	0.41	0.00	0.00	0.76	0.76	0.00	0.00	0.00	0.21	0.01	0.76
Delay/Veh:	27.6	7.3	0.0	0.0	18.4	18.4	0.0	0.0	0.0	16.6	15.5	26.3
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:	27.6	7.3	0.0	0.0	18.4	18.4	0.0	0.0	0.0	16.6	15.5	26.3
LOS by Move:	C	A	A	A	B-	B-	A	A	A	B	B	C
HCM2k95thQ:	10	9	0	0	16	16	0	0	0	3	0	14

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

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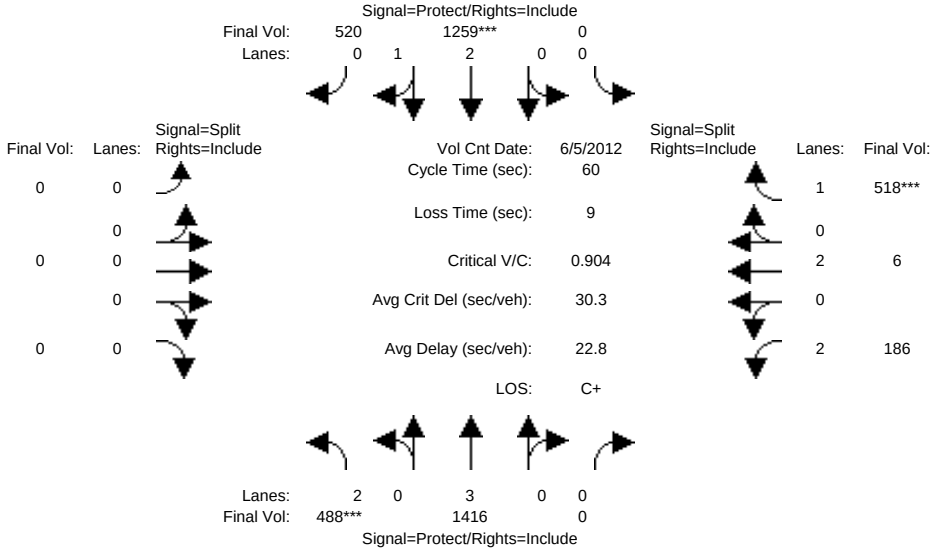
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
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	0	0	0	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: 5 Jun 2012 << 4:50:00 PM												
Base Vol:	488	1322	0	0	1071	470	0	0	0	186	6	372
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:	488	1322	0	0	1071	470	0	0	0	186	6	372
Added Vol:	0	86	0	0	176	41	0	0	0	0	0	132
Pass-by/Div:	0	8	0	0	12	9	0	0	0	0	0	14
Initial Fut:	488	1416	0	0	1259	520	0	0	0	186	6	518
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:	488	1416	0	0	1259	520	0	0	0	186	6	518
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	488	1416	0	0	1259	520	0	0	0	186	6	518
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:	488	1416	0	0	1259	520	0	0	0	186	6	518
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	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.09	0.91	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3961	1636	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.25	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.06	0.00	0.30
Crit Moves:	****				****							****
Green/Cycle:	0.17	0.52	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.33	0.33	0.33
Volume/Cap:	0.90	0.48	0.00	0.00	0.90	0.90	0.00	0.00	0.00	0.18	0.00	0.90
Delay/Veh:	43.0	9.2	0.0	0.0	24.9	24.9	0.0	0.0	0.0	14.5	13.6	37.1
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:	43.0	9.2	0.0	0.0	24.9	24.9	0.0	0.0	0.0	14.5	13.6	37.1
LOS by Move:	D	A	A	A	C	C	A	A	A	B	B	D+
HCM2k95thQ:	11	10	0	0	21	21	0	0	0	3	0	21

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

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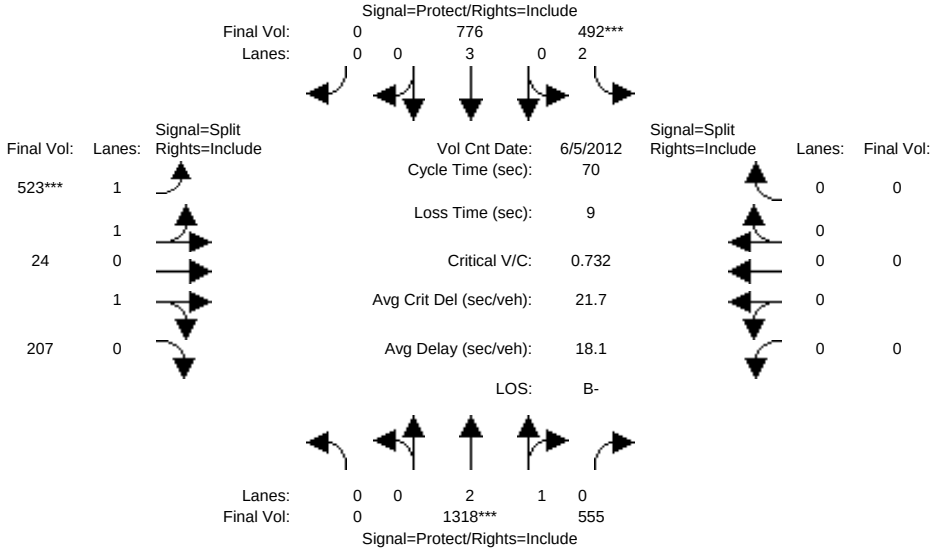
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #10: McCarthy Blvd and SR-237 EB Ramps

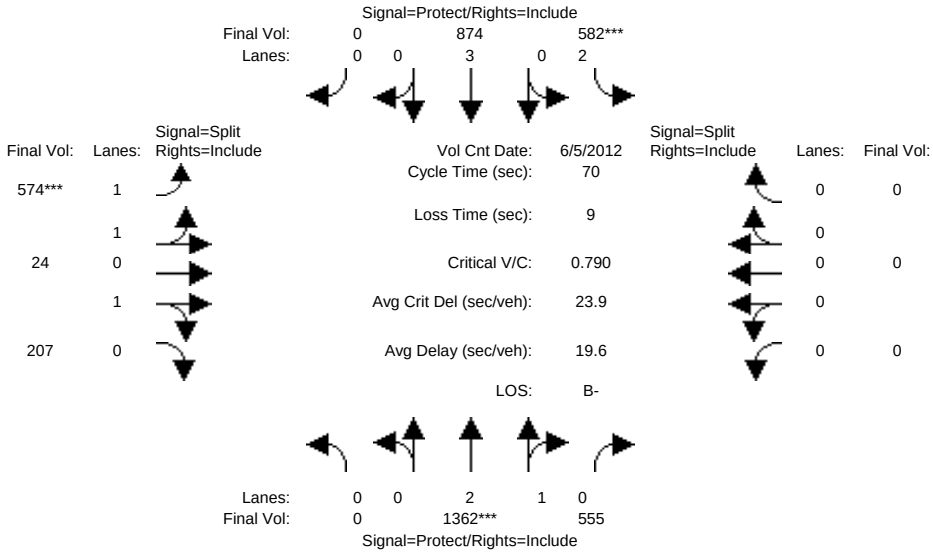



```
Street Name:          McCarthy Blvd                    SR-237 EB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10     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: 5 Jun 2012 << 4:55:00 PM
Base Vol:       0 1318   555   492  776     0   523   24   207     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:    0 1318   555   492  776     0   523   24   207     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1318   555   492  776     0   523   24   207     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:     0 1318   555   492  776     0   523   24   207     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1318   555   492  776     0   523   24   207     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:    0 1318   555   492  776     0   523   24   207     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.95  0.83 1.00  0.92  0.93 0.95  0.95  0.92 1.00  0.92
Lanes:       0.00 2.08  0.92  2.00 3.00  0.00  2.00 0.10  0.90  0.00 0.00  0.00
Final Sat.:     0 3938  1658  3150 5700     0  3552  187  1613     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.33  0.33  0.16 0.14  0.00  0.15 0.13  0.13  0.00 0.00  0.00
Crit Moves:        ****        ****              ****
Green/Cycle: 0.00 0.46  0.46  0.21 0.67  0.00  0.20 0.20  0.20  0.00 0.00  0.00
Volume/Cap:  0.00 0.73  0.73  0.73 0.20  0.00  0.73 0.64  0.64  0.00 0.00  0.00
Delay/Veh:    0.0 16.6  16.6  29.8  4.4   0.0  28.9 26.8  26.8   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:   0.0 16.6  16.6  29.8  4.4   0.0  28.9 26.8  26.8   0.0  0.0   0.0
LOS by Move:    A    B     B     C    A     A     C    C     C     A    A     A
HCM2k95thQ:     0   19    19    11    4     0    14   12    12     0    0     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #10: McCarthy Blvd and SR-237 EB Ramps

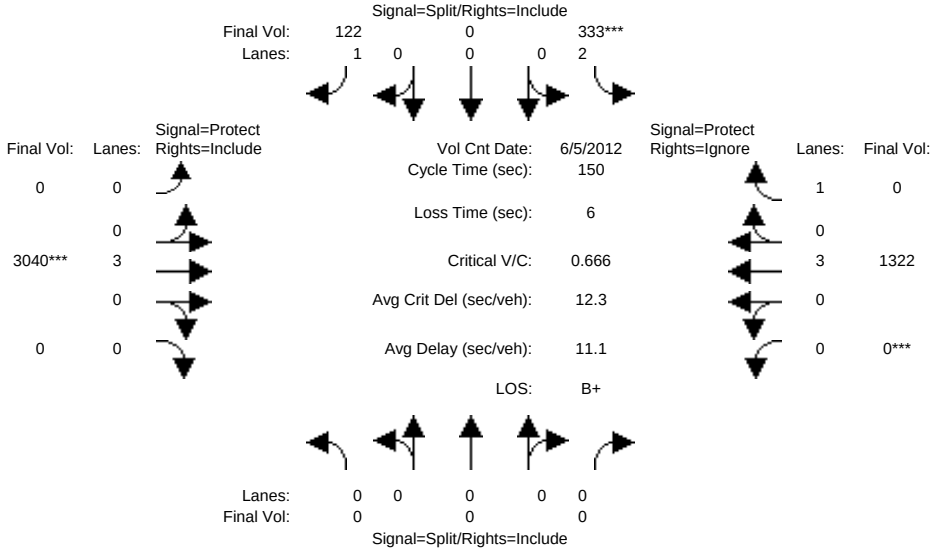



```
Street Name:          McCarthy Blvd                    SR-237 EB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10   10   10    10     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: 5 Jun 2012 << 4:55:00 PM
Base Vol:       0 1318   555   492  776     0  523   24   207     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:    0 1318   555   492  776     0  523   24   207     0    0     0
Added Vol:      0   44     0    85   91     0   43    0     0     0    0     0
Pass-by/Div:    0    0     0     5    7     0    8    0     0     0    0     0
Initial Fut:    0 1362   555   582  874     0  574   24   207     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:     0 1362   555   582  874     0  574   24   207     0    0     0
Reduct Vol:     0    0     0     0    0     0    0    0     0     0    0     0
Reduced Vol:    0 1362   555   582  874     0  574   24   207     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:    0 1362   555   582  874     0  574   24   207     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900 1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.95  0.83 1.00  0.92 0.94 0.95  0.95  0.92 1.00  0.92
Lanes:       0.00 2.10  0.90  2.00 3.00  0.00 2.00 0.10  0.90  0.00 0.00  0.00
Final Sat.:     0 3977  1620  3150 5700     0 3553  187  1613     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.34  0.34  0.18 0.15  0.00 0.16 0.13  0.13  0.00 0.00  0.00
Crit Moves:       ****        ****            ****
Green/Cycle: 0.00 0.43  0.43  0.23 0.67  0.00 0.20 0.20  0.20  0.00 0.00  0.00
Volume/Cap:  0.00 0.79  0.79  0.79 0.23  0.00 0.79 0.63  0.63  0.00 0.00  0.00
Delay/Veh:    0.0 18.9  18.9  31.0  4.6   0.0 30.7 26.4  26.4   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:   0.0 18.9  18.9  31.0  4.6   0.0 30.7 26.4  26.4   0.0  0.0   0.0
LOS by Move:    A   B-    B-     C    A     A    C    C     C     A    A     A
HCM2k95thQ:     0   21    21    13    5     0   16   11    11     0    0     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #11: I-880 SB Ramps and SR-237

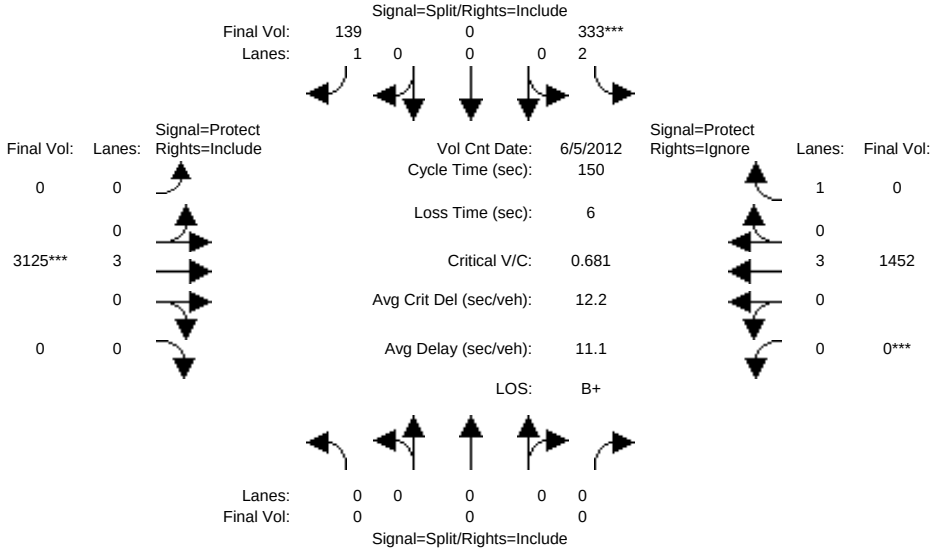



```
Street Name:          I-880 SB Ramps                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0    10   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: 5 Jun 2012 << 4:55:00 PM
Base Vol:       0    0     0   333    0   122     0 3040     0     0 1322   237
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    0     0   333    0   122     0 3040     0     0 1322   237
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0   333    0   122     0 3040     0     0 1322   237
User 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 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:     0    0     0   333    0   122     0 3040     0     0 1322     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   333    0   122     0 3040     0     0 1322     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:    0    0     0   333    0   122     0 3040     0     0 1322     0
------------|---------------||---------------||---------------||---------------|
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  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00  2.00 0.00  1.00  0.00 3.00  0.00  0.00 3.00  1.00
Final Sat.:     0    0     0  3150    0  1750     0 5700     0     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.11 0.00  0.07  0.00 0.53  0.00  0.00 0.23  0.00
Crit Moves:                   ****                   ****        ****
Green/Cycle: 0.00 0.00  0.00  0.16 0.00  0.16  0.00 0.80  0.00  0.00 0.80  0.00
Volume/Cap:  0.00 0.00  0.00  0.67 0.00  0.44  0.00 0.67  0.00  0.00 0.29  0.00
Delay/Veh:    0.0  0.0   0.0  62.7  0.0  58.2   0.0  6.7   0.0   0.0  3.9   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:   0.0  0.0   0.0  62.7  0.0  58.2   0.0  6.7   0.0   0.0  3.9   0.0
LOS by Move:    A    A     A     E    A    E+     A    A     A     A    A     A
HCM2k95thQ:     0    0     0    18    0    11     0   33     0     0   10     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #11: I-880 SB Ramps and SR-237

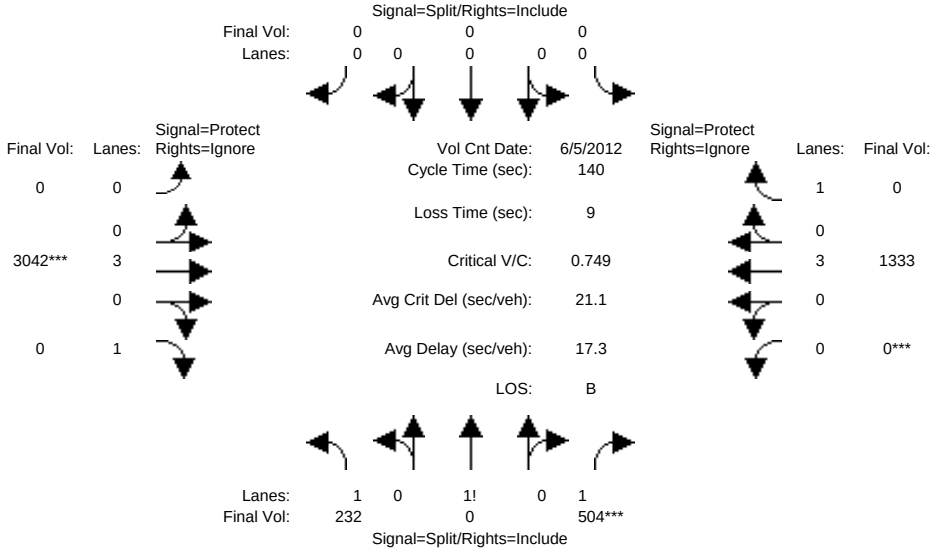



```
Street Name:          I-880 SB Ramps                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0    10   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: 5 Jun 2012 << 4:55:00 PM
Base Vol:       0    0     0   333    0   122     0 3040     0     0 1322   237
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    0     0   333    0   122     0 3040     0     0 1322   237
Added Vol:      0    0     0     0    0    14     0   85     0     0  119     0
Pass-by/Div:    0    0     0     0    0     3     0    0     0     0   11     0
Initial Fut:    0    0     0   333    0   139     0 3125     0     0 1452   237
User 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 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:     0    0     0   333    0   139     0 3125     0     0 1452     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   333    0   139     0 3125     0     0 1452     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:    0    0     0   333    0   139     0 3125     0     0 1452     0
------------|---------------||---------------||---------------||---------------|
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  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00  2.00 0.00  1.00  0.00 3.00  0.00  0.00 3.00  1.00
Final Sat.:     0    0     0  3150    0  1750     0 5700     0     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.11 0.00  0.08  0.00 0.55  0.00  0.00 0.25  0.00
Crit Moves:                   ****                   ****        ****
Green/Cycle: 0.00 0.00  0.00  0.16 0.00  0.16  0.00 0.80  0.00  0.00 0.80  0.00
Volume/Cap:  0.00 0.00  0.00  0.68 0.00  0.51  0.00 0.68  0.00  0.00 0.32  0.00
Delay/Veh:    0.0  0.0   0.0  63.8  0.0  59.8   0.0  6.8   0.0   0.0  3.9   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:   0.0  0.0   0.0  63.8  0.0  59.8   0.0  6.8   0.0   0.0  3.9   0.0
LOS by Move:    A    A     A     E    A    E+     A    A     A     A    A     A
HCM2k95thQ:     0    0     0    18    0    13     0   35     0     0   11     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #12: I-880 NB Ramps and SR-237

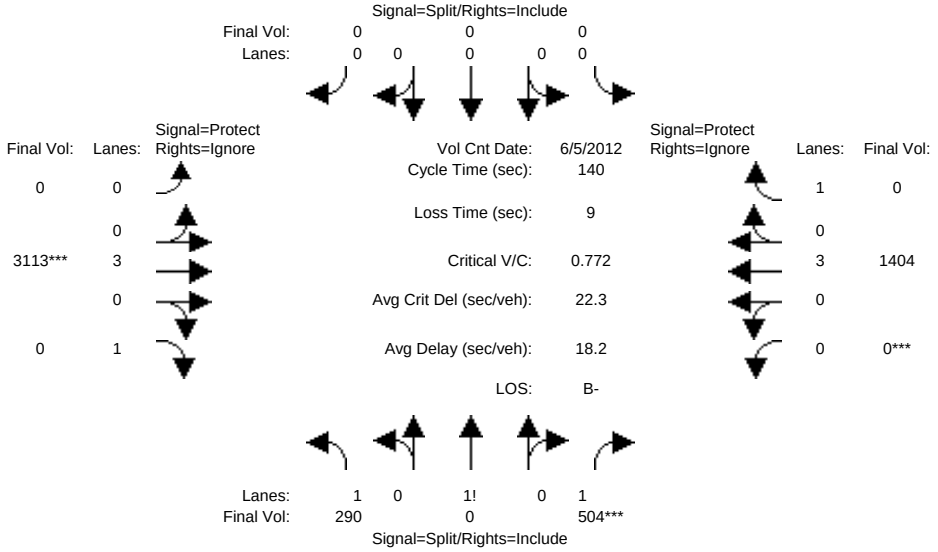



```
Street Name:          I-880 NB Ramps                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10     0    0     0     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: 5 Jun 2012 << 5:00:00 PM
Base Vol:     232    0   504     0    0     0     0 3042   248     0 1333   333
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:  232    0   504     0    0     0     0 3042   248     0 1333   333
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  232    0   504     0    0     0     0 3042   248     0 1333   333
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   232    0   504     0    0     0     0 3042     0     0 1333     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  232    0   504     0    0     0     0 3042     0     0 1333     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
FinalVolume:  232    0   504     0    0     0     0 3042     0     0 1333     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.95  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.32 0.00  1.68  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  2312    0  3022     0    0     0     0 5700  1750     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.00  0.17  0.00 0.00  0.00  0.00 0.53  0.00  0.00 0.23  0.00
Crit Moves:              ****                        ****        ****
Green/Cycle: 0.22 0.00  0.22  0.00 0.00  0.00  0.00 0.71  0.00  0.00 0.71  0.00
Volume/Cap:  0.45 0.00  0.75  0.00 0.00  0.00  0.00 0.75  0.00  0.00 0.33  0.00
Delay/Veh:   47.2  0.0  54.0   0.0  0.0   0.0   0.0 13.2   0.0   0.0  7.6   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:  47.2  0.0  54.0   0.0  0.0   0.0   0.0 13.2   0.0   0.0  7.6   0.0
LOS by Move:    D    A    D-     A    A     A     A    B     A     A    A     A
HCM2k95thQ:    14    0    25     0    0     0     0   43     0     0   13     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #12: I-880 NB Ramps and SR-237



Street Name:	I-880 NB Ramps						SR-237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	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: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	232	0	504	0	0	0	0	3042	248	0	1333	333
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:	232	0	504	0	0	0	0	3042	248	0	1333	333
Added Vol:	47	0	0	0	0	0	0	71	13	0	71	0
Pass-by/Div:	11	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	0	504	0	0	0	0	3113	261	0	1404	333
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	290	0	504	0	0	0	0	3113	0	0	1404	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	0	504	0	0	0	0	3113	0	0	1404	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	290	0	504	0	0	0	0	3113	0	0	1404	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.37	0.00	1.63	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2389	0	2861	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.18	0.00	0.00	0.00	0.00	0.55	0.00	0.00	0.25	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.71	0.00	0.00	0.71	0.00
Volume/Cap:	0.53	0.00	0.77	0.00	0.00	0.00	0.00	0.77	0.00	0.00	0.35	0.00
Delay/Veh:	47.8	0.0	54.3	0.0	0.0	0.0	0.0	14.2	0.0	0.0	8.0	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:	47.8	0.0	54.3	0.0	0.0	0.0	0.0	14.2	0.0	0.0	8.0	0.0
LOS by Move:	D	A	D-	A	A	A	A	B	A	A	A	A
HCM2k95thQ:	17	0	26	0	0	0	0	46	0	0	14	0

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

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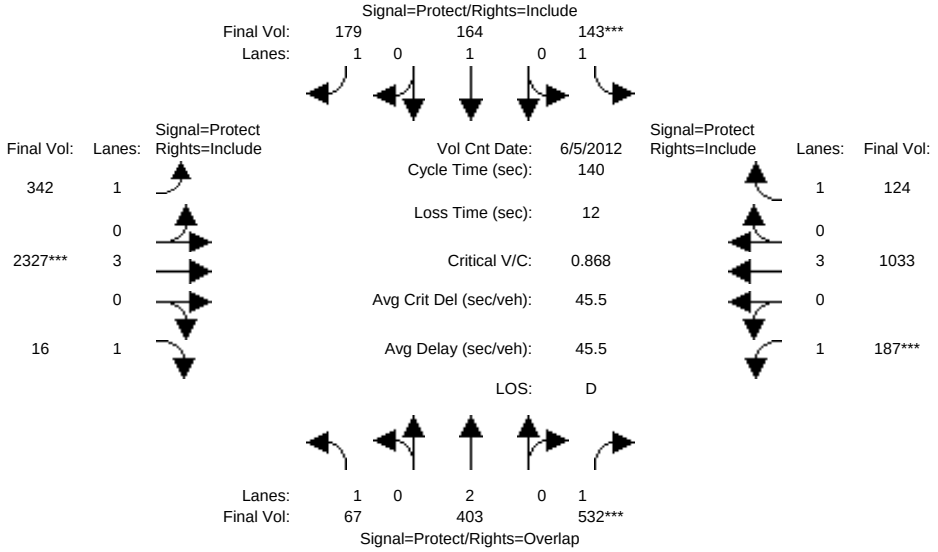
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #13: Abel Street and SR-237



Street Name:	Abel Street						SR-237					
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: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	67	403	532	143	164	179	342	2327	16	187	1033	124
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:	67	403	532	143	164	179	342	2327	16	187	1033	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	403	532	143	164	179	342	2327	16	187	1033	124
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:	67	403	532	143	164	179	342	2327	16	187	1033	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	403	532	143	164	179	342	2327	16	187	1033	124
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:	67	403	532	143	164	179	342	2327	16	187	1033	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.30	0.08	0.09	0.10	0.20	0.41	0.01	0.11	0.18	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.11	0.23	0.35	0.09	0.22	0.22	0.31	0.47	0.47	0.12	0.29	0.29
Volume/Cap:	0.36	0.47	0.87	0.87	0.40	0.47	0.63	0.87	0.02	0.87	0.63	0.25
Delay/Veh:	59.5	47.2	55.1	98.1	47.8	48.9	44.2	36.5	19.8	89.4	44.5	38.7
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:	59.5	47.2	55.1	98.1	47.8	48.9	44.2	36.5	19.8	89.4	44.5	38.7
LOS by Move:	E+	D	E+	F	D	D	D	D+	B-	F	D	D+
HCM2k95thQ:	6	14	42	17	12	14	25	51	1	17	22	8

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

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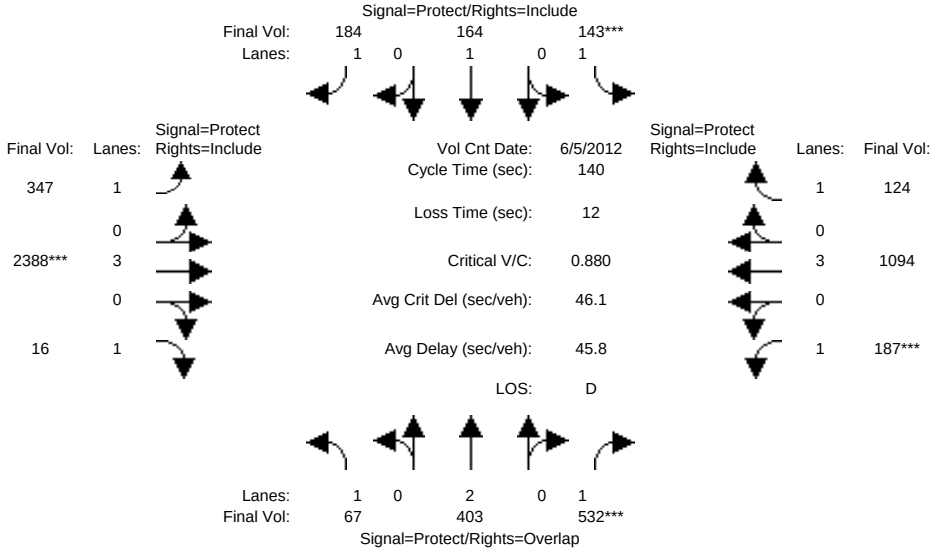
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #13: Abel Street and SR-237



Street Name:	Abel Street						SR-237					
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: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	67	403	532	143	164	179	342	2327	16	187	1033	124
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:	67	403	532	143	164	179	342	2327	16	187	1033	124
Added Vol:	0	0	0	0	0	5	5	61	0	0	61	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	403	532	143	164	184	347	2388	16	187	1094	124
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:	67	403	532	143	164	184	347	2388	16	187	1094	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	403	532	143	164	184	347	2388	16	187	1094	124
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:	67	403	532	143	164	184	347	2388	16	187	1094	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.30	0.08	0.09	0.11	0.20	0.42	0.01	0.11	0.19	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.10	0.22	0.35	0.09	0.21	0.21	0.30	0.48	0.48	0.12	0.29	0.29
Volume/Cap:	0.37	0.47	0.88	0.88	0.40	0.49	0.65	0.88	0.02	0.88	0.65	0.24
Delay/Veh:	60.0	47.6	57.1	101.1	47.9	49.2	45.3	36.8	19.4	92.2	44.1	37.8
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:	60.0	47.6	57.1	101.1	47.9	49.2	45.3	36.8	19.4	92.2	44.1	37.8
LOS by Move:	E	D	E+	F	D	D	D	D+	B-	F	D	D+
HCM2k95thQ:	6	15	43	17	12	15	26	53	1	17	23	8

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

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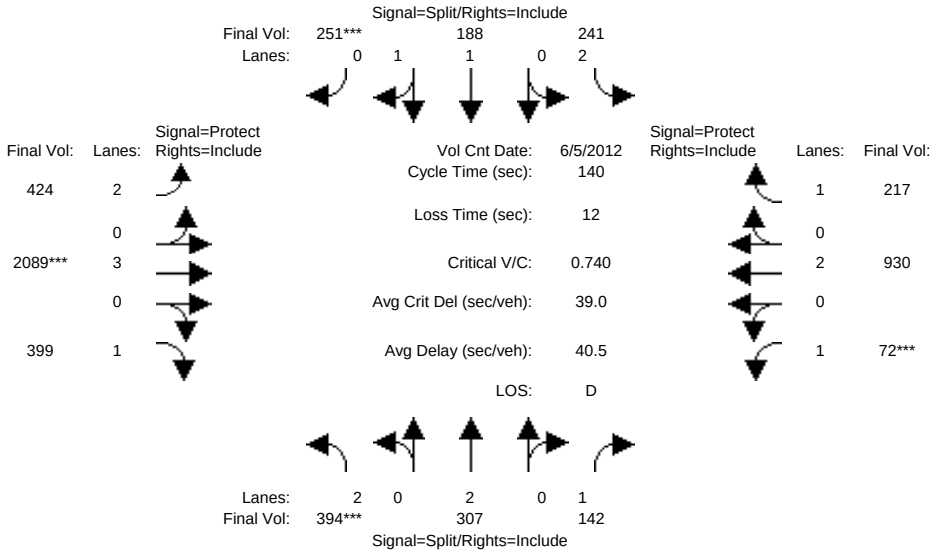
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #14: Milpitas Blvd and SR-237




```
Street Name:          Milpitas Blvd                          SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 5 Jun 2012 << 4:55:00 PM
Base Vol:     394  307   142   241  188   251   424 2089   399    72  930   217
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:  394  307   142   241  188   251   424 2089   399    72  930   217
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  394  307   142   241  188   251   424 2089   399    72  930   217
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:   394  307   142   241  188   251   424 2089   399    72  930   217
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  394  307   142   241  188   251   424 2089   399    72  930   217
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:  394  307   142   241  188   251   424 2089   399    72  930   217
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 2.00  1.00  2.00 1.00  1.00  2.00 3.00  1.00  1.00 2.00  1.00
Final Sat.:  3150 3800  1750  3150 1900  1750  3150 5700  1750  1750 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.08  0.08  0.08 0.10  0.14  0.13 0.37  0.23  0.04 0.24  0.12
Crit Moves:  ****                         ****        ****        ****
Green/Cycle: 0.17 0.17  0.17  0.19 0.19  0.19  0.20 0.50  0.50  0.06 0.36  0.36
Volume/Cap:  0.74 0.48  0.48  0.39 0.51  0.74  0.69 0.74  0.46  0.74 0.69  0.35
Delay/Veh:   60.7 53.1  53.8  49.7 51.0  58.0  55.6 29.2  23.5  90.7 40.0  33.5
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:  60.7 53.1  53.8  49.7 51.0  58.0  55.6 29.2  23.5  90.7 40.0  33.5
LOS by Move:    E   D-    D-     D    D    E+    E+    C     C     F    D    C-
HCM2k95thQ:    20   12    12    11   14    22    18   38    21     7   29    13
Note: Queue reported is the number of cars per lane.
```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Pacific Mall - Silicon Valley
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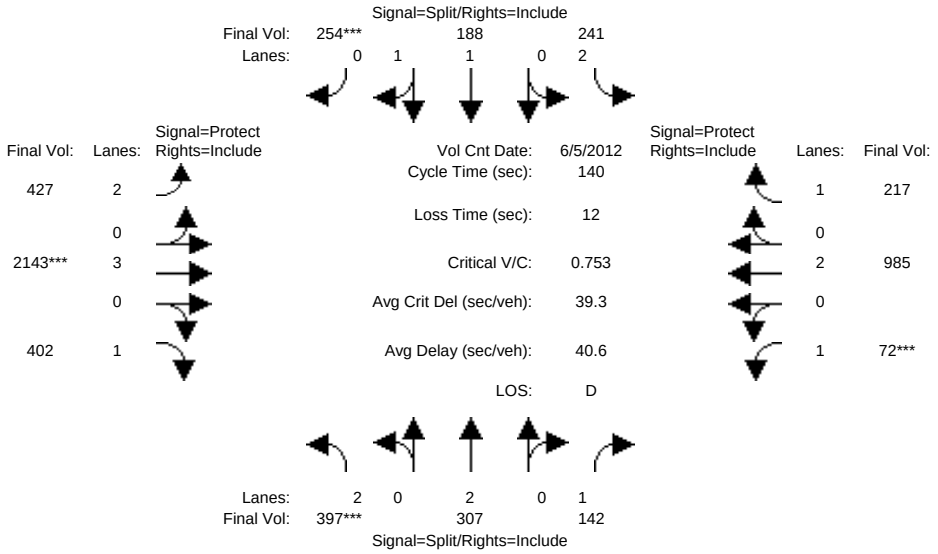
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #14: Milpitas Blvd and SR-237




```
Street Name:          Milpitas Blvd                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 5 Jun 2012 << 4:55:00 PM
Base Vol:     394  307   142   241  188   251   424 2089   399    72  930   217
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:  394  307   142   241  188   251   424 2089   399    72  930   217
Added Vol:      3    0     0     0    0     3     3   54     3     0   55     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  397  307   142   241  188   254   427 2143   402    72  985   217
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:   397  307   142   241  188   254   427 2143   402    72  985   217
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  397  307   142   241  188   254   427 2143   402    72  985   217
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:  397  307   142   241  188   254   427 2143   402    72  985   217
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 2.00  1.00  2.00 1.00  1.00  2.00 3.00  1.00  1.00 2.00  1.00
Final Sat.:  3150 3800  1750  3150 1900  1750  3150 5700  1750  1750 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.08  0.08  0.08 0.10  0.15  0.14 0.38  0.23  0.04 0.26  0.12
Crit Moves:  ****                          ****        ****        ****
Green/Cycle: 0.17 0.17  0.17  0.19 0.19  0.19  0.19 0.50  0.50  0.05 0.36  0.36
Volume/Cap:  0.75 0.48  0.48  0.40 0.51  0.75  0.71 0.75  0.46  0.75 0.71  0.34
Delay/Veh:   61.6 53.4  54.1  49.8 51.1  58.8  57.1 29.3  23.2  93.3 40.0  32.7
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:  61.6 53.4  54.1  49.8 51.1  58.8  57.1 29.3  23.2  93.3 40.0  32.7
LOS by Move:    E   D-     D-     D   D-    E+    E+    C     C     F    D    C-
HCM2k95thQ:    21   12     12    11   14    23    18   39    21     7   31    13
Note: Queue reported is the number of cars per lane.
```

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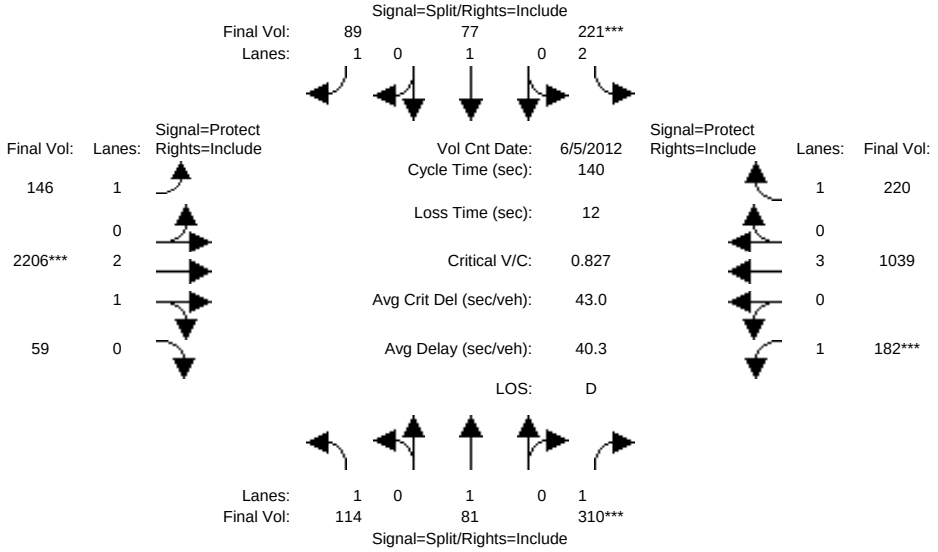
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #15: Hillview Drive and SR-237




```
Street Name:          Hillview Drive                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 5 Jun 2012 << 5:00:00 PM
Base Vol:     114   81   310   221   77    89   146 2206    59   182 1039   220
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:  114   81   310   221   77    89   146 2206    59   182 1039   220
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  114   81   310   221   77    89   146 2206    59   182 1039   220
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:   114   81   310   221   77    89   146 2206    59   182 1039   220
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  114   81   310   221   77    89   146 2206    59   182 1039   220
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:  114   81   310   221   77    89   146 2206    59   182 1039   220
------------|---------------||---------------||---------------||---------------|
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 0.98  0.95  0.92 1.00  0.92
Lanes:       1.00 1.00  1.00  2.00 1.00  1.00  1.00 2.92  0.08  1.00 3.00  1.00
Final Sat.:  1750 1900  1750  3150 1900  1750  1750 5454   146  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.04  0.18  0.07 0.04  0.05  0.08 0.40  0.40  0.10 0.18  0.13
Crit Moves:              ****  ****                   ****        ****
Green/Cycle: 0.21 0.21  0.21  0.08 0.08  0.08  0.19 0.49  0.49  0.13 0.42  0.42
Volume/Cap:  0.30 0.20  0.83  0.83 0.48  0.60  0.43 0.83  0.83  0.83 0.43  0.30
Delay/Veh:   46.7 45.4  66.5  81.8 63.3  68.4  50.6 32.9  32.9  81.7 28.7  27.0
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:  46.7 45.4  66.5  81.8 63.3  68.4  50.6 32.9  32.9  81.7 28.7  27.0
LOS by Move:    D    D     E     F    E     E     D   C-    C-     F    C     C
HCM2k95thQ:     9    6    28    15    7    10    11   45    45    19   19    13
Note: Queue reported is the number of cars per lane.
```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Pacific Mall - Silicon Valley
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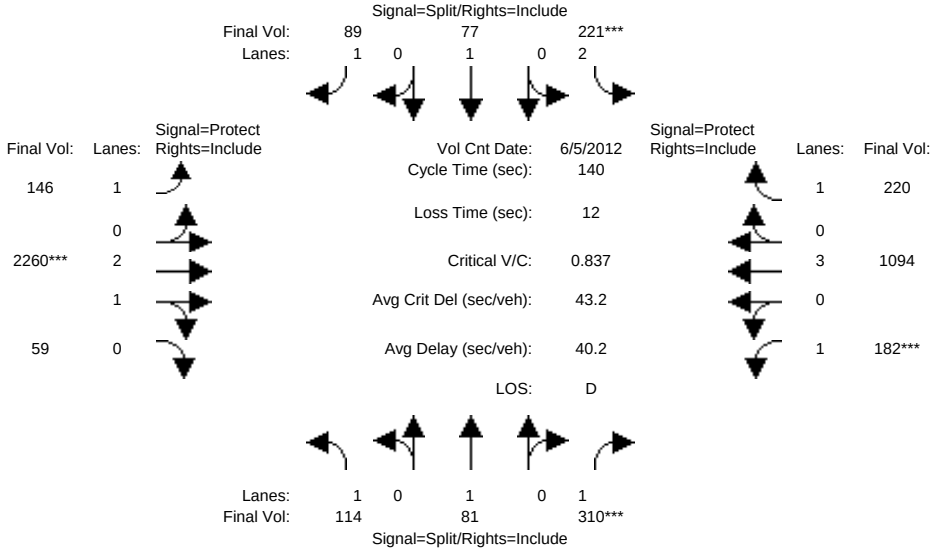
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #15: Hillview Drive and SR-237




```
Street Name:          Hillview Drive                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 5 Jun 2012 << 5:00:00 PM
Base Vol:     114   81   310   221   77    89   146 2206    59   182 1039   220
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:  114   81   310   221   77    89   146 2206    59   182 1039   220
Added Vol:      0    0     0     0    0     0     0   54     0     0   55     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  114   81   310   221   77    89   146 2260    59   182 1094   220
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:   114   81   310   221   77    89   146 2260    59   182 1094   220
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  114   81   310   221   77    89   146 2260    59   182 1094   220
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:  114   81   310   221   77    89   146 2260    59   182 1094   220
------------|---------------||---------------||---------------||---------------|
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 0.98  0.95  0.92 1.00  0.92
Lanes:       1.00 1.00  1.00  2.00 1.00  1.00  1.00 2.92  0.08  1.00 3.00  1.00
Final Sat.:  1750 1900  1750  3150 1900  1750  1750 5457   142  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.04  0.18  0.07 0.04  0.05  0.08 0.41  0.41  0.10 0.19  0.13
Crit Moves:              ****  ****                   ****        ****
Green/Cycle: 0.21 0.21  0.21  0.08 0.08  0.08  0.19 0.49  0.49  0.12 0.43  0.43
Volume/Cap:  0.31 0.20  0.84  0.84 0.48  0.61  0.44 0.84  0.84  0.84 0.44  0.29
Delay/Veh:   47.0 45.7  68.2  83.5 63.5  69.0  51.4 32.9  32.9  83.7 28.1  26.1
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:  47.0 45.7  68.2  83.5 63.5  69.0  51.4 32.9  32.9  83.7 28.1  26.1
LOS by Move:    D    D     E     F    E     E    D-   C-    C-     F    C     C
HCM2k95thQ:     9    6    28    15    7    10    11   47    47    19   20    12
Note: Queue reported is the number of cars per lane.
```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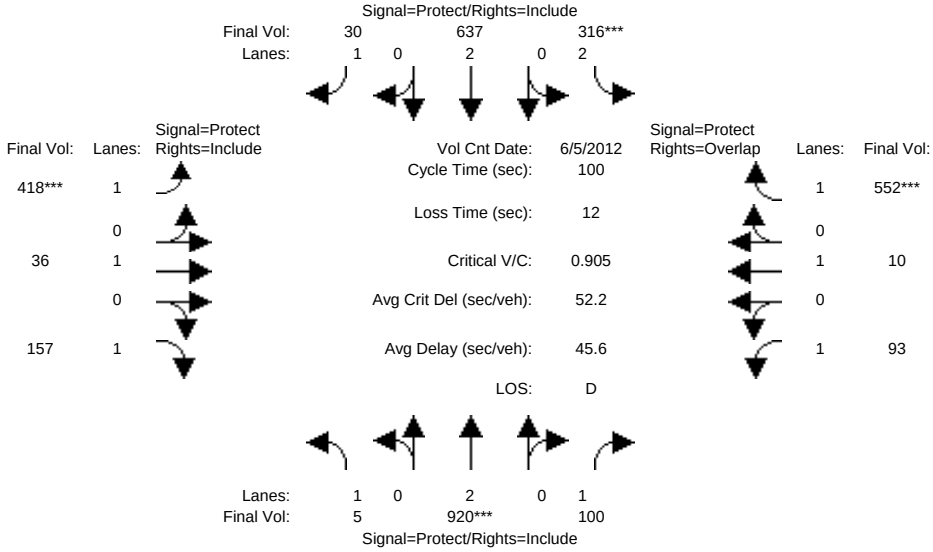
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
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: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	5	920	100	316	637	30	418	36	157	93	10	552
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:	5	920	100	316	637	30	418	36	157	93	10	552
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	920	100	316	637	30	418	36	157	93	10	552
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:	5	920	100	316	637	30	418	36	157	93	10	552
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	920	100	316	637	30	418	36	157	93	10	552
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:	5	920	100	316	637	30	418	36	157	93	10	552
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	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.06	0.10	0.17	0.02	0.24	0.02	0.09	0.05	0.01	0.32
Crit Moves:		****		****			****					****
Green/Cycle:	0.11	0.27	0.27	0.11	0.27	0.27	0.26	0.30	0.30	0.21	0.24	0.35
Volume/Cap:	0.03	0.90	0.21	0.90	0.63	0.06	0.90	0.06	0.30	0.26	0.02	0.90
Delay/Veh:	39.6	46.7	28.7	69.9	33.5	27.4	56.7	25.4	27.6	33.6	29.2	48.0
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:	39.6	46.7	28.7	69.9	33.5	27.4	56.7	25.4	27.6	33.6	29.2	48.0
LOS by Move:	D	D	C	E	C-	C	E+	C	C	C-	C	D
HCM2k95thQ:	0	25	5	13	16	1	30	2	8	5	0	36

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

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Pacific Mall - Silicon Valley
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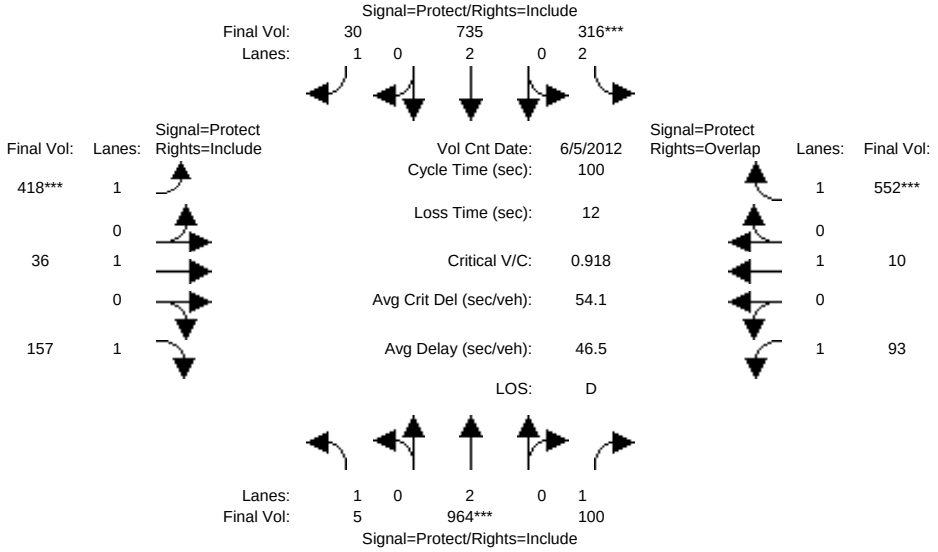
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
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: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	5	920	100	316	637	30	418	36	157	93	10	552
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:	5	920	100	316	637	30	418	36	157	93	10	552
Added Vol:	0	44	0	0	91	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	7	0	0	0	0	0	0	0
Initial Fut:	5	964	100	316	735	30	418	36	157	93	10	552
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:	5	964	100	316	735	30	418	36	157	93	10	552
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	964	100	316	735	30	418	36	157	93	10	552
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:	5	964	100	316	735	30	418	36	157	93	10	552
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	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.06	0.10	0.19	0.02	0.24	0.02	0.09	0.05	0.01	0.32
Crit Moves:		****		****			****					****
Green/Cycle:	0.10	0.28	0.28	0.11	0.28	0.28	0.26	0.29	0.29	0.20	0.23	0.34
Volume/Cap:	0.03	0.92	0.21	0.92	0.68	0.06	0.92	0.07	0.31	0.26	0.02	0.92
Delay/Veh:	40.5	47.6	28.0	72.8	33.7	26.2	59.5	25.7	28.0	33.9	29.5	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:	40.5	47.6	28.0	72.8	33.7	26.2	59.5	25.7	28.0	33.9	29.5	50.7
LOS by Move:	D	D	C	E	C-	C	E+	C	C	C-	C	D
HCM2k95thQ:	0	26	5	13	19	1	30	2	8	5	0	37

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

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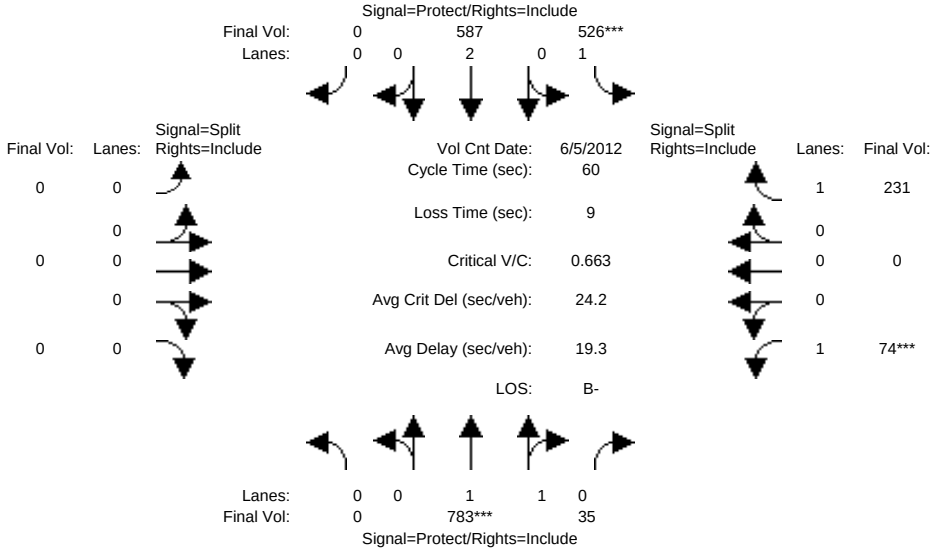
Existing PM

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	0	783	35	526	587	0	0	0	0	74	0	231
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	783	35	526	587	0	0	0	0	74	0	231
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	783	35	526	587	0	0	0	0	74	0	231
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	783	35	526	587	0	0	0	0	74	0	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	783	35	526	587	0	0	0	0	74	0	231
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	783	35	526	587	0	0	0	0	74	0	231
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.91	0.09	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3542	158	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.30	0.15	0.00	0.00	0.00	0.00	0.04	0.00	0.13
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.28	0.28	0.38	0.65	0.00	0.00	0.00	0.00	0.20	0.00	0.20
Volume/Cap:	0.00	0.80	0.80	0.80	0.24	0.00	0.00	0.00	0.00	0.21	0.00	0.66
Delay/Veh:	0.0	24.8	24.8	23.7	4.4	0.0	0.0	0.0	0.0	20.4	0.0	26.9
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	24.8	24.8	23.7	4.4	0.0	0.0	0.0	0.0	20.4	0.0	26.9
LOS by Move:	A	C	C	C	A	A	A	A	A	C+	A	C
HCM2k95thQ:	0	15	15	18	4	0	0	0	0	2	0	9

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

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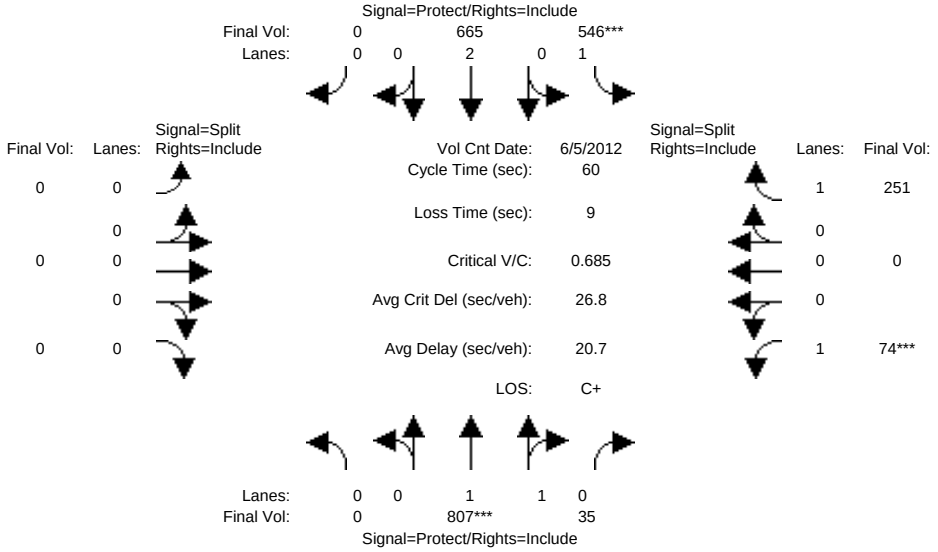
E+P PM

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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: 5 Jun 2012 << 5:00:00 PM

Base Vol:	0	783	35	526	587	0	0	0	0	74	0	231
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	783	35	526	587	0	0	0	0	74	0	231
Added Vol:	0	24	0	20	71	0	0	0	0	0	0	20
Pass-by/Div:	0	0	0	0	7	0	0	0	0	0	0	0
Initial Fut:	0	807	35	546	665	0	0	0	0	74	0	251
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	807	35	546	665	0	0	0	0	74	0	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	807	35	546	665	0	0	0	0	74	0	251
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	807	35	546	665	0	0	0	0	74	0	251

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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.91	0.09	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3546	154	1750	3800	0	0	0	0	1750	0	1750

Capacity Analysis Module:

Vol/Sat:	0.00	0.23	0.23	0.31	0.17	0.00	0.00	0.00	0.00	0.04	0.00	0.14
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.27	0.27	0.37	0.64	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Volume/Cap:	0.00	0.84	0.84	0.84	0.27	0.00	0.00	0.00	0.00	0.20	0.00	0.68
Delay/Veh:	0.0	27.3	27.3	27.1	4.8	0.0	0.0	0.0	0.0	19.8	0.0	27.2
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	27.3	27.3	27.1	4.8	0.0	0.0	0.0	0.0	19.8	0.0	27.2
LOS by Move:	A	C	C	C	A	A	A	A	A	B-	A	C
HCM2k95thQ:	0	16	16	19	5	0	0	0	0	2	0	9

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

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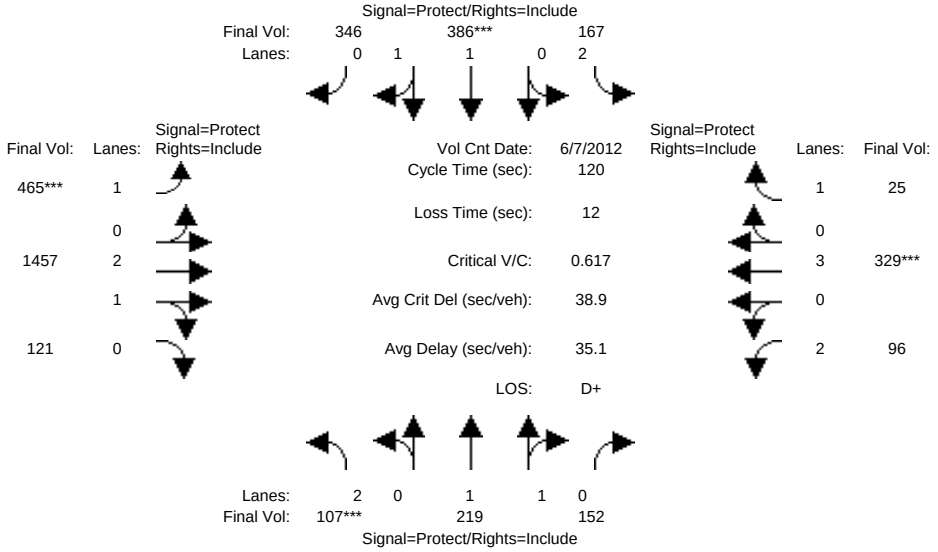
Existing plus Project - PM Peak Hour

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

Intersection #18: McCarthy Blvd and Tasman Dr



Street Name:	McCarthy Blvd						Tasman Drive					
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: 7 Jun 2012 << 5:00:00 PM												
Base Vol:	107	219	152	167	386	346	465	1457	121	96	329	25
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:	107	219	152	167	386	346	465	1457	121	96	329	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	219	152	167	386	346	465	1457	121	96	329	25
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:	107	219	152	167	386	346	465	1457	121	96	329	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	219	152	167	386	346	465	1457	121	96	329	25
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:	107	219	152	167	386	346	465	1457	121	96	329	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.95	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	1.16	0.84	2.00	1.03	0.97	1.00	2.76	0.24	2.00	3.00	1.00
Final Sat.:	3150	2183	1515	3150	1950	1748	1750	5170	429	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.05	0.20	0.20	0.27	0.28	0.28	0.03	0.06	0.01
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.24	0.24	0.14	0.32	0.32	0.43	0.43	0.43	0.09	0.09	0.09
Volume/Cap:	0.58	0.42	0.42	0.38	0.62	0.62	0.62	0.65	0.65	0.34	0.62	0.15
Delay/Veh:	59.8	39.0	39.0	47.5	35.6	35.6	28.2	27.5	27.5	52.0	54.6	50.5
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:	59.8	39.0	39.0	47.5	35.6	35.6	28.2	27.5	27.5	52.0	54.6	50.5
LOS by Move:	E+	D+	D+	D	D+	D+	C	C	C	D-	D-	D
HCM2k95thQ:	5	11	11	7	21	21	26	28	28	4	8	2

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

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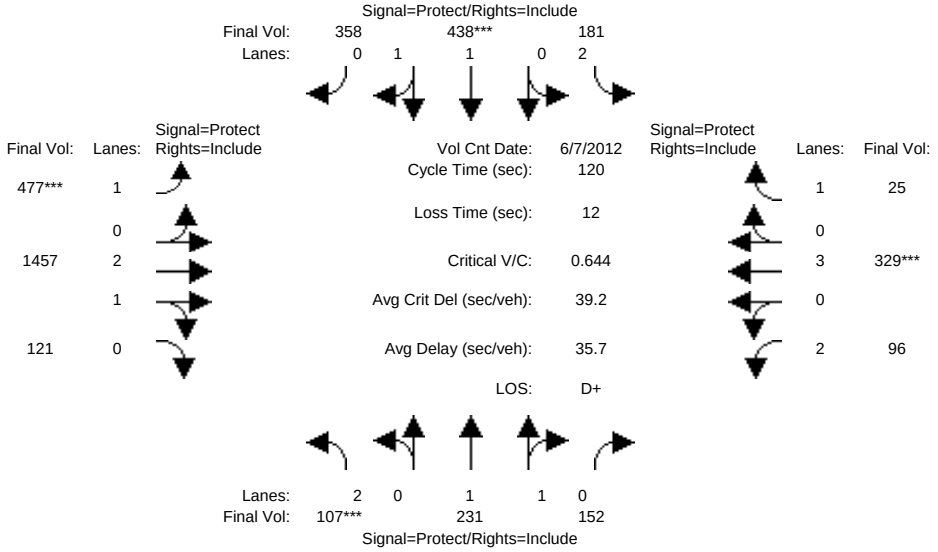
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #18: McCarthy Blvd and Tasman Dr



Street Name:	McCarthy Blvd						Tasman Drive					
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: 7 Jun 2012 << 5:00:00 PM												
Base Vol:	107	219	152	167	386	346	465	1457	121	96	329	25
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:	107	219	152	167	386	346	465	1457	121	96	329	25
Added Vol:	0	12	0	12	47	12	12	0	0	0	0	0
Pass-by/Div:	0	0	0	2	5	0	0	0	0	0	0	0
Initial Fut:	107	231	152	181	438	358	477	1457	121	96	329	25
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:	107	231	152	181	438	358	477	1457	121	96	329	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	231	152	181	438	358	477	1457	121	96	329	25
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:	107	231	152	181	438	358	477	1457	121	96	329	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.95	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	1.18	0.82	2.00	1.08	0.92	1.00	2.76	0.24	2.00	3.00	1.00
Final Sat.:	3150	2231	1468	3150	2035	1663	1750	5170	429	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.06	0.22	0.22	0.27	0.28	0.28	0.03	0.06	0.01
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.25	0.25	0.14	0.33	0.33	0.42	0.42	0.42	0.09	0.09	0.09
Volume/Cap:	0.58	0.41	0.41	0.41	0.65	0.65	0.65	0.67	0.67	0.35	0.65	0.16
Delay/Veh:	59.8	38.0	38.0	47.6	35.3	35.3	29.7	28.6	28.6	52.3	55.8	51.0
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:	59.8	38.0	38.0	47.6	35.3	35.3	29.7	28.6	28.6	52.3	55.8	51.0
LOS by Move:	E+	D+	D+	D	D+	D+	C	C	C	D-	E+	D
HCM2k95thQ:	5	11	11	7	23	23	27	28	28	4	8	2

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

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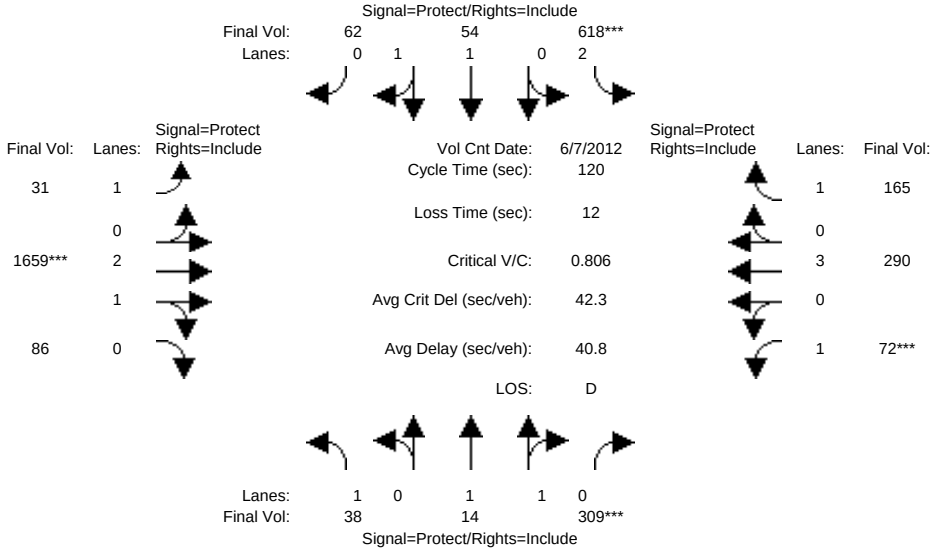
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
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: 7 Jun 2012 << 5:00:00 PM												
Base Vol:	38	14	309	618	54	62	31	1659	86	72	290	165
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:	38	14	309	618	54	62	31	1659	86	72	290	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	14	309	618	54	62	31	1659	86	72	290	165
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:	38	14	309	618	54	62	31	1659	86	72	290	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	14	309	618	54	62	31	1659	86	72	290	165
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:	38	14	309	618	54	62	31	1659	86	72	290	165
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.85	0.15	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5324	276	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.18	0.20	0.03	0.04	0.02	0.31	0.31	0.04	0.05	0.09
Crit Moves:			****	****				****		****		
Green/Cycle:	0.19	0.22	0.22	0.24	0.27	0.27	0.17	0.38	0.38	0.06	0.27	0.27
Volume/Cap:	0.12	0.03	0.81	0.81	0.11	0.13	0.10	0.81	0.81	0.71	0.19	0.35
Delay/Veh:	40.5	37.0	56.7	49.7	33.0	33.2	42.4	35.6	35.6	75.6	33.5	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:	40.5	37.0	56.7	49.7	33.0	33.2	42.4	35.6	35.6	75.6	33.5	35.5
LOS by Move:	D	D+	E+	D	C-	C-	D	D+	D+	E-	C-	D+
HCM2k95thQ:	3	1	25	24	3	4	2	33	33	6	5	10

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

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Pacific Mall - Silicon Valley
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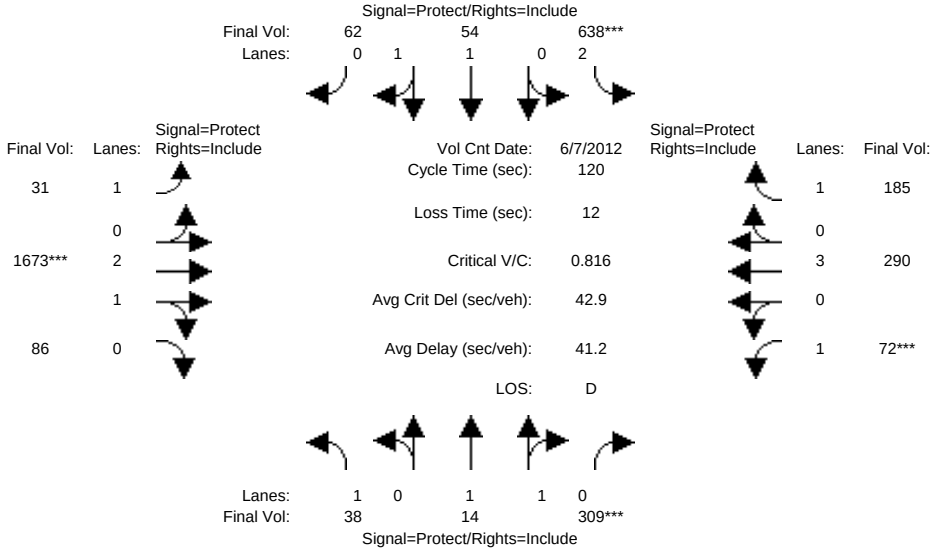
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
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: 7 Jun 2012 << 5:00:00 PM												
Base Vol:	38	14	309	618	54	62	31	1659	86	72	290	165
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:	38	14	309	618	54	62	31	1659	86	72	290	165
Added Vol:	0	0	0	20	0	0	0	12	0	0	0	20
Pass-by/Div:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	38	14	309	638	54	62	31	1673	86	72	290	185
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:	38	14	309	638	54	62	31	1673	86	72	290	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	14	309	638	54	62	31	1673	86	72	290	185
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:	38	14	309	638	54	62	31	1673	86	72	290	185
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.85	0.15	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5326	274	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.18	0.20	0.03	0.04	0.02	0.31	0.31	0.04	0.05	0.11
Crit Moves:			****	****				****		****		
Green/Cycle:	0.19	0.21	0.21	0.25	0.27	0.27	0.16	0.38	0.38	0.06	0.28	0.28
Volume/Cap:	0.11	0.03	0.82	0.82	0.10	0.13	0.11	0.82	0.82	0.71	0.18	0.37
Delay/Veh:	40.4	37.3	58.2	49.9	32.9	33.1	43.7	36.2	36.2	75.6	32.5	34.9
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:	40.4	37.3	58.2	49.9	32.9	33.1	43.7	36.2	36.2	75.6	32.5	34.9
LOS by Move:	D	D+	E+	D	C-	C-	D	D+	D+	E-	C-	C-
HCM2k95thQ:	3	1	25	25	3	4	2	34	34	6	5	11

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

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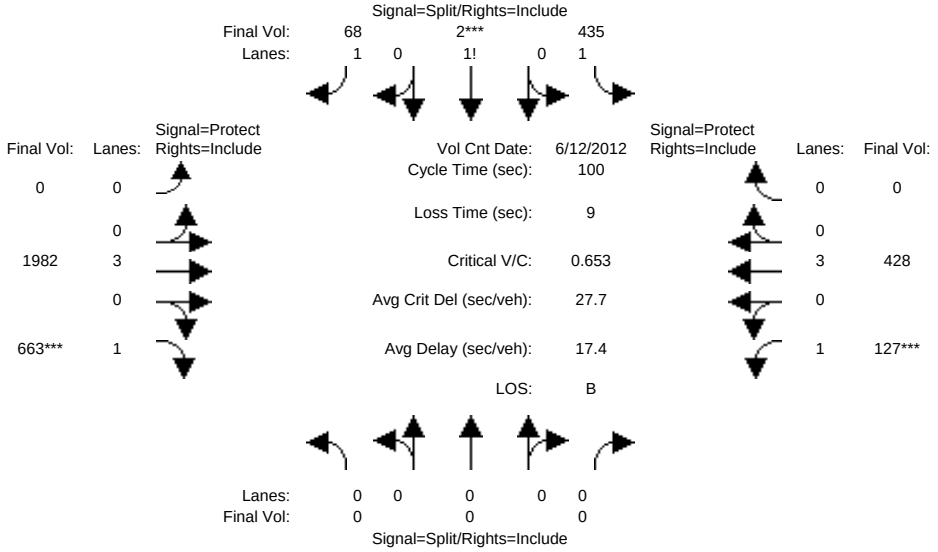
Existing plus Project - PM Peak Hour

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

Intersection #20: I-880 SB Ramps and Tasman Dr




```
Street Name:          I-880 SB Ramps                      Tasman Dr
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    0     0    10   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: 12 Jun 2012 << 5:00:00 PM
Base Vol:       0    0     0   435    2    68     0 1982   663   127  428     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:    0    0     0   435    2    68     0 1982   663   127  428     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0   435    2    68     0 1982   663   127  428     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:     0    0     0   435    2    68     0 1982   663   127  428     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   435    2    68     0 1982   663   127  428     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:    0    0     0   435    2    68     0 1982   663   127  428     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.93 0.95  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00  1.86 0.01  1.13  0.00 3.00  1.00  1.00 3.00  0.00
Final Sat.:     0    0     0  3295   14  1988     0 5700  1750  1750 5700     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.13 0.14  0.03  0.00 0.35  0.38  0.07 0.08  0.00
Crit Moves:                          ****                    ****  ****
Green/Cycle: 0.00 0.00  0.00  0.22 0.22  0.22  0.00 0.58  0.58  0.11 0.69  0.00
Volume/Cap:  0.00 0.00  0.00  0.60 0.65  0.16  0.00 0.60  0.65  0.65 0.11  0.00
Delay/Veh:    0.0  0.0   0.0  36.4 37.6  31.6   0.0 13.8  15.7  50.3  5.2   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:   0.0  0.0   0.0  36.4 37.6  31.6   0.0 13.8  15.7  50.3  5.2   0.0
LOS by Move:    A    A     A    D+   D+     C     A    B     B     D    A     A
HCM2k95thQ:     0    0     0    15   16     3     0   22    25     8    3     0
Note: Queue reported is the number of cars per lane.
```

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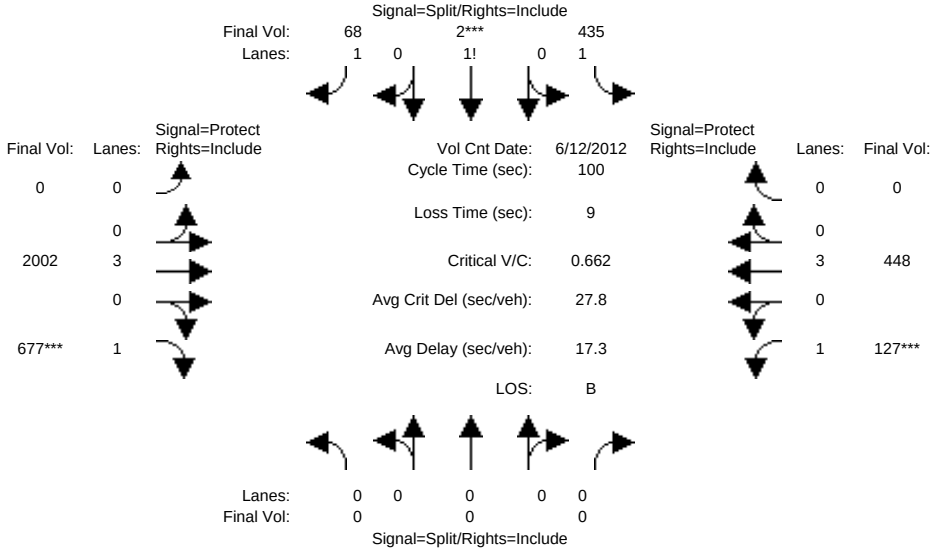
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #20: I-880 SB Ramps and Tasman Dr



Street Name:	I-880 SB Ramps						Tasman Dr					
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	0	0	10	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: 12 Jun 2012 << 5:00:00 PM												
Base Vol:	0	0	0	435	2	68	0	1982	663	127	428	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:	0	0	0	435	2	68	0	1982	663	127	428	0
Added Vol:	0	0	0	0	0	0	0	20	12	0	20	0
Pass-by/Div:	0	0	0	0	0	0	0	0	2	0	0	0
Initial Fut:	0	0	0	435	2	68	0	2002	677	127	448	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:	0	0	0	435	2	68	0	2002	677	127	448	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	435	2	68	0	2002	677	127	448	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:	0	0	0	435	2	68	0	2002	677	127	448	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.86	0.01	1.13	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	3295	14	1988	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.14	0.03	0.00	0.35	0.39	0.07	0.08	0.00
Crit Moves:					****				****	****		
Green/Cycle:	0.00	0.00	0.00	0.22	0.22	0.22	0.00	0.58	0.58	0.11	0.69	0.00
Volume/Cap:	0.00	0.00	0.00	0.61	0.66	0.16	0.00	0.60	0.66	0.66	0.11	0.00
Delay/Veh:	0.0	0.0	0.0	36.7	38.0	31.8	0.0	13.6	15.7	51.1	5.1	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:	0.0	0.0	0.0	36.7	38.0	31.8	0.0	13.6	15.7	51.1	5.1	0.0
LOS by Move:	A	A	A	D+	D+	C	A	B	B	D-	A	A
HCM2k95thQ:	0	0	0	15	16	3	0	22	26	8	3	0

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

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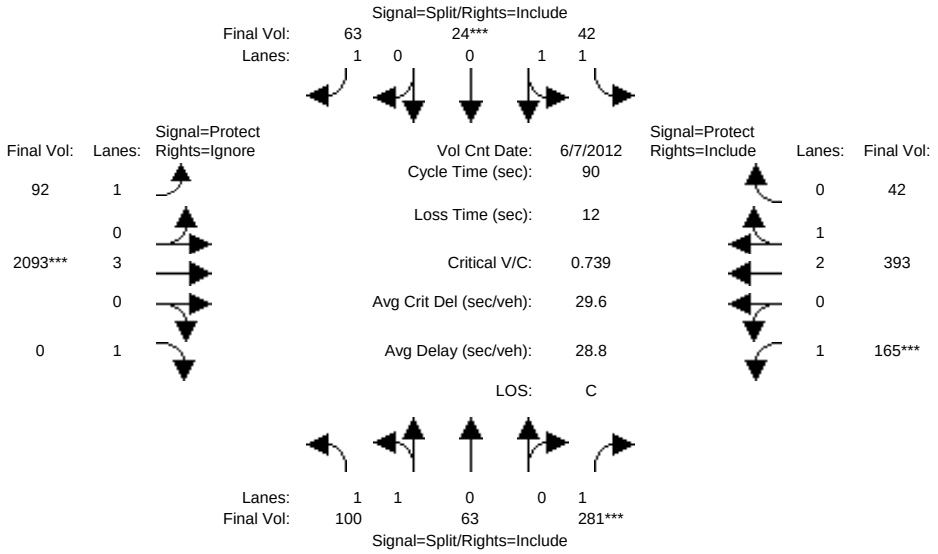
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #21: Great Mall Pkwy and Thompson St



Street Name:	Thompson St						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	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: 7 Jun 2012 << 5:00:00 PM												
Base Vol:	100	63	281	42	24	63	92	2093	330	165	393	42
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:	100	63	281	42	24	63	92	2093	330	165	393	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	63	281	42	24	63	92	2093	330	165	393	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	100	63	281	42	24	63	92	2093	0	165	393	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	63	281	42	24	63	92	2093	0	165	393	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	100	63	281	42	24	63	92	2093	0	165	393	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.24	0.76	1.00	1.28	0.72	1.00	1.00	3.00	1.00	1.00	2.70	0.30
Final Sat.:	2178	1372	1750	2259	1291	1750	1750	5700	1750	1750	5059	541
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.16	0.02	0.02	0.04	0.05	0.37	0.00	0.09	0.08	0.08
Crit Moves:			****		****			****		****		
Green/Cycle:	0.20	0.20	0.20	0.11	0.11	0.11	0.23	0.45	0.00	0.11	0.33	0.33
Volume/Cap:	0.24	0.24	0.82	0.17	0.17	0.32	0.23	0.82	0.00	0.82	0.24	0.24
Delay/Veh:	30.7	30.7	49.6	36.4	36.4	37.9	28.4	24.1	0.0	62.2	22.0	22.0
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:	30.7	30.7	49.6	36.4	36.4	37.9	28.4	24.1	0.0	62.2	22.0	22.0
LOS by Move:	C	C	D	D+	D+	D+	C	C	A	E	C+	C+
HCM2k95thQ:	4	4	19	2	2	4	4	30	0	10	6	6

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

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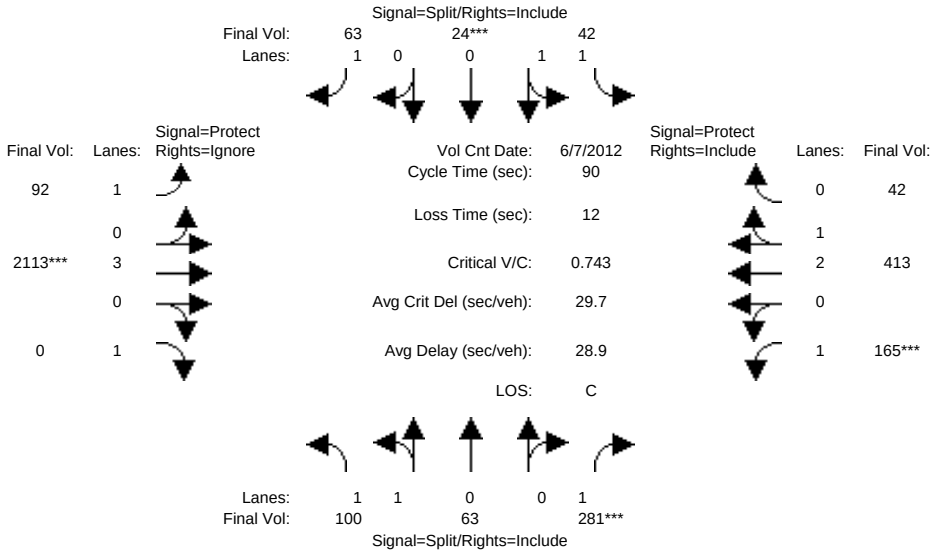
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #21: Great Mall Pkwy and Thompson St

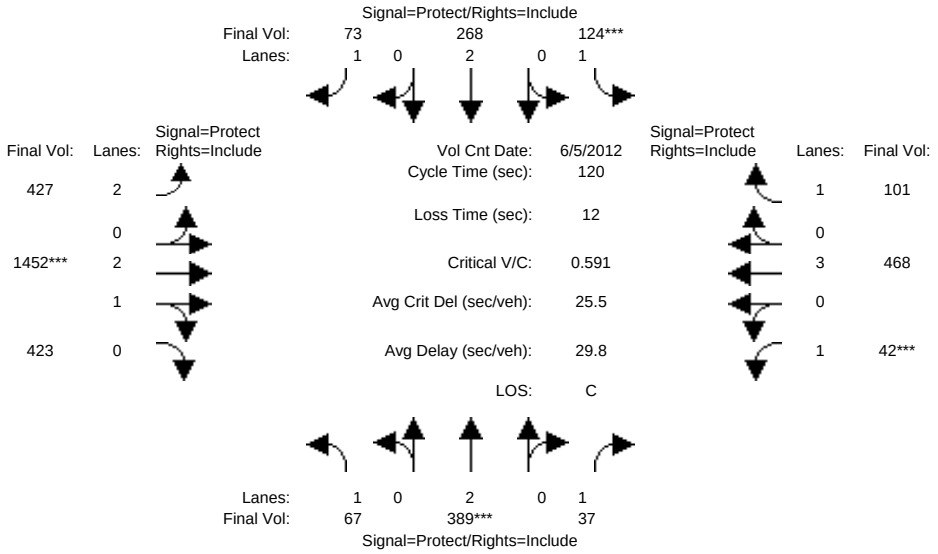



```
Street Name:           Thompson St                     Great Mall Pkwy
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 7 Jun 2012 << 5:00:00 PM
Base Vol:     100   63   281    42   24    63    92 2093   330   165  393    42
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:  100   63   281    42   24    63    92 2093   330   165  393    42
Added Vol:      0    0     0     0    0     0     0   20     0     0   20     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  100   63   281    42   24    63    92 2113   330   165  413    42
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:   100   63   281    42   24    63    92 2113     0   165  413    42
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  100   63   281    42   24    63    92 2113     0   165  413    42
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:  100   63   281    42   24    63    92 2113     0   165  413    42
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.93 0.95  0.92  0.93 0.95  0.92  0.92 1.00  0.92  0.92 0.99  0.95
Lanes:       1.24 0.76  1.00  1.28 0.72  1.00  1.00 3.00  1.00  1.00 2.71  0.29
Final Sat.:  2178 1372  1750  2259 1291  1750  1750 5700  1750  1750 5082   517
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.05  0.16  0.02 0.02  0.04  0.05 0.37  0.00  0.09 0.08  0.08
Crit Moves:              ****        ****              ****        ****
Green/Cycle: 0.19 0.19  0.19  0.11 0.11  0.11  0.23 0.45  0.00  0.11 0.33  0.33
Volume/Cap:  0.24 0.24  0.83  0.17 0.17  0.32  0.23 0.83  0.00  0.83 0.25  0.25
Delay/Veh:   30.8 30.8  50.3  36.4 36.4  37.9  28.4 24.2   0.0  63.0 22.0  22.0
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:  30.8 30.8  50.3  36.4 36.4  37.9  28.4 24.2   0.0  63.0 22.0  22.0
LOS by Move:    C    C     D    D+   D+    D+     C    C     A     E   C+    C+
HCM2k95thQ:     4    4    20     2    2     4     4   30     0    11    6     6
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #22: Abel St and Great Mall Pkwy



Street Name:	Abel Street						Great Mall Pkwy					
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: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	67	389	37	124	268	73	427	1452	423	42	468	101
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:	67	389	37	124	268	73	427	1452	423	42	468	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	389	37	124	268	73	427	1452	423	42	468	101
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:	67	389	37	124	268	73	427	1452	423	42	468	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	389	37	124	268	73	427	1452	423	42	468	101
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:	67	389	37	124	268	73	427	1452	423	42	468	101
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	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.30	0.70	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4335	1263	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.02	0.07	0.07	0.04	0.14	0.33	0.33	0.02	0.08	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.17	0.17	0.12	0.17	0.17	0.38	0.55	0.55	0.06	0.23	0.23
Volume/Cap:	0.32	0.60	0.12	0.60	0.42	0.25	0.36	0.60	0.60	0.41	0.35	0.25
Delay/Veh:	49.4	47.7	42.5	55.3	45.0	43.7	26.9	18.2	18.2	57.2	38.6	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	47.7	42.5	55.3	45.0	43.7	26.9	18.2	18.2	57.2	38.6	37.7
LOS by Move:	D	D	D	E+	D	D	C	B-	B-	E+	D+	D+
HCM2k95thQ:	5	14	3	11	9	5	12	26	26	3	9	6

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

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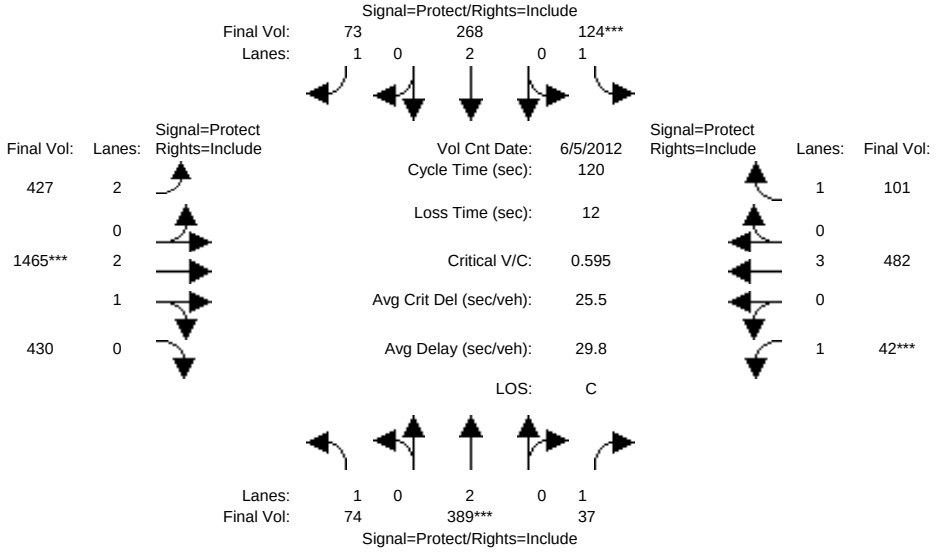
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #22: Abel St and Great Mall Pkwy



Street Name:	Abel Street						Great Mall Pkwy					
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: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	67	389	37	124	268	73	427	1452	423	42	468	101
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:	67	389	37	124	268	73	427	1452	423	42	468	101
Added Vol:	7	0	0	0	0	0	0	13	7	0	14	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	389	37	124	268	73	427	1465	430	42	482	101
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:	74	389	37	124	268	73	427	1465	430	42	482	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	389	37	124	268	73	427	1465	430	42	482	101
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:	74	389	37	124	268	73	427	1465	430	42	482	101
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	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.29	0.71	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4328	1270	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.02	0.07	0.07	0.04	0.14	0.34	0.34	0.02	0.08	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.17	0.17	0.12	0.17	0.17	0.38	0.56	0.56	0.06	0.24	0.24
Volume/Cap:	0.36	0.61	0.13	0.61	0.42	0.25	0.36	0.61	0.61	0.41	0.36	0.24
Delay/Veh:	49.9	47.9	42.6	55.6	45.2	43.8	27.0	18.2	18.2	57.2	38.4	37.4
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:	49.9	47.9	42.6	55.6	45.2	43.8	27.0	18.2	18.2	57.2	38.4	37.4
LOS by Move:	D	D	D	E+	D	D	C	B-	B-	E+	D+	D+
HCM2k95thQ:	6	14	3	11	9	5	12	26	26	3	9	6

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

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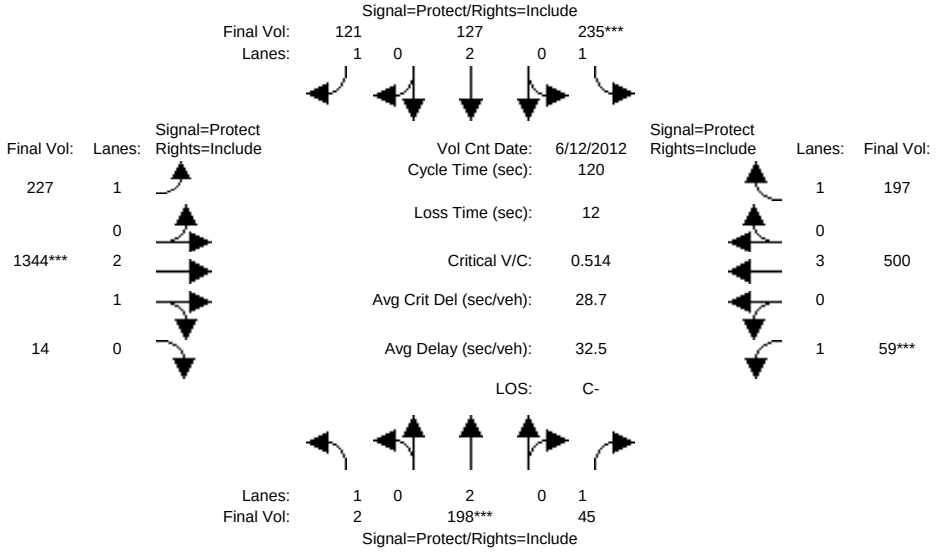
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #23: Main St and Great Mall Pkwy



Street Name:	Main Street						Great Mall Pkwy					
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: 12 Jun 2012 << 5:00:00 PM												
Base Vol:	2	198	45	235	127	121	227	1344	14	59	500	197
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:	2	198	45	235	127	121	227	1344	14	59	500	197
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	198	45	235	127	121	227	1344	14	59	500	197
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:	2	198	45	235	127	121	227	1344	14	59	500	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	198	45	235	127	121	227	1344	14	59	500	197
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:	2	198	45	235	127	121	227	1344	14	59	500	197
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5542	58	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.03	0.13	0.03	0.07	0.13	0.24	0.24	0.03	0.09	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.10	0.10	0.26	0.21	0.21	0.29	0.47	0.47	0.07	0.25	0.25
Volume/Cap:	0.01	0.51	0.25	0.51	0.16	0.32	0.45	0.51	0.51	0.51	0.35	0.45
Delay/Veh:	43.5	52.3	50.5	38.8	38.5	40.4	35.6	22.3	22.3	58.2	37.2	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:	43.5	52.3	50.5	38.8	38.5	40.4	35.6	22.3	22.3	58.2	37.2	38.8
LOS by Move:	D	D-	D	D+	D+	D	D+	C+	C+	E+	D+	D+
HCM2k95thQ:	0	8	4	16	4	8	13	21	21	6	10	13

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

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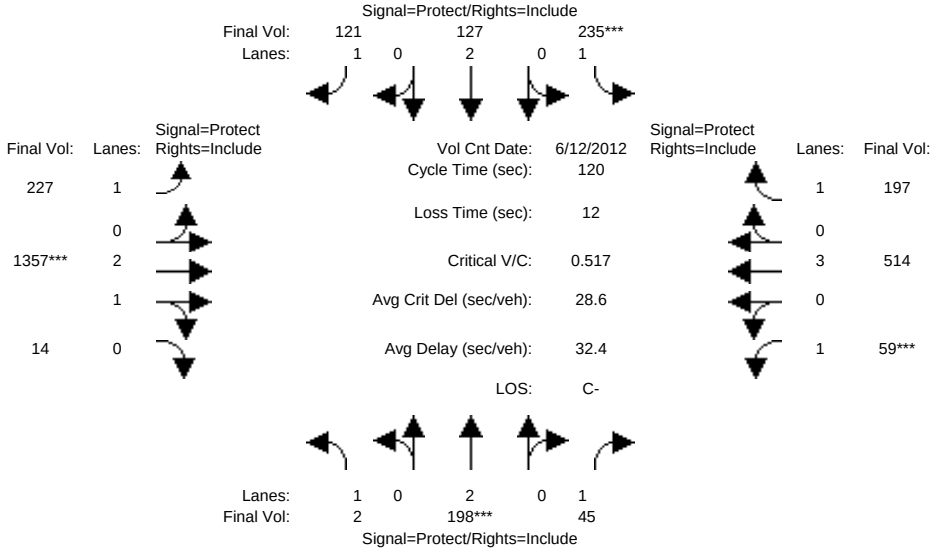
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #23: Main St and Great Mall Pkwy



Street Name:	Main Street						Great Mall Pkwy					
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: 12 Jun 2012 << 5:00:00 PM												
Base Vol:	2	198	45	235	127	121	227	1344	14	59	500	197
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:	2	198	45	235	127	121	227	1344	14	59	500	197
Added Vol:	0	0	0	0	0	0	0	13	0	0	14	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	198	45	235	127	121	227	1357	14	59	514	197
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:	2	198	45	235	127	121	227	1357	14	59	514	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	198	45	235	127	121	227	1357	14	59	514	197
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:	2	198	45	235	127	121	227	1357	14	59	514	197
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5543	57	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.03	0.13	0.03	0.07	0.13	0.24	0.24	0.03	0.09	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.10	0.10	0.26	0.21	0.21	0.29	0.47	0.47	0.07	0.25	0.25
Volume/Cap:	0.01	0.52	0.25	0.52	0.16	0.33	0.45	0.52	0.52	0.52	0.36	0.45
Delay/Veh:	43.6	52.4	50.6	39.0	38.6	40.5	35.5	22.2	22.2	58.3	37.2	38.7
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:	43.6	52.4	50.6	39.0	38.6	40.5	35.5	22.2	22.2	58.3	37.2	38.7
LOS by Move:	D	D-	D	D+	D+	D	D+	C+	C+	E+	D+	D+
HCM2k95thQ:	0	8	4	16	4	8	13	21	21	6	10	13

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

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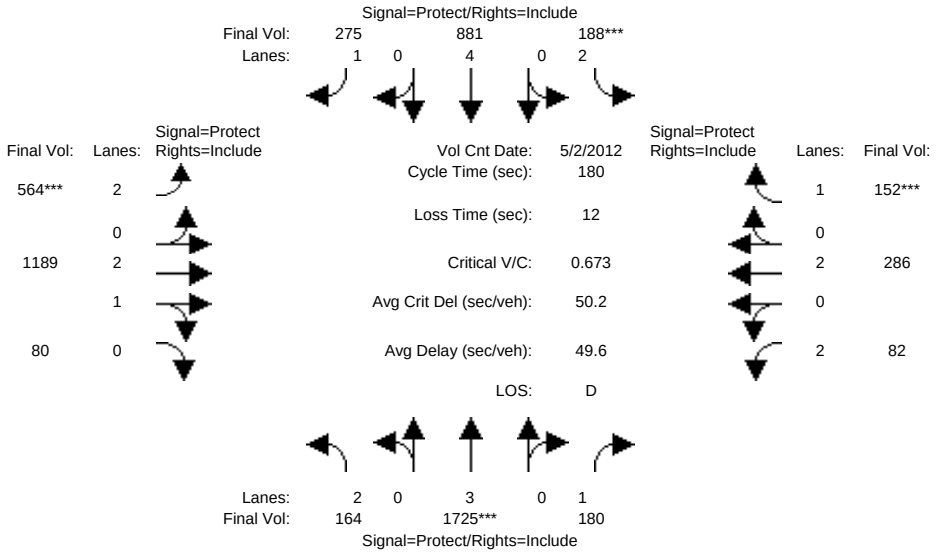
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #24: Great Mall Pkwy and Montague Expwy



Street Name:	Montague Expwy						Great Mall Pkwy					
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 May 2012 << 5:00:00 PM												
Base Vol:	164	1917	180	188	881	275	564	1189	80	82	286	152
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:	164	1917	180	188	881	275	564	1189	80	82	286	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	1917	180	188	881	275	564	1189	80	82	286	152
User Adj:	1.00	0.90	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:	164	1725	180	188	881	275	564	1189	80	82	286	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	1725	180	188	881	275	564	1189	80	82	286	152
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:	164	1725	180	188	881	275	564	1189	80	82	286	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	2.80	0.20	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	7600	1750	3150	5246	353	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.10	0.06	0.12	0.16	0.18	0.23	0.23	0.03	0.08	0.09
Crit Moves:		****		****			****					****
Green/Cycle:	0.13	0.45	0.45	0.09	0.40	0.40	0.27	0.34	0.34	0.06	0.13	0.13
Volume/Cap:	0.39	0.67	0.23	0.67	0.29	0.39	0.67	0.67	0.67	0.45	0.58	0.67
Delay/Veh:	71.8	39.8	30.5	85.8	36.2	38.2	61.2	52.1	52.1	83.8	75.6	82.5
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:	71.8	39.8	30.5	85.8	36.2	38.2	61.2	52.1	52.1	83.8	75.6	82.5
LOS by Move:	E	D	C	F	D+	D+	E	D-	D-	F	E-	F
HCM2k95thQ:	10	41	12	14	15	20	30	34	34	5	14	16

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

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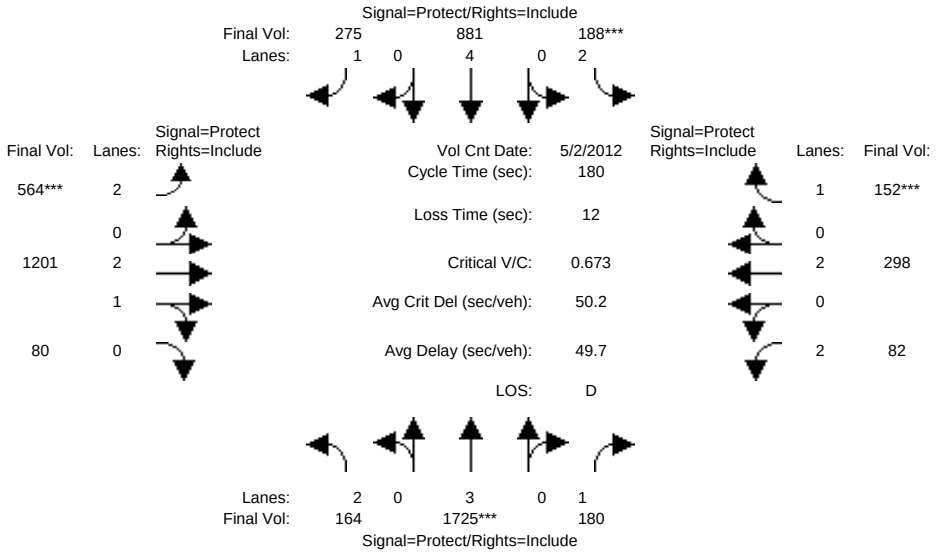
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #24: Great Mall Pkwy and Montague Expwy



Street Name:	Montague Expwy						Great Mall Pkwy					
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 May 2012 << 5:00:00 PM												
Base Vol:	164	1917	180	188	881	275	564	1189	80	82	286	152
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:	164	1917	180	188	881	275	564	1189	80	82	286	152
Added Vol:	0	0	0	0	0	0	0	12	0	0	12	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	1917	180	188	881	275	564	1201	80	82	298	152
User Adj:	1.00	0.90	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:	164	1725	180	188	881	275	564	1201	80	82	298	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	1725	180	188	881	275	564	1201	80	82	298	152
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:	164	1725	180	188	881	275	564	1201	80	82	298	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	2.81	0.19	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	7600	1750	3150	5250	350	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.10	0.06	0.12	0.16	0.18	0.23	0.23	0.03	0.08	0.09
Crit Moves:		****		****			****					****
Green/Cycle:	0.13	0.45	0.45	0.09	0.40	0.40	0.27	0.34	0.34	0.06	0.13	0.13
Volume/Cap:	0.39	0.67	0.23	0.67	0.29	0.39	0.67	0.68	0.68	0.45	0.61	0.67
Delay/Veh:	71.8	39.8	30.5	85.8	36.2	38.2	61.2	52.2	52.2	83.9	76.3	82.5
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:	71.8	39.8	30.5	85.8	36.2	38.2	61.2	52.2	52.2	83.9	76.3	82.5
LOS by Move:	E	D	C	F	D+	D+	E	D-	D-	F	E-	F
HCM2k95thQ:	10	41	12	14	15	20	30	35	35	5	14	16

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

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Pacific Mall - Silicon Valley
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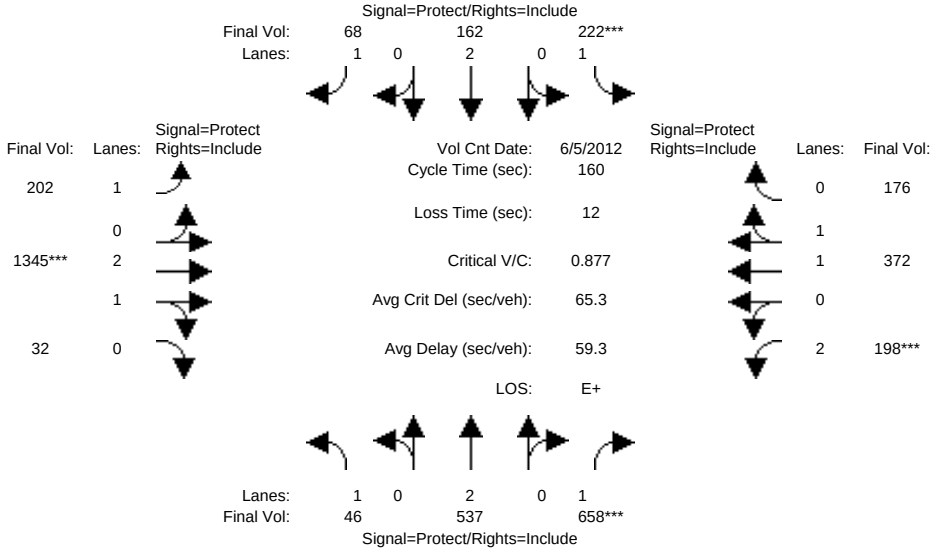
Existing plus Project - PM Peak Hour

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

Intersection #25: Trade Zone and Capitol Ave



Street Name:	Trade Zone Blvd						Capitol Ave					
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: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	46	537	658	222	162	68	202	1345	32	198	372	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:	46	537	658	222	162	68	202	1345	32	198	372	176
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	537	658	222	162	68	202	1345	32	198	372	176
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:	46	537	658	222	162	68	202	1345	32	198	372	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	537	658	222	162	68	202	1345	32	198	372	176
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:	46	537	658	222	162	68	202	1345	32	198	372	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	0.92	1.00	0.92	0.92	0.98	0.95	0.83	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.93	0.07	2.00	1.34	0.66
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5470	130	3150	2511	1188
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.38	0.13	0.04	0.04	0.12	0.25	0.25	0.06	0.15	0.15
Crit Moves:			****	****				****		****		
Green/Cycle:	0.24	0.43	0.43	0.14	0.34	0.34	0.15	0.28	0.28	0.07	0.20	0.20
Volume/Cap:	0.11	0.33	0.88	0.88	0.13	0.12	0.75	0.88	0.88	0.88	0.75	0.75
Delay/Veh:	48.1	30.5	53.3	94.4	36.8	36.7	75.8	60.9	60.9	103.4	64.7	64.7
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:	48.1	30.5	53.3	94.4	36.8	36.7	75.8	60.9	60.9	103.4	64.7	64.7
LOS by Move:	D	C	D-	F	D+	D+	E-	E	E	F	E	E
HCM2k95thQ:	4	16	54	25	5	5	19	37	37	15	25	25

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

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Pacific Mall - Silicon Valley
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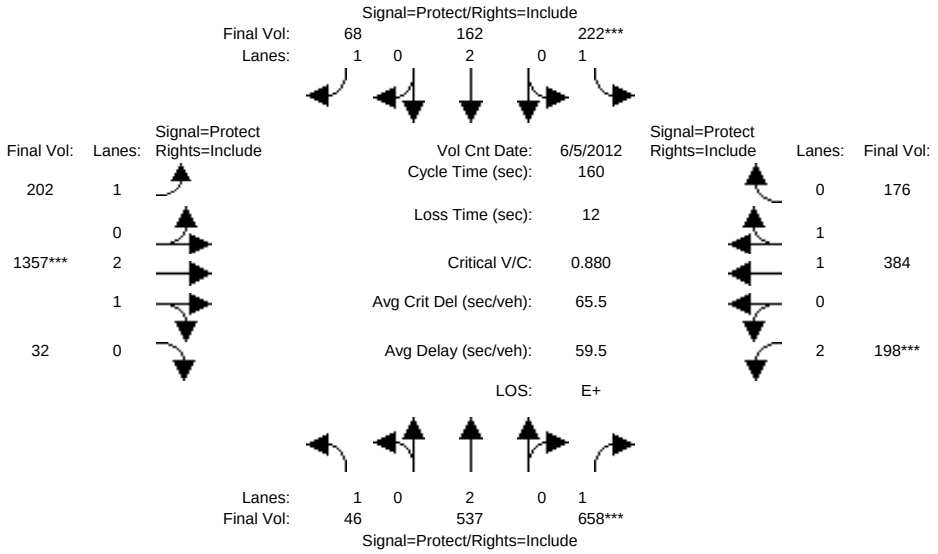
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #25: Trade Zone and Capitol Ave



Street Name:	Trade Zone Blvd						Capitol Ave					
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: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	46	537	658	222	162	68	202	1345	32	198	372	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:	46	537	658	222	162	68	202	1345	32	198	372	176
Added Vol:	0	0	0	0	0	0	0	12	0	0	12	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	537	658	222	162	68	202	1357	32	198	384	176
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:	46	537	658	222	162	68	202	1357	32	198	384	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	537	658	222	162	68	202	1357	32	198	384	176
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:	46	537	658	222	162	68	202	1357	32	198	384	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	0.92	1.00	0.92	0.92	0.98	0.95	0.83	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.93	0.07	2.00	1.35	0.65
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5471	129	3150	2536	1162
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.38	0.13	0.04	0.04	0.12	0.25	0.25	0.06	0.15	0.15
Crit Moves:			****	****				****		****		
Green/Cycle:	0.24	0.43	0.43	0.14	0.34	0.34	0.15	0.28	0.28	0.07	0.20	0.20
Volume/Cap:	0.11	0.33	0.88	0.88	0.13	0.12	0.76	0.88	0.88	0.88	0.76	0.76
Delay/Veh:	48.2	30.7	53.7	94.9	36.9	36.8	76.5	60.9	60.9	103.9	64.7	64.7
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:	48.2	30.7	53.7	94.9	36.9	36.8	76.5	60.9	60.9	103.9	64.7	64.7
LOS by Move:	D	C	D-	F	D+	D+	E-	E	E	F	E	E
HCM2k95thQ:	4	16	54	25	5	5	19	38	38	15	26	26

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

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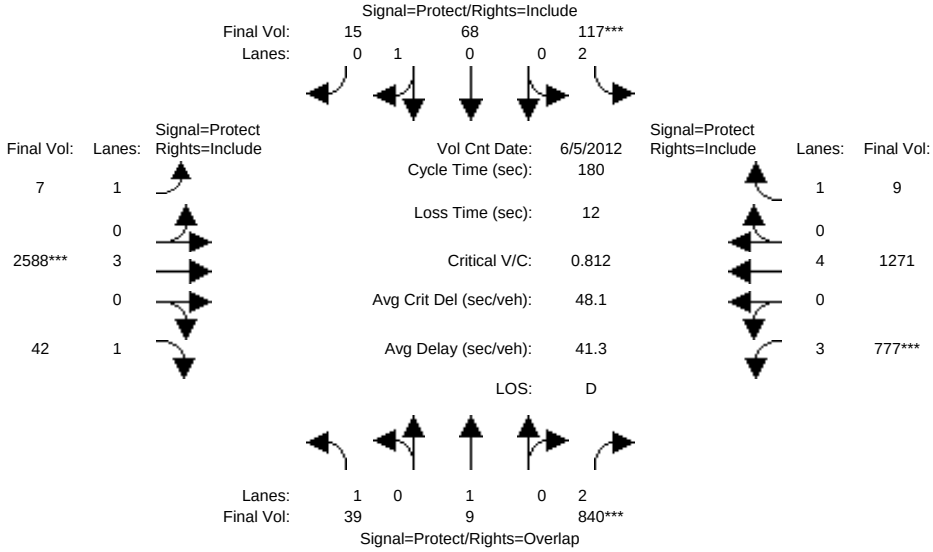
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #26: Montague Expwy and Trimble Rd



Street Name:	Trimble Rd						Montague Expwy					
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: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	39	9	933	117	68	15	7	2588	47	777	1271	9
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	9	933	117	68	15	7	2588	47	777	1271	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	9	933	117	68	15	7	2588	47	777	1271	9
User Adj:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	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	9	840	117	68	15	7	2588	42	777	1271	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	9	840	117	68	15	7	2588	42	777	1271	9
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	9	840	117	68	15	7	2588	42	777	1271	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.82	0.18	1.00	3.00	1.00	3.00	4.00	1.00
Final Sat.:	1750	1900	3150	3150	1475	325	1750	5700	1750	4551	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.27	0.04	0.05	0.05	0.00	0.45	0.02	0.17	0.17	0.01
Crit Moves:			****	****				****		****		
Green/Cycle:	0.07	0.12	0.33	0.05	0.10	0.10	0.15	0.56	0.56	0.21	0.62	0.62
Volume/Cap:	0.33	0.04	0.81	0.81	0.48	0.48	0.03	0.81	0.04	0.81	0.27	0.01
Delay/Veh:	81.7	70.4	60.3	113.4	79.1	79.1	66.1	33.7	17.9	73.0	15.3	12.8
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:	81.7	70.4	60.3	113.4	79.1	79.1	66.1	33.7	17.9	73.0	15.3	12.8
LOS by Move:	F	E	E	F	E-	E-	E	C-	B	E	B	B
HCM2k95thQ:	5	1	44	11	10	10	1	61	2	30	14	0

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

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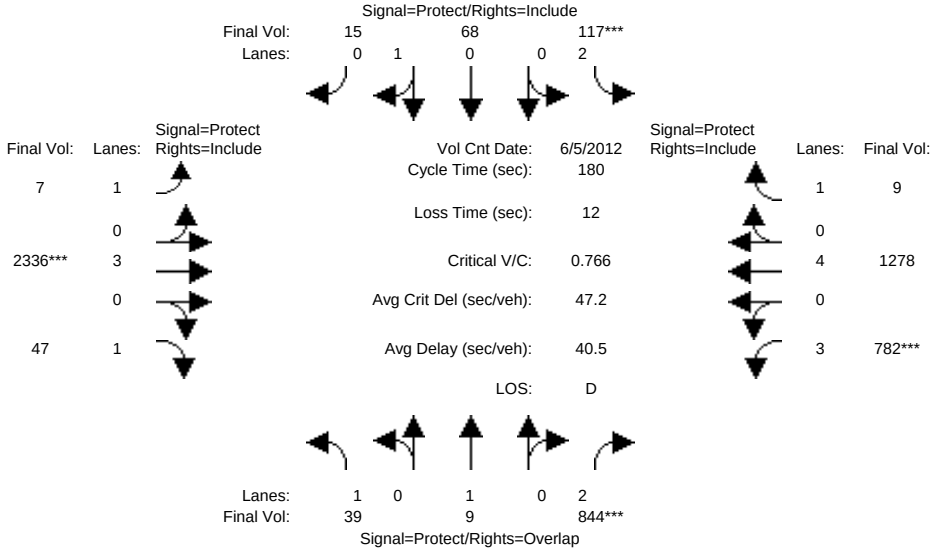
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #26: Montague Expwy and Trimble Rd



Street Name:	Trimble Rd						Montague Expwy					
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: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	39	9	933	117	68	15	7	2588	47	777	1271	9
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	9	933	117	68	15	7	2588	47	777	1271	9
Added Vol:	0	0	5	0	0	0	0	7	0	5	7	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	9	938	117	68	15	7	2595	47	782	1278	9
User Adj:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	0.90	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	9	844	117	68	15	7	2336	47	782	1278	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	9	844	117	68	15	7	2336	47	782	1278	9
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	9	844	117	68	15	7	2336	47	782	1278	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.82	0.18	1.00	3.00	1.00	3.00	4.00	1.00
Final Sat.:	1750	1900	3150	3150	1475	325	1750	5700	1750	4551	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.27	0.04	0.05	0.05	0.00	0.41	0.03	0.17	0.17	0.01
Crit Moves:			****	****				****		****		
Green/Cycle:	0.07	0.13	0.35	0.05	0.10	0.10	0.14	0.53	0.53	0.22	0.62	0.62
Volume/Cap:	0.31	0.04	0.77	0.77	0.45	0.45	0.03	0.77	0.05	0.77	0.27	0.01
Delay/Veh:	80.7	69.2	55.2	105.0	77.8	77.8	66.5	34.2	20.0	68.9	15.9	13.3
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:	80.7	69.2	55.2	105.0	77.8	77.8	66.5	34.2	20.0	68.9	15.9	13.3
LOS by Move:	F	E	E+	F	E-	E-	E	C-	C+	E	B	B
HCM2k95thQ:	5	1	42	11	10	10	1	54	3	29	15	0

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

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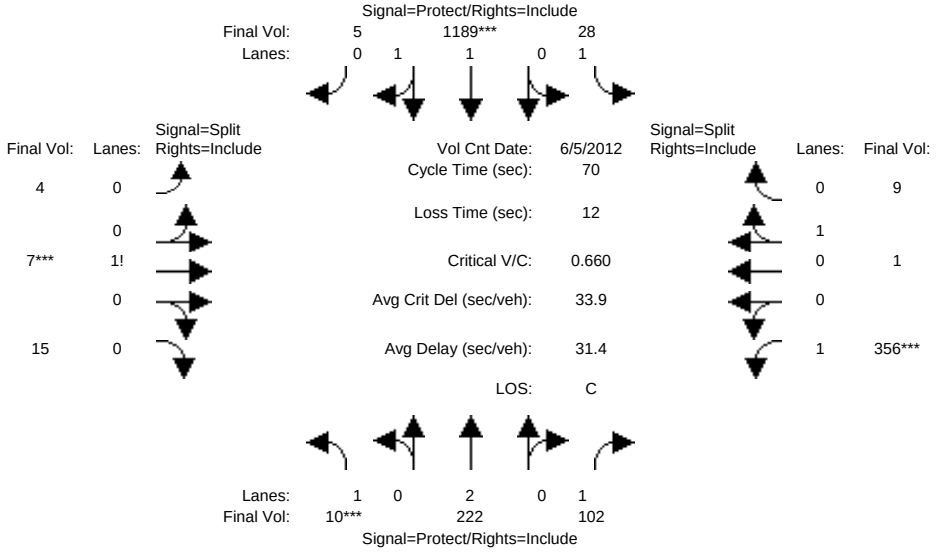
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #27: McCarthy Blvd and Barber Ln



Street Name:	McCarthy Blvd						Barber Ln					
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: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	10	222	102	28	1189	5	4	7	15	356	1	9
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:	10	222	102	28	1189	5	4	7	15	356	1	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	222	102	28	1189	5	4	7	15	356	1	9
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:	10	222	102	28	1189	5	4	7	15	356	1	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	222	102	28	1189	5	4	7	15	356	1	9
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:	10	222	102	28	1189	5	4	7	15	356	1	9
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	0.97	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.99	0.01	0.15	0.27	0.58	1.00	0.10	0.90
Final Sat.:	1750	3800	1750	1750	3684	15	269	471	1010	1750	180	1620
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.06	0.02	0.32	0.32	0.01	0.01	0.01	0.20	0.01	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.27	0.27	0.19	0.36	0.36	0.14	0.14	0.14	0.23	0.23	0.23
Volume/Cap:	0.06	0.22	0.22	0.08	0.90	0.90	0.10	0.10	0.10	0.90	0.02	0.02
Delay/Veh:	28.7	19.9	20.0	23.5	29.7	29.7	26.3	26.3	26.3	48.8	21.1	21.1
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:	28.7	19.9	20.0	23.5	29.7	29.7	26.3	26.3	26.3	48.8	21.1	21.1
LOS by Move:	C	B-	C+	C	C	C	C	C	C	D	C+	C+
HCM2k95thQ:	0	3	3	1	24	24	1	1	1	22	0	0

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

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Pacific Mall - Silicon Valley
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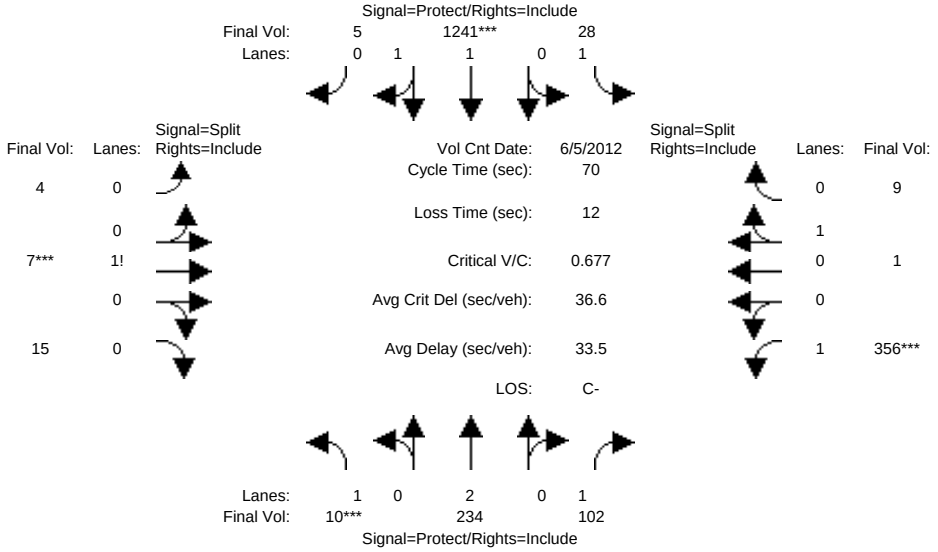
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #27: McCarthy Blvd and Barber Ln



Street Name:	McCarthy Blvd						Barber Ln					
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: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	10	222	102	28	1189	5	4	7	15	356	1	9
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:	10	222	102	28	1189	5	4	7	15	356	1	9
Added Vol:	0	12	0	0	47	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	5	0	0	0	0	0	0	0
Initial Fut:	10	234	102	28	1241	5	4	7	15	356	1	9
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:	10	234	102	28	1241	5	4	7	15	356	1	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	234	102	28	1241	5	4	7	15	356	1	9
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:	10	234	102	28	1241	5	4	7	15	356	1	9
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	0.97	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.99	0.01	0.15	0.27	0.58	1.00	0.10	0.90
Final Sat.:	1750	3800	1750	1750	3685	15	269	471	1010	1750	180	1620
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.06	0.02	0.34	0.34	0.01	0.01	0.01	0.20	0.01	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.27	0.27	0.19	0.37	0.37	0.14	0.14	0.14	0.22	0.22	0.22
Volume/Cap:	0.06	0.23	0.21	0.08	0.92	0.92	0.10	0.10	0.10	0.92	0.03	0.03
Delay/Veh:	28.7	19.8	19.8	23.4	31.9	31.9	26.3	26.3	26.3	53.9	21.4	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	19.8	19.8	23.4	31.9	31.9	26.3	26.3	26.3	53.9	21.4	21.4
LOS by Move:	C	B-	B-	C	C	C	C	C	C	D-	C+	C+
HCM2k95thQ:	0	4	3	1	26	26	1	1	1	23	0	0

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

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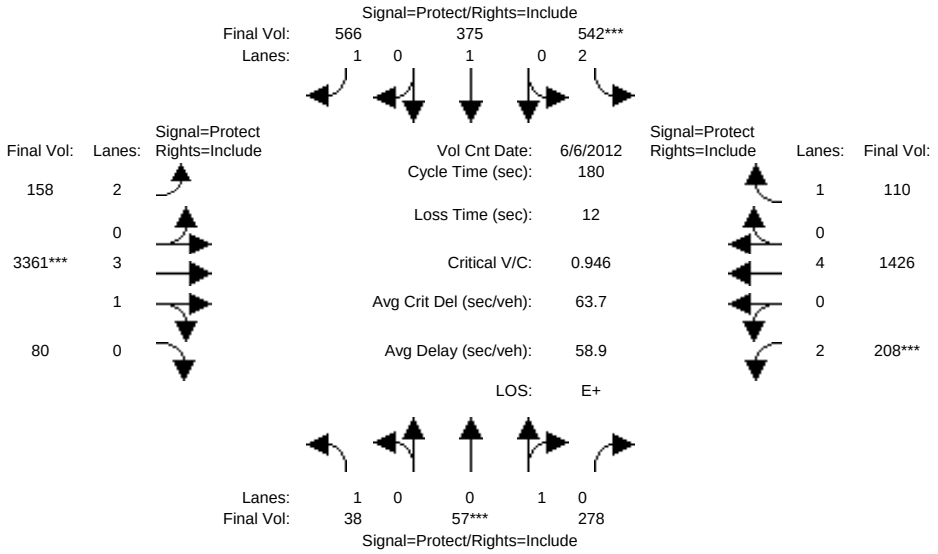
Existing plus Project - PM Peak Hour

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

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
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: 6 Jun 2012 << 5:00:00 PM												
Base Vol:	38	57	278	542	375	566	158	3361	80	208	1426	110
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:	38	57	278	542	375	566	158	3361	80	208	1426	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	57	278	542	375	566	158	3361	80	208	1426	110
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:	38	57	278	542	375	566	158	3361	80	208	1426	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	57	278	542	375	566	158	3361	80	208	1426	110
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:	38	57	278	542	375	566	158	3361	80	208	1426	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.17	0.83	2.00	1.00	1.00	2.00	3.90	0.10	2.00	4.00	1.00
Final Sat.:	1750	306	1494	3150	1900	1750	3150	7325	174	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.17	0.20	0.32	0.05	0.46	0.46	0.07	0.19	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.04	0.20	0.20	0.18	0.34	0.34	0.12	0.48	0.48	0.07	0.44	0.44
Volume/Cap:	0.53	0.95	0.95	0.95	0.58	0.96	0.43	0.95	0.95	0.95	0.43	0.14
Delay/Veh:	92.4	105	105.3	97.6	50.5	84.9	74.7	50.4	50.4	129.0	35.1	30.4
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:	92.4	105	105.3	97.6	50.5	84.9	74.7	50.4	50.4	129.0	35.1	30.4
LOS by Move:	F	F	F	F	D	F	E	D	D	F	D+	C
HCM2k95thQ:	6	38	38	31	28	53	9	71	71	18	23	7

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

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Pacific Mall - Silicon Valley
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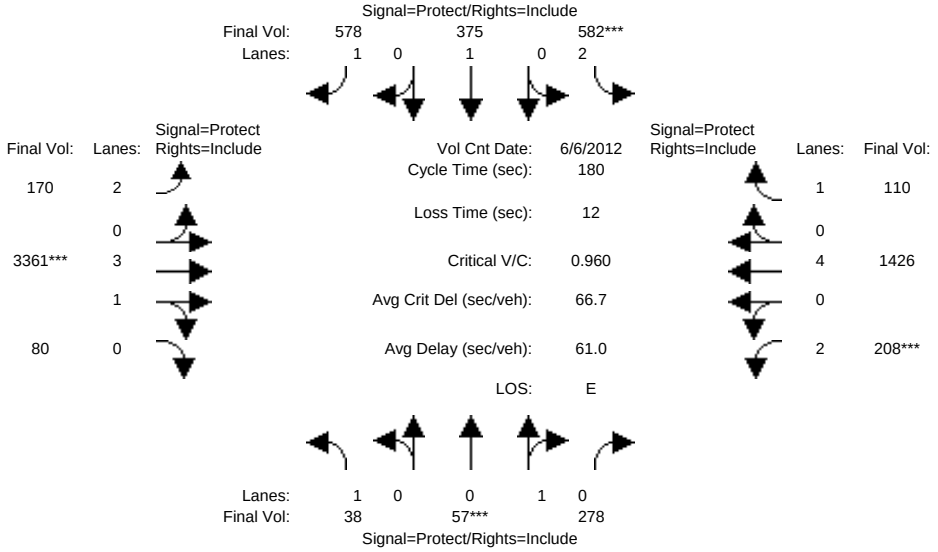
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
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: 6 Jun 2012 << 5:00:00 PM												
Base Vol:	38	57	278	542	375	566	158	3361	80	208	1426	110
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:	38	57	278	542	375	566	158	3361	80	208	1426	110
Added Vol:	0	0	0	35	0	12	12	0	0	0	0	0
Pass-by/Div:	0	0	0	5	0	0	0	0	0	0	0	0
Initial Fut:	38	57	278	582	375	578	170	3361	80	208	1426	110
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:	38	57	278	582	375	578	170	3361	80	208	1426	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	57	278	582	375	578	170	3361	80	208	1426	110
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:	38	57	278	582	375	578	170	3361	80	208	1426	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.17	0.83	2.00	1.00	1.00	2.00	3.90	0.10	2.00	4.00	1.00
Final Sat.:	1750	306	1494	3150	1900	1750	3150	7325	174	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.18	0.20	0.33	0.05	0.46	0.46	0.07	0.19	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.04	0.19	0.19	0.19	0.35	0.35	0.12	0.48	0.48	0.07	0.42	0.42
Volume/Cap:	0.53	0.96	0.96	0.96	0.57	0.96	0.44	0.96	0.96	0.96	0.44	0.15
Delay/Veh:	92.3	109	109.3	98.7	49.2	83.4	74.1	53.1	53.1	133.1	36.8	31.9
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:	92.3	109	109.3	98.7	49.2	83.4	74.1	53.1	53.1	133.1	36.8	31.9
LOS by Move:	F	F	F	F	D	F	E	D-	D-	F	D+	C
HCM2k95thQ:	6	39	39	33	27	53	10	74	74	18	24	8

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

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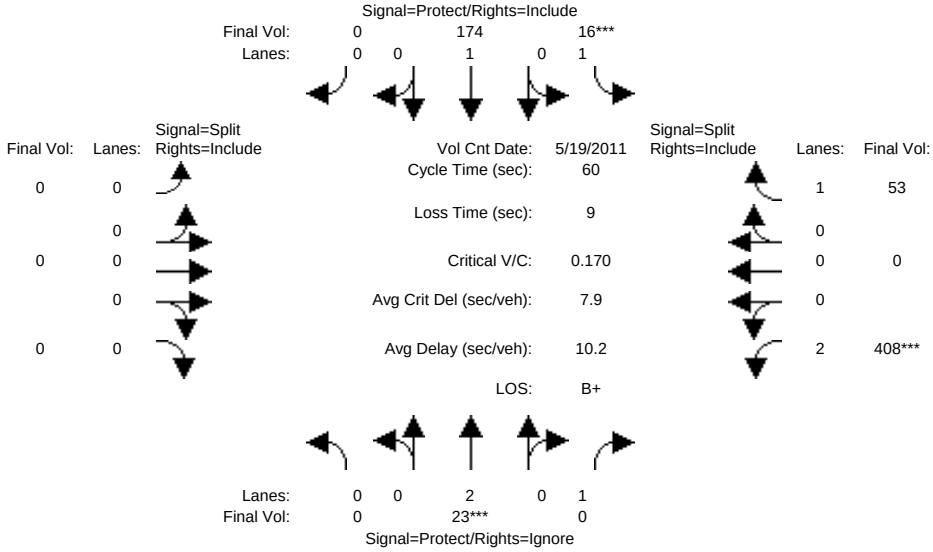
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #29: Zanker Rd and SR-237 WB Ramps

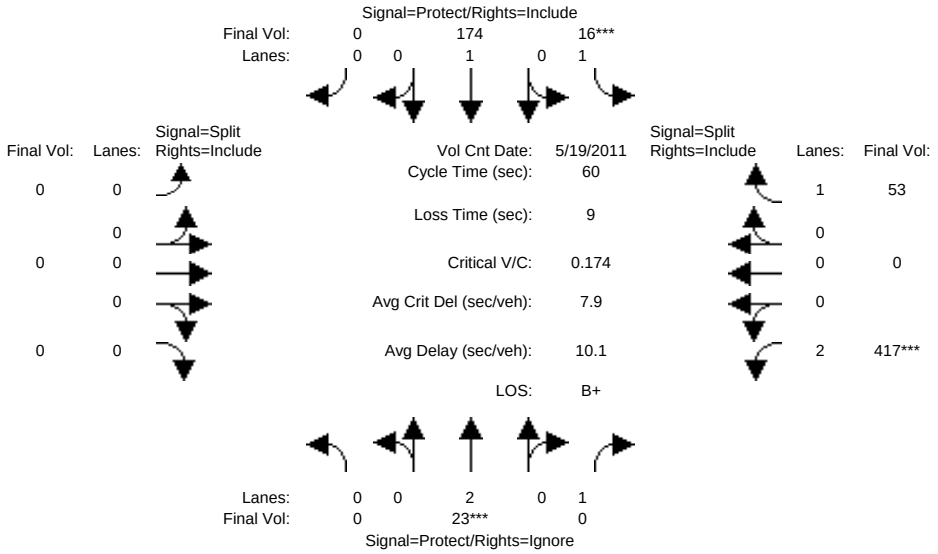



```
Street Name:            Zanker Rd                       SR-237 WB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     0    0     0    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: 19 May 2011 << 5:00:00 PM
Base Vol:       0   23   667    16  174     0     0    0     0   408    0    53
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   23   667    16  174     0     0    0     0   408    0    53
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0   23   667    16  174     0     0    0     0   408    0    53
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   23     0    16  174     0     0    0     0   408    0    53
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0   23     0    16  174     0     0    0     0   408    0    53
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   23     0    16  174     0     0    0     0   408    0    53
------------|---------------||---------------||---------------||---------------|
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 2.00  1.00  1.00 1.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 3800  1750  1750 1900     0     0    0     0  3150    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.01  0.00  0.01 0.09  0.00  0.00 0.00  0.00  0.13 0.00  0.03
Crit Moves:        ****        ****                             ****
Green/Cycle: 0.00 0.17  0.00  0.12 0.28  0.00  0.00 0.00  0.00  0.57 0.00  0.57
Volume/Cap:  0.00 0.04  0.00  0.08 0.32  0.00  0.00 0.00  0.00  0.23 0.00  0.05
Delay/Veh:    0.0 21.0   0.0  23.8 17.3   0.0   0.0  0.0   0.0   6.5  0.0   5.8
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 21.0   0.0  23.8 17.3   0.0   0.0  0.0   0.0   6.5  0.0   5.8
LOS by Move:    A   C+     A     C    B     A     A    A     A     A    A     A
HCM2k95thQ:     0    0     0     1    6     0     0    0     0     5    0     1
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #29: Zanker Rd and SR-237 WB Ramps

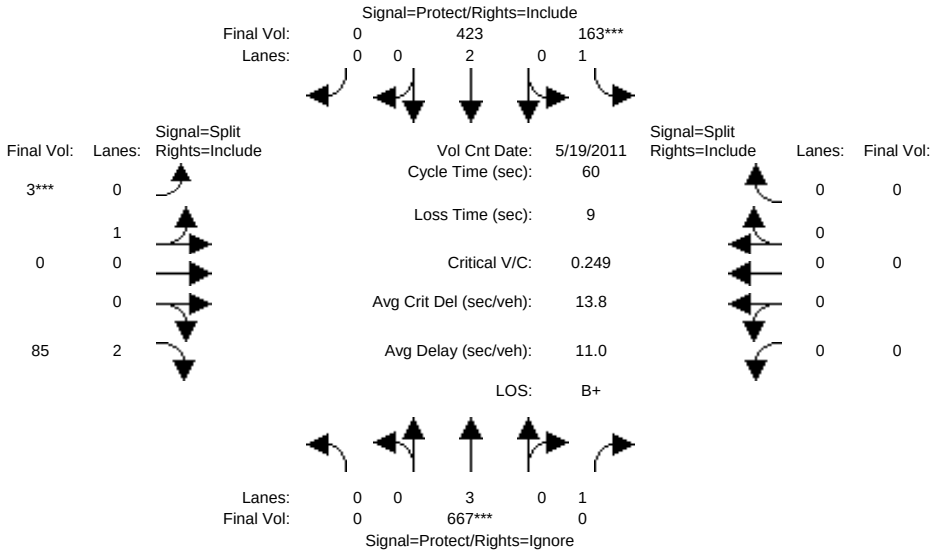



```
Street Name:            Zanker Rd                       SR-237 WB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     0    0     0    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: 19 May 2011 << 5:00:00 PM
Base Vol:       0   23   667    16  174     0     0    0     0   408    0    53
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   23   667    16  174     0     0    0     0   408    0    53
Added Vol:      0    0     0     0    0     0     0    0     0     9    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0   23   667    16  174     0     0    0     0   417    0    53
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   23     0    16  174     0     0    0     0   417    0    53
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0   23     0    16  174     0     0    0     0   417    0    53
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   23     0    16  174     0     0    0     0   417    0    53
------------|---------------||---------------||---------------||---------------|
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 2.00  1.00  1.00 1.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 3800  1750  1750 1900     0     0    0     0  3150    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.01  0.00  0.01 0.09  0.00  0.00 0.00  0.00  0.13 0.00  0.03
Crit Moves:        ****        ****                             ****
Green/Cycle: 0.00 0.17  0.00  0.12 0.28  0.00  0.00 0.00  0.00  0.57 0.00  0.57
Volume/Cap:  0.00 0.04  0.00  0.08 0.32  0.00  0.00 0.00  0.00  0.23 0.00  0.05
Delay/Veh:    0.0 21.0   0.0  23.8 17.3   0.0   0.0  0.0   0.0   6.6  0.0   5.8
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 21.0   0.0  23.8 17.3   0.0   0.0  0.0   0.0   6.6  0.0   5.8
LOS by Move:    A   C+     A     C    B     A     A    A     A     A    A     A
HCM2k95thQ:     0    0     0     1    6     0     0    0     0     5    0     1
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #30: Zanker Rd and SR-237 EB Ramps



Street Name:	Zanker Rd						SR-237 EB Ramps					
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	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: 19 May 2011 << 5:00:00 PM												
Base Vol:	0	667	710	163	423	0	3	0	85	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:	0	667	710	163	423	0	3	0	85	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	667	710	163	423	0	3	0	85	0	0	0
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	667	0	163	423	0	3	0	85	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	667	0	163	423	0	3	0	85	0	0	0
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	667	0	163	423	0	3	0	85	0	0	0
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	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	3800	0	1800	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.09	0.11	0.00	0.00	0.00	0.03	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.38	0.00	0.30	0.68	0.00	0.17	0.00	0.17	0.00	0.00	0.00
Volume/Cap:	0.00	0.31	0.00	0.31	0.16	0.00	0.01	0.00	0.16	0.00	0.00	0.00
Delay/Veh:	0.0	13.1	0.0	16.4	3.4	0.0	20.9	0.0	21.6	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:	0.0	13.1	0.0	16.4	3.4	0.0	20.9	0.0	21.6	0.0	0.0	0.0
LOS by Move:	A	B	A	B	A	A	C+	A	C+	A	A	A
HCM2k95thQ:	0	6	0	5	3	0	0	0	2	0	0	0

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

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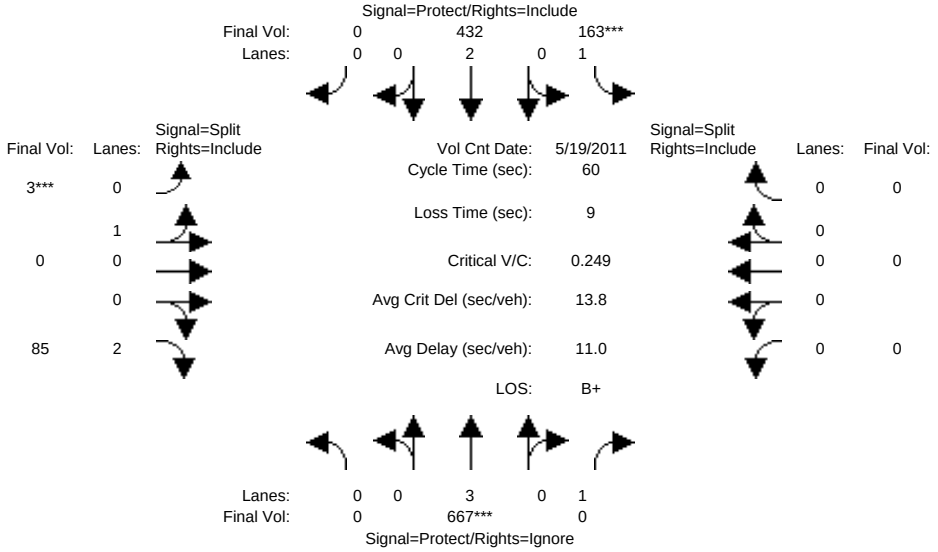
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #30: Zanker Rd and SR-237 EB Ramps



Street Name:	Zanker Rd						SR-237 EB Ramps					
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	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: 19 May 2011 << 5:00:00 PM												
Base Vol:	0	667	710	163	423	0	3	0	85	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:	0	667	710	163	423	0	3	0	85	0	0	0
Added Vol:	0	0	8	0	9	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	667	718	163	432	0	3	0	85	0	0	0
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	667	0	163	432	0	3	0	85	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	667	0	163	432	0	3	0	85	0	0	0
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	667	0	163	432	0	3	0	85	0	0	0
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	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	3800	0	1800	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.09	0.11	0.00	0.00	0.00	0.03	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.38	0.00	0.30	0.68	0.00	0.17	0.00	0.17	0.00	0.00	0.00
Volume/Cap:	0.00	0.31	0.00	0.31	0.17	0.00	0.01	0.00	0.16	0.00	0.00	0.00
Delay/Veh:	0.0	13.1	0.0	16.4	3.4	0.0	20.9	0.0	21.6	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:	0.0	13.1	0.0	16.4	3.4	0.0	20.9	0.0	21.6	0.0	0.0	0.0
LOS by Move:	A	B	A	B	A	A	C+	A	C+	A	A	A
HCM2k95thQ:	0	6	0	5	3	0	0	0	2	0	0	0

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

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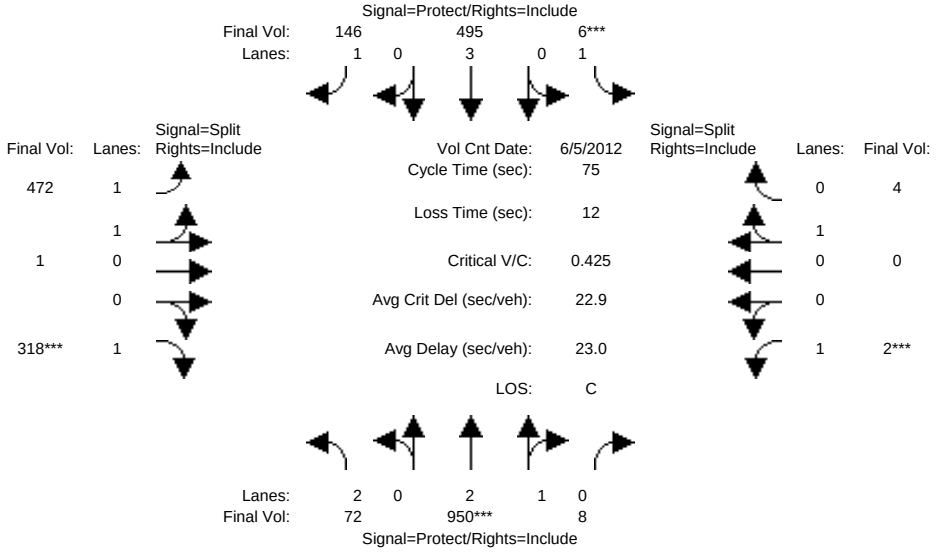
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #31: Holger Way and Zanker Rd



Street Name:	Zanker Rd						Holger Way					
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: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	72	950	8	6	495	146	472	1	318	2	0	4
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:	72	950	8	6	495	146	472	1	318	2	0	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	950	8	6	495	146	472	1	318	2	0	4
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:	72	950	8	6	495	146	472	1	318	2	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	950	8	6	495	146	472	1	318	2	0	4
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:	72	950	8	6	495	146	472	1	318	2	0	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.95
Lanes:	2.00	2.97	0.03	1.00	3.00	1.00	1.99	0.01	1.00	1.00	0.00	1.00
Final Sat.:	3150	5553	47	1750	5700	1750	3542	8	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.00	0.09	0.08	0.13	0.13	0.18	0.00	0.00	0.00
Crit Moves:		****		****					****	****		
Green/Cycle:	0.16	0.30	0.30	0.09	0.23	0.23	0.32	0.32	0.32	0.13	0.00	0.13
Volume/Cap:	0.14	0.58	0.58	0.04	0.38	0.36	0.42	0.42	0.58	0.01	0.00	0.02
Delay/Veh:	27.2	22.8	22.8	31.0	24.5	24.8	20.5	20.5	22.9	28.2	0.0	28.3
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:	27.2	22.8	22.8	31.0	24.5	24.8	20.5	20.5	22.9	28.2	0.0	28.3
LOS by Move:	C	C+	C+	C	C	C	C+	C+	C+	C	A	C
HCM2k95thQ:	2	13	13	0	6	6	10	10	14	0	0	0

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

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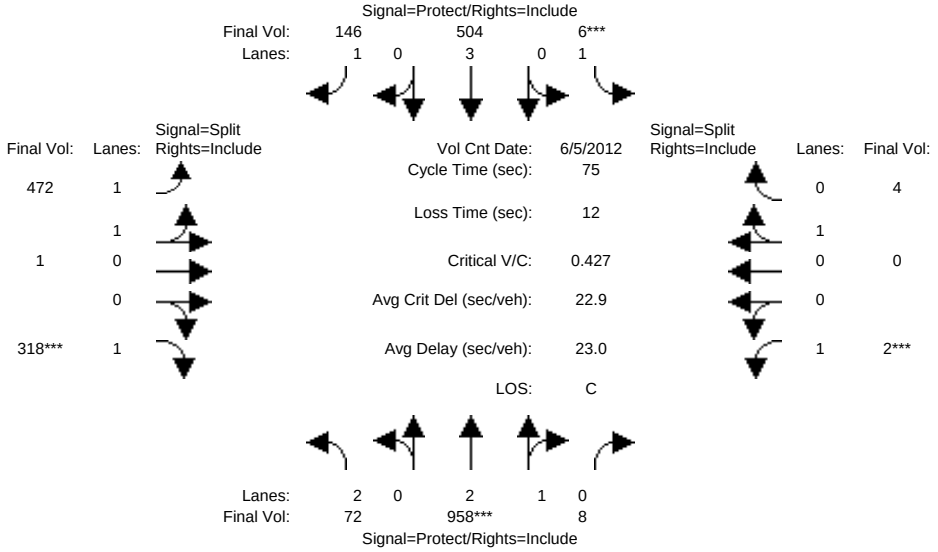
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #31: Holger Way and Zanker Rd



Street Name:	Zanker Rd						Holger Way					
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: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	72	950	8	6	495	146	472	1	318	2	0	4
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:	72	950	8	6	495	146	472	1	318	2	0	4
Added Vol:	0	8	0	0	9	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	958	8	6	504	146	472	1	318	2	0	4
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:	72	958	8	6	504	146	472	1	318	2	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	958	8	6	504	146	472	1	318	2	0	4
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:	72	958	8	6	504	146	472	1	318	2	0	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.95
Lanes:	2.00	2.97	0.03	1.00	3.00	1.00	1.99	0.01	1.00	1.00	0.00	1.00
Final Sat.:	3150	5554	46	1750	5700	1750	3542	8	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.00	0.09	0.08	0.13	0.13	0.18	0.00	0.00	0.00
Crit Moves:		****		****					****	****		
Green/Cycle:	0.16	0.30	0.30	0.09	0.23	0.23	0.31	0.31	0.31	0.13	0.00	0.13
Volume/Cap:	0.14	0.58	0.58	0.04	0.38	0.36	0.42	0.42	0.58	0.01	0.00	0.02
Delay/Veh:	27.1	22.8	22.8	31.0	24.5	24.8	20.6	20.6	23.1	28.2	0.0	28.3
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:	27.1	22.8	22.8	31.0	24.5	24.8	20.6	20.6	23.1	28.2	0.0	28.3
LOS by Move:	C	C+	C+	C	C	C	C+	C+	C	C	A	C
HCM2k95thQ:	2	14	14	0	6	6	10	10	14	0	0	0

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

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Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Background AM				B+P AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	McCarthy Blvd and Dixon Landing Rd	B	14.9	0.554	15.5	B	15.1	0.560	+ 0.006	15.7	+ 0.2
#2	I-880 SB Ramps and Dixon Landing Dr	A	7.5	0.383	9.7	A	7.5	0.384	+ 0.001	9.7	+ 0.0
#3	Dixon Landing Rd and California Cir	B	15.7	0.521	15.5	B	15.7	0.521	+ 0.000	15.5	+ 0.0
#4	California Cir and I-880 NB Ramps	B+	10.6	0.282	11.6	B+	10.6	0.284	+ 0.002	11.6	+ 0.0
#5	Dixon Landing Rd and Warm Springs Rd	F	248.2	1.532	294.2	F	248.5	1.535	+ 0.003	295.3	+ 1.1
#6	McCarthy Blvd and Ranch Drive (North)	C+	20.6	0.496	20.9	C+	20.7	0.497	+ 0.001	20.9	+ 0.0
#7	Ranch Drive and Project Entrance	B	15.8	0.134	16.0	B	15.8	0.255	+ 0.120	16.2	+ 0.2
#8	McCarthy Blvd and Ranch Dr (South)	B-	18.7	0.520	19.9	B-	19.9	0.548	+ 0.028	22.2	+ 2.4
#9	McCarthy Blvd and SR-237 WB Ramps	C	23.5	0.845	33.7	C	25.4	0.899	+ 0.054	38.6	+ 4.9
#10	McCarthy Blvd and SR-237 EB Ramps	C+	20.5	0.757	20.7	C+	20.7	0.771	+ 0.014	21.0	+ 0.3
#11	I-880 SB Ramps and SR-237	C+	20.5	0.779	22.3	C+	21.0	0.794	+ 0.016	22.9	+ 0.6
#12	I-880 NB Ramps and SR-237	C	23.5	0.809	27.6	C	24.2	0.823	+ 0.014	28.5	+ 0.9
#13	Abel Street and SR-237	D	49.0	0.914	54.1	D	49.6	0.921	+ 0.007	55.2	+ 1.1
#14	Milpitas Blvd and SR-237	E	65.4	1.043	85.0	E	67.1	1.052	+ 0.010	88.0	+ 2.9
#15	Hillview Drive and SR-237	C	28.7	0.632	22.4	C	28.6	0.638	+ 0.006	22.4	- 0.1
#16	McCarthy Blvd and Bellew Dr	C	26.2	0.704	28.5	C	26.4	0.713	+ 0.009	29.0	+ 0.5
#17	McCarthy Blvd and Alder Dr	D	45.9	0.791	50.9	D	47.8	0.804	+ 0.012	53.5	+ 2.6
#18	McCarthy Blvd and Tasman Dr	D	40.5	0.898	46.2	D	41.3	0.904	+ 0.007	47.4	+ 1.2
#19	Tasman Dr and Alder Dr	B-	18.4	0.751	29.4	B-	18.7	0.758	+ 0.007	29.9	+ 0.6
#20	I-880 SB Ramps and Tasman Dr	C+	22.5	0.885	23.7	C+	22.5	0.887	+ 0.002	23.8	+ 0.1
#21	Great Mall Pkwy and Thompson St	D	39.2	0.759	41.1	D	39.4	0.761	+ 0.002	41.4	+ 0.3
#22	Abel St and Great Mall Pkwy	D	42.2	0.722	43.6	D	42.3	0.724	+ 0.003	43.8	+ 0.1
#23	Main St and Great Mall Pkwy	C	24.0	0.451	18.6	C	24.0	0.453	+ 0.001	18.6	- 0.0
#24	Great Mall Pkwy and Montague Expwy	D-	51.8	0.893	71.3	D-	51.9	0.895	+ 0.002	71.5	+ 0.2
#25	Trade Zone and Capitol Ave	C-	32.4	0.702	29.1	C-	32.4	0.704	+ 0.002	29.2	+ 0.0
#26	Montague Expwy and Trimble Rd	C	28.9	0.658	45.7	C	28.9	0.660	+ 0.001	45.8	+ 0.0

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Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Background AM				B+P AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#27	McCarthy Blvd and Barber Ln	B	16.3	0.327	14.4	B	16.4	0.329	+ 0.002	14.4	- 0.0
#28	McCarthy Blvd and Montague Expwy	D	44.0	0.980	50.5	D	45.4	0.986	+ 0.006	52.5	+ 2.0
#29	Zanker Rd and SR-237 WB Ramps	B	13.1	0.450	15.3	B	13.1	0.450	+ 0.000	15.3	+ 0.0
#30	Zanker Rd and SR-237 EB Ramps	B	15.8	0.575	17.8	B	15.8	0.575	+ 0.000	17.8	+ 0.0
#31	Holger Way and Zanker Rd	C+	21.1	0.431	24.6	C+	21.1	0.431	+ 0.000	24.6	+ 0.0

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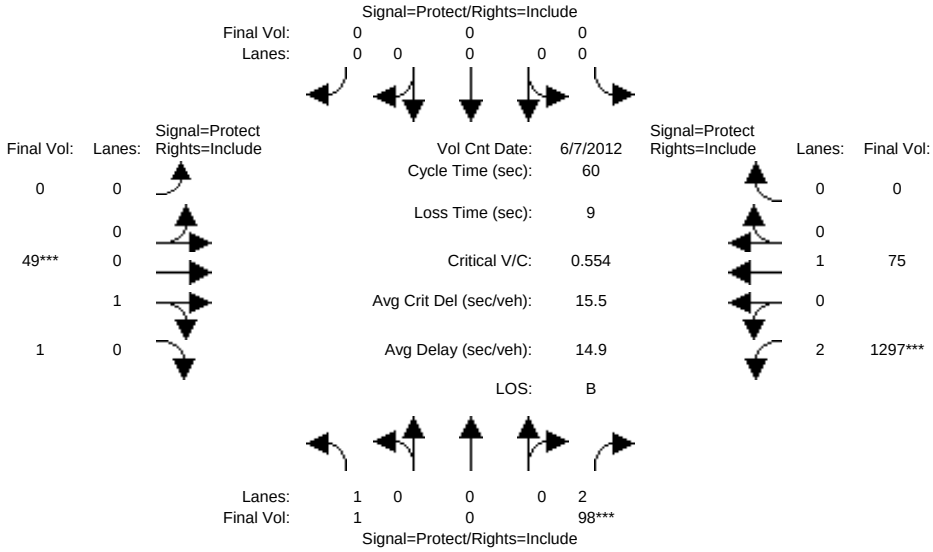
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	1	0	98	0	0	0	0	49	1	1297	75	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:	1	0	98	0	0	0	0	49	1	1297	75	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	98	0	0	0	0	49	1	1297	75	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:	1	0	98	0	0	0	0	49	1	1297	75	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	98	0	0	0	0	49	1	1297	75	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:	1	0	98	0	0	0	0	49	1	1297	75	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.98	0.02	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1764	36	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.03	0.03	0.41	0.04	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.17	0.17	0.52	0.68	0.00
Volume/Cap:	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.17	0.17	0.80	0.06	0.00
Delay/Veh:	20.8	0.0	21.7	0.0	0.0	0.0	0.0	21.7	21.7	14.8	3.2	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:	20.8	0.0	21.7	0.0	0.0	0.0	0.0	21.7	21.7	14.8	3.2	0.0
LOS by Move:	C+	A	C+	A	A	A	A	C+	C+	B	A	A
HCM2k95thQ:	0	0	2	0	0	0	0	2	2	22	1	0

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

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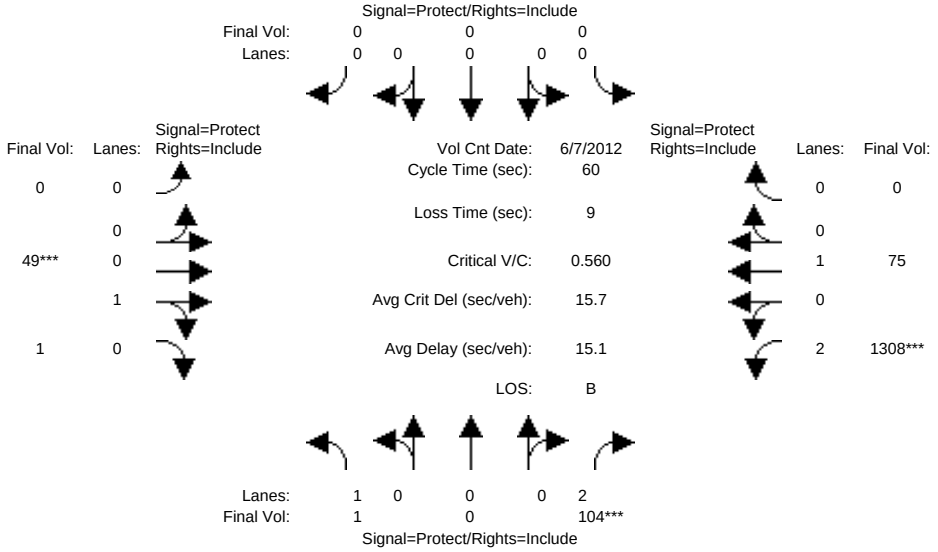
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	1	0	98	0	0	0	0	49	1	1297	75	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:	1	0	98	0	0	0	0	49	1	1297	75	0
Added Vol:	0	0	6	0	0	0	0	0	0	11	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	104	0	0	0	0	49	1	1308	75	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:	1	0	104	0	0	0	0	49	1	1308	75	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	104	0	0	0	0	49	1	1308	75	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:	1	0	104	0	0	0	0	49	1	1308	75	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.98	0.02	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1764	36	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.03	0.03	0.42	0.04	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.17	0.17	0.52	0.68	0.00
Volume/Cap:	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.17	0.17	0.80	0.06	0.00
Delay/Veh:	20.8	0.0	21.7	0.0	0.0	0.0	0.0	21.7	21.7	15.0	3.2	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:	20.8	0.0	21.7	0.0	0.0	0.0	0.0	21.7	21.7	15.0	3.2	0.0
LOS by Move:	C+	A	C+	A	A	A	A	C+	C+	B	A	A
HCM2k95thQ:	0	0	2	0	0	0	0	2	2	22	1	0

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

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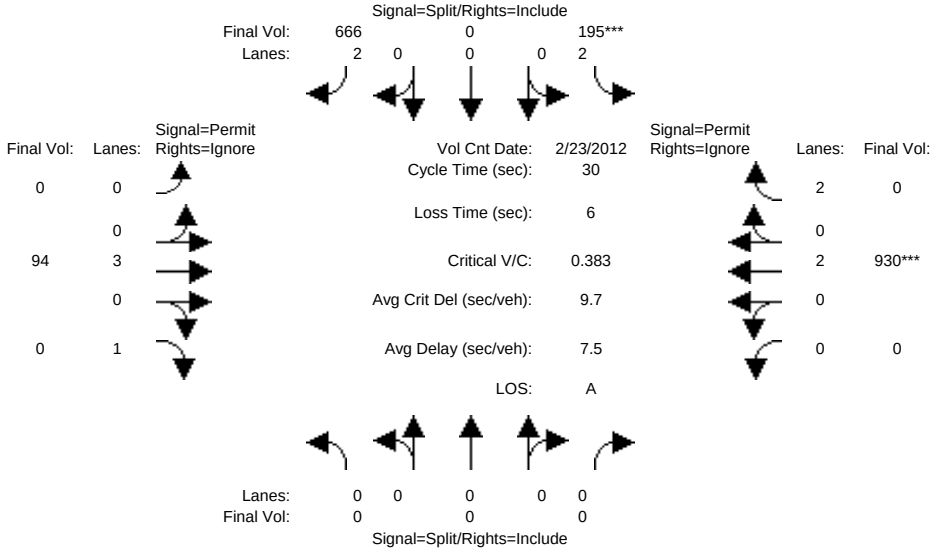
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #2: I-880 SB Ramps and Dixon Landing Dr



Street Name:	I-880 SB Ramps						Dixon Landing Rd					
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	0	0	10	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: 23 Feb 2012 << 8:00:00 AM												
Base Vol:	0	0	0	195	0	666	0	94	90	0	930	1024
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	0	0	195	0	666	0	94	90	0	930	1024
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	195	0	666	0	94	90	0	930	1024
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	195	0	666	0	94	0	0	930	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	0	666	0	94	0	0	930	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	195	0	666	0	94	0	0	930	0
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	0.83	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	2.00	2.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.21	0.00	0.02	0.00	0.00	0.24	0.00
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.55	0.00	0.55	0.00	0.33	0.00	0.00	0.33	0.00
Volume/Cap:	0.00	0.00	0.00	0.11	0.00	0.38	0.00	0.05	0.00	0.00	0.73	0.00
Delay/Veh:	0.0	0.0	0.0	3.2	0.0	4.0	0.0	6.8	0.0	0.0	11.1	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:	0.0	0.0	0.0	3.2	0.0	4.0	0.0	6.8	0.0	0.0	11.1	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	B+	A
HCM2k95thQ:	0	0	0	1	0	5	0	0	0	0	8	0

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

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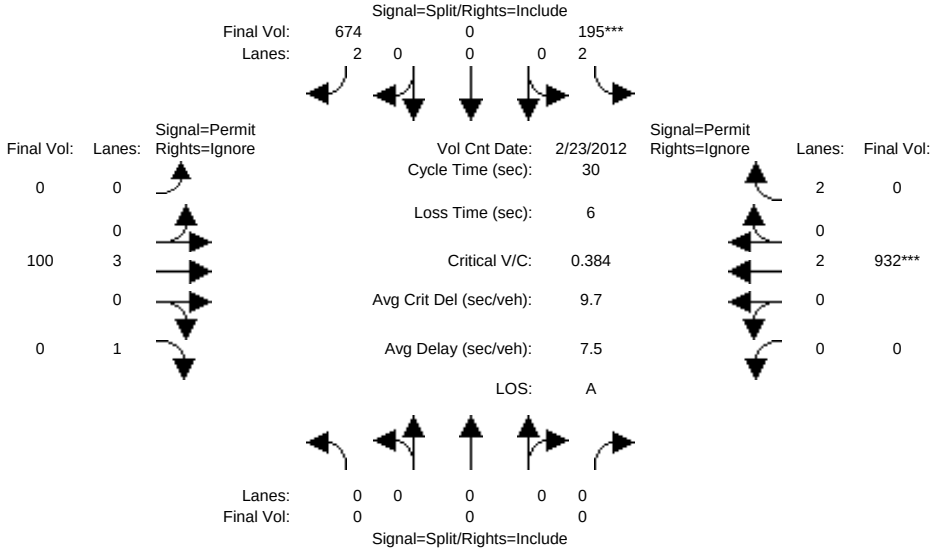
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #2: I-880 SB Ramps and Dixon Landing Dr



Street Name:	I-880 SB Ramps						Dixon Landing Rd					
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	0	0	10	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: 23 Feb 2012 << 8:00:00 AM												
Base Vol:	0	0	0	195	0	666	0	94	90	0	930	1024
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	0	0	195	0	666	0	94	90	0	930	1024
Added Vol:	0	0	0	0	0	8	0	6	0	0	2	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	195	0	674	0	100	90	0	932	1024
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	195	0	674	0	100	0	0	932	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	0	674	0	100	0	0	932	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	195	0	674	0	100	0	0	932	0
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	0.83	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	2.00	2.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.21	0.00	0.02	0.00	0.00	0.25	0.00
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.56	0.00	0.56	0.00	0.33	0.00	0.00	0.33	0.00
Volume/Cap:	0.00	0.00	0.00	0.11	0.00	0.38	0.00	0.05	0.00	0.00	0.74	0.00
Delay/Veh:	0.0	0.0	0.0	3.2	0.0	3.9	0.0	6.8	0.0	0.0	11.1	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:	0.0	0.0	0.0	3.2	0.0	3.9	0.0	6.8	0.0	0.0	11.1	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	B+	A
HCM2k95thQ:	0	0	0	1	0	5	0	0	0	0	8	0

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

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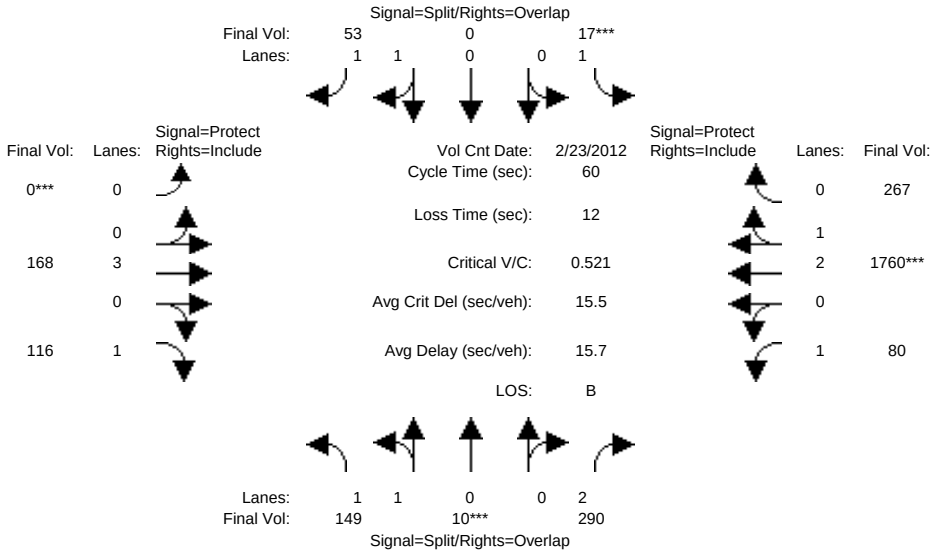
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #3: Dixon Landing Rd and California Cir




```
Street Name:I-880 Northbound Ramps / Californ          Dixon Landing Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 23 Feb 2012 << 8:00:00 AM
Base Vol:     149   10   290    17    0    53     0  168   116    80 1760   267
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:  149   10   290    17    0    53     0  168   116    80 1760   267
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  149   10   290    17    0    53     0  168   116    80 1760   267
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:   149   10   290    17    0    53     0  168   116    80 1760   267
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  149   10   290    17    0    53     0  168   116    80 1760   267
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:  149   10   290    17    0    53     0  168   116    80 1760   267
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.93 0.95  0.83  0.92 1.00  0.95  0.92 1.00  0.92  0.92 0.99  0.95
Lanes:       1.88 0.12  2.00  1.00 0.00  2.00  0.00 3.00  1.00  1.00 2.59  0.41
Final Sat.:  3327  223  3150  1750    0  3600     0 5700  1750  1750 4861   737
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.04  0.09  0.01 0.00  0.01  0.00 0.03  0.07  0.05 0.36  0.36
Crit Moves:        ****        ****              ****                   ****
Green/Cycle: 0.17 0.17  0.36  0.17 0.00  0.17  0.00 0.27  0.27  0.19 0.47  0.47
Volume/Cap:  0.27 0.27  0.26  0.06 0.00  0.09  0.00 0.11  0.24  0.24 0.78  0.78
Delay/Veh:   22.1 22.1  13.7  21.1  0.0  21.2   0.0 16.3  17.2  20.9 14.9  14.9
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:  22.1 22.1  13.7  21.1  0.0  21.2   0.0 16.3  17.2  20.9 14.9  14.9
LOS by Move:   C+   C+     B    C+    A    C+     A    B     B    C+    B     B
HCM2k95thQ:     3    3     4     1    0     1     0    2     4     3   18    18
Note: Queue reported is the number of cars per lane.
```

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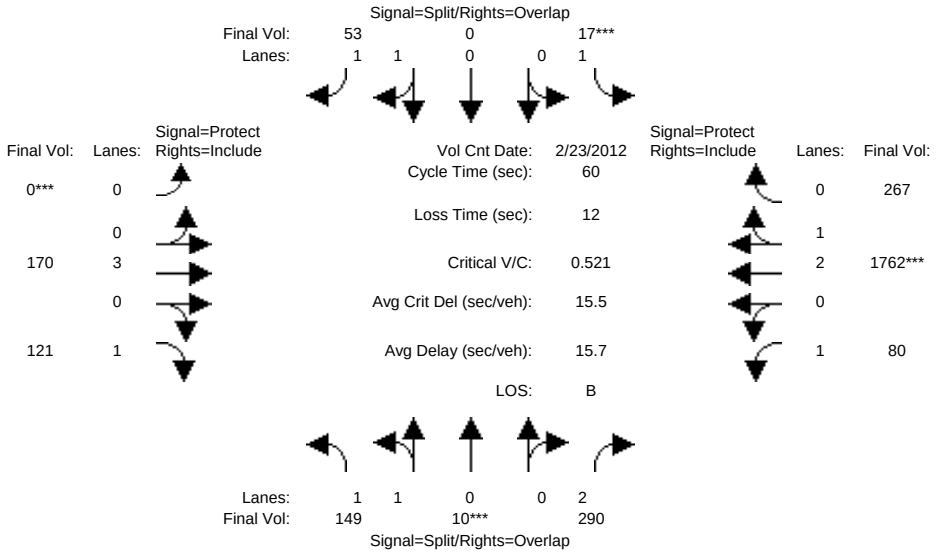
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #3: Dixon Landing Rd and California Cir




```
Street Name:I-880 Northbound Ramps / Californ          Dixon Landing Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 23 Feb 2012 << 8:00:00 AM
Base Vol:     149   10   290    17    0    53     0  168   116    80 1760   267
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:  149   10   290    17    0    53     0  168   116    80 1760   267
Added Vol:      0    0     0     0    0     0     0    2     5     0    2     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  149   10   290    17    0    53     0  170   121    80 1762   267
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:   149   10   290    17    0    53     0  170   121    80 1762   267
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  149   10   290    17    0    53     0  170   121    80 1762   267
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:  149   10   290    17    0    53     0  170   121    80 1762   267
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.93 0.95  0.83  0.92 1.00  0.95  0.92 1.00  0.92  0.92 0.99  0.95
Lanes:       1.88 0.12  2.00  1.00 0.00  2.00  0.00 3.00  1.00  1.00 2.59  0.41
Final Sat.:  3327  223  3150  1750    0  3600     0 5700  1750  1750 4862   737
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.04  0.09  0.01 0.00  0.01  0.00 0.03  0.07  0.05 0.36  0.36
Crit Moves:        ****        ****              ****                   ****
Green/Cycle: 0.17 0.17  0.36  0.17 0.00  0.17  0.00 0.27  0.27  0.19 0.47  0.47
Volume/Cap:  0.27 0.27  0.26  0.06 0.00  0.09  0.00 0.11  0.25  0.24 0.78  0.78
Delay/Veh:   22.1 22.1  13.7  21.1  0.0  21.2   0.0 16.3  17.2  20.9 14.9  14.9
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:  22.1 22.1  13.7  21.1  0.0  21.2   0.0 16.3  17.2  20.9 14.9  14.9
LOS by Move:   C+   C+     B    C+    A    C+     A    B     B    C+    B     B
HCM2k95thQ:     3    3     4     1    0     1     0    2     4     3   18    18
Note: Queue reported is the number of cars per lane.
```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Pacific Mall - Silicon Valley
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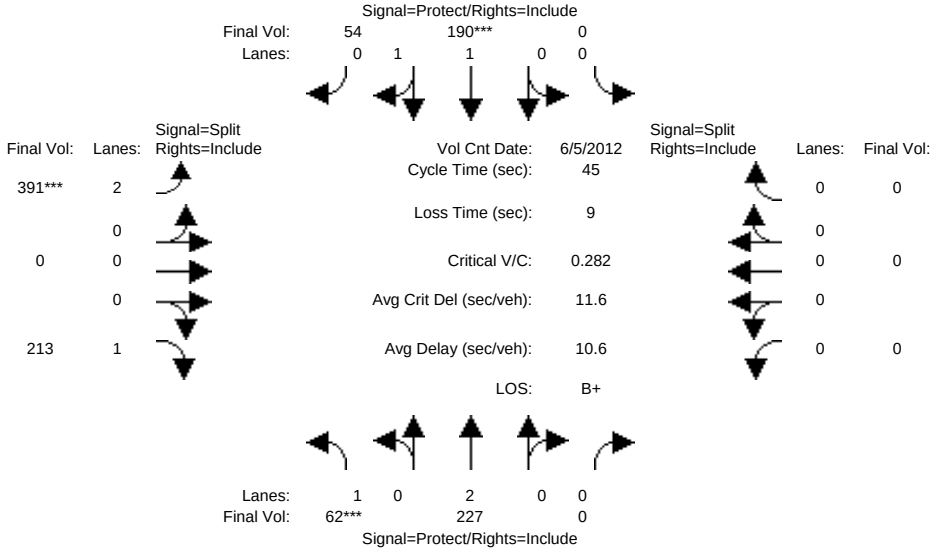
Background plus Project - AM Peak Hour

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

Intersection #4: California Cir and I-880 NB Ramps



Street Name:	California Cir						I-880 NB Ramps					
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	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: 5 Jun 2012 << 7:30:00 AM												
Base Vol:	62	227	0	0	190	54	391	0	213	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:	62	227	0	0	190	54	391	0	213	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	227	0	0	190	54	391	0	213	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:	62	227	0	0	190	54	391	0	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	227	0	0	190	54	391	0	213	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:	62	227	0	0	190	54	391	0	213	0	0	0
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	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.55	0.45	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	2881	819	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.00	0.00	0.07	0.07	0.12	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.16	0.38	0.00	0.00	0.22	0.22	0.42	0.00	0.42	0.00	0.00	0.00
Volume/Cap:	0.23	0.16	0.00	0.00	0.29	0.29	0.29	0.00	0.29	0.00	0.00	0.00
Delay/Veh:	17.1	9.3	0.0	0.0	14.7	14.7	8.7	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:	17.1	9.3	0.0	0.0	14.7	14.7	8.7	0.0	8.8	0.0	0.0	0.0
LOS by Move:	B	A	A	A	B	B	A	A	A	A	A	A
HCM2k95thQ:	2	2	0	0	3	3	5	0	5	0	0	0

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

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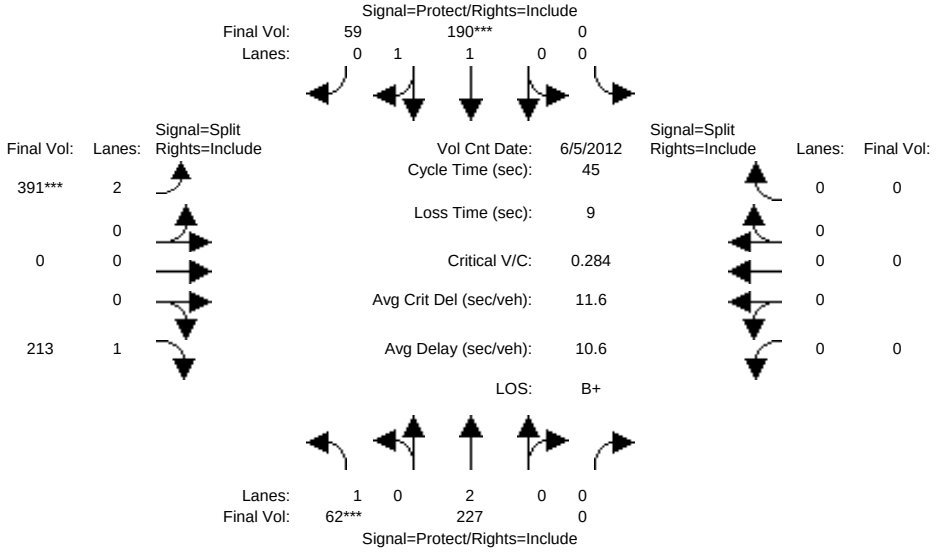
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #4: California Cir and I-880 NB Ramps



Street Name:	California Cir						I-880 NB Ramps					
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	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: 5 Jun 2012 << 7:30:00 AM												
Base Vol:	62	227	0	0	190	54	391	0	213	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:	62	227	0	0	190	54	391	0	213	0	0	0
Added Vol:	0	0	0	0	0	5	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	227	0	0	190	59	391	0	213	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:	62	227	0	0	190	59	391	0	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	227	0	0	190	59	391	0	213	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:	62	227	0	0	190	59	391	0	213	0	0	0
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	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.51	0.49	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	2823	877	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.00	0.00	0.07	0.07	0.12	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.16	0.38	0.00	0.00	0.23	0.23	0.42	0.00	0.42	0.00	0.00	0.00
Volume/Cap:	0.23	0.16	0.00	0.00	0.30	0.30	0.30	0.00	0.29	0.00	0.00	0.00
Delay/Veh:	17.1	9.2	0.0	0.0	14.6	14.6	8.8	0.0	8.9	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:	17.1	9.2	0.0	0.0	14.6	14.6	8.8	0.0	8.9	0.0	0.0	0.0
LOS by Move:	B	A	A	A	B	B	A	A	A	A	A	A
HCM2k95thQ:	2	2	0	0	3	3	5	0	5	0	0	0

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

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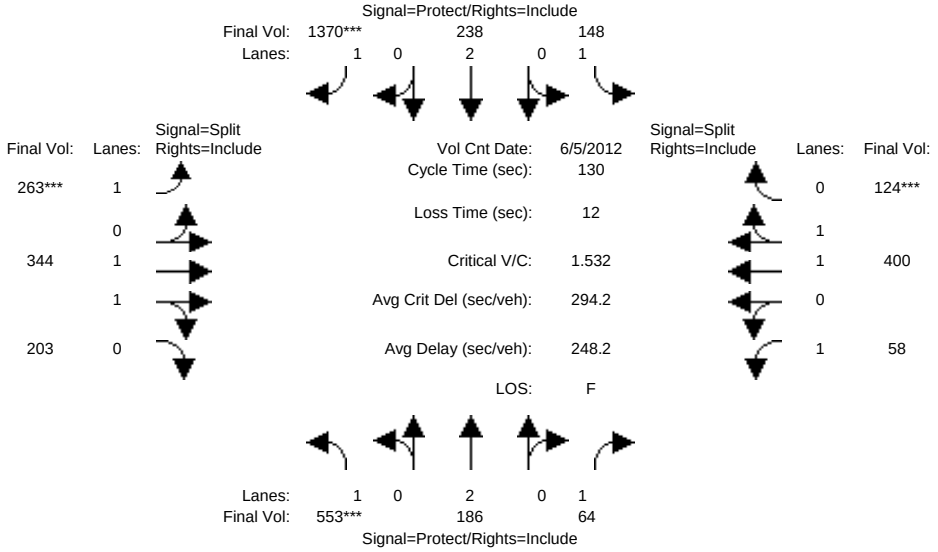
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #5: Dixon Landing Rd and Warm Springs Rd



Street Name:	Warm Springs Rd						Dixon Landing Rd					
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: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	553	186	64	148	238	1370	263	344	203	58	400	124
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:	553	186	64	148	238	1370	263	344	203	58	400	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	553	186	64	148	238	1370	263	344	203	58	400	124
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:	553	186	64	148	238	1370	263	344	203	58	400	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	553	186	64	148	238	1370	263	344	203	58	400	124
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:	553	186	64	148	238	1370	263	344	203	58	400	124
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	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.24	0.76	1.00	1.51	0.49
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2326	1373	1750	2824	875
Capacity Analysis Module:												
Vol/Sat:	0.32	0.05	0.04	0.08	0.06	0.78	0.15	0.15	0.15	0.03	0.14	0.14
Crit Moves:	****					****	****					****
Green/Cycle:	0.21	0.34	0.34	0.38	0.51	0.51	0.10	0.10	0.10	0.09	0.09	0.09
Volume/Cap:	1.53	0.14	0.11	0.23	0.12	1.53	1.53	1.51	1.51	0.36	1.53	1.53
Delay/Veh:	304.7	29.7	29.3	27.9	16.6	277.0	325.2	301	301.1	56.7	313	312.8
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:	304.7	29.7	29.3	27.9	16.6	277.0	325.2	301	301.1	56.7	313	312.8
LOS by Move:	F	C	C	C	B	F	F	F	F	E+	F	F
HCM2k95thQ:	77	5	4	8	5	182	39	38	38	5	39	39

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

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Pacific Mall - Silicon Valley
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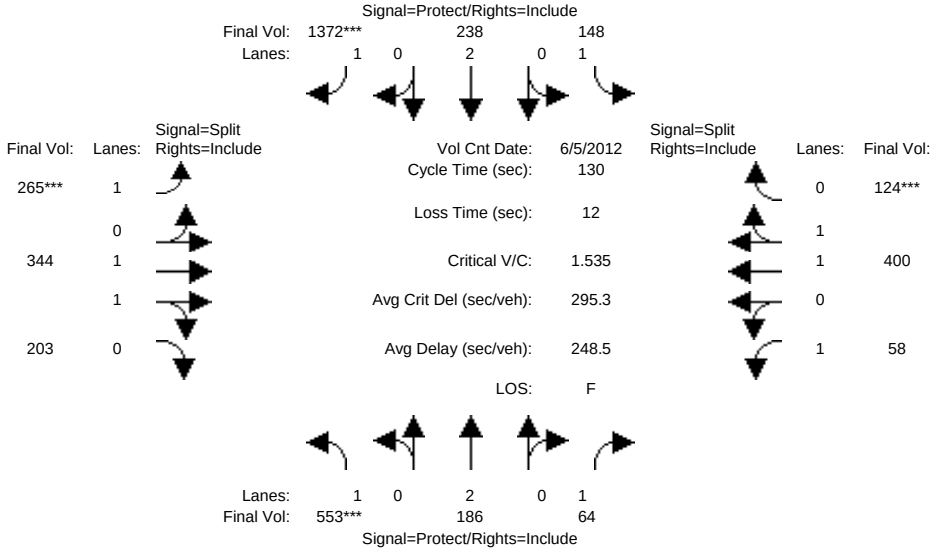
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #5: Dixon Landing Rd and Warm Springs Rd



Street Name:	Warm Springs Rd						Dixon Landing Rd					
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: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	553	186	64	148	238	1370	263	344	203	58	400	124
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:	553	186	64	148	238	1370	263	344	203	58	400	124
Added Vol:	0	0	0	0	0	2	2	0	0	0	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	553	186	64	148	238	1372	265	344	203	58	400	124
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:	553	186	64	148	238	1372	265	344	203	58	400	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	553	186	64	148	238	1372	265	344	203	58	400	124
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:	553	186	64	148	238	1372	265	344	203	58	400	124
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	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.24	0.76	1.00	1.51	0.49
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2326	1373	1750	2824	875
Capacity Analysis Module:												
Vol/Sat:	0.32	0.05	0.04	0.08	0.06	0.78	0.15	0.15	0.15	0.03	0.14	0.14
Crit Moves:	****					****	****					****
Green/Cycle:	0.21	0.34	0.34	0.38	0.51	0.51	0.10	0.10	0.10	0.09	0.09	0.09
Volume/Cap:	1.53	0.14	0.11	0.23	0.12	1.53	1.53	1.50	1.50	0.36	1.53	1.53
Delay/Veh:	305.8	29.7	29.3	27.9	16.6	278.1	326.1	297	297.1	56.8	314	313.9
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:	305.8	29.7	29.3	27.9	16.6	278.1	326.1	297	297.1	56.8	314	313.9
LOS by Move:	F	C	C	C	B	F	F	F	F	E+	F	F
HCM2k95thQ:	77	5	4	8	5	182	39	38	38	5	40	40

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

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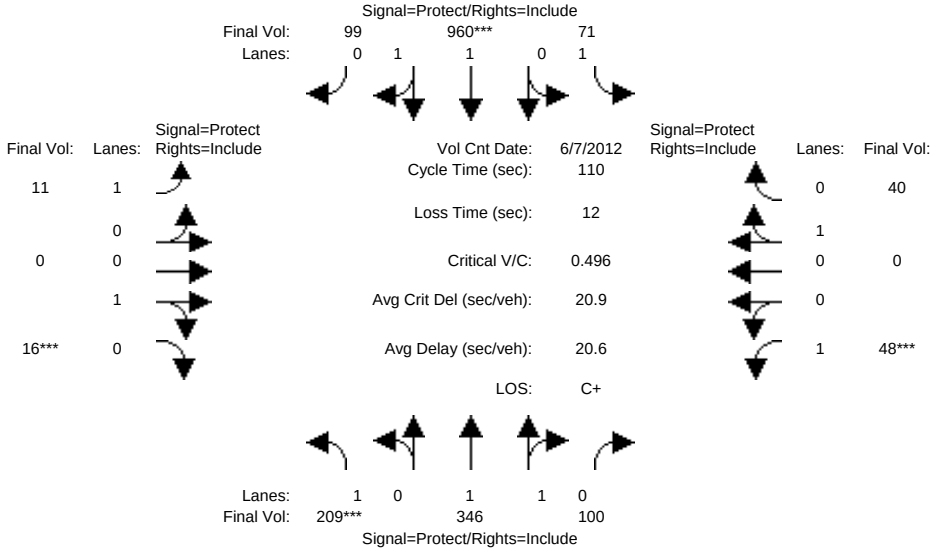
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #6: McCarthy Blvd and Ranch Drive (North)

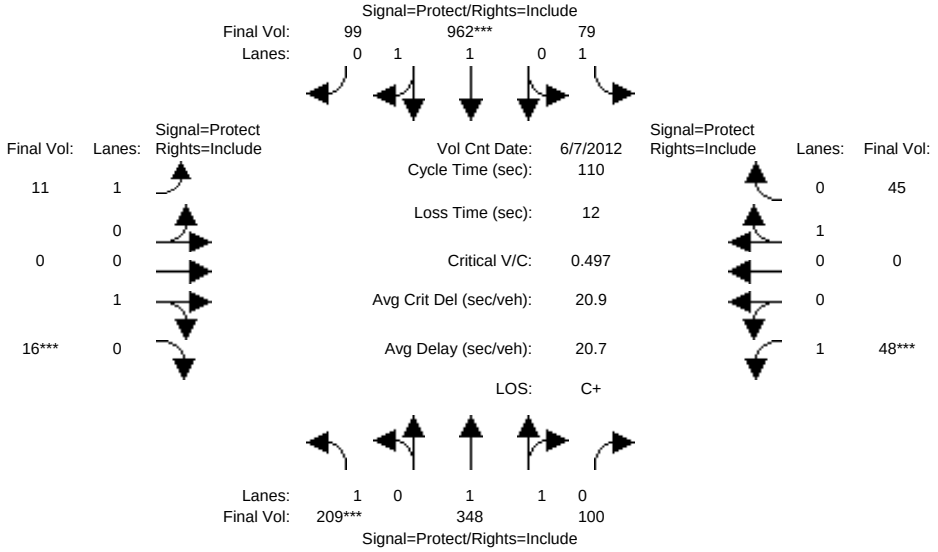



```
Street Name:          McCarthy Blvd                    Ranch Drive (North)
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     0    0     0    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: 7 Jun 2012 << 8:00:00 AM
Base Vol:     209  346   100    71  960    99    11    0    16    48    0    40
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:  209  346   100    71  960    99    11    0    16    48    0    40
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  209  346   100    71  960    99    11    0    16    48    0    40
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:   209  346   100    71  960    99    11    0    16    48    0    40
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  209  346   100    71  960    99    11    0    16    48    0    40
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:  209  346   100    71  960    99    11    0    16    48    0    40
------------|---------------||---------------||---------------||---------------|
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  0.95  0.92 1.00  0.95
Lanes:       1.00 1.54  0.46  1.00 1.81  0.19  1.00 0.00  1.00  1.00 0.00  1.00
Final Sat.:  1750 2870   829  1750 3354   346  1750    0  1800  1750    0  1800
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.12  0.12  0.04 0.29  0.29  0.01 0.00  0.01  0.03 0.00  0.02
Crit Moves:  ****                 ****                    ****  ****
Green/Cycle: 0.23 0.51  0.51  0.27 0.55  0.55  0.02 0.00  0.02  0.09 0.00  0.08
Volume/Cap:  0.52 0.24  0.24  0.15 0.52  0.52  0.26 0.00  0.37  0.30 0.00  0.26
Delay/Veh:   38.2 14.9  14.9  30.7 15.7  15.7  56.1  0.0  58.3  47.8  0.0  48.1
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:  38.2 14.9  14.9  30.7 15.7  15.7  56.1  0.0  58.3  47.8  0.0  48.1
LOS by Move:   D+    B     B     C    B     B    E+    A    E+     D    A     D
HCM2k95thQ:    14    8     8     4   21    21     1    0     2     4    0     3
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #6: McCarthy Blvd and Ranch Drive (North)




```
Street Name:          McCarthy Blvd                    Ranch Drive (North)
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     0    0     0    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: 7 Jun 2012 << 8:00:00 AM
Base Vol:     209  346   100    71  960    99    11    0    16    48    0    40
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:  209  346   100    71  960    99    11    0    16    48    0    40
Added Vol:      0    2     0     8    2     0     0    0     0     0    0     5
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  209  348   100    79  962    99    11    0    16    48    0    45
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:   209  348   100    79  962    99    11    0    16    48    0    45
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  209  348   100    79  962    99    11    0    16    48    0    45
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:  209  348   100    79  962    99    11    0    16    48    0    45
------------|---------------||---------------||---------------||---------------|
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  0.95  0.92 1.00  0.95
Lanes:       1.00 1.54  0.46  1.00 1.81  0.19  1.00 0.00  1.00  1.00 0.00  1.00
Final Sat.:  1750 2873   826  1750 3355   345  1750    0  1800  1750    0  1800
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.12  0.12  0.05 0.29  0.29  0.01 0.00  0.01  0.03 0.00  0.03
Crit Moves:  ****                 ****                    ****  ****
Green/Cycle: 0.23 0.51  0.51  0.27 0.55  0.55  0.02 0.00  0.02  0.09 0.00  0.09
Volume/Cap:  0.52 0.24  0.24  0.17 0.52  0.52  0.29 0.00  0.41  0.30 0.00  0.29
Delay/Veh:   38.2 14.9  14.9  30.9 15.7  15.7  57.2  0.0  60.0  47.8  0.0  48.1
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:  38.2 14.9  14.9  30.9 15.7  15.7  57.2  0.0  60.0  47.8  0.0  48.1
LOS by Move:   D+    B     B     C    B     B    E+    A    E+     D    A     D
HCM2k95thQ:    14    8     8     4   21    21     2    0     2     4    0     4
Note: Queue reported is the number of cars per lane.
```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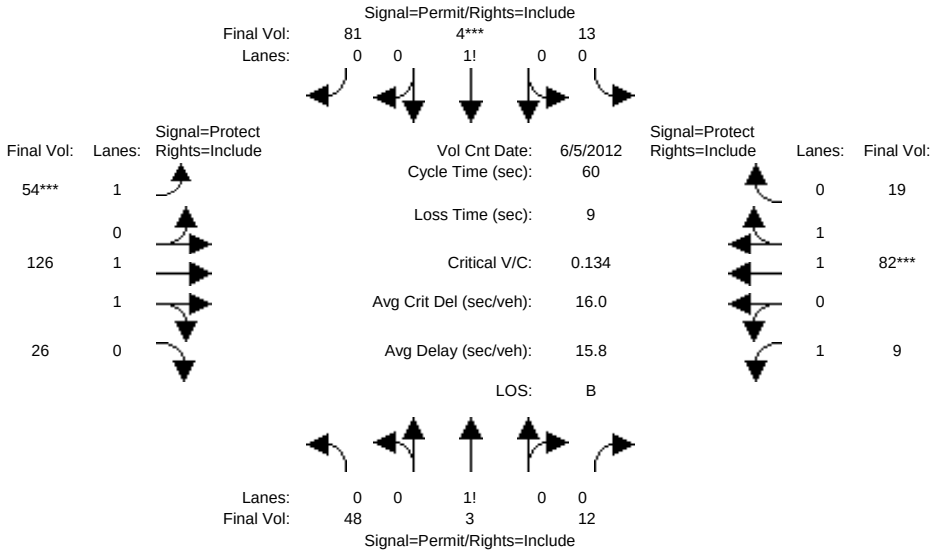
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #7: Ranch Drive and Project Entrance

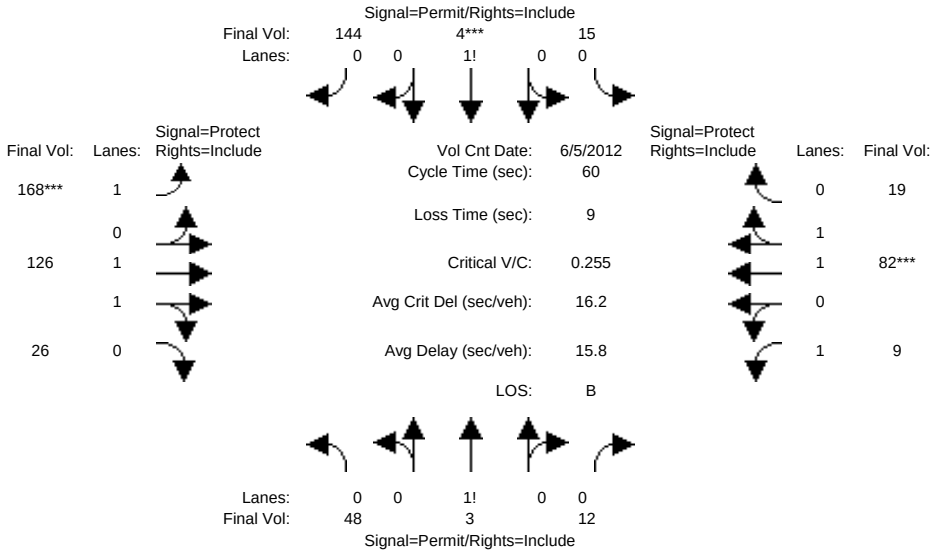



```
Street Name:         Project Entrance                    Ranch Drive
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 5 Jun 2012 << 8:00:00 AM
Base Vol:      48    3    12    13    4    81    54  126    26     9   82    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:   48    3    12    13    4    81    54  126    26     9   82    19
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   48    3    12    13    4    81    54  126    26     9   82    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:    48    3    12    13    4    81    54  126    26     9   82    19
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   48    3    12    13    4    81    54  126    26     9   82    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:   48    3    12    13    4    81    54  126    26     9   82    19
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.98  0.95  0.92 0.98  0.95
Lanes:       0.76 0.05  0.19  0.13 0.04  0.83  1.00 1.65  0.35  1.00 1.61  0.39
Final Sat.:  1333   83   333   232   71  1446  1750 3067   633  1750 3003   696
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.04  0.04  0.06 0.06  0.06  0.03 0.04  0.04  0.01 0.03  0.03
Crit Moves:                          ****        ****                 ****
Green/Cycle: 0.42 0.42  0.42  0.42 0.42  0.42  0.23 0.25  0.25  0.18 0.20  0.20
Volume/Cap:  0.09 0.09  0.09  0.13 0.13  0.13  0.13 0.16  0.16  0.03 0.13  0.13
Delay/Veh:   10.6 10.6  10.6  10.9 10.9  10.9  18.5 17.5  17.5  20.4 19.7  19.7
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:  10.6 10.6  10.6  10.9 10.9  10.9  18.5 17.5  17.5  20.4 19.7  19.7
LOS by Move:   B+   B+    B+    B+   B+    B+    B-    B     B    C+   B-    B-
HCM2k95thQ:     2    2     2     3    3     3     2    2     2     0    2     2
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #7: Ranch Drive and Project Entrance

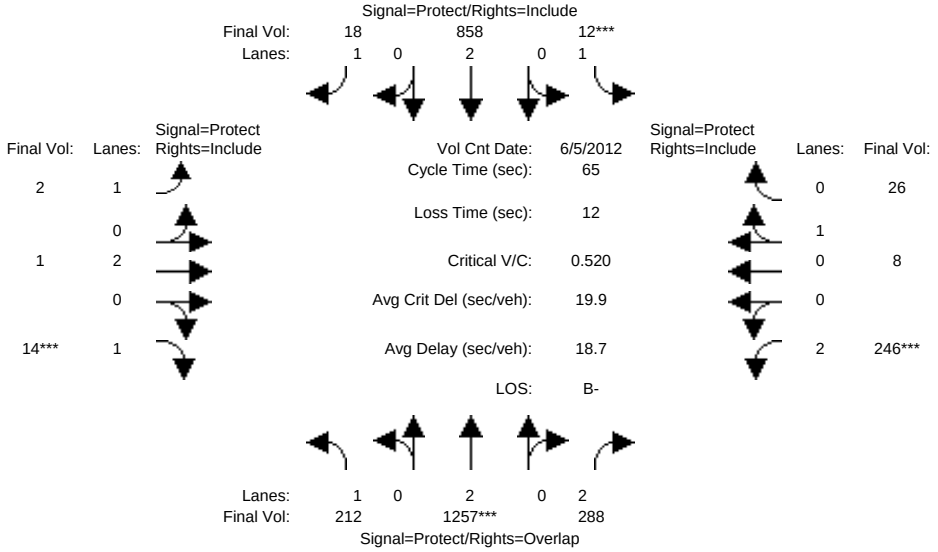



```
Street Name:         Project Entrance                    Ranch Drive
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 5 Jun 2012 << 8:00:00 AM
Base Vol:      48    3    12    13    4    81    54  126    26     9   82    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:   48    3    12    13    4    81    54  126    26     9   82    19
Added Vol:      0    0     0     0    0    59   109    0     0     0    0     0
Pass-by Div:    0    0     0     2    0     4     5    0     0     0    0     0
Initial Fut:   48    3    12    15    4   144   168  126    26     9   82    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:    48    3    12    15    4   144   168  126    26     9   82    19
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   48    3    12    15    4   144   168  126    26     9   82    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:   48    3    12    15    4   144   168  126    26     9   82    19
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.98  0.95  0.92 0.98  0.95
Lanes:       0.76 0.05  0.19  0.09 0.02  0.89  1.00 1.65  0.35  1.00 1.61  0.39
Final Sat.:  1333   83   333   161   43  1546  1750 3067   633  1750 3003   696
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.04  0.04  0.09 0.09  0.09  0.10 0.04  0.04  0.01 0.03  0.03
Crit Moves:                          ****        ****                 ****
Green/Cycle: 0.34 0.34  0.34  0.34 0.34  0.34  0.35 0.30  0.30  0.21 0.17  0.17
Volume/Cap:  0.11 0.11  0.11  0.28 0.28  0.28  0.28 0.14  0.14  0.02 0.16  0.16
Delay/Veh:   13.8 13.8  13.8  14.8 14.8  14.8  14.4 15.3  15.3  18.8 21.5  21.5
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:  13.8 13.8  13.8  14.8 14.8  14.8  14.4 15.3  15.3  18.8 21.5  21.5
LOS by Move:    B    B     B     B    B     B     B    B     B    B-   C+    C+
HCM2k95thQ:     2    2     2     5    5     5     5    2     2     0    2     2
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #8: McCarthy Blvd and Ranch Dr (South)




```
Street Name:          McCarthy Blvd                    Ranch Dr (South)
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: 5 Jun 2012 << 8:00:00 AM
Base Vol:     212 1257   288    12  858    18     2    1    14   246    8    26
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:  212 1257   288    12  858    18     2    1    14   246    8    26
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  212 1257   288    12  858    18     2    1    14   246    8    26
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:   212 1257   288    12  858    18     2    1    14   246    8    26
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  212 1257   288    12  858    18     2    1    14   246    8    26
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:  212 1257   288    12  858    18     2    1    14   246    8    26
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 1.00  0.92  0.92 1.00  0.92  0.83 0.95  0.95
Lanes:       1.00 2.00  2.00  1.00 2.00  1.00  1.00 2.00  1.00  2.00 0.24  0.76
Final Sat.:  1750 3800  3150  1750 3800  1750  1750 3800  1750  3150  424  1376
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.33  0.09  0.01 0.23  0.01  0.00 0.00  0.01  0.08 0.02  0.02
Crit Moves:        ****        ****                        ****  ****
Green/Cycle: 0.19 0.45  0.55  0.11 0.36  0.36  0.11 0.15  0.15  0.11 0.15  0.15
Volume/Cap:  0.63 0.74  0.17  0.06 0.63  0.03  0.01 0.00  0.05  0.73 0.12  0.12
Delay/Veh:   27.7 16.7   7.2  26.2 18.1  13.4  25.9 23.3  23.5  35.7 23.9  23.9
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:  27.7 16.7   7.2  26.2 18.1  13.4  25.9 23.3  23.5  35.7 23.9  23.9
LOS by Move:    C    B     A     C   B-     B     C    C     C    D+    C     C
HCM2k95thQ:     8   19     3     1   15     1     0    0     1     6    1     1
Note: Queue reported is the number of cars per lane.
```

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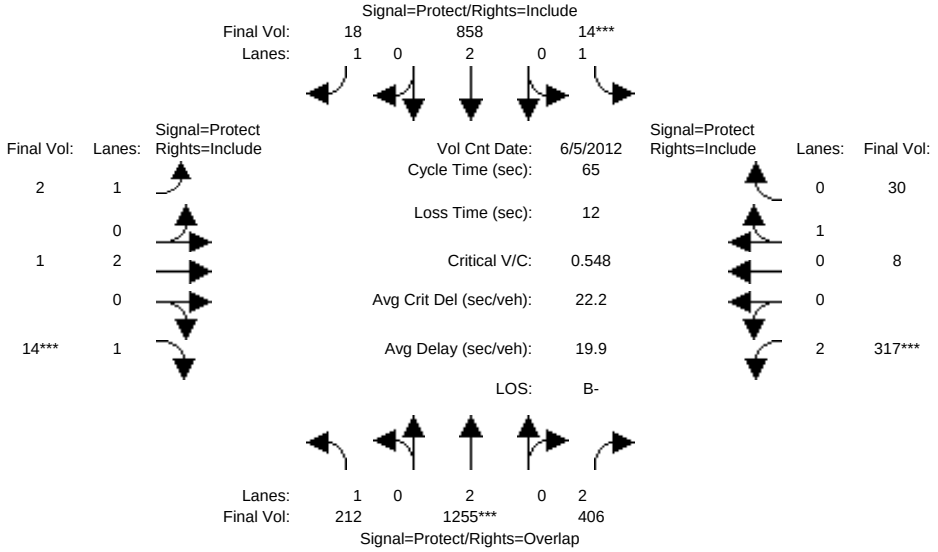
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #8: McCarthy Blvd and Ranch Dr (South)




```
Street Name:          McCarthy Blvd                    Ranch Dr (South)
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: 5 Jun 2012 << 8:00:00 AM
Base Vol:     212 1257   288    12  858    18     2    1    14   246    8    26
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:  212 1257   288    12  858    18     2    1    14   246    8    26
Added Vol:      0    0   113     2    0     0     0    0     0    69    0     2
Pass-by Div:    0   -2     5     0    0     0     0    0     0     2    0     2
Initial Fut:  212 1255   406    14  858    18     2    1    14   317    8    30
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:   212 1255   406    14  858    18     2    1    14   317    8    30
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  212 1255   406    14  858    18     2    1    14   317    8    30
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:  212 1255   406    14  858    18     2    1    14   317    8    30
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 1.00  0.92  0.92 1.00  0.92  0.83 0.95  0.95
Lanes:       1.00 2.00  2.00  1.00 2.00  1.00  1.00 2.00  1.00  2.00 0.21  0.79
Final Sat.:  1750 3800  3150  1750 3800  1750  1750 3800  1750  3150  379  1421
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.33  0.13  0.01 0.23  0.01  0.00 0.00  0.01  0.10 0.02  0.02
Crit Moves:       ****        ****                        ****  ****
Green/Cycle: 0.19 0.42  0.55  0.11 0.35  0.35  0.12 0.15  0.15  0.13 0.17  0.17
Volume/Cap:  0.65 0.78  0.23  0.07 0.65  0.03  0.01 0.00  0.05  0.78 0.13  0.13
Delay/Veh:   29.2 18.5   7.5  26.3 19.1  14.0  25.4 23.3  23.5  36.6 23.3  23.3
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:  29.2 18.5   7.5  26.3 19.1  14.0  25.4 23.3  23.5  36.6 23.3  23.3
LOS by Move:    C   B-     A     C   B-     B     C    C     C    D+    C     C
HCM2k95thQ:     9   20     5     1   16     1     0    0     1     8    1     1
Note: Queue reported is the number of cars per lane.
```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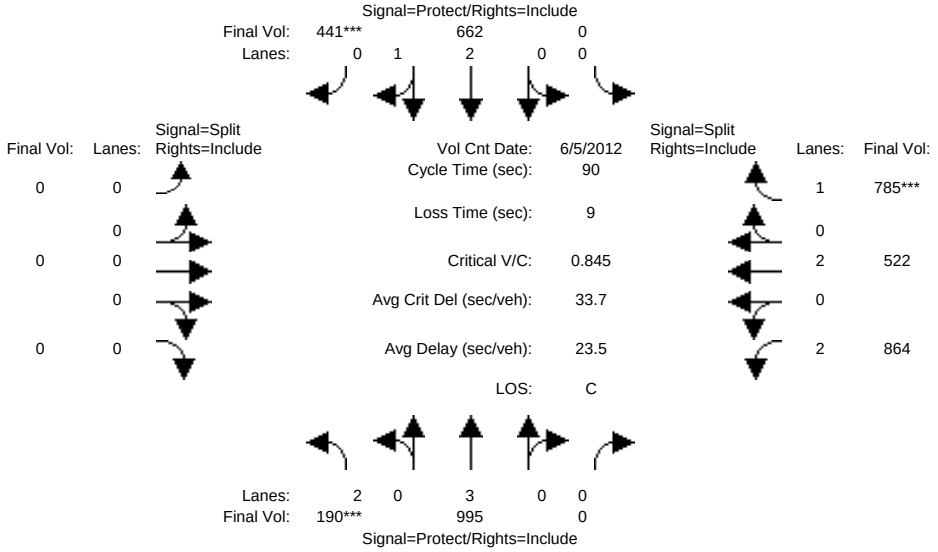
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
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	0	0	0	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	190	995	0	0	662	441	0	0	0	864	522	785
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:	190	995	0	0	662	441	0	0	0	864	522	785
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	995	0	0	662	441	0	0	0	864	522	785
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:	190	995	0	0	662	441	0	0	0	864	522	785
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	995	0	0	662	441	0	0	0	864	522	785
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:	190	995	0	0	662	441	0	0	0	864	522	785
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	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3800	1750	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.00	0.00	0.17	0.25	0.00	0.00	0.00	0.27	0.14	0.45
Crit Moves:	****					****						****
Green/Cycle:	0.08	0.37	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.53	0.53	0.53
Volume/Cap:	0.78	0.47	0.00	0.00	0.59	0.85	0.00	0.00	0.00	0.52	0.26	0.85
Delay/Veh:	55.1	21.6	0.0	0.0	27.5	35.5	0.0	0.0	0.0	14.2	11.8	26.0
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:	55.1	21.6	0.0	0.0	27.5	35.5	0.0	0.0	0.0	14.2	11.8	26.0
LOS by Move:	E+	C+	A	A	C	D+	A	A	A	B	B+	C
HCM2k95thQ:	6	12	0	0	14	23	0	0	0	17	7	34

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

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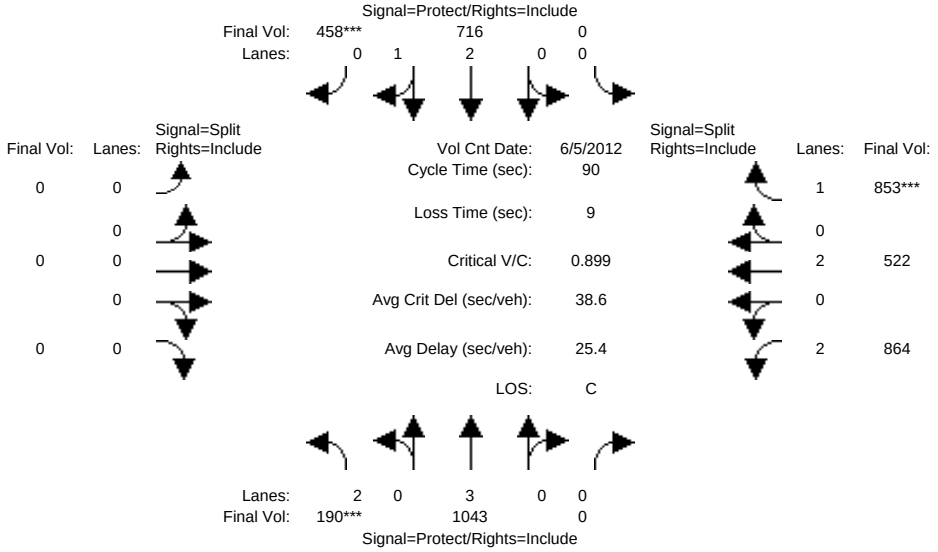
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
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	0	0	0	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	190	995	0	0	662	441	0	0	0	864	522	785
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:	190	995	0	0	662	441	0	0	0	864	522	785
Added Vol:	0	47	0	0	53	16	0	0	0	0	0	66
Pass-by Div:	0	1	0	0	1	1	0	0	0	0	0	2
Initial Fut:	190	1043	0	0	716	458	0	0	0	864	522	853
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:	190	1043	0	0	716	458	0	0	0	864	522	853
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1043	0	0	716	458	0	0	0	864	522	853
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:	190	1043	0	0	716	458	0	0	0	864	522	853
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	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3800	1750	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.00	0.00	0.19	0.26	0.00	0.00	0.00	0.27	0.14	0.49
Crit Moves:	****					****						****
Green/Cycle:	0.08	0.37	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.53	0.53	0.53
Volume/Cap:	0.78	0.50	0.00	0.00	0.66	0.91	0.00	0.00	0.00	0.51	0.26	0.91
Delay/Veh:	55.1	22.4	0.0	0.0	29.1	40.8	0.0	0.0	0.0	13.7	11.3	31.8
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:	55.1	22.4	0.0	0.0	29.1	40.8	0.0	0.0	0.0	13.7	11.3	31.8
LOS by Move:	E+	C+	A	A	C	D	A	A	A	B	B+	C
HCM2k95thQ:	6	13	0	0	16	26	0	0	0	16	7	40

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

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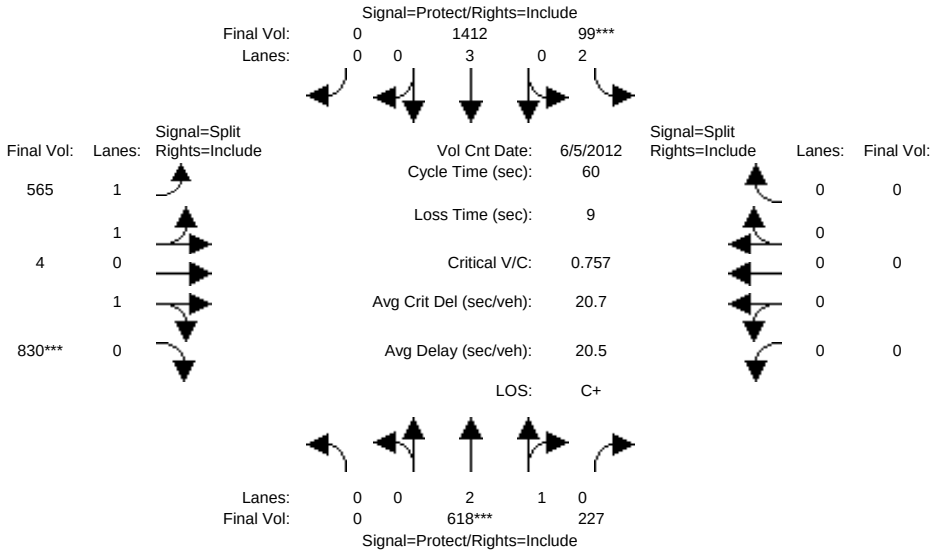
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #10: McCarthy Blvd and SR-237 EB Ramps



Street Name:	McCarthy Blvd						SR-237 EB Ramps					
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	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	0	618	227	99	1412	0	565	4	830	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:	0	618	227	99	1412	0	565	4	830	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	618	227	99	1412	0	565	4	830	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:	0	618	227	99	1412	0	565	4	830	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	618	227	99	1412	0	565	4	830	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:	0	618	227	99	1412	0	565	4	830	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	1.00	0.92	0.93	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.16	0.84	2.00	3.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	4094	1504	3150	5700	0	3493	25	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.03	0.25	0.00	0.16	0.16	0.46	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.18	0.18	0.12	0.30	0.00	0.55	0.55	0.55	0.00	0.00	0.00
Volume/Cap:	0.00	0.83	0.83	0.27	0.83	0.00	0.29	0.29	0.83	0.00	0.00	0.00
Delay/Veh:	0.0	29.8	29.8	24.6	23.4	0.0	7.2	7.2	14.9	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:	0.0	29.8	29.8	24.6	23.4	0.0	7.2	7.2	14.9	0.0	0.0	0.0
LOS by Move:	A	C	C	C	C	A	A	A	B	A	A	A
HCM2k95thQ:	0	11	11	2	16	0	6	6	28	0	0	0

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

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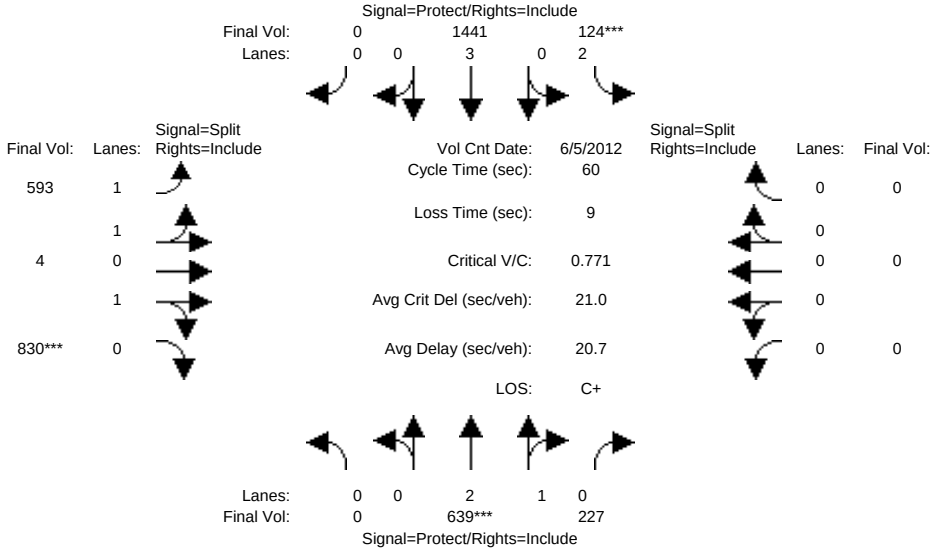
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #10: McCarthy Blvd and SR-237 EB Ramps



Street Name:	McCarthy Blvd						SR-237 EB Ramps					
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	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	0	618	227	99	1412	0	565	4	830	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:	0	618	227	99	1412	0	565	4	830	0	0	0
Added Vol:	0	21	0	25	28	0	27	0	0	0	0	0
Pass-by Div:	0	0	0	0	1	0	1	0	0	0	0	0
Initial Fut:	0	639	227	124	1441	0	593	4	830	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:	0	639	227	124	1441	0	593	4	830	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	639	227	124	1441	0	593	4	830	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:	0	639	227	124	1441	0	593	4	830	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.93	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.18	0.82	2.00	3.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	4130	1467	3150	5700	0	3497	24	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.04	0.25	0.00	0.17	0.17	0.46	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.18	0.18	0.12	0.30	0.00	0.55	0.55	0.55	0.00	0.00	0.00
Volume/Cap:	0.00	0.84	0.84	0.34	0.84	0.00	0.31	0.31	0.84	0.00	0.00	0.00
Delay/Veh:	0.0	29.9	29.9	24.9	23.5	0.0	7.4	7.4	15.2	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:	0.0	29.9	29.9	24.9	23.5	0.0	7.4	7.4	15.2	0.0	0.0	0.0
LOS by Move:	A	C	C	C	C	A	A	A	B	A	A	A
HCM2k95thQ:	0	11	11	3	16	0	7	7	29	0	0	0

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

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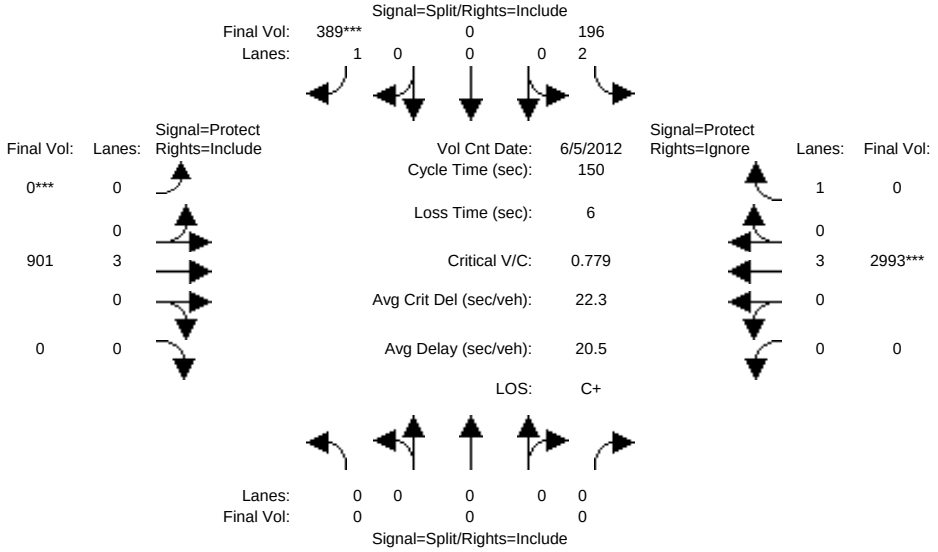
Background plus Project - AM Peak Hour

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

Intersection #11: I-880 SB Ramps and SR-237

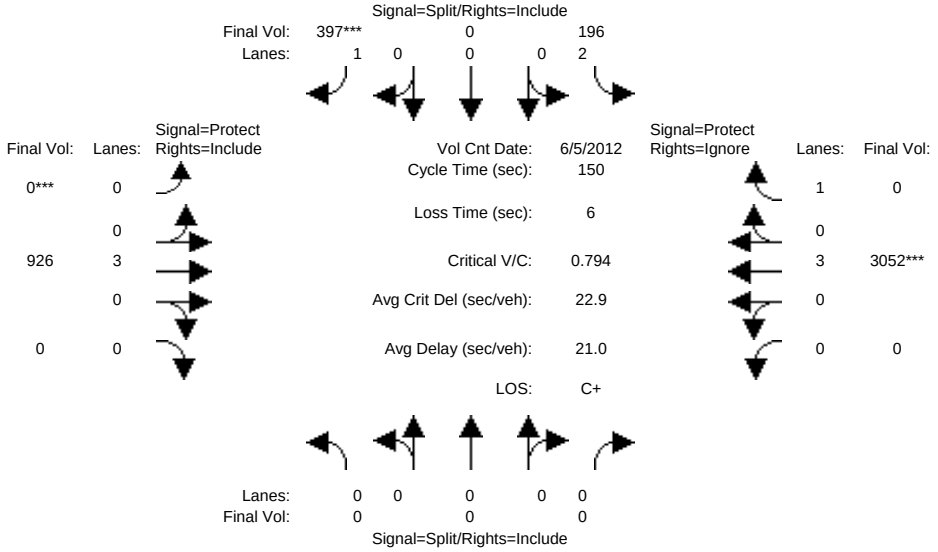



```
Street Name:          I-880 SB Ramps                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0   10   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: 5 Jun 2012 << 8:00:00 AM
Base Vol:       0    0     0  196    0   389     0  901     0     0 2993   691
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    0     0  196    0   389     0  901     0     0 2993   691
Added Vol:      0    0     0    0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0    0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0  196    0   389     0  901     0     0 2993   691
User 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 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:     0    0     0  196    0   389     0  901     0     0 2993     0
Reduct Vol:     0    0     0    0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0  196    0   389     0  901     0     0 2993     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:    0    0     0  196    0   389     0  901     0     0 2993     0
------------|---------------||---------------||---------------||---------------|
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  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00 2.00 0.00  1.00  0.00 3.00  0.00  0.00 3.00  1.00
Final Sat.:     0    0     0 3150    0  1750     0 5700     0     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00 0.06 0.00  0.22  0.00 0.16  0.00  0.00 0.53  0.00
Crit Moves:                              ****  ****                   ****
Green/Cycle: 0.00 0.00  0.00 0.29 0.00  0.29  0.00 0.67  0.00  0.00 0.67  0.00
Volume/Cap:  0.00 0.00  0.00 0.22 0.00  0.78  0.00 0.23  0.00  0.00 0.78  0.00
Delay/Veh:    0.0  0.0   0.0 40.9  0.0  56.9   0.0  9.5   0.0   0.0 17.8   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:   0.0  0.0   0.0 40.9  0.0  56.9   0.0  9.5   0.0   0.0 17.8   0.0
LOS by Move:    A    A     A    D    A    E+     A    A     A     A    B     A
HCM2k95thQ:     0    0     0    8    0    33     0   10     0     0   49     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #11: I-880 SB Ramps and SR-237




```
Street Name:          I-880 SB Ramps                        SR-237
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    0     0    10   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: 5 Jun 2012 << 8:00:00 AM
Base Vol:       0    0     0   196    0   389     0  901     0     0 2993   691
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    0     0   196    0   389     0  901     0     0 2993   691
Added Vol:      0    0     0     0    0     8     0   25     0     0   58     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    1     0
Initial Fut:    0    0     0   196    0   397     0  926     0     0 3052   691
User 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 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:     0    0     0   196    0   397     0  926     0     0 3052     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   196    0   397     0  926     0     0 3052     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:    0    0     0   196    0   397     0  926     0     0 3052     0
------------|---------------||---------------||---------------||---------------|
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  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00  2.00 0.00  1.00  0.00 3.00  0.00  0.00 3.00  1.00
Final Sat.:     0    0     0  3150    0  1750     0 5700     0     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.06 0.00  0.23  0.00 0.16  0.00  0.00 0.54  0.00
Crit Moves:                                ****  ****                  ****
Green/Cycle: 0.00 0.00  0.00  0.29 0.00  0.29  0.00 0.67  0.00  0.00 0.67  0.00
Volume/Cap:  0.00 0.00  0.00  0.22 0.00  0.79  0.00 0.24  0.00  0.00 0.79  0.00
Delay/Veh:    0.0  0.0   0.0  40.9  0.0  58.0   0.0  9.5   0.0   0.0 18.3   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:   0.0  0.0   0.0  40.9  0.0  58.0   0.0  9.5   0.0   0.0 18.3   0.0
LOS by Move:    A    A     A     D    A    E+     A    A     A     A   B-     A
HCM2k95thQ:     0    0     0     8    0    34     0   10     0     0   51     0
Note: Queue reported is the number of cars per lane.
```

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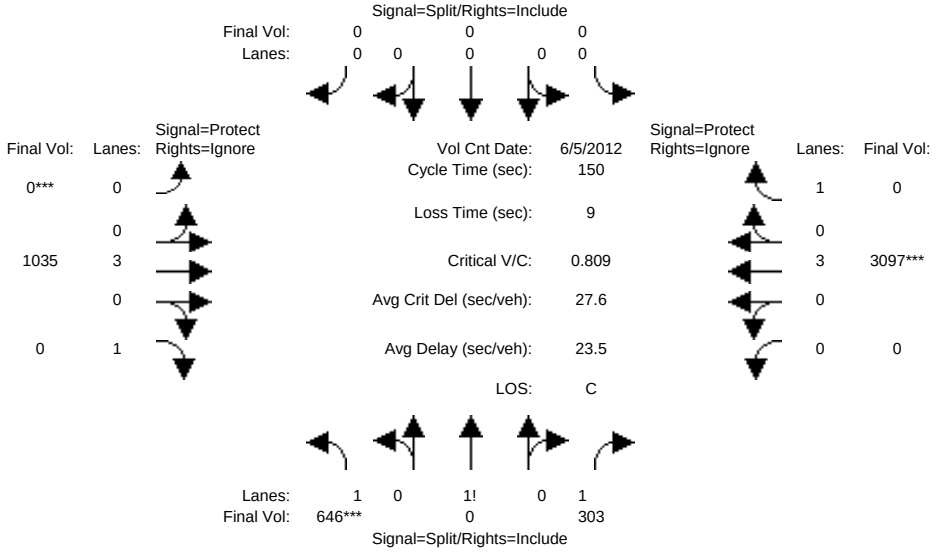
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #12: I-880 NB Ramps and SR-237

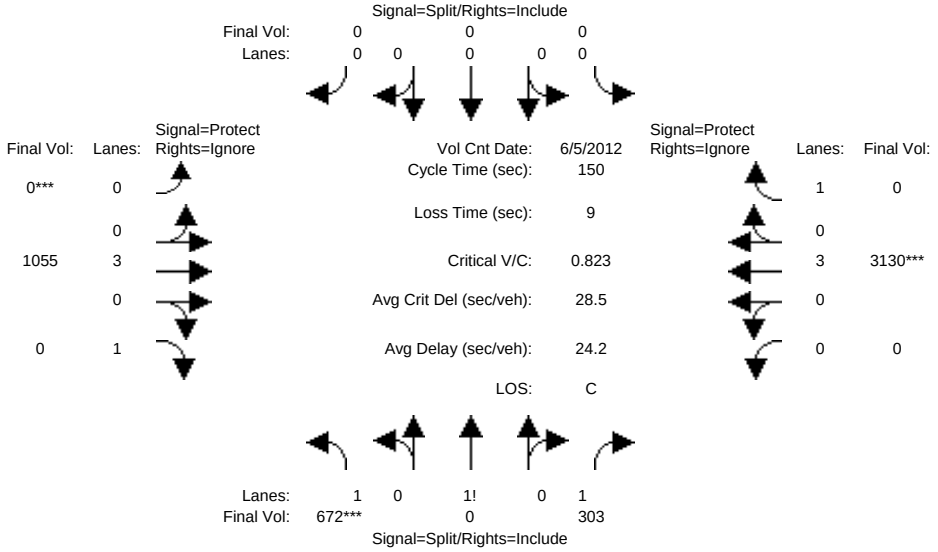



```
Street Name:          I-880 NB Ramps                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10     0    0     0     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: 5 Jun 2012 << 8:00:00 AM
Base Vol:     646    0   303     0    0     0     0 1035    87     0 3097   234
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:  646    0   303     0    0     0     0 1035    87     0 3097   234
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  646    0   303     0    0     0     0 1035    87     0 3097   234
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   646    0   303     0    0     0     0 1035     0     0 3097     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  646    0   303     0    0     0     0 1035     0     0 3097     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
FinalVolume:  646    0   303     0    0     0     0 1035     0     0 3097     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.93 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.68 0.00  1.32  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  2978    0  2314     0    0     0     0 5700  1750     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.22 0.00  0.13  0.00 0.00  0.00  0.00 0.18  0.00  0.00 0.54  0.00
Crit Moves:  ****                             ****                    ****
Green/Cycle: 0.27 0.00  0.27  0.00 0.00  0.00  0.00 0.67  0.00  0.00 0.67  0.00
Volume/Cap:  0.81 0.00  0.49  0.00 0.00  0.00  0.00 0.27  0.00  0.00 0.81  0.00
Delay/Veh:   55.6  0.0  46.4   0.0  0.0   0.0   0.0  9.9   0.0   0.0 19.1   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:  55.6  0.0  46.4   0.0  0.0   0.0   0.0  9.9   0.0   0.0 19.1   0.0
LOS by Move:   E+    A     D     A    A     A     A    A     A     A   B-     A
HCM2k95thQ:    33    0    18     0    0     0     0   12     0     0   55     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #12: I-880 NB Ramps and SR-237

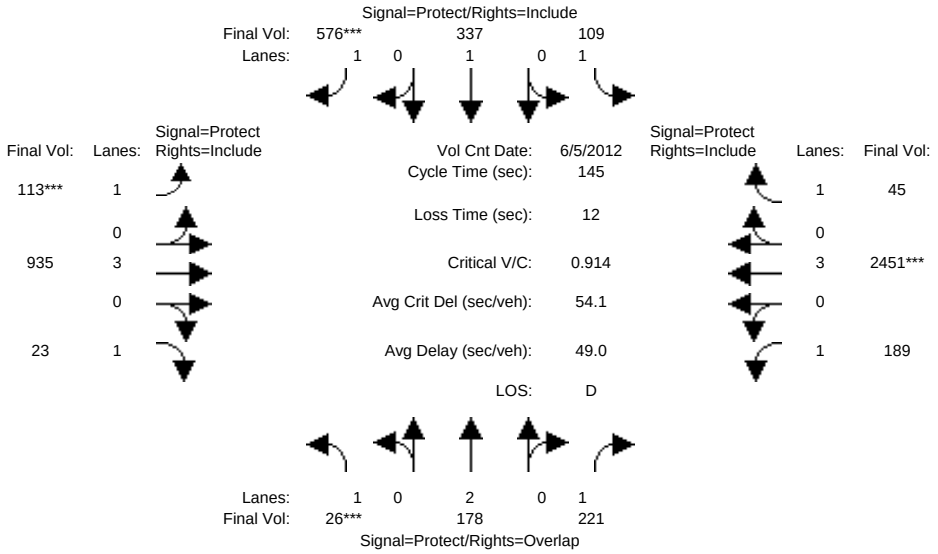



```
Street Name:          I-880 NB Ramps                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10     0    0     0     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: 5 Jun 2012 << 8:00:00 AM
Base Vol:     646    0   303     0    0     0     0 1035    87     0 3097   234
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:  646    0   303     0    0     0     0 1035    87     0 3097   234
Added Vol:     25    0     0     0    0     0     0   20     5     0   33     0
Pass-by Div:    1    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  672    0   303     0    0     0     0 1055    92     0 3130   234
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   672    0   303     0    0     0     0 1055     0     0 3130     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  672    0   303     0    0     0     0 1055     0     0 3130     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
FinalVolume:  672    0   303     0    0     0     0 1055     0     0 3130     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.93 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.69 0.00  1.31  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  2993    0  2299     0    0     0     0 5700  1750     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.22 0.00  0.13  0.00 0.00  0.00  0.00 0.19  0.00  0.00 0.55  0.00
Crit Moves:  ****                             ****                    ****
Green/Cycle: 0.27 0.00  0.27  0.00 0.00  0.00  0.00 0.67  0.00  0.00 0.67  0.00
Volume/Cap:  0.82 0.00  0.48  0.00 0.00  0.00  0.00 0.28  0.00  0.00 0.82  0.00
Delay/Veh:   55.9  0.0  45.9   0.0  0.0   0.0   0.0 10.2   0.0   0.0 20.0   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:  55.9  0.0  45.9   0.0  0.0   0.0   0.0 10.2   0.0   0.0 20.0   0.0
LOS by Move:   E+    A     D     A    A     A     A   B+     A     A   B-     A
HCM2k95thQ:    34    0    18     0    0     0     0   12     0     0   57     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #13: Abel Street and SR-237



Street Name:	Abel Street						SR-237					
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: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	26	178	221	109	337	576	113	935	23	189	2451	45
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:	26	178	221	109	337	576	113	935	23	189	2451	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	178	221	109	337	576	113	935	23	189	2451	45
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:	26	178	221	109	337	576	113	935	23	189	2451	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	178	221	109	337	576	113	935	23	189	2451	45
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:	26	178	221	109	337	576	113	935	23	189	2451	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.13	0.06	0.18	0.33	0.06	0.16	0.01	0.11	0.43	0.03
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.21	0.41	0.19	0.35	0.35	0.07	0.31	0.31	0.21	0.45	0.45
Volume/Cap:	0.31	0.23	0.30	0.33	0.51	0.95	0.95	0.52	0.04	0.52	0.95	0.06
Delay/Veh:	68.7	47.9	28.6	51.6	38.2	70.3	133.3	41.0	34.5	52.5	46.5	22.2
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:	68.7	47.9	28.6	51.6	38.2	70.3	133.3	41.0	34.5	52.5	46.5	22.2
LOS by Move:	E	D	C	D-	D+	E	F	D	C-	D-	D	C+
HCM2k95thQ:	3	7	13	9	21	50	16	21	2	14	52	2

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

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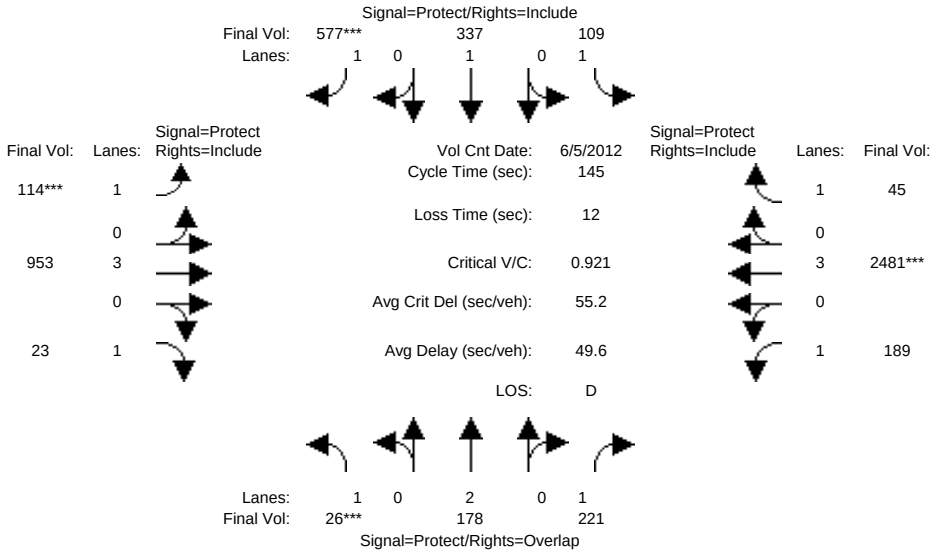
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #13: Abel Street and SR-237



Street Name:	Abel Street						SR-237					
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: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	26	178	221	109	337	576	113	935	23	189	2451	45
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:	26	178	221	109	337	576	113	935	23	189	2451	45
Added Vol:	0	0	0	0	0	1	1	18	0	0	30	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	178	221	109	337	577	114	953	23	189	2481	45
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:	26	178	221	109	337	577	114	953	23	189	2481	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	178	221	109	337	577	114	953	23	189	2481	45
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:	26	178	221	109	337	577	114	953	23	189	2481	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.13	0.06	0.18	0.33	0.07	0.17	0.01	0.11	0.44	0.03
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.21	0.41	0.19	0.35	0.35	0.07	0.32	0.32	0.21	0.46	0.46
Volume/Cap:	0.31	0.23	0.31	0.33	0.51	0.96	0.96	0.53	0.04	0.53	0.96	0.06
Delay/Veh:	68.7	48.0	28.9	51.7	38.5	72.3	135.5	40.7	34.2	52.7	47.4	22.1
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:	68.7	48.0	28.9	51.7	38.5	72.3	135.5	40.7	34.2	52.7	47.4	22.1
LOS by Move:	E	D	C	D-	D+	E	F	D	C-	D-	D	C+
HCM2k95thQ:	3	7	13	9	21	51	16	21	2	14	53	2

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

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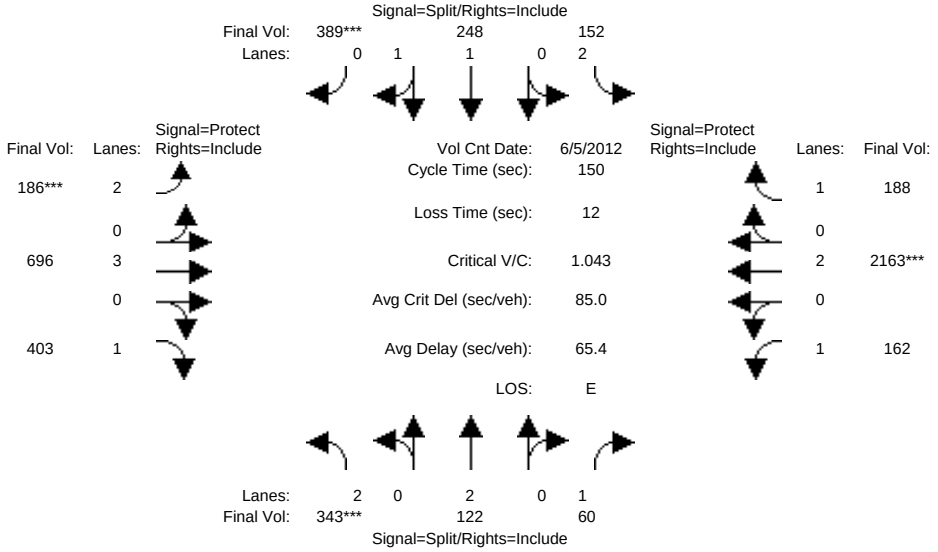
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #14: Milpitas Blvd and SR-237

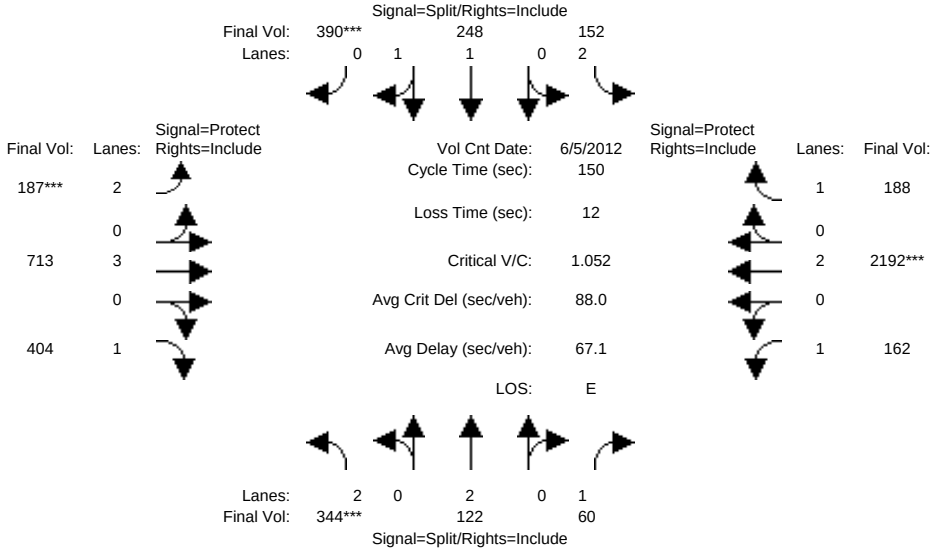



```
Street Name:          Milpitas Blvd                          SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 5 Jun 2012 << 8:00:00 AM
Base Vol:     343  122    60   152  248   389   186  696   403   162 2163   188
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:  343  122    60   152  248   389   186  696   403   162 2163   188
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  343  122    60   152  248   389   186  696   403   162 2163   188
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:   343  122    60   152  248   389   186  696   403   162 2163   188
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  343  122    60   152  248   389   186  696   403   162 2163   188
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:  343  122    60   152  248   389   186  696   403   162 2163   188
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 2.00  1.00  2.00 1.00  1.00  2.00 3.00  1.00  1.00 2.00  1.00
Final Sat.:  3150 3800  1750  3150 1900  1750  3150 5700  1750  1750 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.03  0.03  0.05 0.13  0.22  0.06 0.12  0.23  0.09 0.57  0.11
Crit Moves:  ****                         ****  ****                    ****
Green/Cycle: 0.10 0.10  0.10  0.21 0.21  0.21  0.06 0.43  0.43  0.17 0.55  0.55
Volume/Cap:  1.04 0.31  0.33  0.23 0.61  1.04  1.04 0.28  0.54  0.54 1.04  0.20
Delay/Veh:  128.4 62.6  63.3  49.0 54.5 107.1 149.9 27.8  32.5  58.5 66.1  17.4
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: 128.4 62.6  63.3  49.0 54.5 107.1 149.9 27.8  32.5  58.5 66.1  17.4
LOS by Move:    F    E     E     D   D-     F     F    C    C-    E+    E     B
HCM2k95thQ:    25    6     6     7   20    43    13   13    25    13   88     9
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #14: Milpitas Blvd and SR-237



Street Name:	Milpitas Blvd						SR-237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	343	122	60	152	248	389	186	696	403	162	2163	188
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:	343	122	60	152	248	389	186	696	403	162	2163	188
Added Vol:	1	0	0	0	0	1	1	17	1	0	29	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	344	122	60	152	248	390	187	713	404	162	2192	188
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:	344	122	60	152	248	390	187	713	404	162	2192	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	122	60	152	248	390	187	713	404	162	2192	188
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:	344	122	60	152	248	390	187	713	404	162	2192	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	1900	1750	3150	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.03	0.03	0.05	0.13	0.22	0.06	0.13	0.23	0.09	0.58	0.11
Crit Moves:	****					****	****				****	
Green/Cycle:	0.10	0.10	0.10	0.21	0.21	0.21	0.06	0.43	0.43	0.17	0.55	0.55
Volume/Cap:	1.05	0.31	0.33	0.23	0.62	1.05	1.05	0.29	0.54	0.54	1.05	0.20
Delay/Veh:	131.4	62.7	63.5	49.1	54.7	110.2	152.8	27.8	32.3	58.4	69.1	17.3
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:	131.4	62.7	63.5	49.1	54.7	110.2	152.8	27.8	32.3	58.4	69.1	17.3
LOS by Move:	F	E	E	D	D-	F	F	C	C-	E+	E	B
HCM2k95thQ:	26	6	6	7	20	43	13	13	25	13	90	9

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

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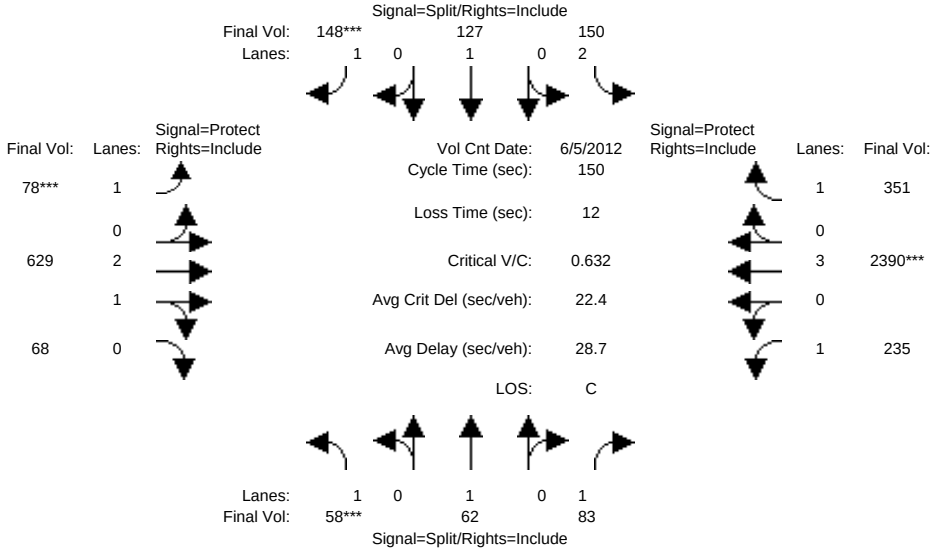
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #15: Hillview Drive and SR-237




```
Street Name:          Hillview Drive                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 5 Jun 2012 << 7:35:00 AM
Base Vol:      58   62    83   150  127   148    78  629    68   235 2390   351
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:   58   62    83   150  127   148    78  629    68   235 2390   351
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   58   62    83   150  127   148    78  629    68   235 2390   351
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:    58   62    83   150  127   148    78  629    68   235 2390   351
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   58   62    83   150  127   148    78  629    68   235 2390   351
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:   58   62    83   150  127   148    78  629    68   235 2390   351
------------|---------------||---------------||---------------||---------------|
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 0.99  0.95  0.92 1.00  0.92
Lanes:       1.00 1.00  1.00  2.00 1.00  1.00  1.00 2.70  0.30  1.00 3.00  1.00
Final Sat.:  1750 1900  1750  3150 1900  1750  1750 5053   546  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.03  0.05  0.05 0.07  0.08  0.04 0.12  0.12  0.13 0.42  0.20
Crit Moves:  ****                         ****  ****                   ****
Green/Cycle: 0.08 0.08  0.08  0.13 0.13  0.13  0.07 0.34  0.34  0.37 0.65  0.65
Volume/Cap:  0.44 0.43  0.63  0.37 0.51  0.65  0.65 0.36  0.36  0.36 0.65  0.31
Delay/Veh:   68.7 68.5  77.0  60.1 62.6  68.4  79.9 37.0  37.0  34.6 16.6  11.9
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:  68.7 68.5  77.0  60.1 62.6  68.4  79.9 37.0  37.0  34.6 16.6  11.9
LOS by Move:    E    E    E-     E    E     E    E-   D+    D+    C-    B    B+
HCM2k95thQ:     6    6    10     8   11    15     8   15    15    16   37    14
Note: Queue reported is the number of cars per lane.
```

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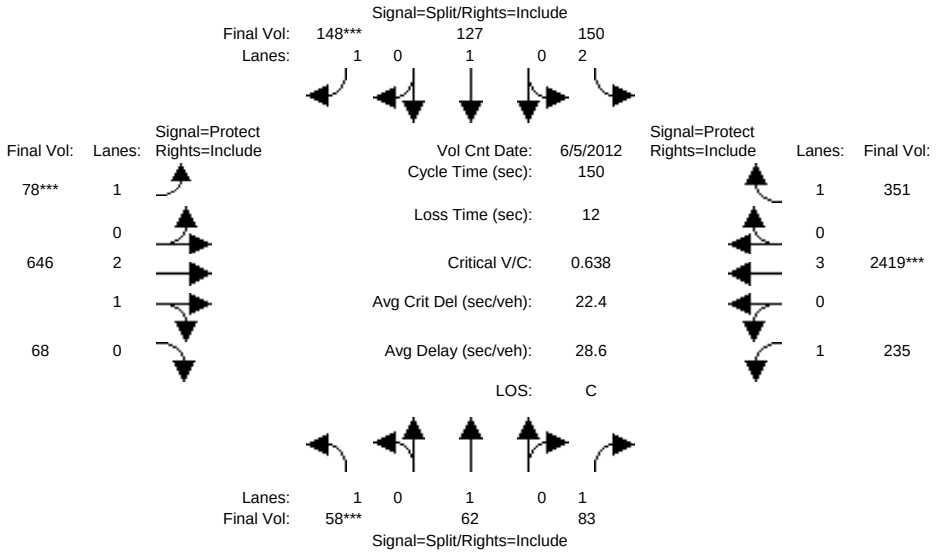
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #15: Hillview Drive and SR-237



Street Name:	Hillview Drive						SR-237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	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: 5 Jun 2012 << 7:35:00 AM												
Base Vol:	58	62	83	150	127	148	78	629	68	235	2390	351
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:	58	62	83	150	127	148	78	629	68	235	2390	351
Added Vol:	0	0	0	0	0	0	0	17	0	0	29	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	62	83	150	127	148	78	646	68	235	2419	351
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:	58	62	83	150	127	148	78	646	68	235	2419	351
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	62	83	150	127	148	78	646	68	235	2419	351
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:	58	62	83	150	127	148	78	646	68	235	2419	351
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	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.70	0.30	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5066	533	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.05	0.05	0.07	0.08	0.04	0.13	0.13	0.13	0.42	0.20
Crit Moves:	****					****	****				****	
Green/Cycle:	0.07	0.07	0.07	0.13	0.13	0.13	0.07	0.35	0.35	0.37	0.65	0.65
Volume/Cap:	0.45	0.44	0.64	0.37	0.52	0.65	0.65	0.37	0.37	0.37	0.65	0.31
Delay/Veh:	68.9	68.6	77.6	60.3	62.9	68.9	80.6	36.6	36.6	35.0	16.5	11.8
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:	68.9	68.6	77.6	60.3	62.9	68.9	80.6	36.6	36.6	35.0	16.5	11.8
LOS by Move:	E	E	E-	E	E	E	F	D+	D+	D+	B	B+
HCM2k95thQ:	7	6	10	8	11	15	8	15	15	16	37	14

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

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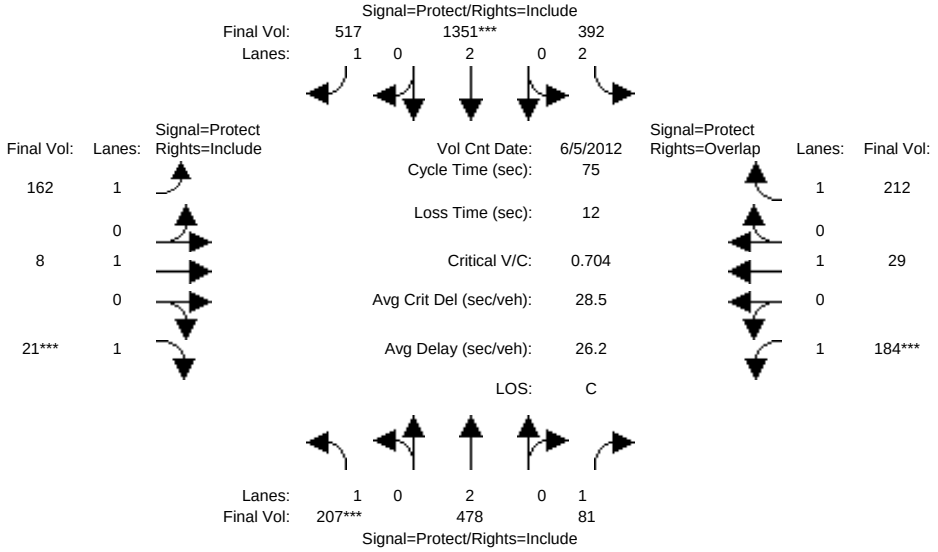
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
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: 5 Jun 2012 << 8:00:00 AM

Base Vol:	207	478	81	392	1351	517	162	8	21	184	29	212
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:	207	478	81	392	1351	517	162	8	21	184	29	212
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	478	81	392	1351	517	162	8	21	184	29	212
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:	207	478	81	392	1351	517	162	8	21	184	29	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	478	81	392	1351	517	162	8	21	184	29	212
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:	207	478	81	392	1351	517	162	8	21	184	29	212

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	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:

Vol/Sat:	0.12	0.13	0.05	0.12	0.36	0.30	0.09	0.00	0.01	0.11	0.02	0.12
Crit Moves:	****				****				****	****		
Green/Cycle:	0.14	0.30	0.30	0.28	0.43	0.43	0.11	0.13	0.13	0.13	0.15	0.43
Volume/Cap:	0.82	0.42	0.15	0.45	0.82	0.68	0.86	0.03	0.09	0.82	0.10	0.28
Delay/Veh:	49.8	21.3	19.5	22.6	22.0	19.6	63.4	28.3	28.7	52.4	27.4	13.9
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:	49.8	21.3	19.5	22.6	22.0	19.6	63.4	28.3	28.7	52.4	27.4	13.9
LOS by Move:	D	C+	B-	C+	C+	B-	E	C	C	D-	C	B
HCM2k95thQ:	11	8	3	8	24	18	13	0	1	13	1	7

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

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Pacific Mall - Silicon Valley
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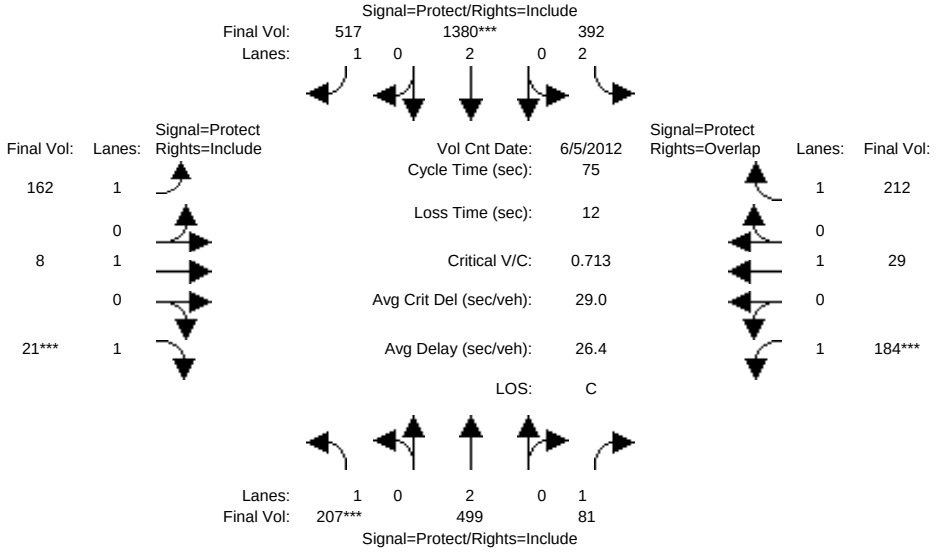
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	207	478	81	392	1351	517	162	8	21	184	29	212
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:	207	478	81	392	1351	517	162	8	21	184	29	212
Added Vol:	0	21	0	0	28	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	207	499	81	392	1380	517	162	8	21	184	29	212
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:	207	499	81	392	1380	517	162	8	21	184	29	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	499	81	392	1380	517	162	8	21	184	29	212
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:	207	499	81	392	1380	517	162	8	21	184	29	212
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	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.05	0.12	0.36	0.30	0.09	0.00	0.01	0.11	0.02	0.12
Crit Moves:	****				****				****	****		
Green/Cycle:	0.14	0.30	0.30	0.28	0.44	0.44	0.11	0.13	0.13	0.13	0.15	0.43
Volume/Cap:	0.83	0.44	0.15	0.44	0.83	0.68	0.86	0.03	0.09	0.83	0.10	0.28
Delay/Veh:	51.6	21.4	19.4	22.6	22.3	19.2	64.6	28.3	28.7	54.3	27.5	13.9
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:	51.6	21.4	19.4	22.6	22.3	19.2	64.6	28.3	28.7	54.3	27.5	13.9
LOS by Move:	D-	C+	B-	C+	C+	B-	E	C	C	D-	C	B
HCM2k95thQ:	11	9	3	8	25	18	13	0	1	14	1	7

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

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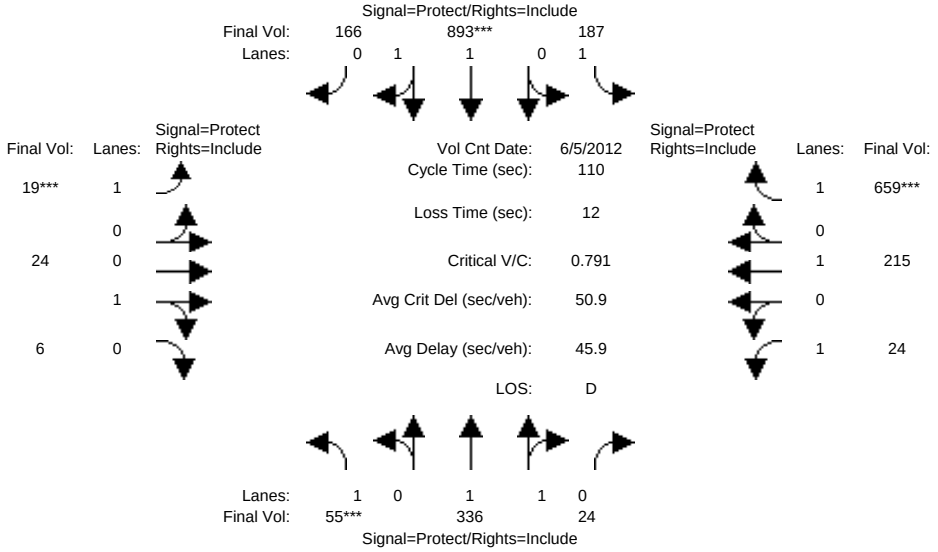
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	55	336	24	187	893	166	19	24	6	24	215	659
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:	55	336	24	187	893	166	19	24	6	24	215	659
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	336	24	187	893	166	19	24	6	24	215	659
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:	55	336	24	187	893	166	19	24	6	24	215	659
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	336	24	187	893	166	19	24	6	24	215	659
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:	55	336	24	187	893	166	19	24	6	24	215	659
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	1.00	0.92
Lanes:	1.00	1.86	0.14	1.00	1.68	0.32	1.00	0.80	0.20	1.00	1.00	1.00
Final Sat.:	1750	3453	247	1750	3120	580	1750	1440	360	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.11	0.29	0.29	0.01	0.02	0.02	0.01	0.11	0.38
Crit Moves:	****				****		****					****
Green/Cycle:	0.09	0.19	0.19	0.21	0.31	0.31	0.09	0.25	0.25	0.25	0.40	0.40
Volume/Cap:	0.35	0.51	0.51	0.51	0.93	0.93	0.12	0.07	0.07	0.06	0.28	0.93
Delay/Veh:	48.2	40.7	40.7	39.9	50.9	50.9	46.3	31.8	31.8	31.7	22.3	51.1
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:	48.2	40.7	40.7	39.9	50.9	50.9	46.3	31.8	31.8	31.7	22.3	51.1
LOS by Move:	D	D	D	D	D	D	D	C	C	C	C+	D-
HCM2k95thQ:	4	11	11	11	32	32	1	2	2	1	9	42

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

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Background plus Project - AM Peak Hour

Level Of Service Computation Report
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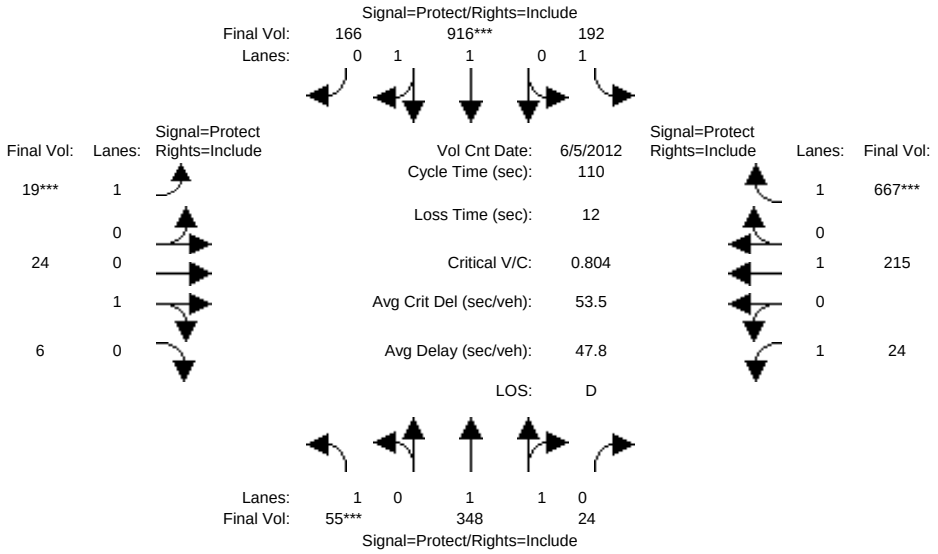
B+P AM

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	55	336	24	187	893	166	19	24	6	24	215	659
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:	55	336	24	187	893	166	19	24	6	24	215	659
Added Vol:	0	12	0	5	22	0	0	0	0	0	0	8
Pass-by Div:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	55	348	24	192	916	166	19	24	6	24	215	667
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:	55	348	24	192	916	166	19	24	6	24	215	667
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	348	24	192	916	166	19	24	6	24	215	667
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:	55	348	24	192	916	166	19	24	6	24	215	667
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	1.00	0.92
Lanes:	1.00	1.87	0.13	1.00	1.68	0.32	1.00	0.80	0.20	1.00	1.00	1.00
Final Sat.:	1750	3461	239	1750	3132	568	1750	1440	360	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.11	0.29	0.29	0.01	0.02	0.02	0.01	0.11	0.38
Crit Moves:	****				****		****					****
Green/Cycle:	0.09	0.19	0.19	0.21	0.31	0.31	0.09	0.25	0.25	0.25	0.40	0.40
Volume/Cap:	0.35	0.53	0.53	0.53	0.95	0.95	0.12	0.07	0.07	0.06	0.28	0.95
Delay/Veh:	48.2	40.8	40.8	40.2	53.3	53.3	46.3	31.9	31.9	31.8	22.4	54.3
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:	48.2	40.8	40.8	40.2	53.3	53.3	46.3	31.9	31.9	31.8	22.4	54.3
LOS by Move:	D	D	D	D	D-	D-	D	C	C	C	C+	D-
HCM2k95thQ:	4	11	11	11	33	33	1	2	2	1	9	44

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

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Pacific Mall - Silicon Valley
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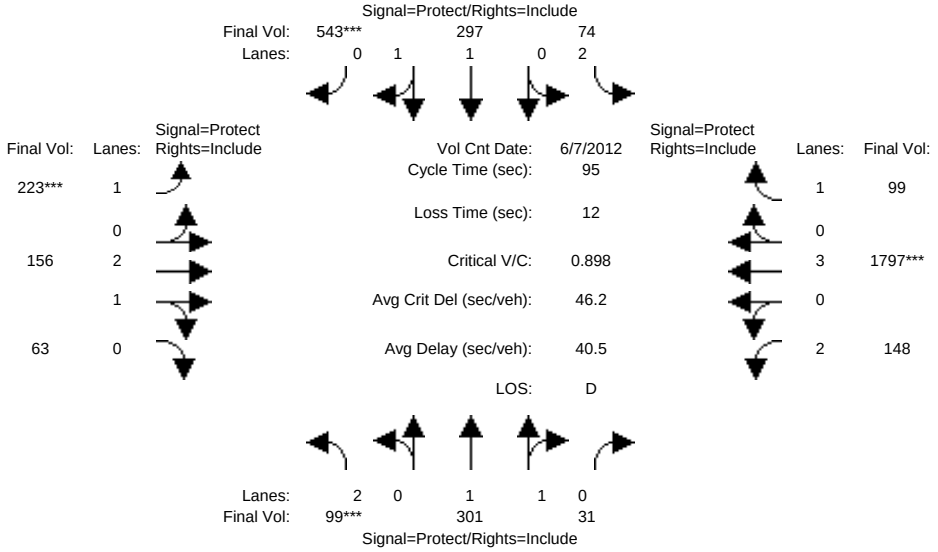
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #18: McCarthy Blvd and Tasman Dr



Street Name:	McCarthy Blvd						Tasman Drive					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	99	301	31	74	297	543	223	156	63	148	1797	99
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:	99	301	31	74	297	543	223	156	63	148	1797	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	301	31	74	297	543	223	156	63	148	1797	99
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:	99	301	31	74	297	543	223	156	63	148	1797	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	301	31	74	297	543	223	156	63	148	1797	99
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:	99	301	31	74	297	543	223	156	63	148	1797	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.95	0.83	1.00	0.92
Lanes:	2.00	1.81	0.19	2.00	1.00	1.00	1.00	2.11	0.89	2.00	3.00	1.00
Final Sat.:	3150	3354	345	3150	1900	1750	1750	3987	1610	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.02	0.16	0.31	0.13	0.04	0.04	0.05	0.32	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.07	0.24	0.24	0.17	0.33	0.33	0.14	0.28	0.28	0.19	0.33	0.33
Volume/Cap:	0.43	0.38	0.38	0.14	0.47	0.94	0.94	0.14	0.14	0.24	0.94	0.17
Delay/Veh:	43.3	30.6	30.6	34.0	25.5	48.5	83.1	25.9	25.9	32.6	40.6	22.4
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:	43.3	30.6	30.6	34.0	25.5	48.5	83.1	25.9	25.9	32.6	40.6	22.4
LOS by Move:	D	C	C	C-	C	D	F	C	C	C-	D	C+
HCM2k95thQ:	3	8	8	2	12	29	20	3	3	4	33	4

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

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Level Of Service Computation Report
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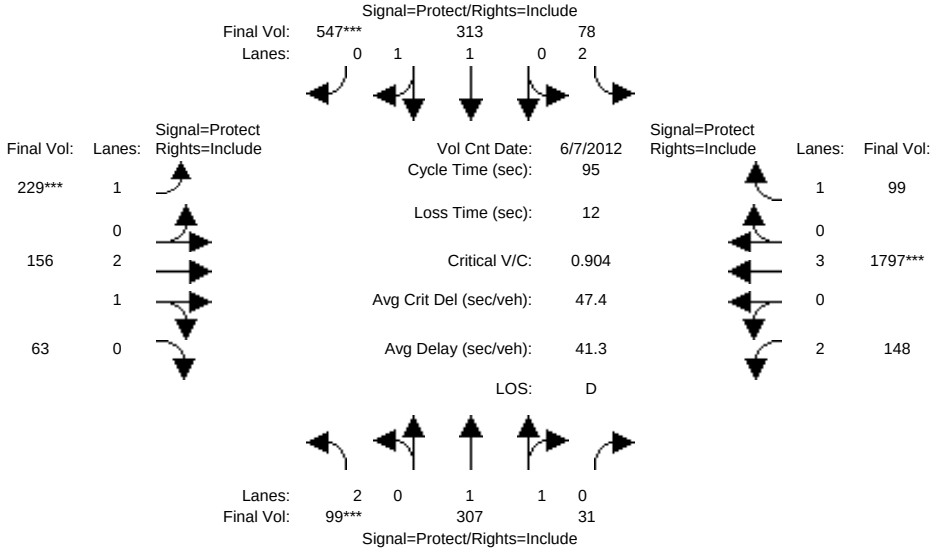
B+P AM

Intersection #18: McCarthy Blvd and Tasman Dr



Street Name:	McCarthy Blvd						Tasman Drive					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	99	301	31	74	297	543	223	156	63	148	1797	99
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:	99	301	31	74	297	543	223	156	63	148	1797	99
Added Vol:	0	6	0	4	15	4	6	0	0	0	0	0
Pass-by Div:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	99	307	31	78	313	547	229	156	63	148	1797	99
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:	99	307	31	78	313	547	229	156	63	148	1797	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	307	31	78	313	547	229	156	63	148	1797	99
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:	99	307	31	78	313	547	229	156	63	148	1797	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.95	0.83	1.00	0.92
Lanes:	2.00	1.81	0.19	2.00	1.00	1.00	1.00	2.11	0.89	2.00	3.00	1.00
Final Sat.:	3150	3360	339	3150	1900	1750	1750	3987	1610	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.02	0.16	0.31	0.13	0.04	0.04	0.05	0.32	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.07	0.24	0.24	0.17	0.33	0.33	0.14	0.28	0.28	0.19	0.33	0.33
Volume/Cap:	0.43	0.39	0.39	0.15	0.50	0.95	0.95	0.14	0.14	0.24	0.95	0.17
Delay/Veh:	43.3	30.7	30.7	34.0	25.8	49.6	84.2	25.9	25.9	32.6	41.8	22.6
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:	43.3	30.7	30.7	34.0	25.8	49.6	84.2	25.9	25.9	32.6	41.8	22.6
LOS by Move:	D	C	C	C-	C	D	F	C	C	C-	D	C+
HCM2k95thQ:	3	8	8	2	13	29	21	3	3	4	33	4

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

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Pacific Mall - Silicon Valley
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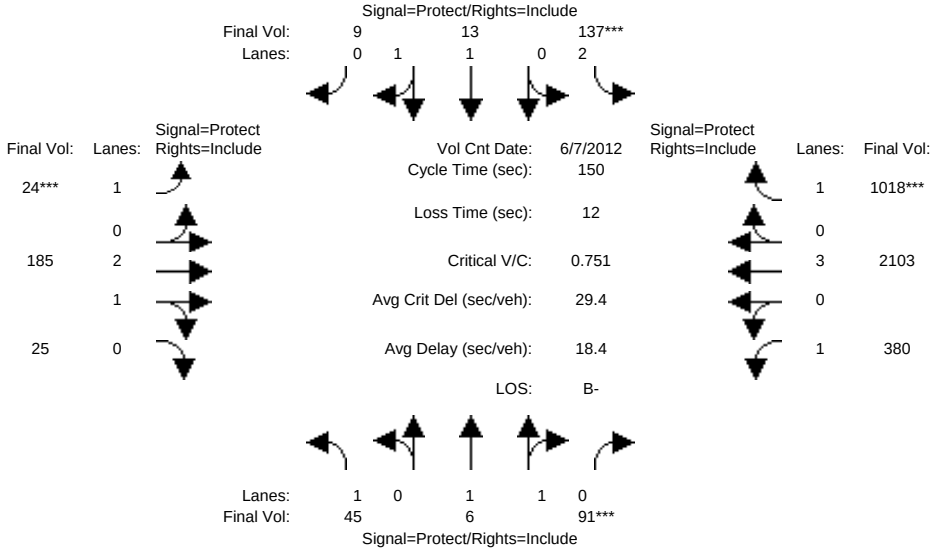
Background plus Project - AM Peak Hour

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

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	45	6	91	137	13	9	24	185	25	380	2103	1018
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:	45	6	91	137	13	9	24	185	25	380	2103	1018
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	6	91	137	13	9	24	185	25	380	2103	1018
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:	45	6	91	137	13	9	24	185	25	380	2103	1018
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	6	91	137	13	9	24	185	25	380	2103	1018
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:	45	6	91	137	13	9	24	185	25	380	2103	1018
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	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.16	0.84	1.00	2.63	0.37	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	2185	1513	1750	4932	667	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.05	0.04	0.01	0.01	0.01	0.04	0.04	0.22	0.37	0.58
Crit Moves:			****	****			****					****
Green/Cycle:	0.05	0.07	0.07	0.06	0.07	0.07	0.05	0.19	0.19	0.61	0.75	0.75
Volume/Cap:	0.51	0.05	0.78	0.78	0.08	0.08	0.29	0.20	0.20	0.36	0.49	0.78
Delay/Veh:	74.1	65.5	94.5	89.0	65.0	65.0	71.1	51.6	51.6	14.8	7.5	14.2
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:	74.1	65.5	94.5	89.0	65.0	65.0	71.1	51.6	51.6	14.8	7.5	14.2
LOS by Move:	E	E	F	F	E	E	E	D-	D-	B	A	B
HCM2k95thQ:	6	1	12	7	1	1	2	5	5	16	22	47

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

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Pacific Mall - Silicon Valley
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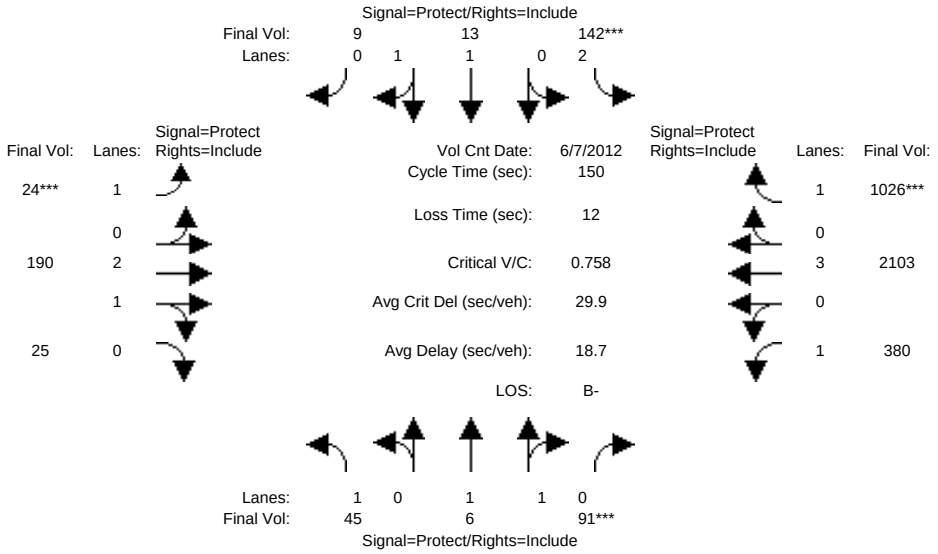
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	45	6	91	137	13	9	24	185	25	380	2103	1018
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:	45	6	91	137	13	9	24	185	25	380	2103	1018
Added Vol:	0	0	0	5	0	0	0	4	0	0	0	8
Pass-by Div:	0	0	0	0	0	0	0	1	0	0	0	0
Initial Fut:	45	6	91	142	13	9	24	190	25	380	2103	1026
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:	45	6	91	142	13	9	24	190	25	380	2103	1026
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	6	91	142	13	9	24	190	25	380	2103	1026
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:	45	6	91	142	13	9	24	190	25	380	2103	1026
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	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.16	0.84	1.00	2.64	0.36	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	2185	1513	1750	4948	651	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.05	0.05	0.01	0.01	0.01	0.04	0.04	0.22	0.37	0.59
Crit Moves:			****	****			****					****
Green/Cycle:	0.05	0.07	0.07	0.06	0.07	0.07	0.05	0.19	0.19	0.61	0.75	0.75
Volume/Cap:	0.50	0.05	0.78	0.78	0.08	0.08	0.29	0.21	0.21	0.36	0.49	0.78
Delay/Veh:	73.8	65.5	95.3	89.3	65.0	65.0	71.1	51.7	51.7	14.9	7.6	14.6
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:	73.8	65.5	95.3	89.3	65.0	65.0	71.1	51.7	51.7	14.9	7.6	14.6
LOS by Move:	E	E	F	F	E	E	E	D-	D-	B	A	B
HCM2k95thQ:	6	1	12	7	1	1	2	5	5	16	22	48

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

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Pacific Mall - Silicon Valley
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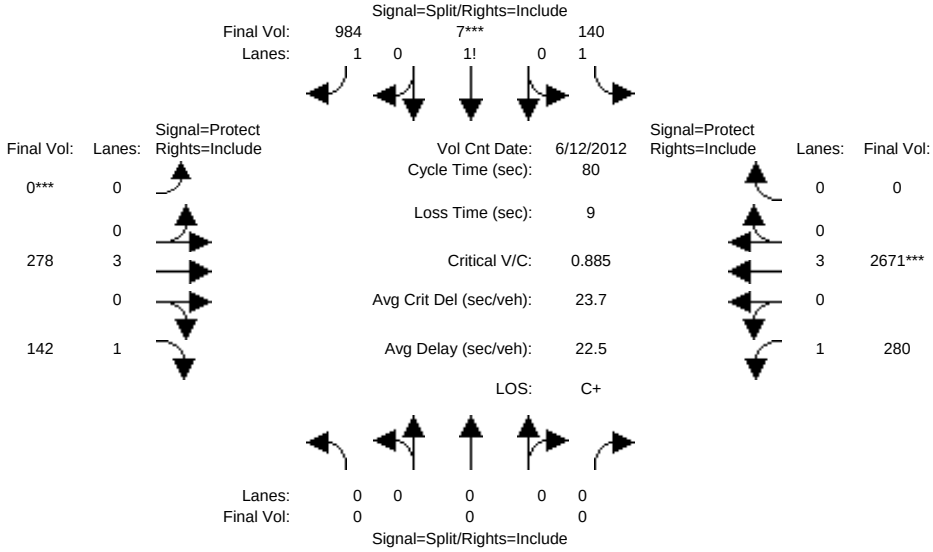
Background plus Project - AM Peak Hour

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

Intersection #20: I-880 SB Ramps and Tasman Dr




```
Street Name:          I-880 SB Ramps                      Tasman Dr
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    0     0   10   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: 12 Jun 2012 << 8:00:00 AM
Base Vol:       0    0     0  140    7   984     0  278   142   280 2671     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:    0    0     0  140    7   984     0  278   142   280 2671     0
Added Vol:      0    0     0    0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0    0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0  140    7   984     0  278   142   280 2671     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:     0    0     0  140    7   984     0  278   142   280 2671     0
Reduct Vol:     0    0     0    0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0  140    7   984     0  278   142   280 2671     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:    0    0     0  140    7   984     0  278   142   280 2671     0
------------|---------------||---------------||---------------||---------------|
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 0.95  0.95  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00 1.13 0.01  1.86  0.00 3.00  1.00  1.00 3.00  0.00
Final Sat.:     0    0     0 1971   22  3351     0 5700  1750  1750 5700     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00 0.07 0.32  0.29  0.00 0.05  0.08  0.16 0.47  0.00
Crit Moves:                       ****        ****                   ****
Green/Cycle: 0.00 0.00  0.00 0.36 0.36  0.36  0.00 0.23  0.23  0.30 0.53  0.00
Volume/Cap:  0.00 0.00  0.00 0.20 0.89  0.82  0.00 0.21  0.35  0.54 0.89  0.00
Delay/Veh:    0.0  0.0   0.0 17.7 31.9  27.3   0.0 24.9  26.2  24.7 20.2   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:   0.0  0.0   0.0 17.7 31.9  27.3   0.0 24.9  26.2  24.7 20.2   0.0
LOS by Move:    A    A     A     B    C     C     A    C     C     C   C+     A
HCM2k95thQ:     0    0     0     5   30    26     0    4     6    11   32     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
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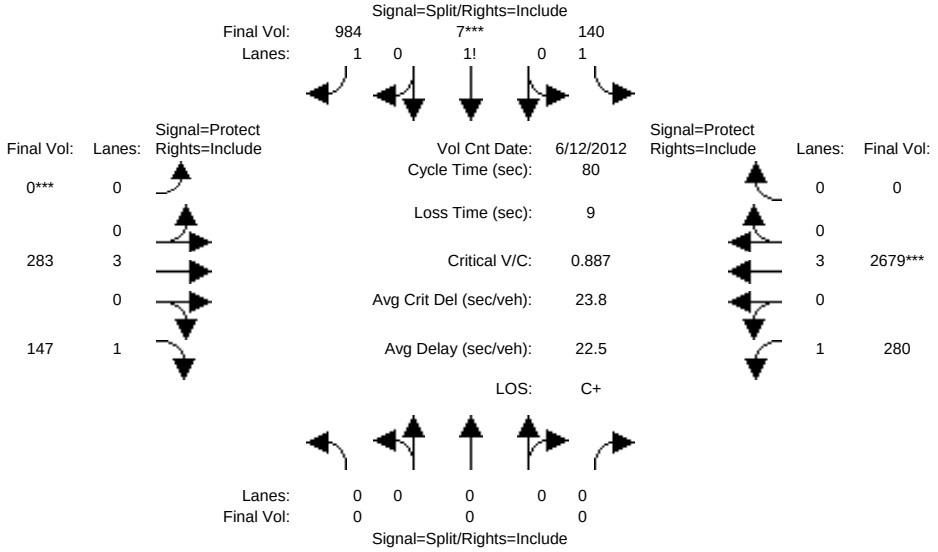
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #20: I-880 SB Ramps and Tasman Dr



Street Name:	I-880 SB Ramps						Tasman Dr					
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	0	0	10	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: 12 Jun 2012 << 8:00:00 AM												
Base Vol:	0	0	0	140	7	984	0	278	142	280	2671	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:	0	0	0	140	7	984	0	278	142	280	2671	0
Added Vol:	0	0	0	0	0	0	0	5	4	0	8	0
Pass-by Div:	0	0	0	0	0	0	0	0	1	0	0	0
Initial Fut:	0	0	0	140	7	984	0	283	147	280	2679	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:	0	0	0	140	7	984	0	283	147	280	2679	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	140	7	984	0	283	147	280	2679	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:	0	0	0	140	7	984	0	283	147	280	2679	0
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	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.13	0.01	1.86	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1971	22	3351	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.32	0.29	0.00	0.05	0.08	0.16	0.47	0.00
Crit Moves:					****		****				****	
Green/Cycle:	0.00	0.00	0.00	0.36	0.36	0.36	0.00	0.23	0.23	0.30	0.53	0.00
Volume/Cap:	0.00	0.00	0.00	0.20	0.89	0.82	0.00	0.21	0.36	0.54	0.89	0.00
Delay/Veh:	0.0	0.0	0.0	17.8	32.0	27.4	0.0	24.9	26.3	24.6	20.3	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:	0.0	0.0	0.0	17.8	32.0	27.4	0.0	24.9	26.3	24.6	20.3	0.0
LOS by Move:	A	A	A	B	C-	C	A	C	C	C	C+	A
HCM2k95thQ:	0	0	0	5	31	26	0	4	6	11	32	0

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

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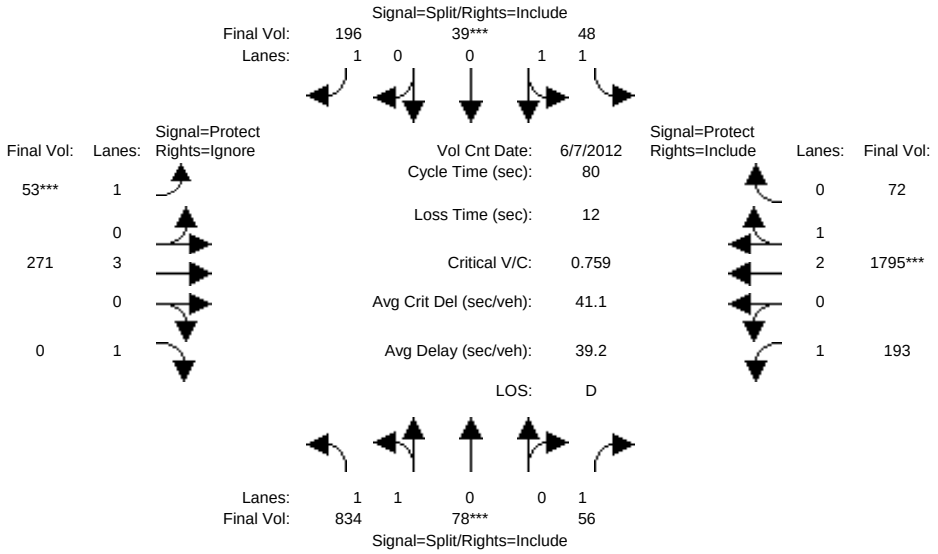
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #21: Great Mall Pkwy and Thompson St



Street Name:	Thompson St						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	834	78	56	48	39	196	53	271	43	193	1795	72
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:	834	78	56	48	39	196	53	271	43	193	1795	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	834	78	56	48	39	196	53	271	43	193	1795	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	834	78	56	48	39	196	53	271	0	193	1795	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	834	78	56	48	39	196	53	271	0	193	1795	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	834	78	56	48	39	196	53	271	0	193	1795	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.83	0.17	1.00	1.12	0.88	1.00	1.00	3.00	1.00	1.00	2.88	0.12
Final Sat.:	3246	304	1750	1958	1591	1750	1750	5700	1750	1750	5384	216
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.03	0.02	0.02	0.11	0.03	0.05	0.00	0.11	0.33	0.33
Crit Moves:		****			****		****				****	
Green/Cycle:	0.27	0.27	0.27	0.15	0.15	0.15	0.09	0.23	0.00	0.20	0.35	0.35
Volume/Cap:	0.96	0.96	0.12	0.17	0.17	0.76	0.35	0.21	0.00	0.54	0.96	0.96
Delay/Veh:	49.0	49.0	22.3	29.9	29.9	45.0	35.7	24.9	0.0	30.2	37.9	37.9
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:	49.0	49.0	22.3	29.9	29.9	45.0	35.7	24.9	0.0	30.2	37.9	37.9
LOS by Move:	D	D	C+	C	C	D	D+	C	A	C	D+	D+
HCM2k95thQ:	30	30	2	2	2	13	3	4	0	9	30	30

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

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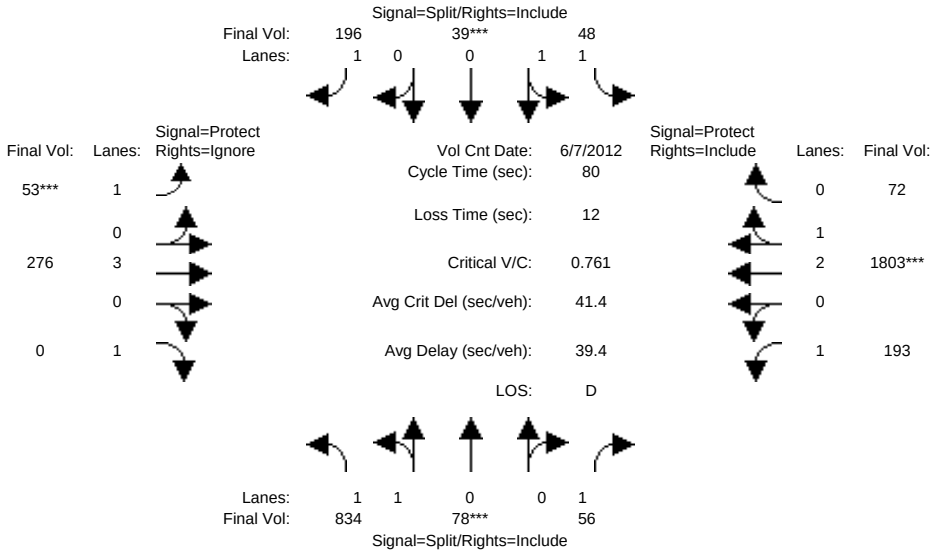
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #21: Great Mall Pkwy and Thompson St




```
Street Name:           Thompson St                     Great Mall Pkwy
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 7 Jun 2012 << 8:00:00 AM
Base Vol:     834   78    56    48   39   196    53  271    43   193 1795    72
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:  834   78    56    48   39   196    53  271    43   193 1795    72
Added Vol:      0    0     0     0    0     0     0    5     0     0    8     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  834   78    56    48   39   196    53  276    43   193 1803    72
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:   834   78    56    48   39   196    53  276     0   193 1803    72
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  834   78    56    48   39   196    53  276     0   193 1803    72
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:  834   78    56    48   39   196    53  276     0   193 1803    72
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.93 0.95  0.92  0.92 0.95  0.92  0.92 1.00  0.92  0.92 0.98  0.95
Lanes:       1.83 0.17  1.00  1.12 0.88  1.00  1.00 3.00  1.00  1.00 2.88  0.12
Final Sat.:  3246  304  1750  1958 1591  1750  1750 5700  1750  1750 5385   215
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.26 0.26  0.03  0.02 0.02  0.11  0.03 0.05  0.00  0.11 0.33  0.33
Crit Moves:        ****             ****        ****                  ****
Green/Cycle: 0.27 0.27  0.27  0.15 0.15  0.15  0.09 0.23  0.00  0.20 0.35  0.35
Volume/Cap:  0.96 0.96  0.12  0.17 0.17  0.76  0.35 0.21  0.00  0.54 0.96  0.96
Delay/Veh:   49.4 49.4  22.3  30.0 30.0  45.2  35.7 24.9   0.0  30.1 38.1  38.1
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:  49.4 49.4  22.3  30.0 30.0  45.2  35.7 24.9   0.0  30.1 38.1  38.1
LOS by Move:    D    D    C+     C    C     D    D+    C     A     C   D+    D+
HCM2k95thQ:    30   30     2     2    2    13     3    4     0     9   30    30
Note: Queue reported is the number of cars per lane.
```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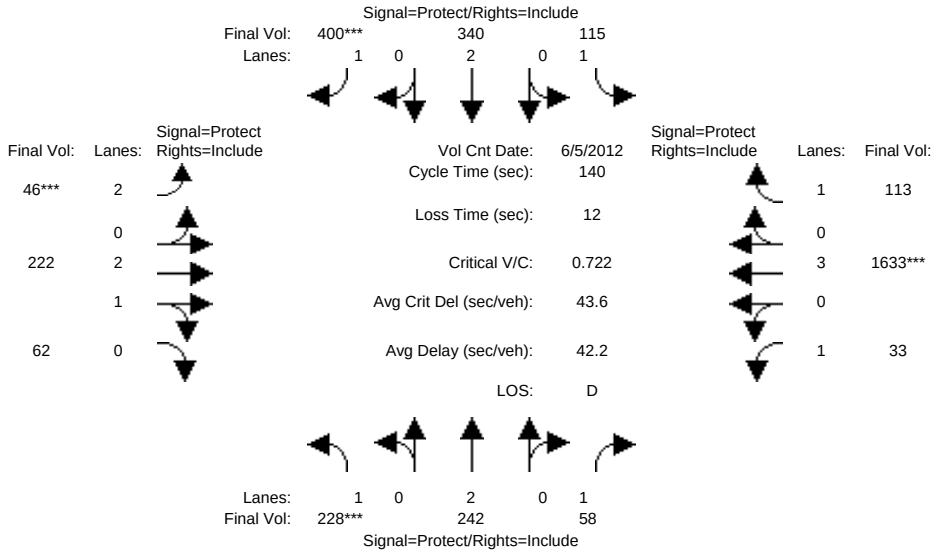
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #22: Abel St and Great Mall Pkwy



Street Name:	Abel Street						Great Mall Pkwy					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	228	242	58	115	340	400	46	222	62	33	1633	113
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:	228	242	58	115	340	400	46	222	62	33	1633	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	228	242	58	115	340	400	46	222	62	33	1633	113
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:	228	242	58	115	340	400	46	222	62	33	1633	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	242	58	115	340	400	46	222	62	33	1633	113
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:	228	242	58	115	340	400	46	222	62	33	1633	113
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	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.32	0.68	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4376	1222	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.06	0.03	0.07	0.09	0.23	0.01	0.05	0.05	0.02	0.29	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.17	0.25	0.25	0.23	0.31	0.31	0.05	0.26	0.26	0.18	0.38	0.38
Volume/Cap:	0.75	0.25	0.13	0.29	0.29	0.75	0.29	0.20	0.20	0.11	0.75	0.17
Delay/Veh:	64.5	42.2	40.8	44.8	37.2	49.4	65.1	41.0	41.0	48.3	38.7	28.5
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:	64.5	42.2	40.8	44.8	37.2	49.4	65.1	41.0	41.0	48.3	38.7	28.5
LOS by Move:	E	D	D	D	D+	D	E	D	D	D	D+	C
HCM2k95thQ:	21	8	4	9	11	31	2	6	6	3	34	7

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

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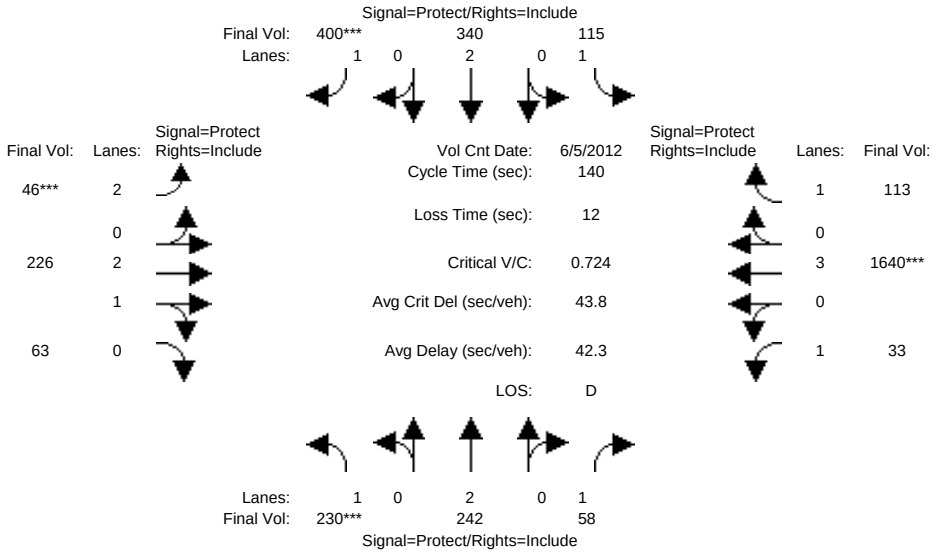
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #22: Abel St and Great Mall Pkwy



Street Name:	Abel Street						Great Mall Pkwy					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	228	242	58	115	340	400	46	222	62	33	1633	113
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:	228	242	58	115	340	400	46	222	62	33	1633	113
Added Vol:	2	0	0	0	0	0	0	4	1	0	7	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	242	58	115	340	400	46	226	63	33	1640	113
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:	230	242	58	115	340	400	46	226	63	33	1640	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	242	58	115	340	400	46	226	63	33	1640	113
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:	230	242	58	115	340	400	46	226	63	33	1640	113
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	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.32	0.68	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4378	1220	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.06	0.03	0.07	0.09	0.23	0.01	0.05	0.05	0.02	0.29	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.18	0.25	0.25	0.23	0.30	0.30	0.05	0.26	0.26	0.18	0.38	0.38
Volume/Cap:	0.75	0.25	0.13	0.29	0.29	0.75	0.29	0.20	0.20	0.11	0.75	0.17
Delay/Veh:	64.6	42.2	40.8	44.8	37.3	49.7	65.1	41.0	41.0	48.3	38.8	28.5
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:	64.6	42.2	40.8	44.8	37.3	49.7	65.1	41.0	41.0	48.3	38.8	28.5
LOS by Move:	E	D	D	D	D+	D	E	D	D	D	D+	C
HCM2k95thQ:	21	8	4	9	11	31	2	6	6	3	34	7

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

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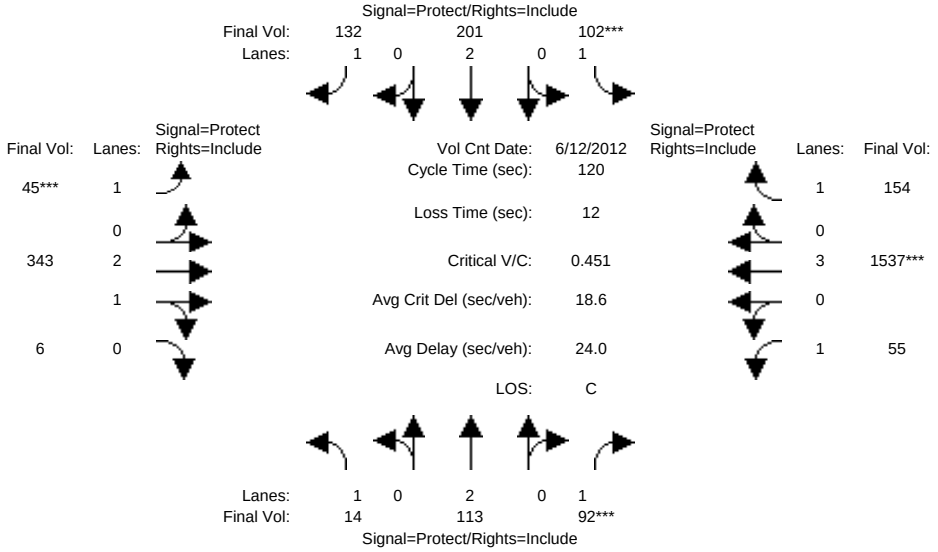
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #23: Main St and Great Mall Pkwy




```
Street Name:            Main Street                     Great Mall Pkwy
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: 12 Jun 2012 << 7:55:00 AM
Base Vol:      14  113    92   102  201   132    45  343     6    55 1537   154
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:   14  113    92   102  201   132    45  343     6    55 1537   154
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   14  113    92   102  201   132    45  343     6    55 1537   154
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:    14  113    92   102  201   132    45  343     6    55 1537   154
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   14  113    92   102  201   132    45  343     6    55 1537   154
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:   14  113    92   102  201   132    45  343     6    55 1537   154
------------|---------------||---------------||---------------||---------------|
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 0.98  0.95  0.92 1.00  0.92
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 2.95  0.05  1.00 3.00  1.00
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 5504    96  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.03  0.05  0.06 0.05  0.08  0.03 0.06  0.06  0.03 0.27  0.09
Crit Moves:              ****  ****              ****                  ****
Green/Cycle: 0.10 0.12  0.12  0.13 0.14  0.14  0.06 0.39  0.39  0.27 0.60  0.60
Volume/Cap:  0.08 0.26  0.45  0.45 0.37  0.52  0.44 0.16  0.16  0.12 0.45  0.15
Delay/Veh:   49.1 48.6  51.1  49.8 46.8  49.5  57.6 24.2  24.2  33.2 13.5  10.8
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:  49.1 48.6  51.1  49.8 46.8  49.5  57.6 24.2  24.2  33.2 13.5  10.8
LOS by Move:    D    D    D-     D    D     D    E+    C     C    C-    B    B+
HCM2k95thQ:     1    4     8     8    7    11     4    5     5     3   19     5
Note: Queue reported is the number of cars per lane.
```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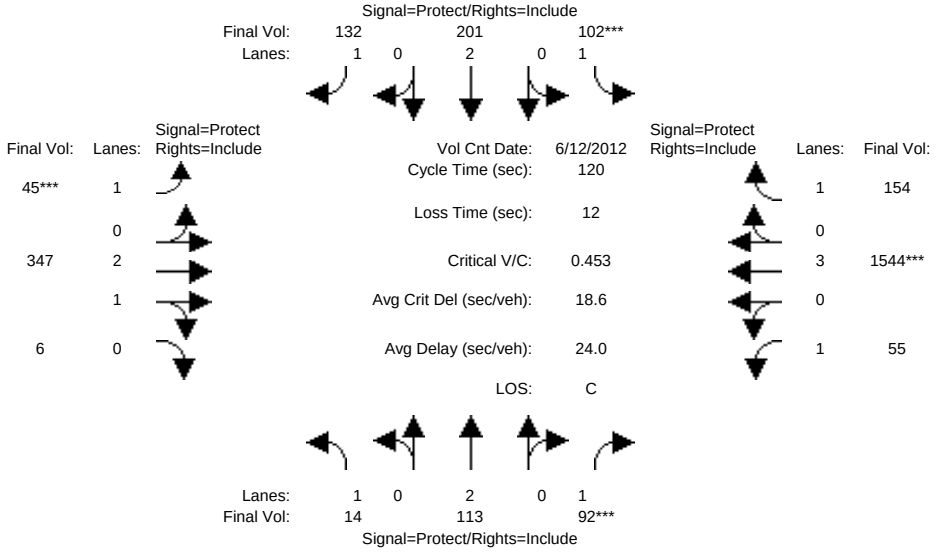
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #23: Main St and Great Mall Pkwy

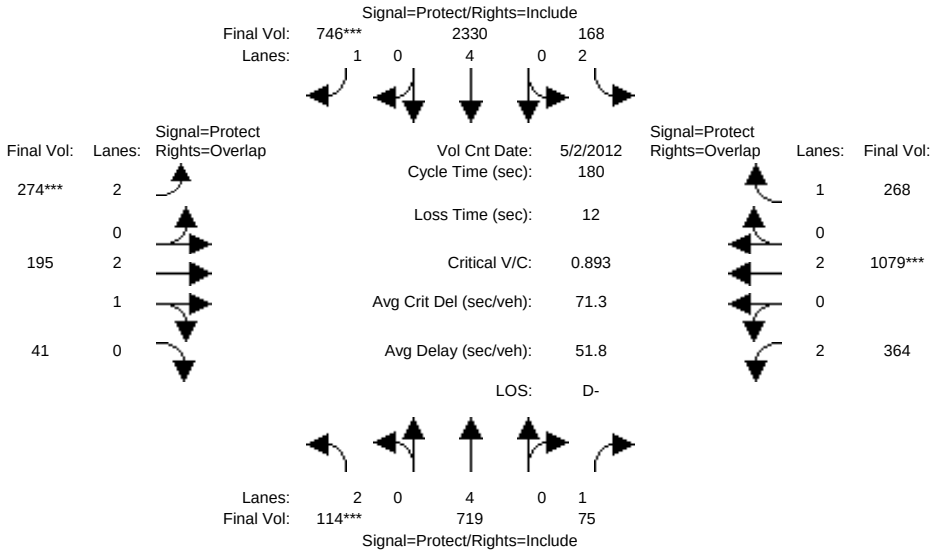



```
Street Name:            Main Street                     Great Mall Pkwy
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
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: 12 Jun 2012 << 7:55:00 AM
Base Vol:      14  113    92   102  201   132    45  343     6    55 1537   154
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:   14  113    92   102  201   132    45  343     6    55 1537   154
Added Vol:      0    0     0     0    0     0     0    4     0     0    7     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   14  113    92   102  201   132    45  347     6    55 1544   154
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:    14  113    92   102  201   132    45  347     6    55 1544   154
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   14  113    92   102  201   132    45  347     6    55 1544   154
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:   14  113    92   102  201   132    45  347     6    55 1544   154
------------|---------------||---------------||---------------||---------------|
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 0.98  0.95  0.92 1.00  0.92
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 2.95  0.05  1.00 3.00  1.00
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 5505    95  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.03  0.05  0.06 0.05  0.08  0.03 0.06  0.06  0.03 0.27  0.09
Crit Moves:              ****  ****              ****                  ****
Green/Cycle: 0.10 0.12  0.12  0.13 0.14  0.14  0.06 0.39  0.39  0.27 0.60  0.60
Volume/Cap:  0.08 0.26  0.45  0.45 0.37  0.52  0.44 0.16  0.16  0.12 0.45  0.15
Delay/Veh:   49.1 48.6  51.1  49.8 46.9  49.6  57.6 24.2  24.2  33.1 13.4  10.7
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  49.1 48.6  51.1  49.8 46.9  49.6  57.6 24.2  24.2  33.1 13.4  10.7
LOS by Move:    D    D    D-     D    D     D    E+    C     C    C-    B    B+
HCM2k95thQ:     1    4     8     8    7    11     4    6     6     3   19     5
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #24: Great Mall Pkwy and Montague Expwy



Street Name:	Montague Expwy						Great Mall Pkwy					
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 May 2012 << 8:00:00 AM												
Base Vol:	114	719	75	168	2330	746	274	195	41	364	1079	268
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:	114	719	75	168	2330	746	274	195	41	364	1079	268
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	719	75	168	2330	746	274	195	41	364	1079	268
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:	114	719	75	168	2330	746	274	195	41	364	1079	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	719	75	168	2330	746	274	195	41	364	1079	268
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:	114	719	75	168	2330	746	274	195	41	364	1079	268
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.46	0.54	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	4626	973	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.04	0.05	0.31	0.43	0.09	0.04	0.04	0.12	0.28	0.15
Crit Moves:	****					****	****				****	
Green/Cycle:	0.04	0.33	0.33	0.19	0.48	0.48	0.10	0.13	0.18	0.28	0.32	0.50
Volume/Cap:	0.89	0.29	0.13	0.29	0.64	0.89	0.89	0.31	0.24	0.41	0.89	0.30
Delay/Veh:	134.5	44.5	42.2	63.2	35.8	54.8	106.6	70.6	64.0	53.0	67.2	26.3
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:	134.5	44.5	42.2	63.2	35.8	54.8	106.6	70.6	64.0	53.0	67.2	26.3
LOS by Move:	F	D	D	E	D+	D-	F	E	E	D-	E	C
HCM2k95thQ:	11	13	6	9	39	66	21	8	7	17	46	16

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

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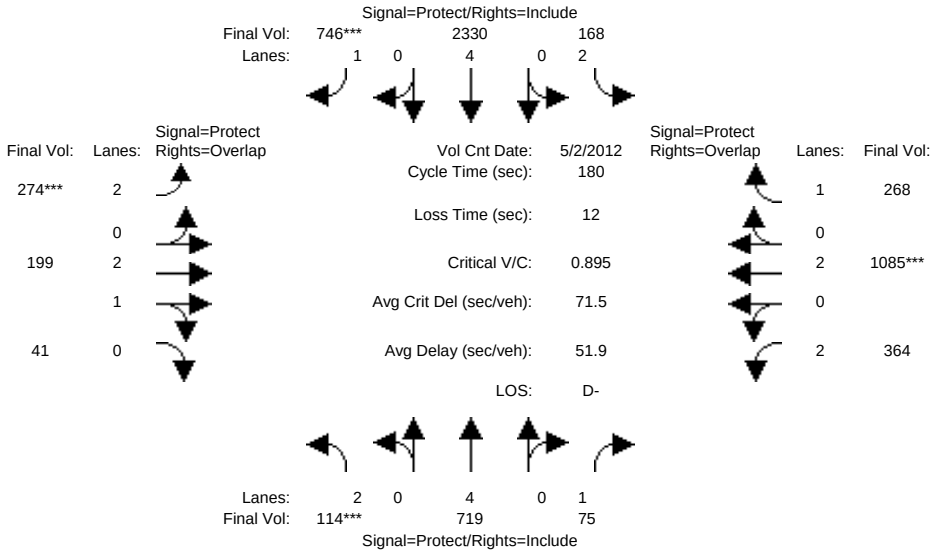
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #24: Great Mall Pkwy and Montague Expwy



Street Name:	Montague Expwy						Great Mall Pkwy					
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 May 2012 << 8:00:00 AM												
Base Vol:	114	719	75	168	2330	746	274	195	41	364	1079	268
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:	114	719	75	168	2330	746	274	195	41	364	1079	268
Added Vol:	0	0	0	0	0	0	0	4	0	0	6	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	719	75	168	2330	746	274	199	41	364	1085	268
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:	114	719	75	168	2330	746	274	199	41	364	1085	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	719	75	168	2330	746	274	199	41	364	1085	268
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:	114	719	75	168	2330	746	274	199	41	364	1085	268
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.47	0.53	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	4642	956	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.04	0.05	0.31	0.43	0.09	0.04	0.04	0.12	0.29	0.15
Crit Moves:	****					****	****				****	
Green/Cycle:	0.04	0.33	0.33	0.19	0.48	0.48	0.10	0.14	0.18	0.28	0.32	0.51
Volume/Cap:	0.89	0.29	0.13	0.29	0.64	0.89	0.89	0.32	0.24	0.41	0.89	0.30
Delay/Veh:	135.0	44.6	42.2	63.2	36.0	55.1	106.9	70.6	64.0	52.9	67.2	26.2
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:	135.0	44.6	42.2	63.2	36.0	55.1	106.9	70.6	64.0	52.9	67.2	26.2
LOS by Move:	F	D	D	E	D+	E+	F	E	E	D-	E	C
HCM2k95thQ:	11	13	6	9	39	66	21	8	8	17	47	16

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

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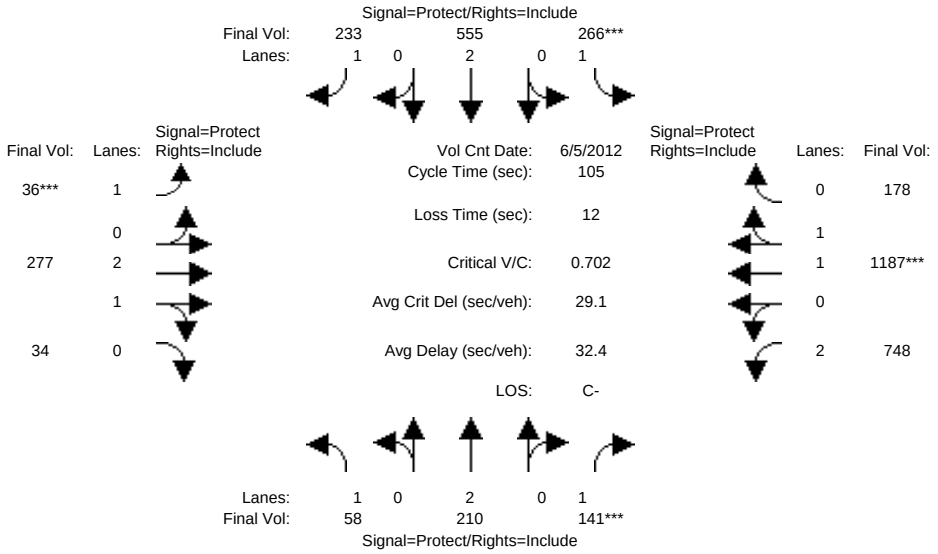
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #25: Trade Zone and Capitol Ave

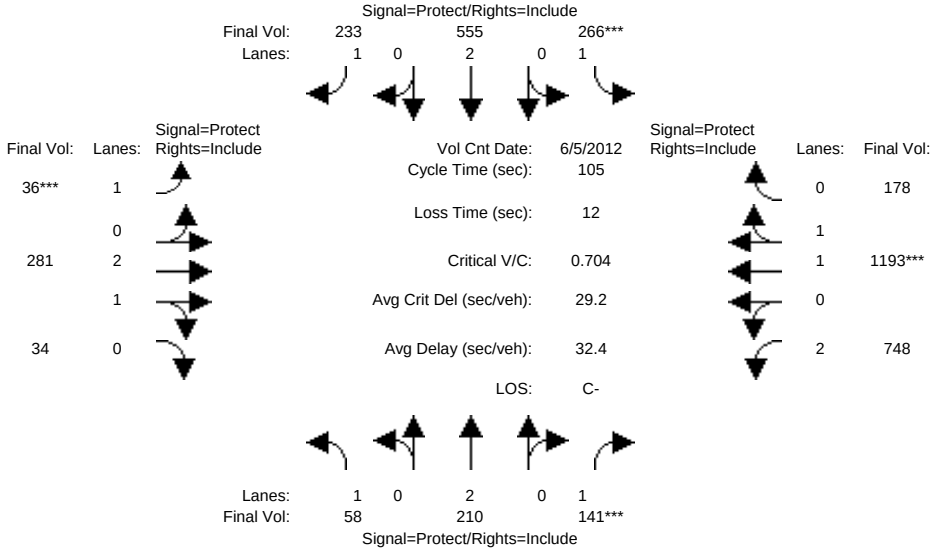



```
Street Name:         Trade Zone Blvd                    Capitol Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
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: 5 Jun 2012 << 7:35:00 AM
Base Vol:      58  210   141   266  555   233    36  277    34   748 1187   178
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:   58  210   141   266  555   233    36  277    34   748 1187   178
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   58  210   141   266  555   233    36  277    34   748 1187   178
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:    58  210   141   266  555   233    36  277    34   748 1187   178
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   58  210   141   266  555   233    36  277    34   748 1187   178
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:   58  210   141   266  555   233    36  277    34   748 1187   178
------------|---------------||---------------||---------------||---------------|
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 0.99  0.95  0.83 0.98  0.95
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 2.66  0.34  2.00 1.73  0.27
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 4987   612  3150 3217   482
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.06  0.08  0.15 0.15  0.13  0.02 0.06  0.06  0.24 0.37  0.37
Crit Moves:              ****  ****              ****                   ****
Green/Cycle: 0.10 0.11  0.11  0.21 0.22  0.22  0.07 0.16  0.16  0.41 0.50  0.50
Volume/Cap:  0.33 0.50  0.73  0.73 0.67  0.61  0.31 0.34  0.34  0.58 0.73  0.73
Delay/Veh:   45.2 45.0  58.9  46.5 39.8  40.0  48.2 39.2  39.2  25.0 22.2  22.2
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:  45.2 45.0  58.9  46.5 39.8  40.0  48.2 39.2  39.2  25.0 22.2  22.2
LOS by Move:    D    D    E+     D    D     D     D    D     D     C   C+    C+
HCM2k95thQ:     4    8    12    19   17    15     2    6     6    21   32    32
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #25: Trade Zone and Capitol Ave



Street Name:	Trade Zone Blvd						Capitol Ave					
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: 5 Jun 2012 << 7:35:00 AM												
Base Vol:	58	210	141	266	555	233	36	277	34	748	1187	178
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:	58	210	141	266	555	233	36	277	34	748	1187	178
Added Vol:	0	0	0	0	0	0	0	4	0	0	6	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	210	141	266	555	233	36	281	34	748	1193	178
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:	58	210	141	266	555	233	36	281	34	748	1193	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	210	141	266	555	233	36	281	34	748	1193	178
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:	58	210	141	266	555	233	36	281	34	748	1193	178
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	0.99	0.95	0.83	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.66	0.34	2.00	1.73	0.27
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	4995	604	3150	3219	480
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.08	0.15	0.15	0.13	0.02	0.06	0.06	0.24	0.37	0.37
Crit Moves:			****	****			****				****	
Green/Cycle:	0.10	0.11	0.11	0.21	0.22	0.22	0.07	0.16	0.16	0.41	0.50	0.50
Volume/Cap:	0.33	0.51	0.74	0.74	0.67	0.61	0.31	0.34	0.34	0.58	0.74	0.74
Delay/Veh:	45.2	45.1	59.2	46.7	39.9	40.1	48.2	39.2	39.2	24.9	22.2	22.2
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:	45.2	45.1	59.2	46.7	39.9	40.1	48.2	39.2	39.2	24.9	22.2	22.2
LOS by Move:	D	D	E+	D	D	D	D	D	D	C	C+	C+
HCM2k95thQ:	4	8	12	19	17	15	2	6	6	21	32	32

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

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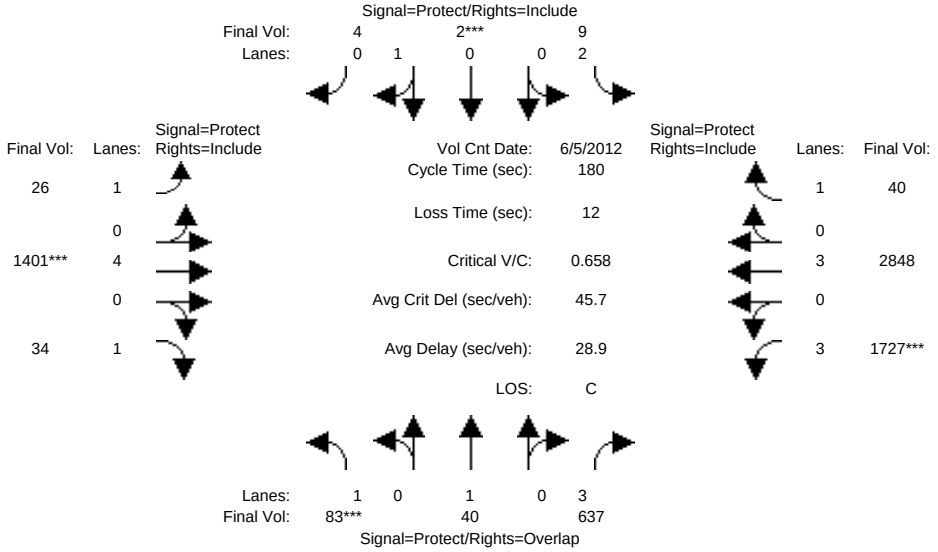
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #26: Montague Expwy and Trimble Rd



Street Name:	Trimble Rd						Montague Expwy					
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: 5 Jun 2012 << 7:55:00 AM												
Base Vol:	83	40	637	9	2	4	26	1401	34	1727	3164	40
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:	83	40	637	9	2	4	26	1401	34	1727	3164	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	40	637	9	2	4	26	1401	34	1727	3164	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	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:	83	40	637	9	2	4	26	1401	34	1727	2848	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	40	637	9	2	4	26	1401	34	1727	2848	40
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:	83	40	637	9	2	4	26	1401	34	1727	2848	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.80	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	3.00	2.00	0.33	0.67	1.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	4551	3150	600	1200	1750	7600	1750	4551	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.14	0.00	0.00	0.00	0.01	0.18	0.02	0.38	0.50	0.02
Crit Moves:	****				****			****		****		
Green/Cycle:	0.07	0.07	0.62	0.05	0.06	0.06	0.06	0.26	0.26	0.54	0.75	0.75
Volume/Cap:	0.70	0.29	0.23	0.06	0.06	0.06	0.25	0.70	0.07	0.70	0.67	0.03
Delay/Veh:	98.6	80.2	15.3	81.4	80.8	80.8	82.3	60.7	49.7	30.9	11.5	5.7
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:	98.6	80.2	15.3	81.4	80.8	80.8	82.3	60.7	49.7	30.9	11.5	5.7
LOS by Move:	F	F	B	F	F	F	F	E	D	C	B+	A
HCM2k95thQ:	12	5	12	1	1	1	3	31	3	44	40	1

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

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Pacific Mall - Silicon Valley
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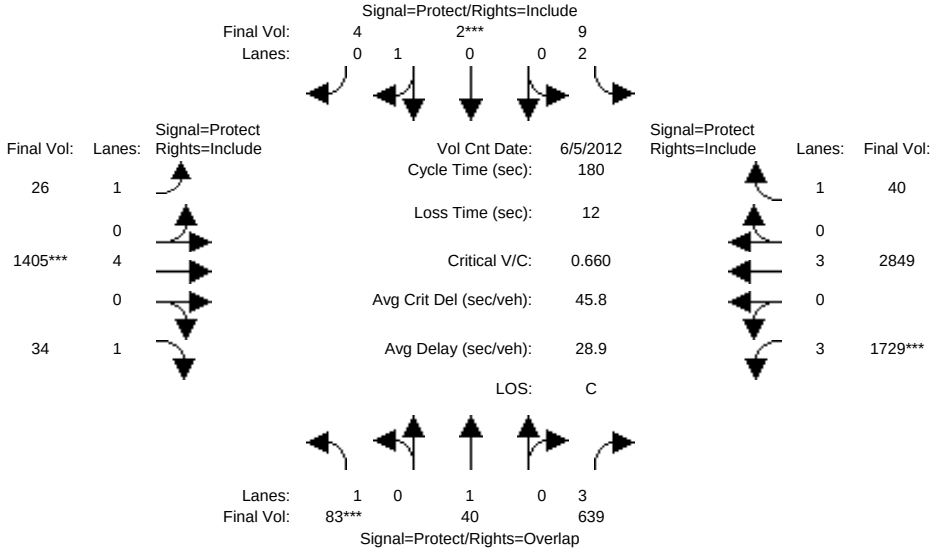
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #26: Montague Expwy and Trimble Rd



Street Name:	Trimble Rd						Montague Expwy					
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: 5 Jun 2012 << 7:55:00 AM												
Base Vol:	83	40	637	9	2	4	26	1401	34	1727	3164	40
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:	83	40	637	9	2	4	26	1401	34	1727	3164	40
Added Vol:	0	0	2	0	0	0	0	4	0	2	2	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	40	639	9	2	4	26	1405	34	1729	3166	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	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:	83	40	639	9	2	4	26	1405	34	1729	2849	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	40	639	9	2	4	26	1405	34	1729	2849	40
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:	83	40	639	9	2	4	26	1405	34	1729	2849	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.80	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	3.00	2.00	0.33	0.67	1.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	4551	3150	600	1200	1750	7600	1750	4551	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.14	0.00	0.00	0.00	0.01	0.18	0.02	0.38	0.50	0.02
Crit Moves:	****				****			****		****		
Green/Cycle:	0.07	0.07	0.62	0.05	0.06	0.06	0.06	0.27	0.27	0.54	0.75	0.75
Volume/Cap:	0.70	0.29	0.23	0.06	0.06	0.06	0.25	0.70	0.07	0.70	0.67	0.03
Delay/Veh:	98.7	80.2	15.4	81.5	80.8	80.8	82.3	60.7	49.6	31.0	11.5	5.7
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:	98.7	80.2	15.4	81.5	80.8	80.8	82.3	60.7	49.6	31.0	11.5	5.7
LOS by Move:	F	F	B	F	F	F	F	E	D	C	B+	A
HCM2k95thQ:	12	5	12	1	1	1	3	31	3	44	40	1

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

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Pacific Mall - Silicon Valley
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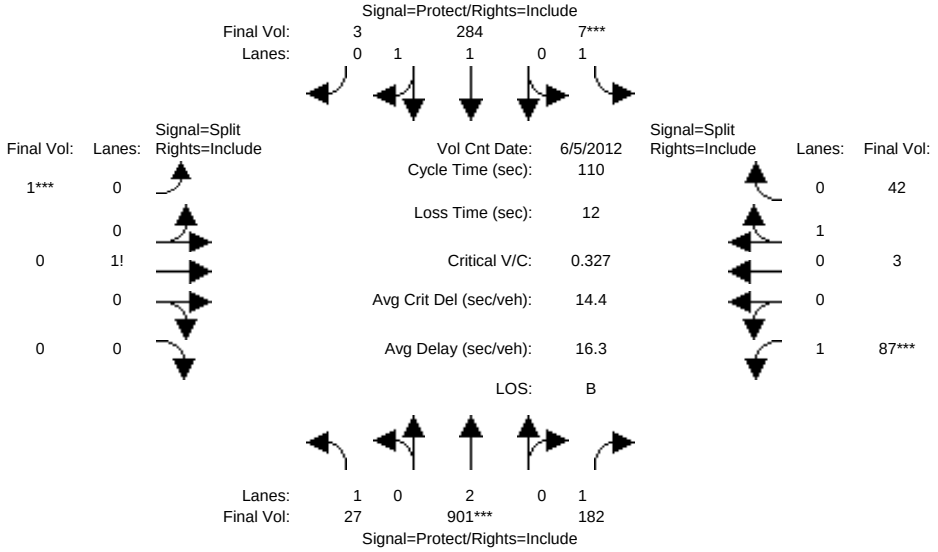
Background plus Project - AM Peak Hour

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

Intersection #27: McCarthy Blvd and Barber Ln



Street Name:	McCarthy Blvd						Barber Ln					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	27	901	182	7	284	3	1	0	0	87	3	42
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:	27	901	182	7	284	3	1	0	0	87	3	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	901	182	7	284	3	1	0	0	87	3	42
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:	27	901	182	7	284	3	1	0	0	87	3	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	901	182	7	284	3	1	0	0	87	3	42
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:	27	901	182	7	284	3	1	0	0	87	3	42
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	0.97	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.98	0.02	1.00	0.00	0.00	1.00	0.07	0.93
Final Sat.:	1750	3800	1750	1750	3661	39	1750	0	0	1750	120	1680
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.10	0.00	0.08	0.08	0.00	0.00	0.00	0.05	0.03	0.03
Crit Moves:		****		****			****			****		
Green/Cycle:	0.28	0.61	0.61	0.06	0.40	0.40	0.09	0.00	0.00	0.13	0.13	0.13
Volume/Cap:	0.06	0.39	0.17	0.06	0.20	0.20	0.01	0.00	0.00	0.39	0.20	0.20
Delay/Veh:	29.3	11.1	9.5	48.7	21.9	21.9	45.5	0.0	0.0	45.2	43.3	43.3
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:	29.3	11.1	9.5	48.7	21.9	21.9	45.5	0.0	0.0	45.2	43.3	43.3
LOS by Move:	C	B+	A	D	C+	C+	D	A	A	D	D	D
HCM2k95thQ:	1	14	5	0	6	6	0	0	0	7	3	3

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

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Pacific Mall - Silicon Valley
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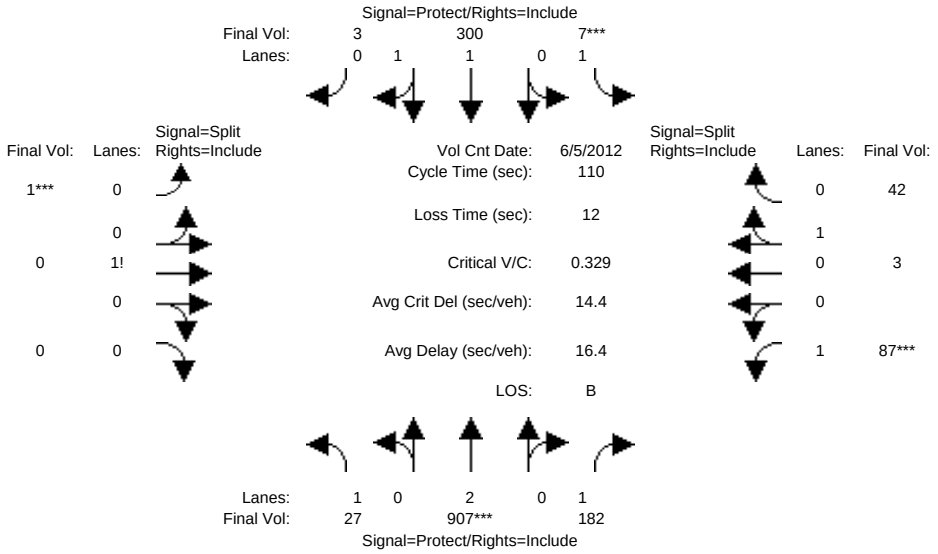
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #27: McCarthy Blvd and Barber Ln



Street Name:	McCarthy Blvd						Barber Ln					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	27	901	182	7	284	3	1	0	0	87	3	42
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:	27	901	182	7	284	3	1	0	0	87	3	42
Added Vol:	0	6	0	0	15	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	27	907	182	7	300	3	1	0	0	87	3	42
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:	27	907	182	7	300	3	1	0	0	87	3	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	907	182	7	300	3	1	0	0	87	3	42
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:	27	907	182	7	300	3	1	0	0	87	3	42
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	0.97	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.98	0.02	1.00	0.00	0.00	1.00	0.07	0.93
Final Sat.:	1750	3800	1750	1750	3663	37	1750	0	0	1750	120	1680
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.10	0.00	0.08	0.08	0.00	0.00	0.00	0.05	0.03	0.03
Crit Moves:		****		****			****			****		
Green/Cycle:	0.28	0.61	0.61	0.06	0.40	0.40	0.09	0.00	0.00	0.13	0.13	0.13
Volume/Cap:	0.06	0.39	0.17	0.06	0.21	0.21	0.01	0.00	0.00	0.39	0.20	0.20
Delay/Veh:	29.2	11.1	9.4	48.7	21.9	21.9	45.5	0.0	0.0	45.3	43.4	43.4
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:	29.2	11.1	9.4	48.7	21.9	21.9	45.5	0.0	0.0	45.3	43.4	43.4
LOS by Move:	C	B+	A	D	C+	C+	D	A	A	D	D	D
HCM2k95thQ:	1	14	5	0	7	7	0	0	0	7	3	3

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

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Pacific Mall - Silicon Valley
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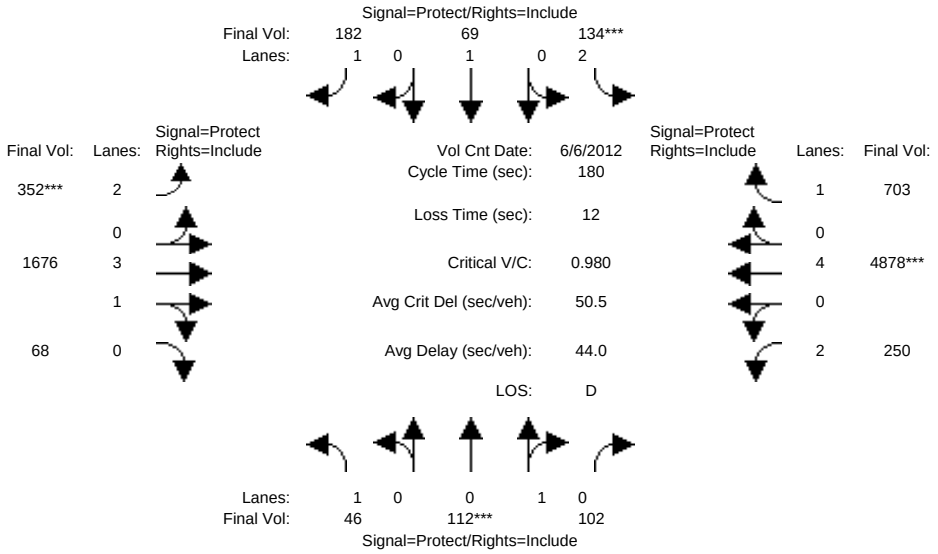
Background plus Project - AM Peak Hour

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

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
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: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	46	112	102	134	69	182	352	1676	68	250	4878	703
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:	46	112	102	134	69	182	352	1676	68	250	4878	703
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	112	102	134	69	182	352	1676	68	250	4878	703
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:	46	112	102	134	69	182	352	1676	68	250	4878	703
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	112	102	134	69	182	352	1676	68	250	4878	703
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:	46	112	102	134	69	182	352	1676	68	250	4878	703
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.52	0.48	2.00	1.00	1.00	2.00	3.84	0.16	2.00	4.00	1.00
Final Sat.:	1750	942	858	3150	1900	1750	3150	7207	292	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.04	0.04	0.10	0.11	0.23	0.23	0.08	0.64	0.40
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.12	0.12	0.04	0.12	0.12	0.11	0.57	0.57	0.20	0.65	0.65
Volume/Cap:	0.59	0.98	0.98	0.98	0.30	0.87	0.98	0.41	0.41	0.41	0.98	0.61
Delay/Veh:	95.4	134	134.0	156.7	73.1	107.5	121.6	21.4	21.4	63.7	38.7	18.9
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:	95.4	134	134.0	156.7	73.1	107.5	121.6	21.4	21.4	63.7	38.7	18.9
LOS by Move:	F	F	F	F	E	F	F	C+	C+	E	D+	B-
HCM2k95thQ:	7	28	28	11	7	21	23	23	23	14	105	39

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

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Pacific Mall - Silicon Valley
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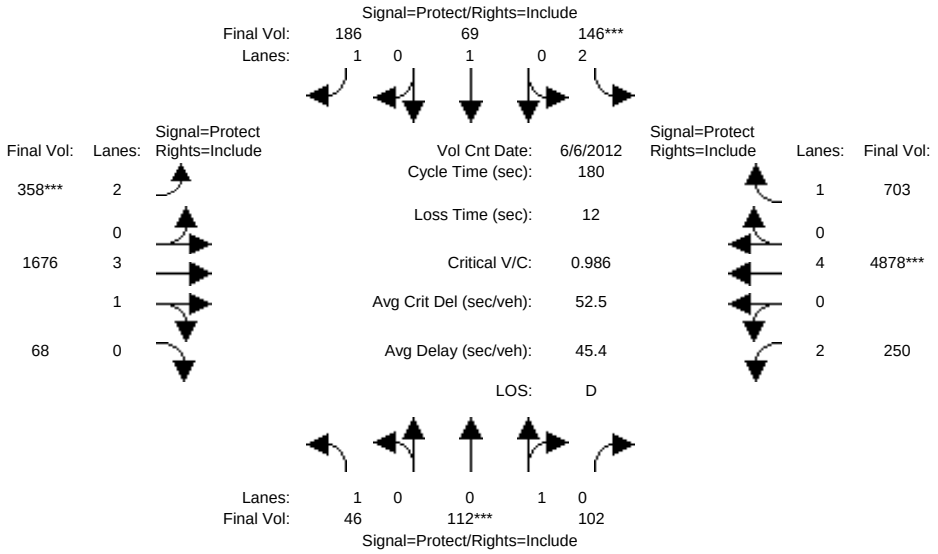
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
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: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	46	112	102	134	69	182	352	1676	68	250	4878	703
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:	46	112	102	134	69	182	352	1676	68	250	4878	703
Added Vol:	0	0	0	11	0	4	6	0	0	0	0	0
Pass-by Div:	0	0	0	1	0	0	0	0	0	0	0	0
Initial Fut:	46	112	102	146	69	186	358	1676	68	250	4878	703
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:	46	112	102	146	69	186	358	1676	68	250	4878	703
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	112	102	146	69	186	358	1676	68	250	4878	703
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:	46	112	102	146	69	186	358	1676	68	250	4878	703
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.52	0.48	2.00	1.00	1.00	2.00	3.84	0.16	2.00	4.00	1.00
Final Sat.:	1750	942	858	3150	1900	1750	3150	7207	292	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.05	0.04	0.11	0.11	0.23	0.23	0.08	0.64	0.40
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.12	0.12	0.05	0.12	0.12	0.12	0.57	0.57	0.19	0.65	0.65
Volume/Cap:	0.59	0.99	0.99	0.99	0.30	0.87	0.99	0.41	0.41	0.41	0.99	0.62
Delay/Veh:	95.3	136	136.1	155.4	72.6	106.5	123.0	21.6	21.6	63.8	40.6	19.4
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:	95.3	136	136.1	155.4	72.6	106.5	123.0	21.6	21.6	63.8	40.6	19.4
LOS by Move:	F	F	F	F	E	F	F	C+	C+	E	D	B-
HCM2k95thQ:	7	29	29	12	7	21	24	23	23	14	107	40

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

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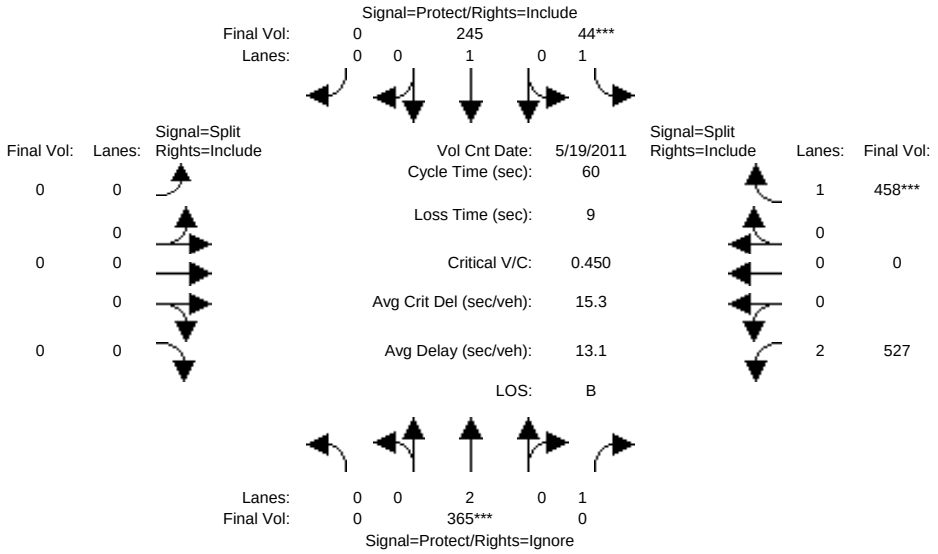
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #29: Zanker Rd and SR-237 WB Ramps



Street Name:	Zanker Rd						SR-237 WB Ramps					
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	0	0	0	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: 19 May 2011 << 8:00:00 AM												
Base Vol:	0	365	660	44	245	0	0	0	0	527	0	458
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	365	660	44	245	0	0	0	0	527	0	458
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	365	660	44	245	0	0	0	0	527	0	458
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	365	0	44	245	0	0	0	0	527	0	458
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	365	0	44	245	0	0	0	0	527	0	458
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	365	0	44	245	0	0	0	0	527	0	458
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	2.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	1900	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.03	0.13	0.00	0.00	0.00	0.00	0.17	0.00	0.26
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.20	0.00	0.12	0.31	0.00	0.00	0.00	0.00	0.54	0.00	0.54
Volume/Cap:	0.00	0.49	0.00	0.22	0.41	0.00	0.00	0.00	0.00	0.31	0.00	0.49
Delay/Veh:	0.0	21.9	0.0	24.5	16.7	0.0	0.0	0.0	0.0	7.8	0.0	9.1
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	21.9	0.0	24.5	16.7	0.0	0.0	0.0	0.0	7.8	0.0	9.1
LOS by Move:	A	C+	A	C	B	A	A	A	A	A	A	A
HCM2k95thQ:	0	6	0	2	8	0	0	0	0	7	0	12

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

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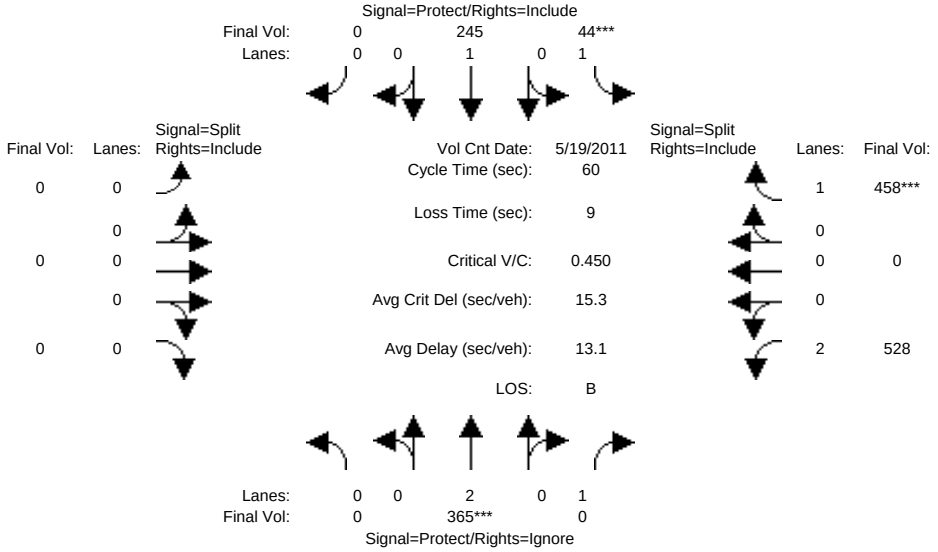
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #29: Zanker Rd and SR-237 WB Ramps




```
Street Name:            Zanker Rd                       SR-237 WB Ramps
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     0    0     0    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: 19 May 2011 << 8:00:00 AM
Base Vol:       0  365   660    44  245     0     0    0     0   527    0   458
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  365   660    44  245     0     0    0     0   527    0   458
Added Vol:      0    0     0     0    0     0     0    0     0     1    0     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  365   660    44  245     0     0    0     0   528    0   458
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  365     0    44  245     0     0    0     0   528    0   458
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  365     0    44  245     0     0    0     0   528    0   458
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  365     0    44  245     0     0    0     0   528    0   458
------------|---------------||---------------||---------------||---------------|
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 2.00  1.00  1.00 1.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 3800  1750  1750 1900     0     0    0     0  3150    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.10  0.00  0.03 0.13  0.00  0.00 0.00  0.00  0.17 0.00  0.26
Crit Moves:        ****        ****                                       ****
Green/Cycle: 0.00 0.20  0.00  0.12 0.31  0.00  0.00 0.00  0.00  0.54 0.00  0.54
Volume/Cap:  0.00 0.49  0.00  0.22 0.41  0.00  0.00 0.00  0.00  0.31 0.00  0.49
Delay/Veh:    0.0 21.9   0.0  24.5 16.7   0.0   0.0  0.0   0.0   7.9  0.0   9.1
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 21.9   0.0  24.5 16.7   0.0   0.0  0.0   0.0   7.9  0.0   9.1
LOS by Move:    A   C+     A     C    B     A     A    A     A     A    A     A
HCM2k95thQ:     0    6     0     2    8     0     0    0     0     7    0    12
Note: Queue reported is the number of cars per lane.
```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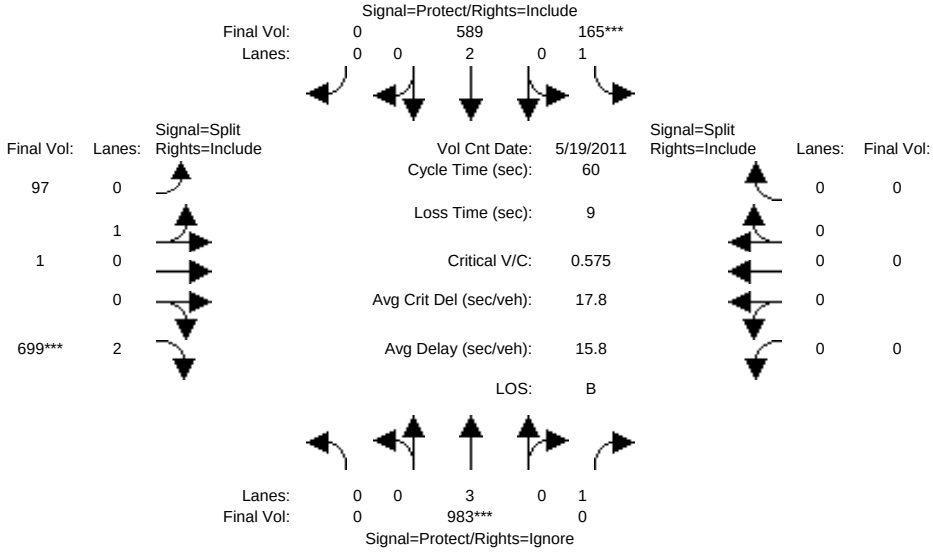
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #30: Zanker Rd and SR-237 EB Ramps



Street Name:	Zanker Rd						SR-237 EB Ramps					
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	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: 19 May 2011 << 8:00:00 AM												
Base Vol:	0	983	319	165	589	0	97	1	699	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:	0	983	319	165	589	0	97	1	699	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	983	319	165	589	0	97	1	699	0	0	0
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	983	0	165	589	0	97	1	699	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	983	0	165	589	0	97	1	699	0	0	0
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	983	0	165	589	0	97	1	699	0	0	0
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	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	0.99	0.01	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	3800	0	1782	18	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.09	0.16	0.00	0.05	0.05	0.22	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.30	0.00	0.16	0.46	0.00	0.39	0.39	0.39	0.00	0.00	0.00
Volume/Cap:	0.00	0.57	0.00	0.57	0.33	0.00	0.14	0.14	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	18.2	0.0	26.0	10.3	0.0	12.1	12.1	15.2	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:	0.0	18.2	0.0	26.0	10.3	0.0	12.1	12.1	15.2	0.0	0.0	0.0
LOS by Move:	A	B-	A	C	B+	A	B	B	B	A	A	A
HCM2k95thQ:	0	10	0	6	7	0	3	3	13	0	0	0

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

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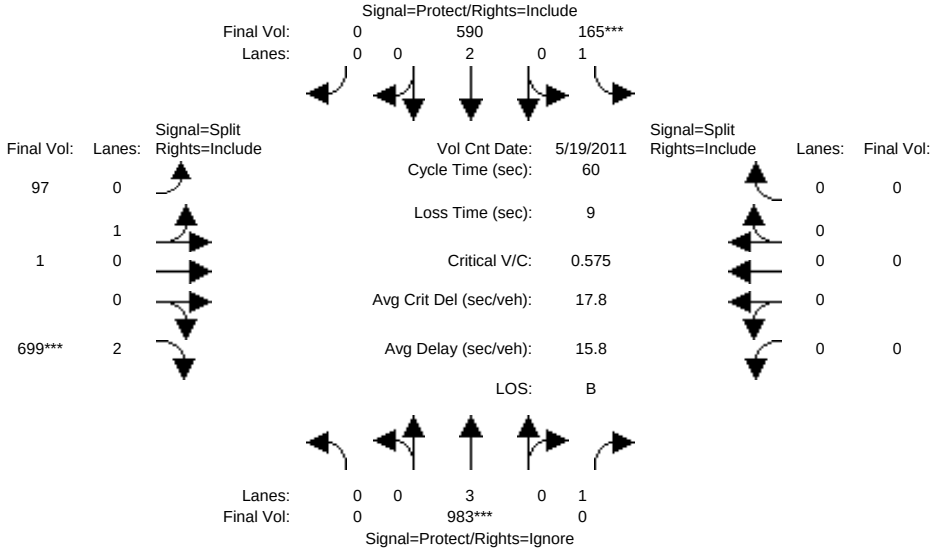
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #30: Zanker Rd and SR-237 EB Ramps



Street Name:	Zanker Rd						SR-237 EB Ramps					
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	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: 19 May 2011 << 8:00:00 AM												
Base Vol:	0	983	319	165	589	0	97	1	699	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:	0	983	319	165	589	0	97	1	699	0	0	0
Added Vol:	0	0	2	0	1	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	983	321	165	590	0	97	1	699	0	0	0
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	983	0	165	590	0	97	1	699	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	983	0	165	590	0	97	1	699	0	0	0
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	983	0	165	590	0	97	1	699	0	0	0
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	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	0.99	0.01	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	3800	0	1782	18	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.09	0.16	0.00	0.05	0.05	0.22	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.30	0.00	0.16	0.46	0.00	0.39	0.39	0.39	0.00	0.00	0.00
Volume/Cap:	0.00	0.57	0.00	0.57	0.33	0.00	0.14	0.14	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	18.2	0.0	26.0	10.3	0.0	12.1	12.1	15.2	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:	0.0	18.2	0.0	26.0	10.3	0.0	12.1	12.1	15.2	0.0	0.0	0.0
LOS by Move:	A	B-	A	C	B+	A	B	B	B	A	A	A
HCM2k95thQ:	0	10	0	6	7	0	3	3	13	0	0	0

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

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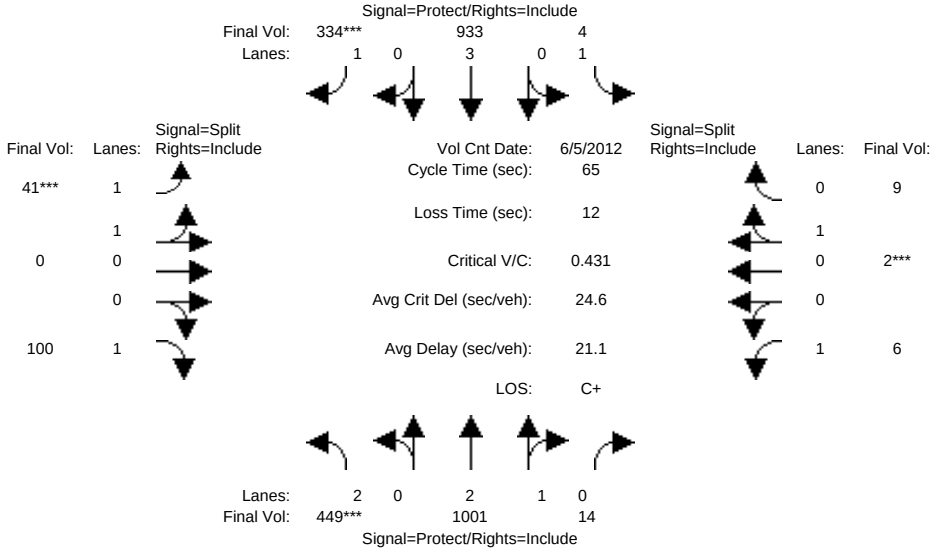
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #31: Holger Way and Zanker Rd



Street Name:	Zanker Rd						Holger Way					
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: 5 Jun 2012 << 7:55:00 AM												
Base Vol:	449	1001	14	4	933	334	41	0	100	6	2	9
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:	449	1001	14	4	933	334	41	0	100	6	2	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	449	1001	14	4	933	334	41	0	100	6	2	9
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:	449	1001	14	4	933	334	41	0	100	6	2	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	1001	14	4	933	334	41	0	100	6	2	9
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:	449	1001	14	4	933	334	41	0	100	6	2	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.93	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	2.96	0.04	1.00	3.00	1.00	2.00	0.00	1.00	1.00	0.18	0.82
Final Sat.:	3150	5523	77	1750	5700	1750	3550	0	1750	1750	327	1473
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.18	0.00	0.16	0.19	0.01	0.00	0.06	0.00	0.01	0.01
Crit Moves:	****					****	****				****	
Green/Cycle:	0.22	0.32	0.32	0.19	0.29	0.29	0.15	0.00	0.15	0.15	0.15	0.15
Volume/Cap:	0.66	0.57	0.57	0.01	0.56	0.66	0.08	0.00	0.37	0.02	0.04	0.04
Delay/Veh:	25.6	18.9	18.9	21.4	20.0	23.3	23.6	0.0	25.5	23.4	23.5	23.5
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:	25.6	18.9	18.9	21.4	20.0	23.3	23.6	0.0	25.5	23.4	23.5	23.5
LOS by Move:	C	B-	B-	C+	C+	C	C	A	C	C	C	C
HCM2k95thQ:	12	12	12	0	10	12	1	0	5	0	0	0

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

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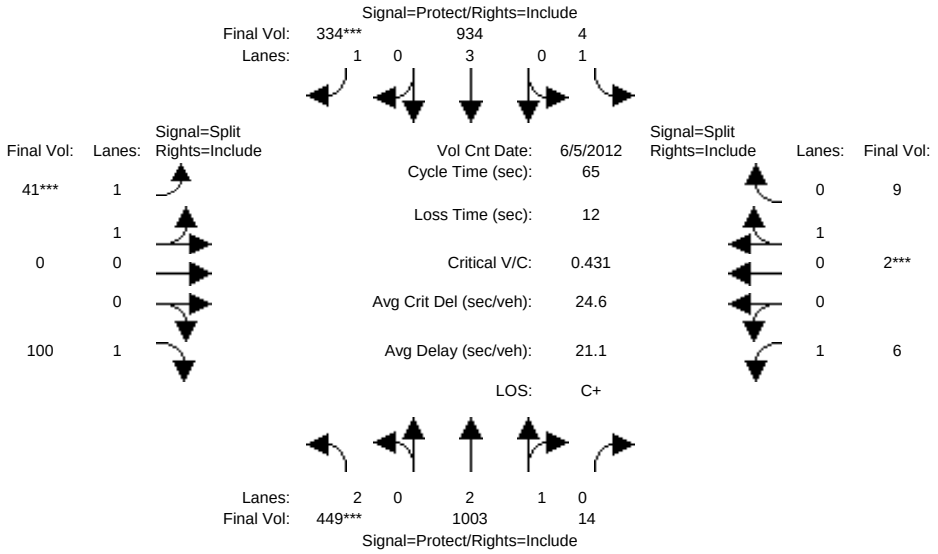
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #31: Holger Way and Zanker Rd



Street Name:	Zanker Rd						Holger Way					
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: 5 Jun 2012 << 7:55:00 AM												
Base Vol:	449	1001	14	4	933	334	41	0	100	6	2	9
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:	449	1001	14	4	933	334	41	0	100	6	2	9
Added Vol:	0	2	0	0	1	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	449	1003	14	4	934	334	41	0	100	6	2	9
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:	449	1003	14	4	934	334	41	0	100	6	2	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	1003	14	4	934	334	41	0	100	6	2	9
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:	449	1003	14	4	934	334	41	0	100	6	2	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.93	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	2.96	0.04	1.00	3.00	1.00	2.00	0.00	1.00	1.00	0.18	0.82
Final Sat.:	3150	5523	77	1750	5700	1750	3550	0	1750	1750	327	1473
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.18	0.00	0.16	0.19	0.01	0.00	0.06	0.00	0.01	0.01
Crit Moves:	****					****	****				****	
Green/Cycle:	0.22	0.32	0.32	0.19	0.29	0.29	0.15	0.00	0.15	0.15	0.15	0.15
Volume/Cap:	0.66	0.57	0.57	0.01	0.56	0.66	0.08	0.00	0.37	0.02	0.04	0.04
Delay/Veh:	25.6	18.9	18.9	21.4	20.0	23.3	23.6	0.0	25.5	23.4	23.5	23.5
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:	25.6	18.9	18.9	21.4	20.0	23.3	23.6	0.0	25.5	23.4	23.5	23.5
LOS by Move:	C	B-	B-	C+	C+	C	C	A	C	C	C	C
HCM2k95thQ:	12	12	12	0	10	12	1	0	5	0	0	0

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

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Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Background PM				B+P PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	McCarthy Blvd and Dixon Landing Rd	B-	18.8	0.710	18.8	B-	19.9	0.729	+ 0.018	19.9	+ 1.1
#2	I-880 SB Ramps and Dixon Landing Dr	A	6.5	0.505	6.6	A	6.5	0.510	+ 0.005	6.6	+ 0.0
#3	Dixon Landing Rd and California Cir	B	17.0	0.559	23.6	B	17.1	0.571	+ 0.012	24.0	+ 0.4
#4	California Cir and I-880 NB Ramps	B	15.8	0.629	17.0	B	15.9	0.632	+ 0.003	17.0	+ 0.0
#5	Dixon Landing Rd and Warm Springs Rd	F	84.0	1.134	129.6	F	85.4	1.139	+ 0.006	132.1	+ 2.6
#6	McCarthy Blvd and Ranch Drive (North)	C	29.1	0.644	27.5	C	30.3	0.673	+ 0.029	29.3	+ 1.8
#7	Ranch Drive and Project Entrance	B+	11.9	0.296	10.7	B	16.9	0.625	+ 0.328	18.1	+ 7.5
#8	McCarthy Blvd and Ranch Dr (South)	D	47.0	0.929	63.9	E	63.4	1.016	+ 0.088	93.6	+ 29.7
#9	McCarthy Blvd and SR-237 WB Ramps	D+	35.6	1.019	49.3	E	72.3	1.163	+ 0.144	103.1	+ 53.7
#10	McCarthy Blvd and SR-237 EB Ramps	C	23.9	0.938	34.0	C	27.3	0.959	+ 0.021	37.4	+ 3.4
#11	I-880 SB Ramps and SR-237	B	16.7	0.781	17.2	B	17.4	0.807	+ 0.026	18.5	+ 1.3
#12	I-880 NB Ramps and SR-237	B-	19.4	0.806	23.7	B-	18.6	0.801	- 0.005	23.0	- 0.8
#13	Abel Street and SR-237	D	49.2	0.934	51.0	D	50.1	0.945	+ 0.012	52.3	+ 1.4
#14	Milpitas Blvd and SR-237	D	42.7	0.821	43.0	D	43.0	0.834	+ 0.013	43.5	+ 0.5
#15	Hillview Drive and SR-237	D	43.1	0.885	47.3	D	43.6	0.902	+ 0.018	48.6	+ 1.2
#16	McCarthy Blvd and Bellew Dr	F	81.8	1.111	107.2	F	88.0	1.124	+ 0.013	111.9	+ 4.7
#17	McCarthy Blvd and Alder Dr	F	81.5	1.077	102.1	F	90.4	1.116	+ 0.039	117.3	+ 15.2
#18	McCarthy Blvd and Tasman Dr	D+	37.1	0.713	41.1	D+	37.8	0.737	+ 0.024	41.7	+ 0.6
#19	Tasman Dr and Alder Dr	F	90.6	1.098	103.3	F	94.9	1.113	+ 0.015	108.7	+ 5.4
#20	I-880 SB Ramps and Tasman Dr	C+	21.6	0.905	43.0	C+	21.7	0.912	+ 0.007	43.9	+ 0.8
#21	Great Mall Pkwy and Thompson St	C	31.9	0.819	33.2	C-	32.1	0.824	+ 0.005	33.5	+ 0.3
#22	Abel St and Great Mall Pkwy	C	31.4	0.682	27.8	C	31.4	0.686	+ 0.004	27.8	- 0.0
#23	Main St and Great Mall Pkwy	C-	32.4	0.595	29.1	C-	32.3	0.603	+ 0.008	29.0	- 0.1
#24	Great Mall Pkwy and Montague Expwy	E+	57.6	0.832	65.0	E+	57.8	0.832	+ 0.000	65.0	+ 0.0
#25	Trade Zone and Capitol Ave	E	67.4	0.954	75.7	E	68.3	0.961	+ 0.007	77.1	+ 1.3
#26	Montague Expwy and Trimble Rd	E	67.4	1.025	83.0	E	68.0	1.028	+ 0.003	83.8	+ 0.8

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Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Background PM				B+P PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#27	McCarthy Blvd and Barber Ln	D	39.5	0.715	45.4	D	47.2	0.745	+ 0.029	55.5	+ 10.1
#28	McCarthy Blvd and Montague Expwy	F	103.3	1.137	127.4	F	108.3	1.152	+ 0.015	134.1	+ 6.7
#29	Zanker Rd and SR-237 WB Ramps	B	16.4	0.720	16.3	B	16.5	0.723	+ 0.003	16.4	+ 0.1
#30	Zanker Rd and SR-237 EB Ramps	B	15.1	0.598	20.7	B	15.0	0.597	- 0.000	20.7	- 0.0
#31	Holger Way and Zanker Rd	C	24.9	0.513	25.0	C	24.9	0.519	+ 0.006	25.1	+ 0.1

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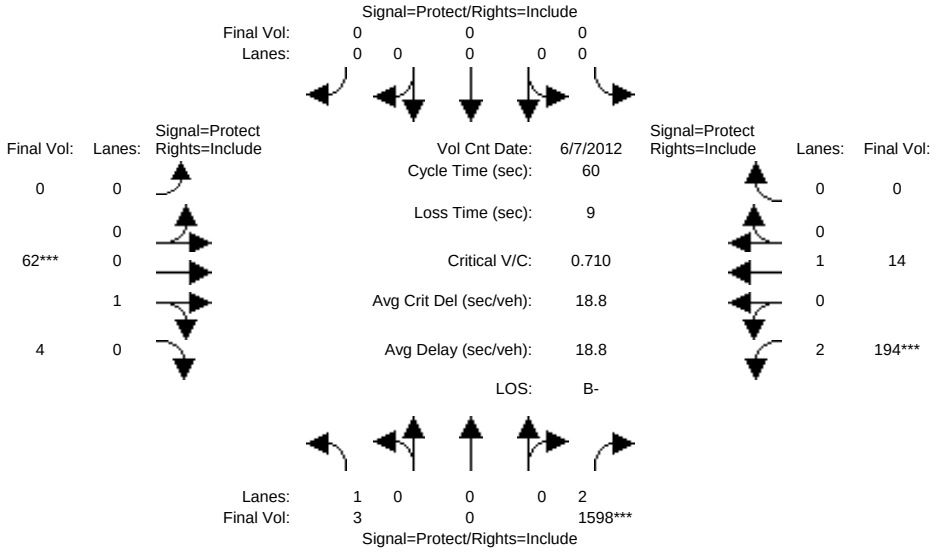
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
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	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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	3	0	1598	0	0	0	0	62	4	194	14	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:	3	0	1598	0	0	0	0	62	4	194	14	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	1598	0	0	0	0	62	4	194	14	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:	3	0	1598	0	0	0	0	62	4	194	14	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	1598	0	0	0	0	62	4	194	14	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:	3	0	1598	0	0	0	0	62	4	194	14	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.93	0.07	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1776	115	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.03	0.03	0.06	0.01	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.57	0.00	0.57	0.00	0.00	0.00	0.00	0.17	0.17	0.12	0.28	0.00
Volume/Cap:	0.00	0.00	0.90	0.00	0.00	0.00	0.00	0.21	0.21	0.53	0.03	0.00
Delay/Veh:	5.6	0.0	17.8	0.0	0.0	0.0	0.0	21.9	21.9	26.4	15.5	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:	5.6	0.0	17.8	0.0	0.0	0.0	0.0	21.9	21.9	26.4	15.5	0.0
LOS by Move:	A	A	B	A	A	A	A	C+	C+	C	B	A
HCM2k95thQ:	0	0	29	0	0	0	0	3	3	4	0	0

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

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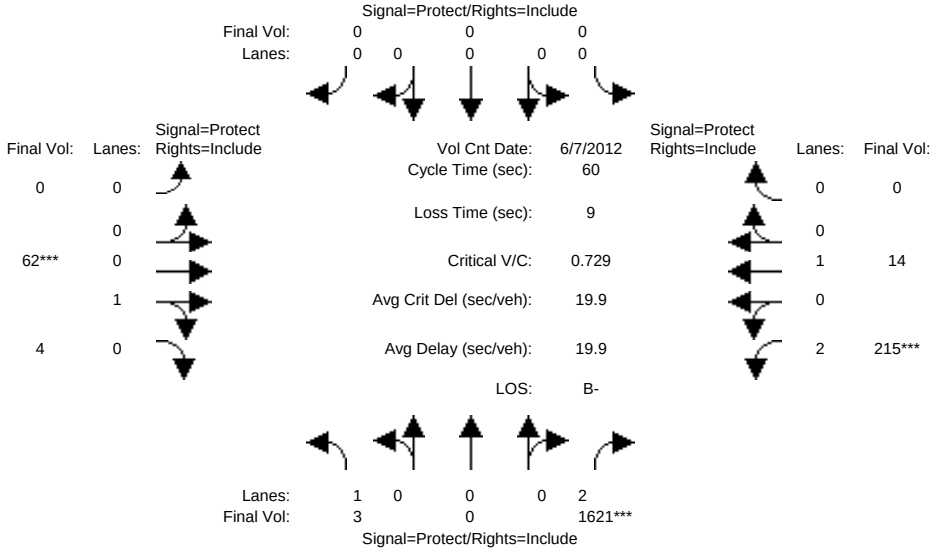
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
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	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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	3	0	1598	0	0	0	0	62	4	194	14	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:	3	0	1598	0	0	0	0	62	4	194	14	0
Added Vol:	0	0	18	0	0	0	0	0	0	18	0	0
Pass-by Div:	0	0	5	0	0	0	0	0	0	3	0	0
Initial Fut:	3	0	1621	0	0	0	0	62	4	215	14	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:	3	0	1621	0	0	0	0	62	4	215	14	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	1621	0	0	0	0	62	4	215	14	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:	3	0	1621	0	0	0	0	62	4	215	14	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.94	0.06	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1691	109	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.04	0.04	0.07	0.01	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.57	0.00	0.57	0.00	0.00	0.00	0.00	0.17	0.17	0.12	0.28	0.00
Volume/Cap:	0.00	0.00	0.91	0.00	0.00	0.00	0.00	0.22	0.22	0.59	0.03	0.00
Delay/Veh:	5.6	0.0	18.8	0.0	0.0	0.0	0.0	22.0	22.0	27.6	15.5	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:	5.6	0.0	18.8	0.0	0.0	0.0	0.0	22.0	22.0	27.6	15.5	0.0
LOS by Move:	A	A	B-	A	A	A	A	C+	C+	C	B	A
HCM2k95thQ:	0	0	30	0	0	0	0	3	3	5	0	0

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

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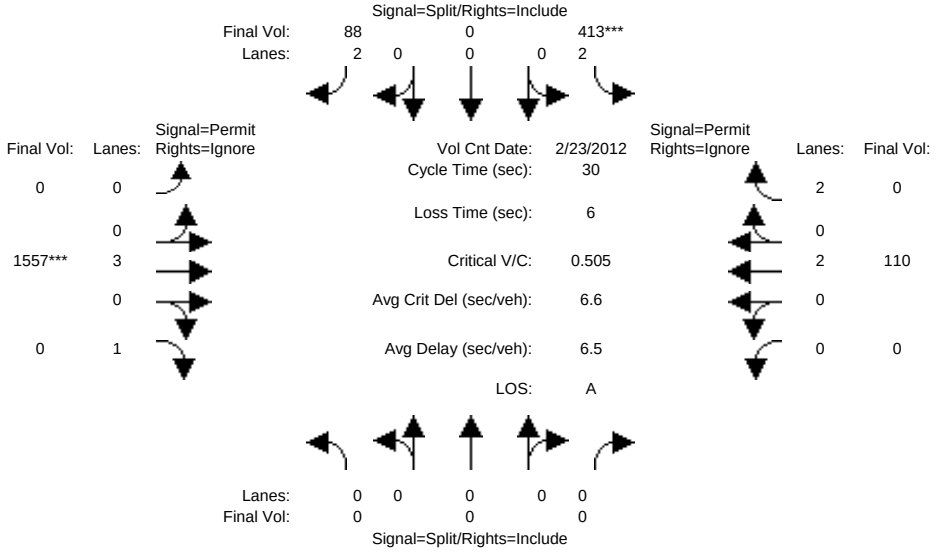
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #2: I-880 SB Ramps and Dixon Landing Dr



Street Name:	I-880 SB Ramps						Dixon Landing Rd					
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	0	0	10	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: 23 Feb 2012 << 8:00:00 AM												
Base Vol:	0	0	0	413	0	88	0	1557	50	0	110	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	0	0	413	0	88	0	1557	50	0	110	556
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	413	0	88	0	1557	50	0	110	556
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	413	0	88	0	1557	0	0	110	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	413	0	88	0	1557	0	0	110	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	413	0	88	0	1557	0	0	110	0
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	0.83	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	2.00	2.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.03	0.00	0.27	0.00	0.00	0.03	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.00	0.47	0.00	0.00	0.47	0.00
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.08	0.00	0.59	0.00	0.00	0.06	0.00
Delay/Veh:	0.0	0.0	0.0	7.9	0.0	6.9	0.0	6.2	0.0	0.0	4.4	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:	0.0	0.0	0.0	7.9	0.0	6.9	0.0	6.2	0.0	0.0	4.4	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	5	0	1	0	7	0	0	1	0

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

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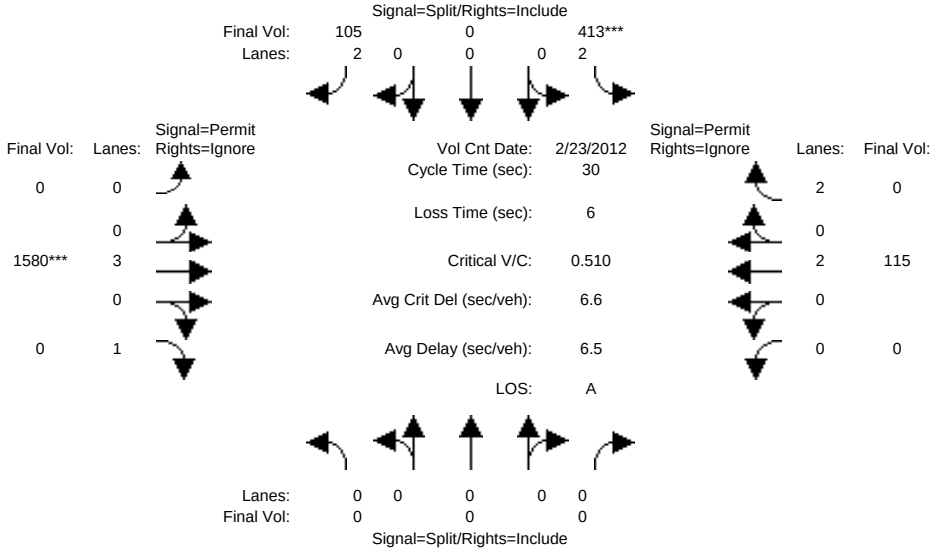
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #2: I-880 SB Ramps and Dixon Landing Dr



Street Name:	I-880 SB Ramps						Dixon Landing Rd					
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	0	0	10	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: 23 Feb 2012 << 8:00:00 AM												
Base Vol:	0	0	0	413	0	88	0	1557	50	0	110	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	0	0	413	0	88	0	1557	50	0	110	556
Added Vol:	0	0	0	0	0	14	0	18	0	0	5	0
Pass-by Div:	0	0	0	0	0	3	0	5	0	0	0	0
Initial Fut:	0	0	0	413	0	105	0	1580	50	0	115	556
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	413	0	105	0	1580	0	0	115	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	413	0	105	0	1580	0	0	115	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	413	0	105	0	1580	0	0	115	0
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	0.83	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	2.00	2.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.03	0.00	0.28	0.00	0.00	0.03	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.00	0.47	0.00	0.00	0.47	0.00
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.10	0.00	0.59	0.00	0.00	0.06	0.00
Delay/Veh:	0.0	0.0	0.0	7.9	0.0	6.9	0.0	6.3	0.0	0.0	4.4	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:	0.0	0.0	0.0	7.9	0.0	6.9	0.0	6.3	0.0	0.0	4.4	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	5	0	1	0	7	0	0	1	0

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

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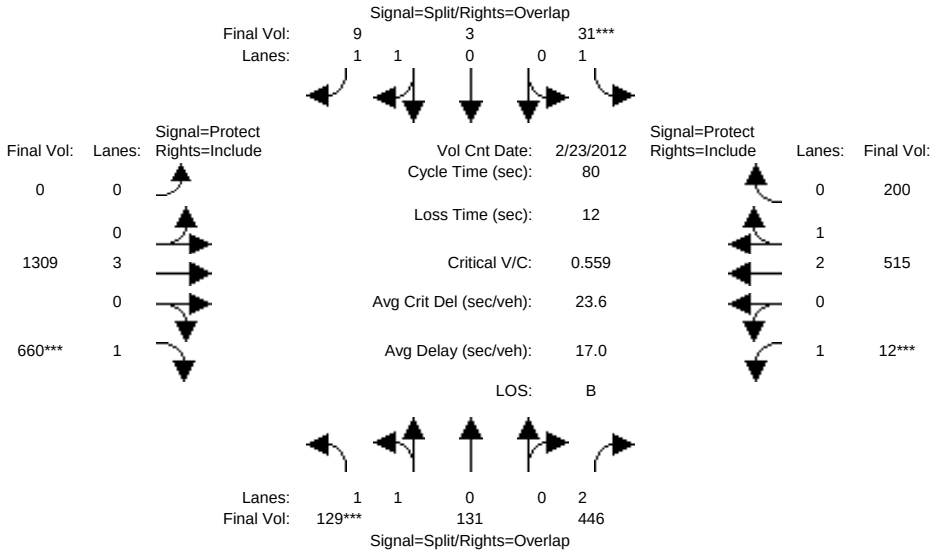
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #3: Dixon Landing Rd and California Cir

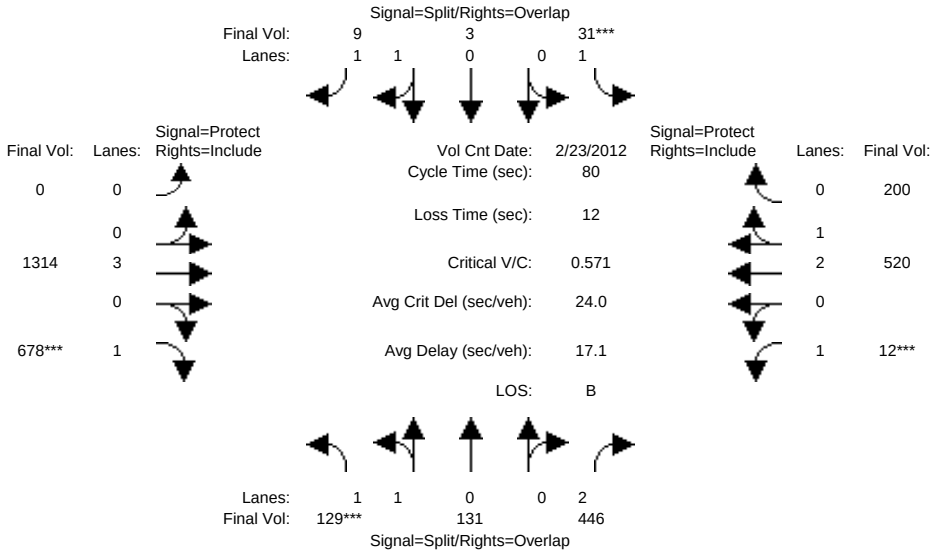



```
Street Name:I-880 Northbound Ramps / Californ          Dixon Landing Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 23 Feb 2012 << 8:00:00 AM
Base Vol:     129  131   446    31    3     9     0 1309   660    12  515   200
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:  129  131   446    31    3     9     0 1309   660    12  515   200
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  129  131   446    31    3     9     0 1309   660    12  515   200
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:   129  131   446    31    3     9     0 1309   660    12  515   200
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  129  131   446    31    3     9     0 1309   660    12  515   200
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:  129  131   446    31    3     9     0 1309   660    12  515   200
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 1.00  2.00  1.00 0.47  1.53  0.00 3.00  1.00  1.00 2.11  0.89
Final Sat.:  1750 1900  3150  1750  893  2678     0 5700  1750  1750 4009  1557
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.07  0.14  0.02 0.00  0.00  0.00 0.23  0.38  0.01 0.13  0.13
Crit Moves:  ****              ****                          ****  ****
Green/Cycle: 0.13 0.13  0.21  0.13 0.13  0.13  0.00 0.51  0.51  0.09 0.60  0.60
Volume/Cap:  0.59 0.55  0.67  0.14 0.03  0.03  0.00 0.45  0.74  0.08 0.21  0.21
Delay/Veh:   35.2 34.3  31.5  31.5 30.8  30.8   0.0 12.5  18.5  33.8  7.4   7.4
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:  35.2 34.3  31.5  31.5 30.8  30.8   0.0 12.5  18.5  33.8  7.4   7.4
LOS by Move:   D+   C-     C     C    C     C     A    B    B-    C-    A     A
HCM2k95thQ:     7    6    12     2    0     0     0   13    25     1    5     5
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #3: Dixon Landing Rd and California Cir

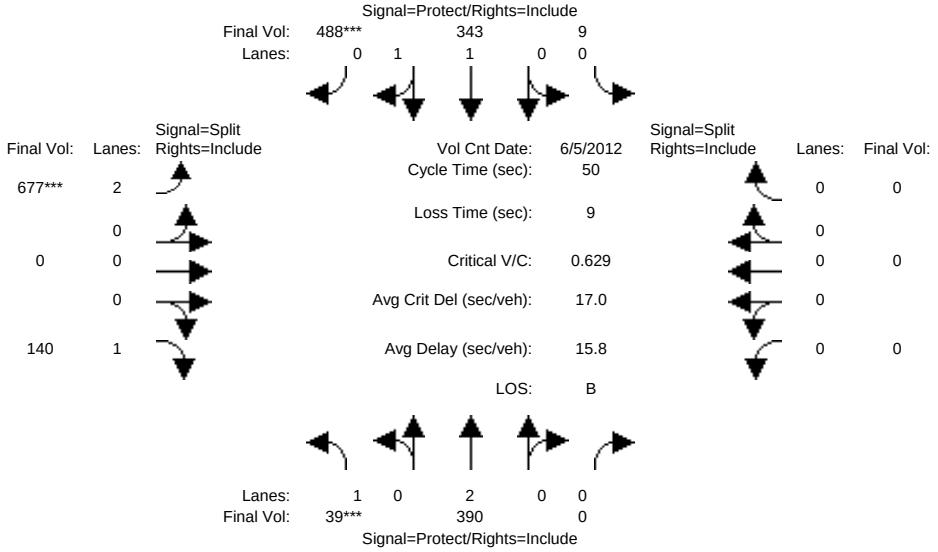



```
Street Name:I-880 Northbound Ramps / Californ          Dixon Landing Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 23 Feb 2012 << 8:00:00 AM
Base Vol:     129  131   446    31    3     9     0 1309   660    12  515   200
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:  129  131   446    31    3     9     0 1309   660    12  515   200
Added Vol:      0    0     0     0    0     0     0    5    13     0    5     0
Pass-by Div:    0    0     0     0    0     0     0    0     5     0    0     0
Initial Fut:  129  131   446    31    3     9     0 1314   678    12  520   200
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:   129  131   446    31    3     9     0 1314   678    12  520   200
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  129  131   446    31    3     9     0 1314   678    12  520   200
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:  129  131   446    31    3     9     0 1314   678    12  520   200
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 0.95  0.95  0.92 1.00  0.92  0.92 1.00  0.95
Lanes:       1.00 1.00  2.00  1.00 0.50  1.50  0.00 3.00  1.00  1.00 2.14  0.86
Final Sat.:  1750 1900  3150  1750  900  2700     0 5700  1750  1750 4042  1555
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.07  0.14  0.02 0.00  0.00  0.00 0.23  0.39  0.01 0.13  0.13
Crit Moves:  ****              ****                          ****  ****
Green/Cycle: 0.13 0.13  0.21  0.13 0.13  0.13  0.00 0.51  0.51  0.09 0.60  0.60
Volume/Cap:  0.59 0.55  0.67  0.14 0.03  0.03  0.00 0.45  0.76  0.08 0.21  0.21
Delay/Veh:   35.2 34.3  31.5  31.5 30.8  30.8   0.0 12.5  19.2  33.8  7.4   7.4
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:  35.2 34.3  31.5  31.5 30.8  30.8   0.0 12.5  19.2  33.8  7.4   7.4
LOS by Move:   D+   C-     C     C    C     C     A    B    B-    C-    A     A
HCM2k95thQ:     7    6    12     2    0     0     0   13    26     1    5     5
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #4: California Cir and I-880 NB Ramps



Street Name:	California Cir						I-880 NB Ramps					
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	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: 5 Jun 2012 << 7:30:00 AM												
Base Vol:	39	390	0	9	343	488	677	0	140	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:	39	390	0	9	343	488	677	0	140	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	390	0	9	343	488	677	0	140	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:	39	390	0	9	343	488	677	0	140	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	390	0	9	343	488	677	0	140	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:	39	390	0	9	343	488	677	0	140	0	0	0
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.03	0.97	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	48	1847	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.00	0.19	0.19	0.28	0.21	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green/Cycle:	0.14	0.27	0.00	0.25	0.38	0.38	0.30	0.00	0.30	0.00	0.00	0.00
Volume/Cap:	0.16	0.38	0.00	0.74	0.48	0.73	0.73	0.00	0.27	0.00	0.00	0.00
Delay/Veh:	19.2	15.0	0.0	19.7	11.9	15.5	18.7	0.0	13.8	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:	19.2	15.0	0.0	19.7	11.9	15.5	18.7	0.0	13.8	0.0	0.0	0.0
LOS by Move:	B-	B	A	B-	B+	B	B-	A	B	A	A	A
HCM2k95thQ:	1	6	0	10	8	14	14	0	4	0	0	0

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

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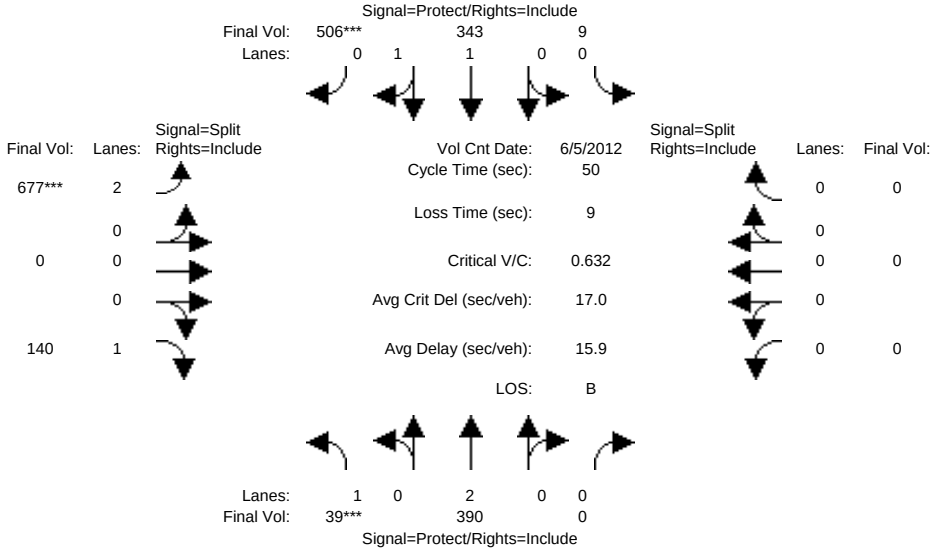
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #4: California Cir and I-880 NB Ramps



Street Name:	California Cir						I-880 NB Ramps					
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	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: 5 Jun 2012 << 7:30:00 AM												
Base Vol:	39	390	0	9	343	488	677	0	140	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:	39	390	0	9	343	488	677	0	140	0	0	0
Added Vol:	0	0	0	0	0	13	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	0	5	0	0	0	0	0	0
Initial Fut:	39	390	0	9	343	506	677	0	140	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:	39	390	0	9	343	506	677	0	140	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	390	0	9	343	506	677	0	140	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:	39	390	0	9	343	506	677	0	140	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.03	0.97	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	46	1754	1800	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.00	0.20	0.20	0.28	0.21	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green/Cycle:	0.14	0.27	0.00	0.26	0.39	0.39	0.29	0.00	0.29	0.00	0.00	0.00
Volume/Cap:	0.16	0.39	0.00	0.75	0.51	0.73	0.73	0.00	0.27	0.00	0.00	0.00
Delay/Veh:	19.2	15.3	0.0	19.9	12.0	15.5	18.8	0.0	13.8	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:	19.2	15.3	0.0	19.9	12.0	15.5	18.8	0.0	13.8	0.0	0.0	0.0
LOS by Move:	B-	B	A	B-	B+	B	B-	A	B	A	A	A
HCM2k95thQ:	1	6	0	11	9	14	14	0	4	0	0	0

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

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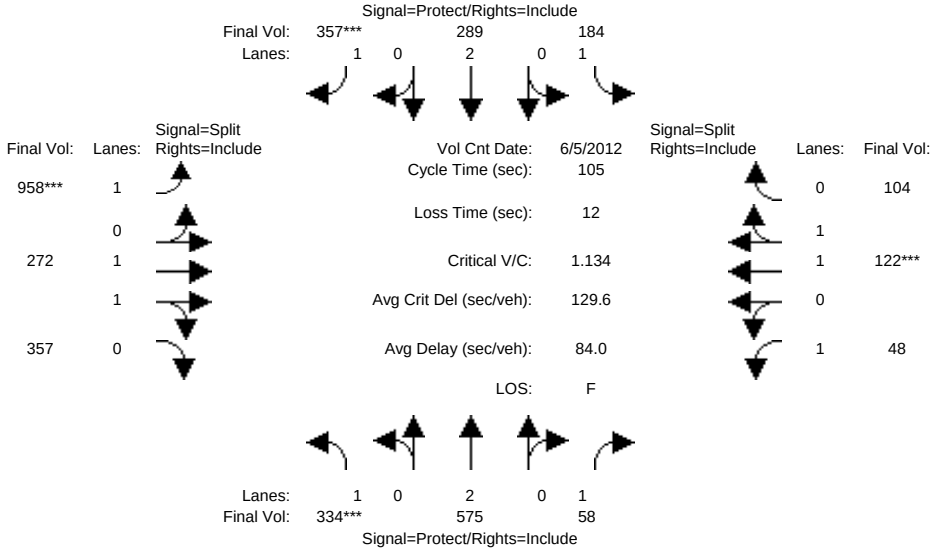
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #5: Dixon Landing Rd and Warm Springs Rd



Street Name:	Warm Springs Rd						Dixon Landing Rd					
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: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	334	575	58	184	289	357	958	272	357	48	122	104
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:	334	575	58	184	289	357	958	272	357	48	122	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	334	575	58	184	289	357	958	272	357	48	122	104
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:	334	575	58	184	289	357	958	272	357	48	122	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	575	58	184	289	357	958	272	357	48	122	104
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:	334	575	58	184	289	357	958	272	357	48	122	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.04	0.96
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1973	1682
Capacity Analysis Module:												
Vol/Sat:	0.19	0.15	0.03	0.11	0.08	0.20	0.55	0.14	0.20	0.03	0.06	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.16	0.20	0.20	0.14	0.17	0.17	0.46	0.46	0.46	0.10	0.10	0.10
Volume/Cap:	1.19	0.77	0.17	0.77	0.44	1.19	1.19	0.31	0.44	0.29	0.65	0.65
Delay/Veh:	160.2	45.1	35.4	58.4	39.5	158.1	127.0	18.0	19.5	45.1	50.1	50.1
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:	160.2	45.1	35.4	58.4	39.5	158.1	127.0	18.0	19.5	45.1	50.1	50.1
LOS by Move:	F	D	D+	E+	D	F	F	B-	B-	D	D	D
HCM2k95thQ:	37	20	4	15	9	39	84	10	15	4	10	10

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

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Pacific Mall - Silicon Valley
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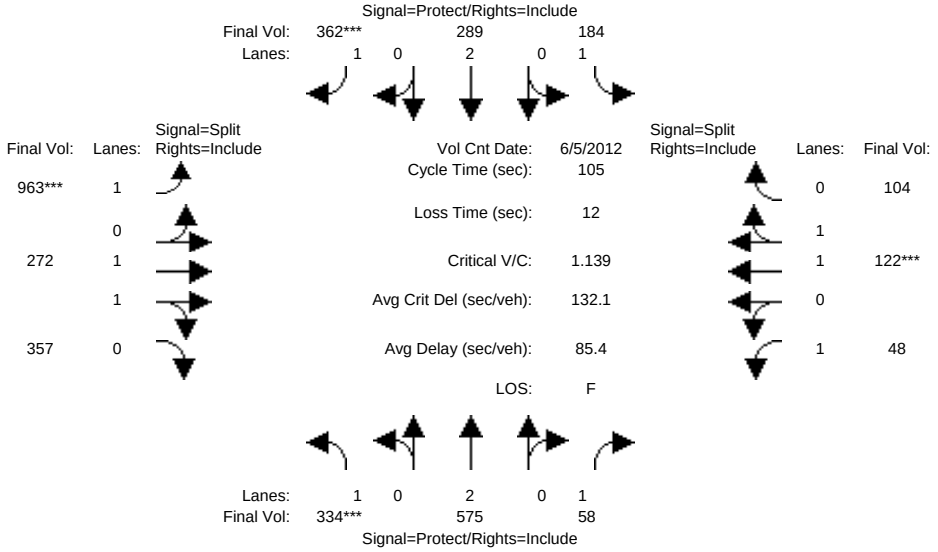
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #5: Dixon Landing Rd and Warm Springs Rd



Street Name:	Warm Springs Rd						Dixon Landing Rd					
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: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	334	575	58	184	289	357	958	272	357	48	122	104
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:	334	575	58	184	289	357	958	272	357	48	122	104
Added Vol:	0	0	0	0	0	5	5	0	0	0	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	334	575	58	184	289	362	963	272	357	48	122	104
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:	334	575	58	184	289	362	963	272	357	48	122	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	575	58	184	289	362	963	272	357	48	122	104
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:	334	575	58	184	289	362	963	272	357	48	122	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.05	0.95
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1996	1702
Capacity Analysis Module:												
Vol/Sat:	0.19	0.15	0.03	0.11	0.08	0.21	0.55	0.14	0.20	0.03	0.06	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.16	0.20	0.20	0.14	0.17	0.17	0.46	0.46	0.46	0.10	0.10	0.10
Volume/Cap:	1.20	0.77	0.17	0.77	0.44	1.20	1.20	0.31	0.44	0.29	0.64	0.64
Delay/Veh:	163.1	45.1	35.4	58.3	39.4	160.6	130.0	18.0	19.5	45.1	49.8	49.8
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:	163.1	45.1	35.4	58.3	39.4	160.6	130.0	18.0	19.5	45.1	49.8	49.8
LOS by Move:	F	D	D+	E+	D	F	F	B-	B-	D	D	D
HCM2k95thQ:	37	20	4	15	9	39	85	10	15	4	9	9

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

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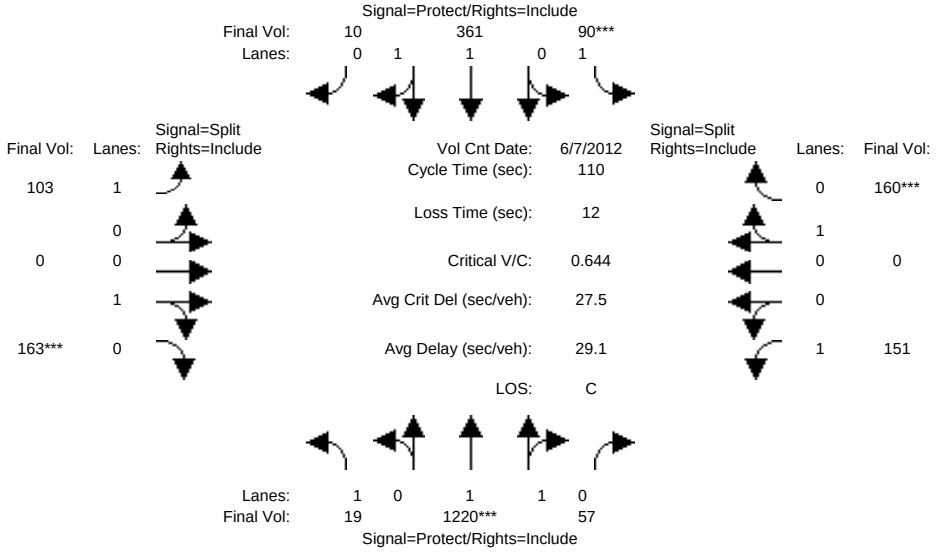
Background plus Project - PM Peak Hour

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

Intersection #6: McCarthy Blvd and Ranch Drive (North)




```
Street Name:          McCarthy Blvd                    Ranch Drive (North)
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     0    0     0    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: 7 Jun 2012 << 8:00:00 AM
Base Vol:      19 1220    57    90  361    10   103    0   163   151    0   160
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:   19 1220    57    90  361    10   103    0   163   151    0   160
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   19 1220    57    90  361    10   103    0   163   151    0   160
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:    19 1220    57    90  361    10   103    0   163   151    0   160
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   19 1220    57    90  361    10   103    0   163   151    0   160
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:   19 1220    57    90  361    10   103    0   163   151    0   160
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 1.90  0.10  1.00 1.94  0.06  1.00 0.00  1.00  1.00 0.00  1.00
Final Sat.:  1750 3617   169  1750 3689   102  1750    0  1750  1750    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.34  0.34  0.05 0.10  0.10  0.06 0.00  0.09  0.09 0.00  0.09
Crit Moves:       ****        ****                        ****              ****
Green/Cycle: 0.24 0.52  0.52  0.08 0.37  0.37  0.14 0.00  0.14  0.14 0.00  0.14
Volume/Cap:  0.05 0.64  0.64  0.64 0.27  0.27  0.41 0.00  0.64  0.61 0.00  0.64
Delay/Veh:   32.3 19.5  19.5  58.9 24.6  24.6  43.8  0.0  49.9  48.6  0.0  50.2
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:  32.3 19.5  19.5  58.9 24.6  24.6  43.8  0.0  49.9  48.6  0.0  50.2
LOS by Move:   C-   B-    B-    E+    C     C     D    A     D     D    A     D
HCM2k95thQ:     1   28    28     7    8     8     7    0    13    12    0    13
Note: Queue reported is the number of cars per lane.
```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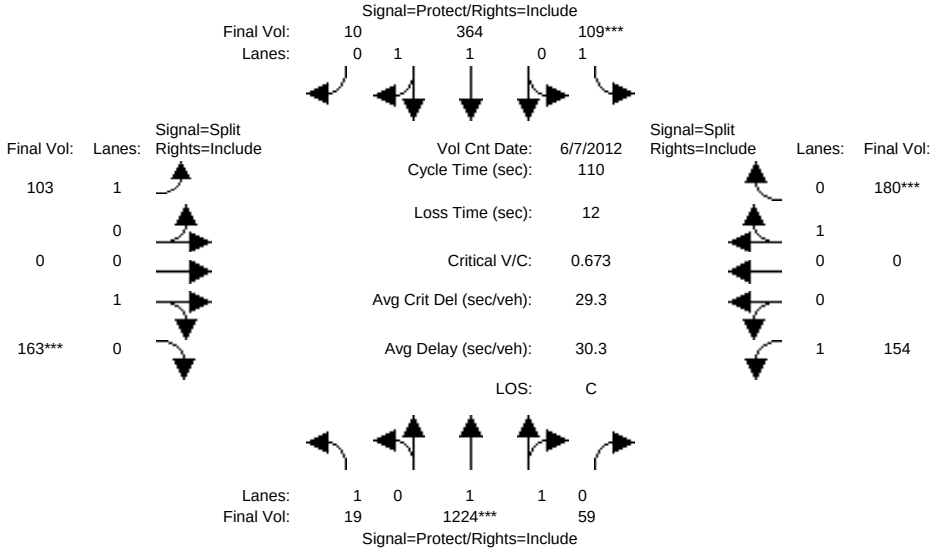
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #6: McCarthy Blvd and Ranch Drive (North)




```
Street Name:          McCarthy Blvd                    Ranch Drive (North)
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     0    0     0    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: 7 Jun 2012 << 8:00:00 AM
Base Vol:      19 1220    57    90  361    10   103    0   163   151    0   160
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:   19 1220    57    90  361    10   103    0   163   151    0   160
Added Vol:      0    5     0    14    5     0     0    0     0     0    0    13
Pass-by Div:    0   -1     2     5   -2     0     0    0     0     3    0     7
Initial Fut:   19 1224    59   109  364    10   103    0   163   154    0   180
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:    19 1224    59   109  364    10   103    0   163   154    0   180
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   19 1224    59   109  364    10   103    0   163   154    0   180
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:   19 1224    59   109  364    10   103    0   163   154    0   180
------------|---------------||---------------||---------------||---------------|
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 0.97  0.95  0.92 1.00  0.95  0.92 1.00  0.95
Lanes:       1.00 1.91  0.09  1.00 1.95  0.05  1.00 0.00  1.00  1.00 0.00  1.00
Final Sat.:  1750 3530   170  1750 3601    99  1750    0  1800  1750    0  1800
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.35  0.35  0.06 0.10  0.10  0.06 0.00  0.09  0.09 0.00  0.10
Crit Moves:       ****        ****                        ****              ****
Green/Cycle: 0.23 0.52  0.52  0.09 0.37  0.37  0.13 0.00  0.13  0.15 0.00  0.15
Volume/Cap:  0.05 0.67  0.67  0.67 0.27  0.27  0.44 0.00  0.67  0.59 0.00  0.67
Delay/Veh:   32.6 20.7  20.7  58.9 24.2  24.2  45.1  0.0  52.5  47.3  0.0  50.9
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:  32.6 20.7  20.7  58.9 24.2  24.2  45.1  0.0  52.5  47.3  0.0  50.9
LOS by Move:   C-   C+    C+    E+    C     C     D    A    D-     D    A     D
HCM2k95thQ:     1   29    29     8    9     9     8    0    13    12    0    14
Note: Queue reported is the number of cars per lane.
```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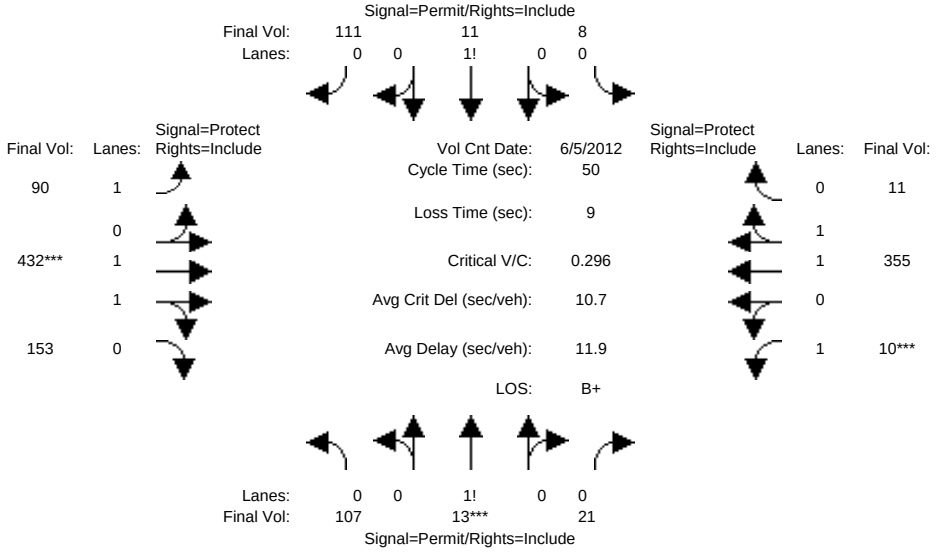
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	107	13	21	8	11	111	90	432	153	10	355	11
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:	107	13	21	8	11	111	90	432	153	10	355	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	13	21	8	11	111	90	432	153	10	355	11
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:	107	13	21	8	11	111	90	432	153	10	355	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	13	21	8	11	111	90	432	153	10	355	11
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:	107	13	21	8	11	111	90	432	153	10	355	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.76	0.09	0.15	0.06	0.08	0.86	1.00	1.44	0.56	1.00	1.93	0.07
Final Sat.:	1338	163	263	108	149	1504	1750	2745	972	1750	3676	114
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.07	0.07	0.07	0.05	0.16	0.16	0.01	0.10	0.10
Crit Moves:		****						****		****		
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.24	0.45	0.45	0.14	0.35	0.35
Volume/Cap:	0.35	0.35	0.35	0.32	0.32	0.32	0.21	0.35	0.35	0.04	0.28	0.28
Delay/Veh:	16.7	16.7	16.7	16.5	16.5	16.5	15.3	9.1	9.1	18.7	11.9	11.9
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:	16.7	16.7	16.7	16.5	16.5	16.5	15.3	9.1	9.1	18.7	11.9	11.9
LOS by Move:	B	B	B	B	B	B	B	A	A	B-	B+	B+
HCM2k95thQ:	5	5	5	4	4	4	2	6	6	0	5	5

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

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2000 HCM Operations (Future Volume Alternative)
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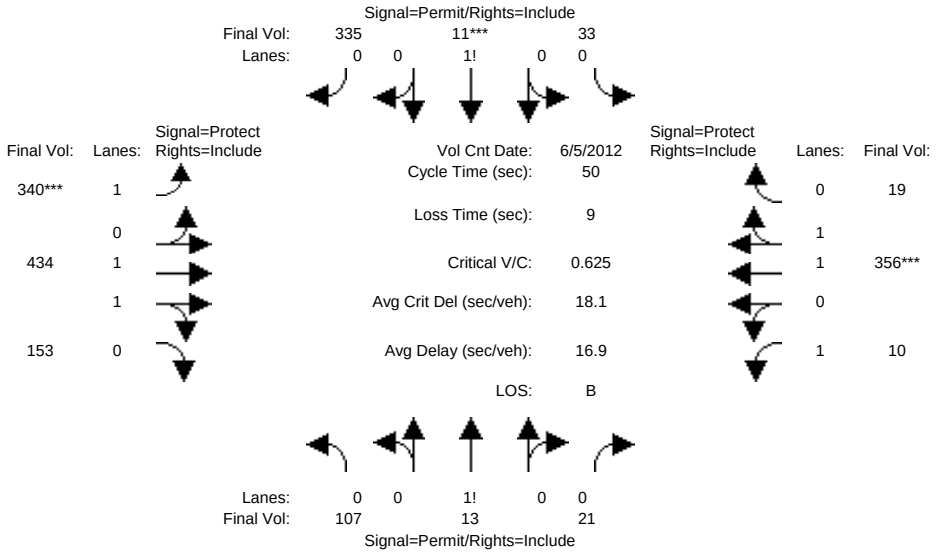
Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	107	13	21	8	11	111	90	432	153	10	355	11
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:	107	13	21	8	11	111	90	432	153	10	355	11
Added Vol:	0	0	0	0	0	186	198	0	0	0	0	0
Pass-by Div:	0	0	0	25	0	38	52	2	0	0	1	8
Initial Fut:	107	13	21	33	11	335	340	434	153	10	356	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:	107	13	21	33	11	335	340	434	153	10	356	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	13	21	33	11	335	340	434	153	10	356	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:	107	13	21	33	11	335	340	434	153	10	356	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.76	0.09	0.15	0.09	0.03	0.88	1.00	1.46	0.54	1.00	1.90	0.10
Final Sat.:	1328	161	261	152	51	1547	1750	2735	964	1750	3512	187
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.22	0.22	0.22	0.19	0.16	0.16	0.01	0.10	0.10
Crit Moves:					****		****				****	
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.29	0.29	0.29	0.20	0.20	0.20
Volume/Cap:	0.25	0.25	0.25	0.66	0.66	0.66	0.66	0.55	0.55	0.03	0.51	0.51
Delay/Veh:	12.5	12.5	12.5	17.4	17.4	17.4	18.7	15.6	15.6	16.0	18.4	18.4
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:	12.5	12.5	12.5	17.4	17.4	17.4	18.7	15.6	15.6	16.0	18.4	18.4
LOS by Move:	B	B	B	B	B	B	B-	B	B	B	B-	B-
HCM2k95thQ:	4	4	4	13	13	13	10	8	8	0	7	7

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

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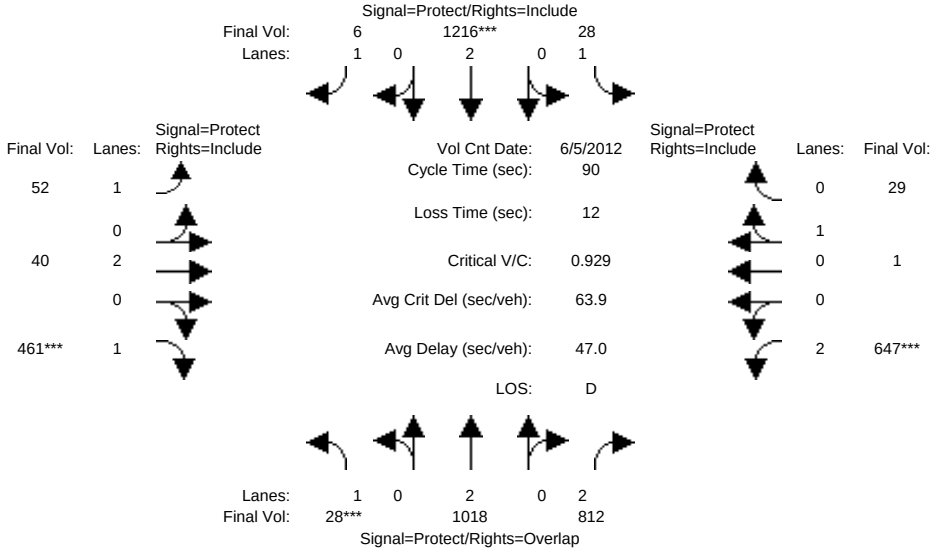
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #8: McCarthy Blvd and Ranch Dr (South)



Street Name:	McCarthy Blvd						Ranch Dr (South)					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	28	1018	812	28	1216	6	52	40	461	647	1	29
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:	28	1018	812	28	1216	6	52	40	461	647	1	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	1018	812	28	1216	6	52	40	461	647	1	29
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:	28	1018	812	28	1216	6	52	40	461	647	1	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1018	812	28	1216	6	52	40	461	647	1	29
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:	28	1018	812	28	1216	6	52	40	461	647	1	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.03	0.97
Final Sat.:	1750	3800	3150	1750	3800	1750	1750	3800	1750	3150	58	1696
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.26	0.02	0.32	0.00	0.03	0.01	0.26	0.21	0.02	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.31	0.51	0.09	0.32	0.32	0.19	0.26	0.26	0.21	0.28	0.28
Volume/Cap:	0.21	0.87	0.50	0.18	1.00	0.01	0.15	0.04	1.00	1.00	0.06	0.06
Delay/Veh:	39.6	36.6	14.6	38.5	56.4	20.9	30.4	24.7	75.0	71.1	24.1	24.1
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:	39.6	36.6	14.6	38.5	56.4	20.9	30.4	24.7	75.0	71.1	24.1	24.1
LOS by Move:	D	D+	B	D+	E+	C+	C	C	E-	E	C	C
HCM2k95thQ:	2	26	16	2	40	0	3	1	35	25	1	1

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

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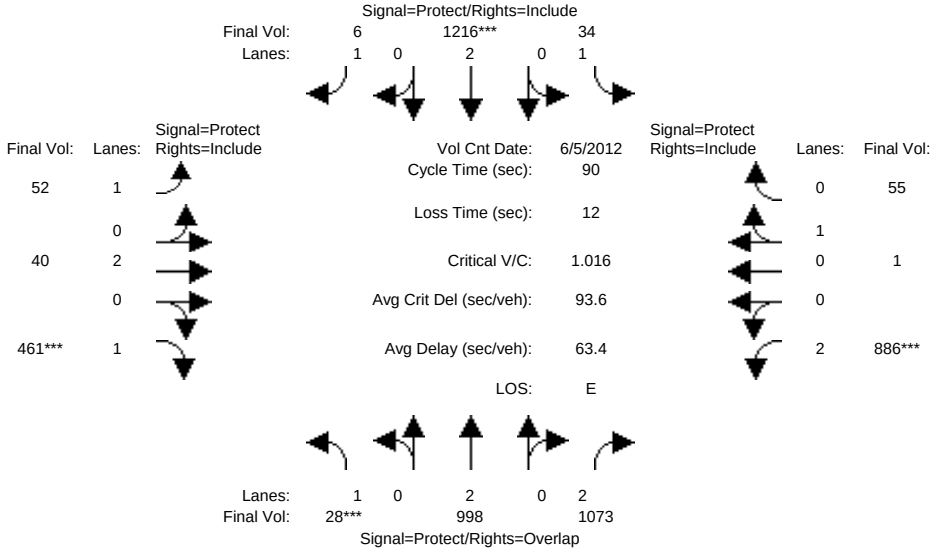
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #8: McCarthy Blvd and Ranch Dr (South)



Street Name:	McCarthy Blvd						Ranch Dr (South)					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	28	1018	812	28	1216	6	52	40	461	647	1	29
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:	28	1018	812	28	1216	6	52	40	461	647	1	29
Added Vol:	0	0	219	5	0	0	0	0	0	217	0	5
Pass-by Div:	0	-20	42	1	0	0	0	0	0	22	0	21
Initial Fut:	28	998	1073	34	1216	6	52	40	461	886	1	55
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:	28	998	1073	34	1216	6	52	40	461	886	1	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	998	1073	34	1216	6	52	40	461	886	1	55
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:	28	998	1073	34	1216	6	52	40	461	886	1	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.02	0.98
Final Sat.:	1750	3800	3150	1750	3800	1750	1750	3800	1750	3150	32	1768
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.34	0.02	0.32	0.00	0.03	0.01	0.26	0.28	0.03	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.29	0.54	0.08	0.29	0.29	0.20	0.24	0.24	0.26	0.29	0.29
Volume/Cap:	0.21	0.92	0.63	0.23	1.10	0.01	0.15	0.04	1.10	1.10	0.11	0.11
Delay/Veh:	39.6	43.7	15.1	39.3	89.1	22.6	29.5	26.3	106.6	94.6	23.3	23.3
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:	39.6	43.7	15.1	39.3	89.1	22.6	29.5	26.3	106.6	94.6	23.3	23.3
LOS by Move:	D	D	B	D	F	C+	C	C	F	F	C	C
HCM2k95thQ:	2	27	22	2	45	0	3	1	39	37	2	2

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

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Background plus Project - PM Peak Hour

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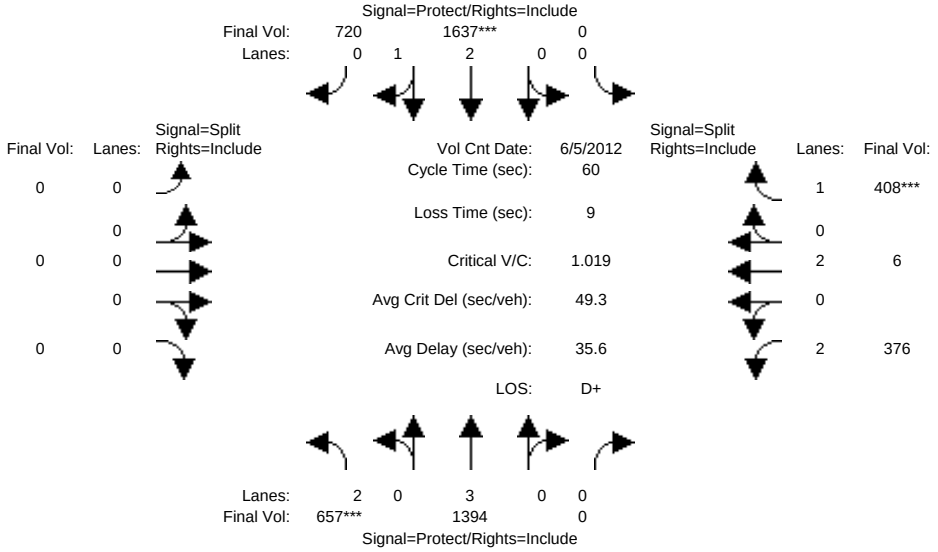
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
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	0	0	0	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	657	1394	0	0	1637	720	0	0	0	376	6	408
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:	657	1394	0	0	1637	720	0	0	0	376	6	408
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	657	1394	0	0	1637	720	0	0	0	376	6	408
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:	657	1394	0	0	1637	720	0	0	0	376	6	408
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	657	1394	0	0	1637	720	0	0	0	376	6	408
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:	657	1394	0	0	1637	720	0	0	0	376	6	408
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	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.03	0.97	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3858	1697	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.24	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.12	0.00	0.23
Crit Moves:	****				****							****
Green/Cycle:	0.20	0.62	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.23	0.23	0.23
Volume/Cap:	1.02	0.39	0.00	0.00	1.02	1.02	0.00	0.00	0.00	0.52	0.01	1.02
Delay/Veh:	64.1	5.8	0.0	0.0	41.1	41.1	0.0	0.0	0.0	21.0	17.9	73.0
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:	64.1	5.8	0.0	0.0	41.1	41.1	0.0	0.0	0.0	21.0	17.9	73.0
LOS by Move:	E	A	A	A	D	D	A	A	A	C+	B	E
HCM2k95thQ:	17	8	0	0	29	29	0	0	0	7	0	22

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

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Pacific Mall - Silicon Valley
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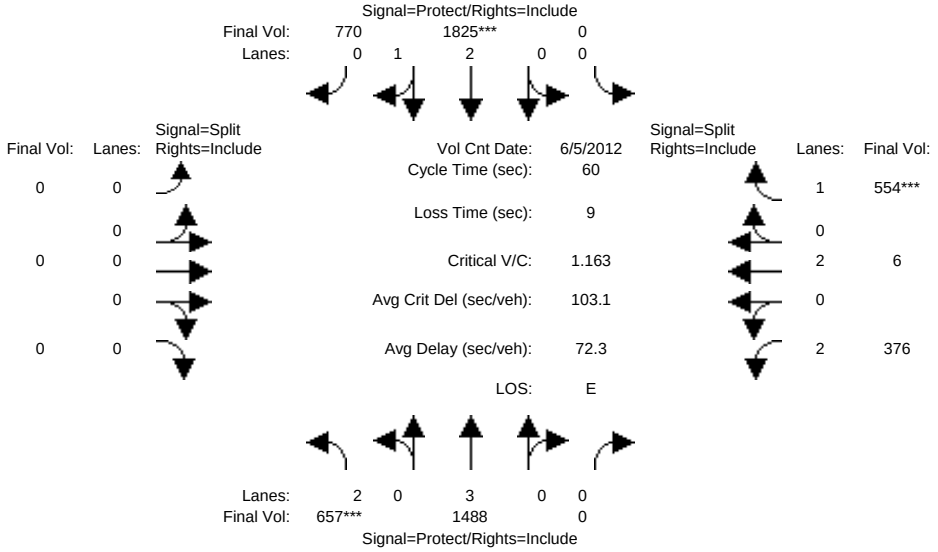
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
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	0	0	0	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	657	1394	0	0	1637	720	0	0	0	376	6	408
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:	657	1394	0	0	1637	720	0	0	0	376	6	408
Added Vol:	0	86	0	0	176	41	0	0	0	0	0	132
Pass-by Div:	0	8	0	0	12	9	0	0	0	0	0	14
Initial Fut:	657	1488	0	0	1825	770	0	0	0	376	6	554
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:	657	1488	0	0	1825	770	0	0	0	376	6	554
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	657	1488	0	0	1825	770	0	0	0	376	6	554
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:	657	1488	0	0	1825	770	0	0	0	376	6	554
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	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.08	0.92	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3936	1661	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.26	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.12	0.00	0.32
Crit Moves:	****				****							****
Green/Cycle:	0.18	0.58	0.00	0.00	0.40	0.40	0.00	0.00	0.00	0.27	0.27	0.27
Volume/Cap:	1.16	0.45	0.00	0.00	1.16	1.16	0.00	0.00	0.00	0.44	0.01	1.16
Delay/Veh:	116.3	7.3	0.0	0.0	96.9	96.9	0.0	0.0	0.0	18.4	15.9	116.3
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:	116.3	7.3	0.0	0.0	96.9	96.9	0.0	0.0	0.0	18.4	15.9	116.3
LOS by Move:	F	A	A	A	F	F	A	A	A	B-	B	F
HCM2k95thQ:	25	9	0	0	49	49	0	0	0	7	0	38

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

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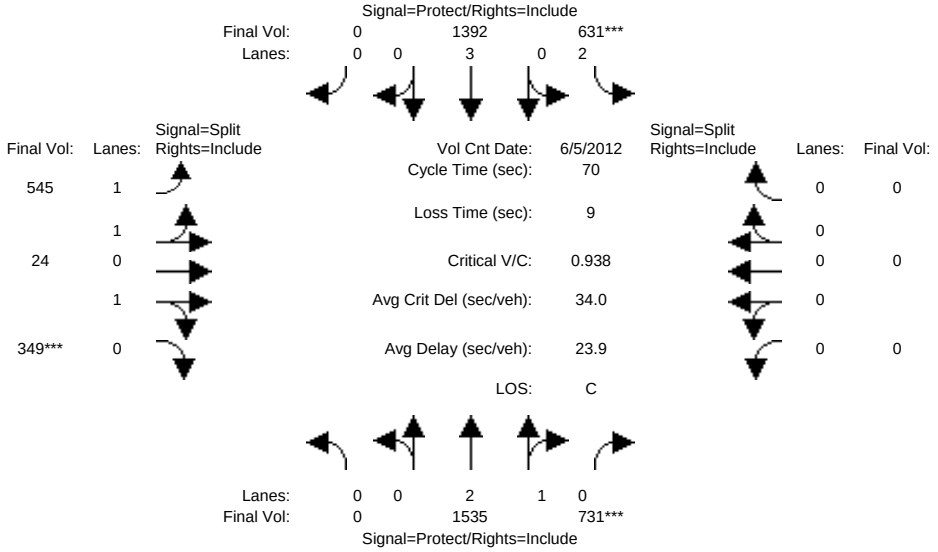
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #10: McCarthy Blvd and SR-237 EB Ramps



Street Name:	McCarthy Blvd						SR-237 EB Ramps					
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	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	0	1535	731	631	1392	0	545	24	349	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:	0	1535	731	631	1392	0	545	24	349	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1535	731	631	1392	0	545	24	349	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:	0	1535	731	631	1392	0	545	24	349	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1535	731	631	1392	0	545	24	349	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:	0	1535	731	631	1392	0	545	24	349	0	0	0
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	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.92	0.08	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	3364	148	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.42	0.20	0.24	0.00	0.16	0.16	0.20	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.45	0.45	0.21	0.66	0.00	0.21	0.21	0.21	0.00	0.00	0.00
Volume/Cap:	0.00	0.91	0.94	0.94	0.37	0.00	0.76	0.76	0.94	0.00	0.00	0.00
Delay/Veh:	0.0	23.4	26.4	47.9	5.5	0.0	28.8	28.8	43.1	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:	0.0	23.4	26.4	47.9	5.5	0.0	28.8	28.8	43.1	0.0	0.0	0.0
LOS by Move:	A	C	C	D	A	A	C	C	D	A	A	A
HCM2k95thQ:	0	25	27	15	8	0	16	16	23	0	0	0

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

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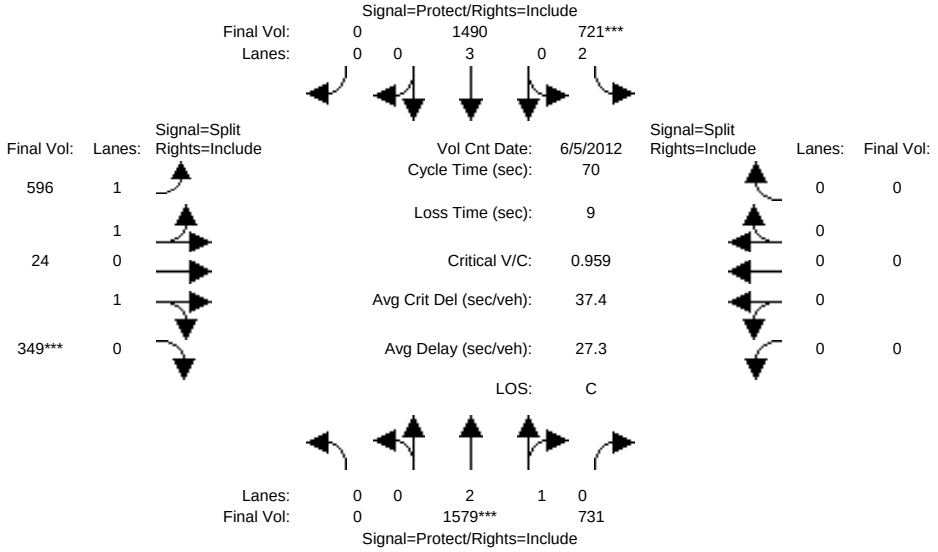
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #10: McCarthy Blvd and SR-237 EB Ramps

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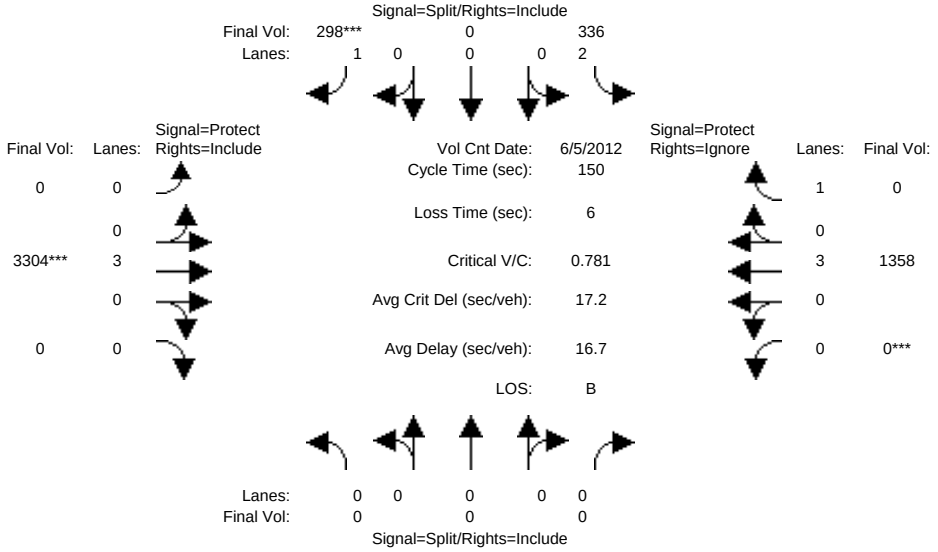
Street Name:          McCarthy Blvd                    SR-237 EB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10     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: 5 Jun 2012 << 8:00:00 AM
Base Vol:       0 1535   731   631 1392     0   545   24   349     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:    0 1535   731   631 1392     0   545   24   349     0    0     0
Added Vol:      0   44     0    85   91     0    43    0     0     0    0     0
Pass-by Div:    0    0     0     5    7     0     8    0     0     0    0     0
Initial Fut:    0 1579   731   721 1490     0   596   24   349     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:     0 1579   731   721 1490     0   596   24   349     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1579   731   721 1490     0   596   24   349     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:    0 1579   731   721 1490     0   596   24   349     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.95  0.83 1.00  0.92  0.93 0.95  0.95  0.92 1.00  0.92
Lanes:       0.00 2.02  0.98  2.00 3.00  0.00  1.92 0.08  1.00  0.00 0.00  0.00
Final Sat.:     0 3826  1771  3150 5700     0  3411  137  1800     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.41  0.41  0.23 0.26  0.00  0.17 0.17  0.19  0.00 0.00  0.00
Crit Moves:        ****        ****                        ****
Green/Cycle: 0.00 0.43  0.43  0.24 0.67  0.00  0.20 0.20  0.20  0.00 0.00  0.00
Volume/Cap:  0.00 0.96  0.96  0.96 0.39  0.00  0.86 0.86  0.96  0.00 0.00  0.00
Delay/Veh:    0.0 29.7  29.7  49.4  5.3   0.0  34.1 34.1  46.7   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:   0.0 29.7  29.7  49.4  5.3   0.0  34.1 34.1  46.7   0.0  0.0   0.0
LOS by Move:    A    C     C     D    A     A    C-   C-     D     A    A     A
HCM2k95thQ:     0   27    27    17    9     0    19   19    23     0    0     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #11: I-880 SB Ramps and SR-237




```
Street Name:          I-880 SB Ramps                        SR-237
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    0     0   10   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: 5 Jun 2012 << 8:00:00 AM
Base Vol:       0    0     0  336    0   298     0 3304     0     0 1358   237
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    0     0  336    0   298     0 3304     0     0 1358   237
Added Vol:      0    0     0    0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0    0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0  336    0   298     0 3304     0     0 1358   237
User 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 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:     0    0     0  336    0   298     0 3304     0     0 1358     0
Reduct Vol:     0    0     0    0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0  336    0   298     0 3304     0     0 1358     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:    0    0     0  336    0   298     0 3304     0     0 1358     0
------------|---------------||---------------||---------------||---------------|
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  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00 2.00 0.00  1.00  0.00 3.00  0.00  0.00 3.00  1.00
Final Sat.:     0    0     0 3150    0  1750     0 5700     0     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00 0.11 0.00  0.17  0.00 0.58  0.00  0.00 0.24  0.00
Crit Moves:                              ****        ****        ****
Green/Cycle: 0.00 0.00  0.00 0.22 0.00  0.22  0.00 0.74  0.00  0.00 0.74  0.00
Volume/Cap:  0.00 0.00  0.00 0.49 0.00  0.78  0.00 0.78  0.00  0.00 0.32  0.00
Delay/Veh:    0.0  0.0   0.0 51.9  0.0  65.3   0.0 12.9   0.0   0.0  6.6   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:   0.0  0.0   0.0 51.9  0.0  65.3   0.0 12.9   0.0   0.0  6.6   0.0
LOS by Move:    A    A     A   D-    A     E     A    B     A     A    A     A
HCM2k95thQ:     0    0     0   16    0    27     0   49     0     0   13     0
Note: Queue reported is the number of cars per lane.
```

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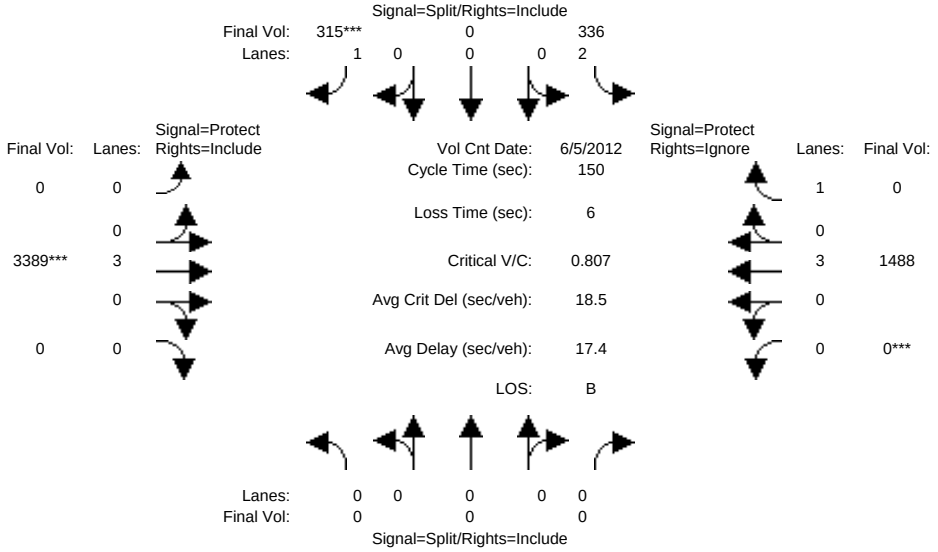
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #11: I-880 SB Ramps and SR-237




```
Street Name:          I-880 SB Ramps                        SR-237
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    0     0    10   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: 5 Jun 2012 << 8:00:00 AM
Base Vol:       0    0     0   336    0   298     0 3304     0     0 1358   237
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    0     0   336    0   298     0 3304     0     0 1358   237
Added Vol:      0    0     0     0    0    14     0   85     0     0  119     0
Pass-by Div:    0    0     0     0    0     3     0    0     0     0   11     0
Initial Fut:    0    0     0   336    0   315     0 3389     0     0 1488   237
User 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 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:     0    0     0   336    0   315     0 3389     0     0 1488     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   336    0   315     0 3389     0     0 1488     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:    0    0     0   336    0   315     0 3389     0     0 1488     0
------------|---------------||---------------||---------------||---------------|
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  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00  2.00 0.00  1.00  0.00 3.00  0.00  0.00 3.00  1.00
Final Sat.:     0    0     0  3150    0  1750     0 5700     0     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.11 0.00  0.18  0.00 0.59  0.00  0.00 0.26  0.00
Crit Moves:                                ****       ****        ****
Green/Cycle: 0.00 0.00  0.00  0.22 0.00  0.22  0.00 0.74  0.00  0.00 0.74  0.00
Volume/Cap:  0.00 0.00  0.00  0.48 0.00  0.81  0.00 0.81  0.00  0.00 0.35  0.00
Delay/Veh:    0.0  0.0   0.0  51.2  0.0  66.9   0.0 14.0   0.0   0.0  7.1   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:   0.0  0.0   0.0  51.2  0.0  66.9   0.0 14.0   0.0   0.0  7.1   0.0
LOS by Move:    A    A     A    D-    A     E     A    B     A     A    A     A
HCM2k95thQ:     0    0     0    15    0    29     0   52     0     0   15     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
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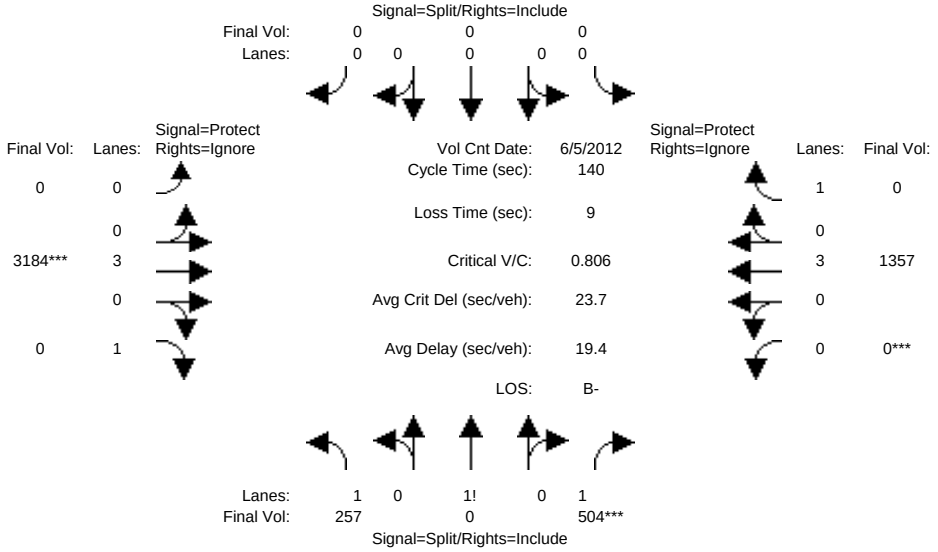
Background plus Project - PM Peak Hour

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

Intersection #12: I-880 NB Ramps and SR-237

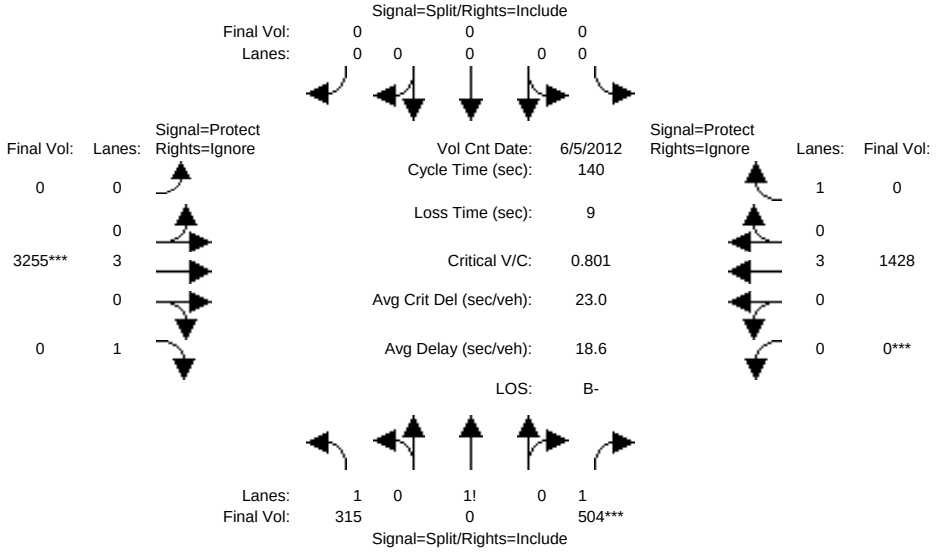



```
Street Name:          I-880 NB Ramps                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10     0    0     0     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: 5 Jun 2012 << 8:00:00 AM
Base Vol:     257    0   504     0    0     0     0 3184   373     0 1357   334
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:  257    0   504     0    0     0     0 3184   373     0 1357   334
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  257    0   504     0    0     0     0 3184   373     0 1357   334
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   257    0   504     0    0     0     0 3184     0     0 1357     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  257    0   504     0    0     0     0 3184     0     0 1357     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
FinalVolume:  257    0   504     0    0     0     0 3184     0     0 1357     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.82 1.00  0.82  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.34 0.00  1.66  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  2073    0  2576     0    0     0     0 5700  1750     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.00  0.20  0.00 0.00  0.00  0.00 0.56  0.00  0.00 0.24  0.00
Crit Moves:             ****                        ****        ****
Green/Cycle: 0.24 0.00  0.24  0.00 0.00  0.00  0.00 0.69  0.00  0.00 0.69  0.00
Volume/Cap:  0.51 0.00  0.81  0.00 0.00  0.00  0.00 0.81  0.00  0.00 0.34  0.00
Delay/Veh:   46.1  0.0  55.1   0.0  0.0   0.0   0.0 16.2   0.0   0.0  8.7   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:  46.1  0.0  55.1   0.0  0.0   0.0   0.0 16.2   0.0   0.0  8.7   0.0
LOS by Move:    D    A    E+     A    A     A     A    B     A     A    A     A
HCM2k95thQ:    15    0    27     0    0     0     0   50     0     0   14     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #12: I-880 NB Ramps and SR-237




```
Street Name:          I-880 NB Ramps                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10     0    0     0     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: 5 Jun 2012 << 8:00:00 AM
Base Vol:     257    0   504     0    0     0     0 3184   373     0 1357   334
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:  257    0   504     0    0     0     0 3184   373     0 1357   334
Added Vol:     47    0     0     0    0     0     0   71    13     0   71     0
Pass-by Div:   11    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  315    0   504     0    0     0     0 3255   386     0 1428   334
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   315    0   504     0    0     0     0 3255     0     0 1428     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  315    0   504     0    0     0     0 3255     0     0 1428     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
FinalVolume:  315    0   504     0    0     0     0 3255     0     0 1428     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.38 0.00  1.62  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  2423    0  2827     0    0     0     0 5700  1750     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.00  0.18  0.00 0.00  0.00  0.00 0.57  0.00  0.00 0.25  0.00
Crit Moves:             ****                        ****        ****
Green/Cycle: 0.22 0.00  0.22  0.00 0.00  0.00  0.00 0.71  0.00  0.00 0.71  0.00
Volume/Cap:  0.58 0.00  0.80  0.00 0.00  0.00  0.00 0.80  0.00  0.00 0.35  0.00
Delay/Veh:   49.3  0.0  56.1   0.0  0.0   0.0   0.0 14.6   0.0   0.0  7.7   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:  49.3  0.0  56.1   0.0  0.0   0.0   0.0 14.6   0.0   0.0  7.7   0.0
LOS by Move:    D    A    E+     A    A     A     A    B     A     A    A     A
HCM2k95thQ:    18    0    27     0    0     0     0   49     0     0   14     0
Note: Queue reported is the number of cars per lane.
```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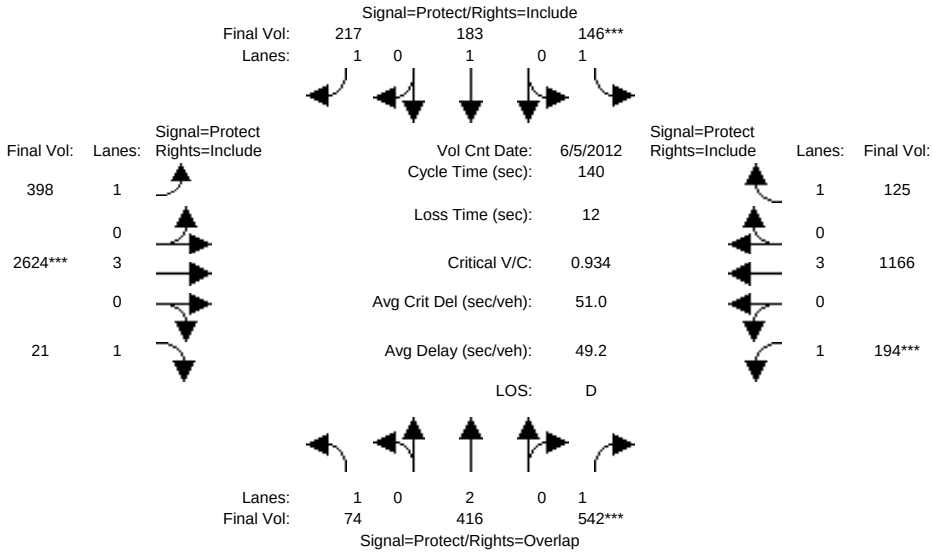
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #13: Abel Street and SR-237



Street Name:	Abel Street						SR-237					
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: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	74	416	542	146	183	217	398	2624	21	194	1166	125
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:	74	416	542	146	183	217	398	2624	21	194	1166	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	416	542	146	183	217	398	2624	21	194	1166	125
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:	74	416	542	146	183	217	398	2624	21	194	1166	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	416	542	146	183	217	398	2624	21	194	1166	125
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:	74	416	542	146	183	217	398	2624	21	194	1166	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.31	0.08	0.10	0.12	0.23	0.46	0.01	0.11	0.20	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.09	0.21	0.33	0.09	0.22	0.22	0.32	0.49	0.49	0.12	0.29	0.29
Volume/Cap:	0.49	0.51	0.93	0.93	0.45	0.58	0.71	0.93	0.02	0.93	0.71	0.25
Delay/Veh:	63.4	49.3	67.6	115.8	48.5	51.4	45.7	39.9	18.2	105.1	45.8	38.3
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:	63.4	49.3	67.6	115.8	48.5	51.4	45.7	39.9	18.2	105.1	45.8	38.3
LOS by Move:	E	D	E	F	D	D-	D	D	B-	F	D	D+
HCM2k95thQ:	8	15	46	18	13	18	29	61	1	18	25	8

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

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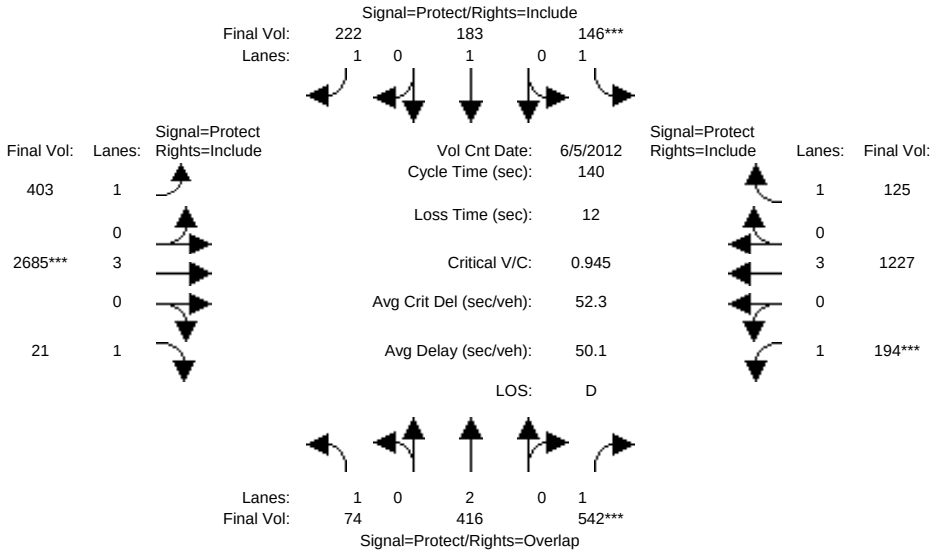
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #13: Abel Street and SR-237



Street Name:	Abel Street						SR-237					
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: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	74	416	542	146	183	217	398	2624	21	194	1166	125
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:	74	416	542	146	183	217	398	2624	21	194	1166	125
Added Vol:	0	0	0	0	0	5	5	61	0	0	61	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	416	542	146	183	222	403	2685	21	194	1227	125
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:	74	416	542	146	183	222	403	2685	21	194	1227	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	416	542	146	183	222	403	2685	21	194	1227	125
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:	74	416	542	146	183	222	403	2685	21	194	1227	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.31	0.08	0.10	0.13	0.23	0.47	0.01	0.11	0.22	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.08	0.21	0.33	0.09	0.21	0.21	0.32	0.50	0.50	0.12	0.30	0.30
Volume/Cap:	0.50	0.52	0.95	0.95	0.45	0.59	0.72	0.95	0.02	0.95	0.72	0.24
Delay/Veh:	63.9	49.6	70.5	119.5	48.6	52.0	47.0	40.9	17.8	108.6	45.6	37.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.9	49.6	70.5	119.5	48.6	52.0	47.0	40.9	17.8	108.6	45.6	37.4
LOS by Move:	E	D	E	F	D	D-	D	D	B	F	D	D+
HCM2k95thQ:	8	15	47	19	13	18	30	64	1	18	27	8

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

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Background plus Project - PM Peak Hour

Level Of Service Computation Report
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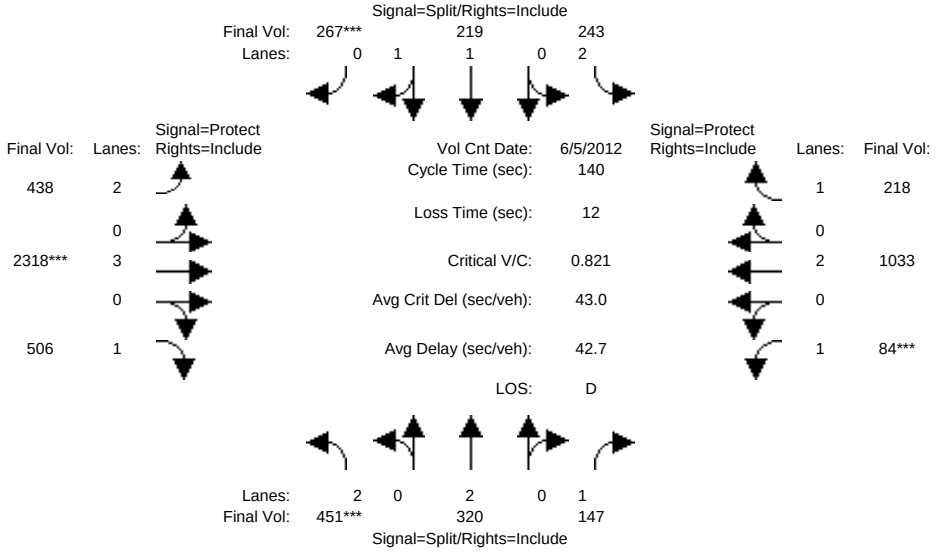
Background PM

Intersection #14: Milpitas Blvd and SR-237




```
Street Name:          Milpitas Blvd                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 5 Jun 2012 << 8:00:00 AM
Base Vol:     451  320   147   243  219   267   438 2318   506    84 1033   218
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:  451  320   147   243  219   267   438 2318   506    84 1033   218
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  451  320   147   243  219   267   438 2318   506    84 1033   218
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:   451  320   147   243  219   267   438 2318   506    84 1033   218
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  451  320   147   243  219   267   438 2318   506    84 1033   218
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:  451  320   147   243  219   267   438 2318   506    84 1033   218
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 2.00  1.00  2.00 1.00  1.00  2.00 3.00  1.00  1.00 2.00  1.00
Final Sat.:  3150 3800  1750  3150 1900  1750  3150 5700  1750  1750 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.08  0.08  0.08 0.12  0.15  0.14 0.41  0.29  0.05 0.27  0.12
Crit Moves:  ****                          ****        ****        ****
Green/Cycle: 0.17 0.17  0.17  0.19 0.19  0.19  0.19 0.50  0.50  0.06 0.37  0.37
Volume/Cap:  0.82 0.48  0.48  0.41 0.62  0.82  0.74 0.82  0.58  0.82 0.74  0.34
Delay/Veh:   65.2 52.7  53.3  50.8 54.0  63.7  58.7 32.1  26.1 104.0 40.8  32.4
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:  65.2 52.7  53.3  50.8 54.0  63.7  58.7 32.1  26.1 104.0 40.8  32.4
LOS by Move:    E   D-    D-     D   D-     E    E+   C-     C     F    D    C-
HCM2k95thQ:    24   12    12    11   17    25    18   43    27     8   33    13
Note: Queue reported is the number of cars per lane.
```

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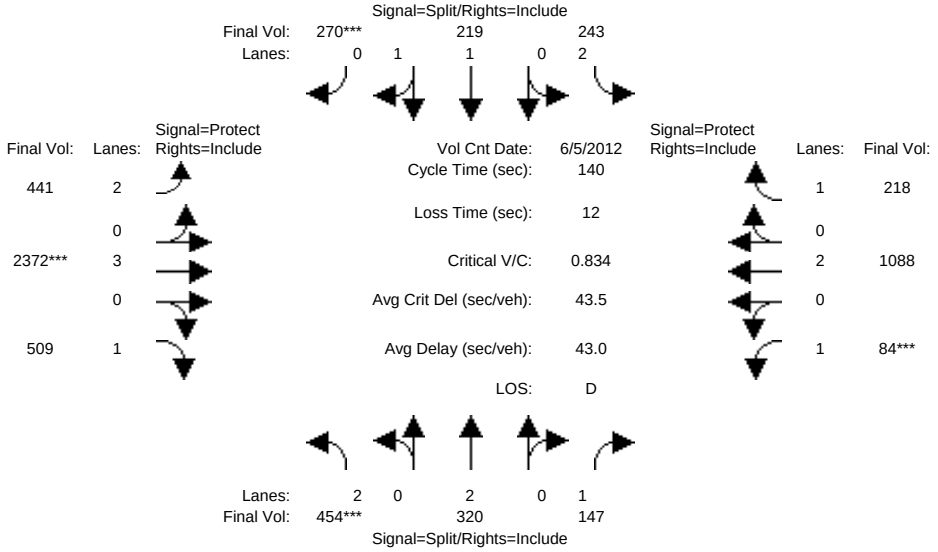
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #14: Milpitas Blvd and SR-237



Street Name:	Milpitas Blvd						SR-237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	451	320	147	243	219	267	438	2318	506	84	1033	218
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:	451	320	147	243	219	267	438	2318	506	84	1033	218
Added Vol:	3	0	0	0	0	3	3	54	3	0	55	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	454	320	147	243	219	270	441	2372	509	84	1088	218
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:	454	320	147	243	219	270	441	2372	509	84	1088	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	320	147	243	219	270	441	2372	509	84	1088	218
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:	454	320	147	243	219	270	441	2372	509	84	1088	218
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	1900	1750	3150	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.08	0.08	0.08	0.12	0.15	0.14	0.42	0.29	0.05	0.29	0.12
Crit Moves:	****					****		****		****		
Green/Cycle:	0.17	0.17	0.17	0.18	0.18	0.18	0.18	0.50	0.50	0.06	0.37	0.37
Volume/Cap:	0.83	0.49	0.49	0.42	0.62	0.83	0.77	0.83	0.58	0.83	0.77	0.33
Delay/Veh:	66.6	52.9	53.5	50.9	54.1	65.0	60.5	32.4	25.8	107.5	41.0	31.7
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:	66.6	52.9	53.5	50.9	54.1	65.0	60.5	32.4	25.8	107.5	41.0	31.7
LOS by Move:	E	D-	D-	D	D-	E	E	C-	C	F	D	C
HCM2k95thQ:	24	13	12	11	17	25	19	45	27	8	35	13

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

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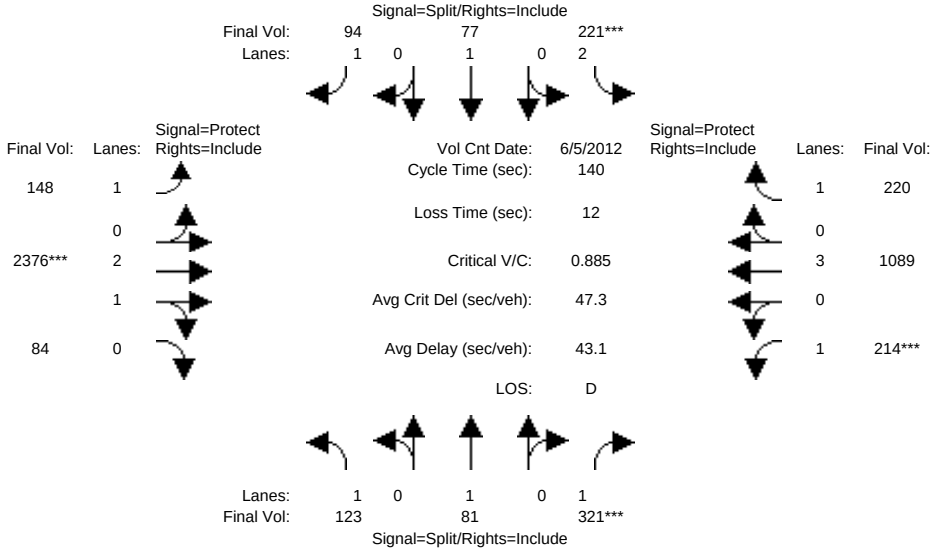
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #15: Hillview Drive and SR-237




```
Street Name:          Hillview Drive                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 5 Jun 2012 << 7:35:00 AM
Base Vol:     123   81   321   221   77    94   148 2376    84   214 1089   220
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:  123   81   321   221   77    94   148 2376    84   214 1089   220
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  123   81   321   221   77    94   148 2376    84   214 1089   220
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:   123   81   321   221   77    94   148 2376    84   214 1089   220
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  123   81   321   221   77    94   148 2376    84   214 1089   220
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:  123   81   321   221   77    94   148 2376    84   214 1089   220
------------|---------------||---------------||---------------||---------------|
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  0.92 1.00  0.92
Lanes:       1.00 1.00  1.00  2.00 1.00  1.00  1.00 2.89  0.11  1.00 3.00  1.00
Final Sat.:  1750 1900  1750  3150 1900  1750  1750 5489   194  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.04  0.18  0.07 0.04  0.05  0.08 0.43  0.43  0.12 0.19  0.13
Crit Moves:              ****  ****                   ****        ****
Green/Cycle: 0.21 0.21  0.21  0.08 0.08  0.08  0.19 0.49  0.49  0.14 0.44  0.44
Volume/Cap:  0.34 0.21  0.88  0.88 0.51  0.68  0.44 0.88  0.88  0.88 0.44  0.29
Delay/Veh:   47.9 46.2  75.7  92.7 64.8  75.3  50.8 36.0  36.0  88.8 27.7  25.8
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:  47.9 46.2  75.7  92.7 64.8  75.3  50.8 36.0  36.0  88.8 27.7  25.8
LOS by Move:    D    D    E-     F    E    E-     D   D+    D+     F    C     C
HCM2k95thQ:    10    6    30    16    8    11    11   50    50    23   19    12
Note: Queue reported is the number of cars per lane.
```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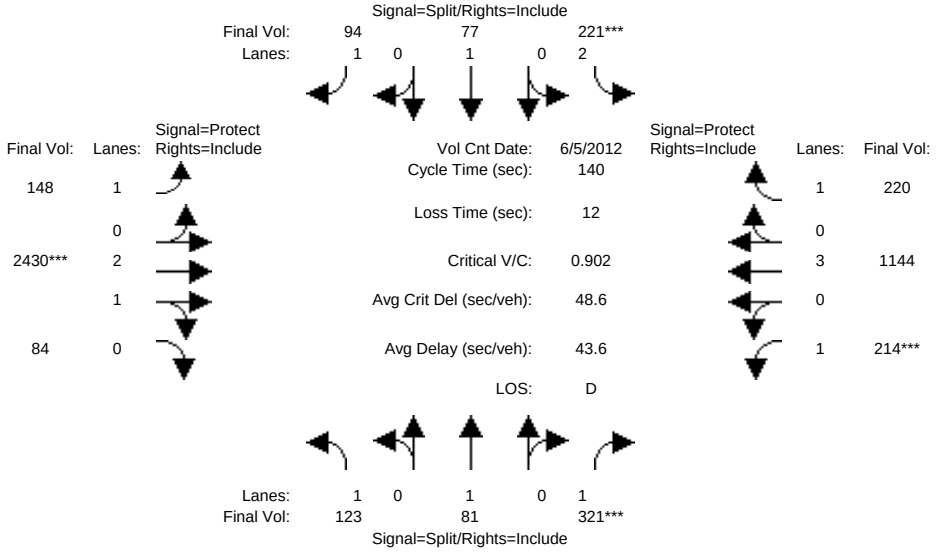
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #15: Hillview Drive and SR-237




```
Street Name:          Hillview Drive                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 5 Jun 2012 << 7:35:00 AM
Base Vol:     123   81   321   221   77    94   148 2376    84   214 1089   220
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:  123   81   321   221   77    94   148 2376    84   214 1089   220
Added Vol:      0    0     0     0    0     0     0   54     0     0   55     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  123   81   321   221   77    94   148 2430    84   214 1144   220
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:   123   81   321   221   77    94   148 2430    84   214 1144   220
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  123   81   321   221   77    94   148 2430    84   214 1144   220
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:  123   81   321   221   77    94   148 2430    84   214 1144   220
------------|---------------||---------------||---------------||---------------|
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 0.98  0.95  0.92 1.00  0.92
Lanes:       1.00 1.00  1.00  2.00 1.00  1.00  1.00 2.90  0.10  1.00 3.00  1.00
Final Sat.:  1750 1900  1750  3150 1900  1750  1750 5413   187  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.04  0.18  0.07 0.04  0.05  0.08 0.45  0.45  0.12 0.20  0.13
Crit Moves:              ****  ****                   ****        ****
Green/Cycle: 0.20 0.20  0.20  0.08 0.08  0.08  0.19 0.50  0.50  0.14 0.45  0.45
Volume/Cap:  0.35 0.21  0.90  0.90 0.52  0.69  0.45 0.90  0.90  0.90 0.45  0.28
Delay/Veh:   48.4 46.7  79.5  96.8 65.4  77.0  51.4 36.6  36.6  93.1 27.1  24.8
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:  48.4 46.7  79.5  96.8 65.4  77.0  51.4 36.6  36.6  93.1 27.1  24.8
LOS by Move:    D    D    E-     F    E    E-    D-   D+    D+     F    C     C
HCM2k95thQ:    10    6    31    16    8    11    11   53    53    23   20    12
Note: Queue reported is the number of cars per lane.
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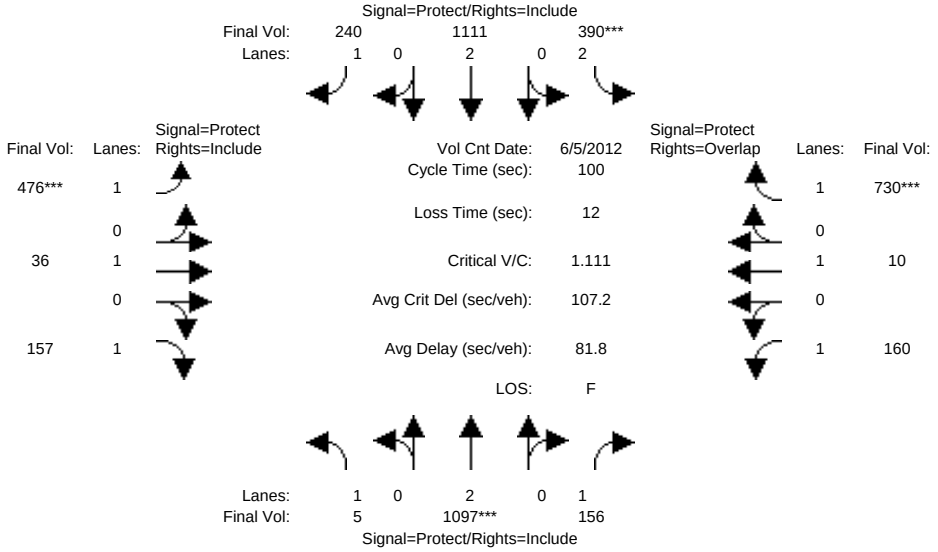
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	5	1097	156	390	1111	240	476	36	157	160	10	730
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:	5	1097	156	390	1111	240	476	36	157	160	10	730
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	1097	156	390	1111	240	476	36	157	160	10	730
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:	5	1097	156	390	1111	240	476	36	157	160	10	730
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1097	156	390	1111	240	476	36	157	160	10	730
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:	5	1097	156	390	1111	240	476	36	157	160	10	730
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	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.09	0.12	0.29	0.14	0.27	0.02	0.09	0.09	0.01	0.42
Crit Moves:		****		****			****					****
Green/Cycle:	0.07	0.26	0.26	0.11	0.30	0.30	0.24	0.27	0.27	0.24	0.26	0.38
Volume/Cap:	0.04	1.11	0.34	1.11	0.98	0.46	1.11	0.07	0.34	0.38	0.02	1.11
Delay/Veh:	43.3	101	30.5	125.9	55.7	29.1	115.0	27.5	30.0	32.1	27.2	100.9
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:	43.3	101	30.5	125.9	55.7	29.1	115.0	27.5	30.0	32.1	27.2	100.9
LOS by Move:	D	F	C	F	E+	C	F	C	C	C-	C	F
HCM2k95thQ:	0	38	8	20	34	12	43	2	9	9	0	60

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

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Background plus Project - PM Peak Hour

Level Of Service Computation Report
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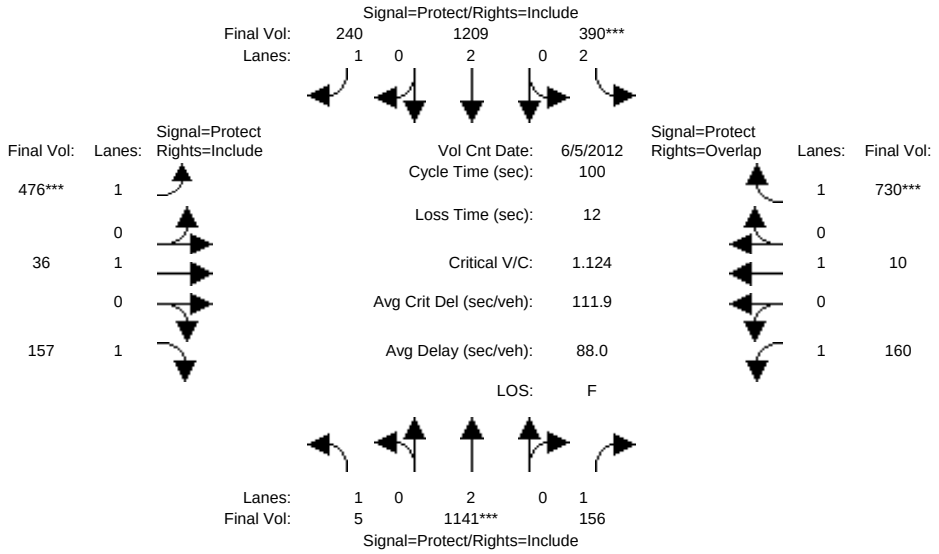
B+P PM

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	5	1097	156	390	1111	240	476	36	157	160	10	730
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:	5	1097	156	390	1111	240	476	36	157	160	10	730
Added Vol:	0	44	0	0	91	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	7	0	0	0	0	0	0	0
Initial Fut:	5	1141	156	390	1209	240	476	36	157	160	10	730
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:	5	1141	156	390	1209	240	476	36	157	160	10	730
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1141	156	390	1209	240	476	36	157	160	10	730
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:	5	1141	156	390	1209	240	476	36	157	160	10	730
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	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.09	0.12	0.32	0.14	0.27	0.02	0.09	0.09	0.01	0.42
Crit Moves:		****		****			****					****
Green/Cycle:	0.07	0.27	0.27	0.11	0.31	0.31	0.24	0.26	0.26	0.24	0.26	0.37
Volume/Cap:	0.04	1.12	0.33	1.12	1.04	0.45	1.12	0.07	0.34	0.38	0.02	1.12
Delay/Veh:	43.5	106	29.9	130.8	70.7	28.4	120.0	27.8	30.3	32.4	27.5	106.2
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:	43.5	106	29.9	130.8	70.7	28.4	120.0	27.8	30.3	32.4	27.5	106.2
LOS by Move:	D	F	C	F	E	C	F	C	C	C-	C	F
HCM2k95thQ:	0	40	8	21	40	12	44	2	9	9	0	61

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

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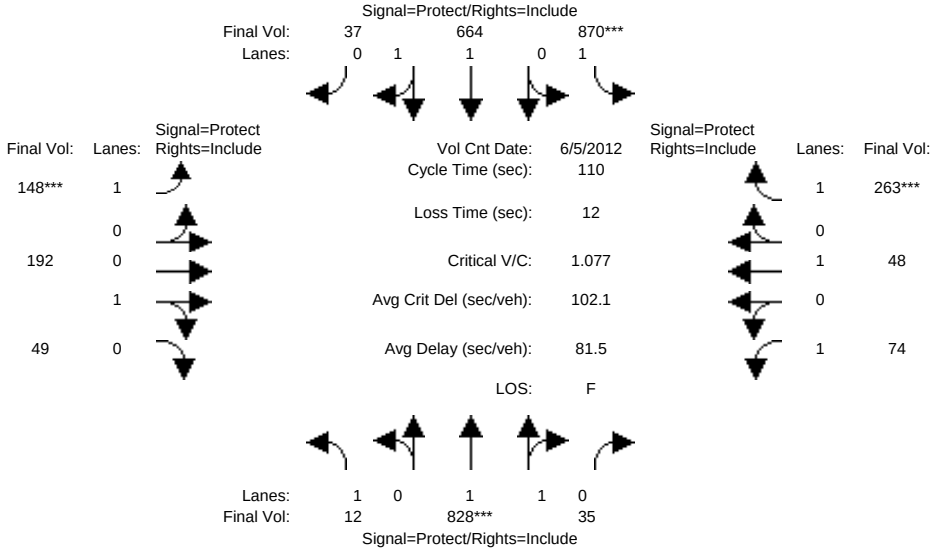
Background plus Project - PM Peak Hour

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

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	12	828	35	870	664	37	148	192	49	74	48	263
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:	12	828	35	870	664	37	148	192	49	74	48	263
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	828	35	870	664	37	148	192	49	74	48	263
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:	12	828	35	870	664	37	148	192	49	74	48	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	828	35	870	664	37	148	192	49	74	48	263
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:	12	828	35	870	664	37	148	192	49	74	48	263
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.91	0.09	1.00	1.89	0.11	1.00	0.78	0.22	1.00	1.00	1.00
Final Sat.:	1750	3633	154	1750	3583	200	1750	1488	380	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.23	0.50	0.19	0.19	0.08	0.13	0.13	0.04	0.03	0.15
Crit Moves:		****		****			****					****
Green/Cycle:	0.22	0.21	0.21	0.45	0.44	0.44	0.09	0.13	0.13	0.09	0.14	0.14
Volume/Cap:	0.03	1.09	1.09	1.09	0.42	0.42	0.93	0.96	0.96	0.45	0.18	1.09
Delay/Veh:	33.9	104	104.4	90.7	21.0	21.0	100.7	94.0	94.0	49.0	42.3	132.9
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:	33.9	104	104.4	90.7	21.0	21.0	100.7	94.0	94.0	49.0	42.3	132.9
LOS by Move:	C-	F	F	F	C+	C+	F	F	F	D	D	F
HCM2k95thQ:	1	35	35	63	14	14	16	22	22	5	3	25

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

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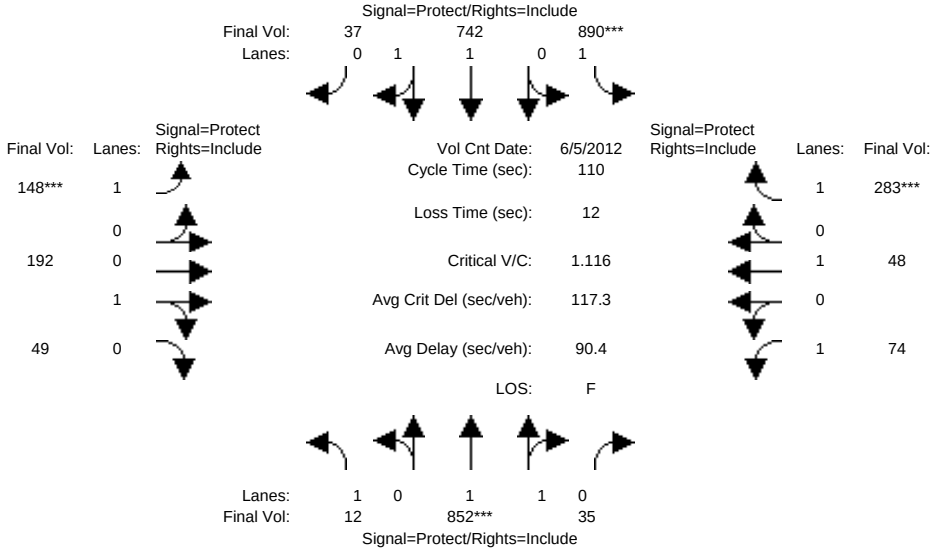
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	12	828	35	870	664	37	148	192	49	74	48	263
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:	12	828	35	870	664	37	148	192	49	74	48	263
Added Vol:	0	24	0	20	71	0	0	0	0	0	0	20
Pass-by Div:	0	0	0	0	7	0	0	0	0	0	0	0
Initial Fut:	12	852	35	890	742	37	148	192	49	74	48	283
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:	12	852	35	890	742	37	148	192	49	74	48	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	852	35	890	742	37	148	192	49	74	48	283
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:	12	852	35	890	742	37	148	192	49	74	48	283
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	0.97	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	1.00	1.90	0.10	1.00	0.80	0.20	1.00	1.00	1.00
Final Sat.:	1750	3554	146	1750	3524	176	1750	1434	366	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.24	0.51	0.21	0.21	0.08	0.13	0.13	0.04	0.03	0.16
Crit Moves:		****		****			****					****
Green/Cycle:	0.20	0.21	0.21	0.45	0.46	0.46	0.09	0.14	0.14	0.09	0.14	0.14
Volume/Cap:	0.03	1.14	1.14	1.14	0.46	0.46	0.93	0.96	0.96	0.45	0.18	1.14
Delay/Veh:	35.6	121	120.6	107.6	20.6	20.6	100.7	94.0	94.0	49.1	41.8	146.4
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:	35.6	121	120.6	107.6	20.6	20.6	100.7	94.0	94.0	49.1	41.8	146.4
LOS by Move:	D+	F	F	F	C+	C+	F	F	F	D	D	F
HCM2k95thQ:	1	39	39	69	16	16	16	23	23	5	3	28

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

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Pacific Mall - Silicon Valley
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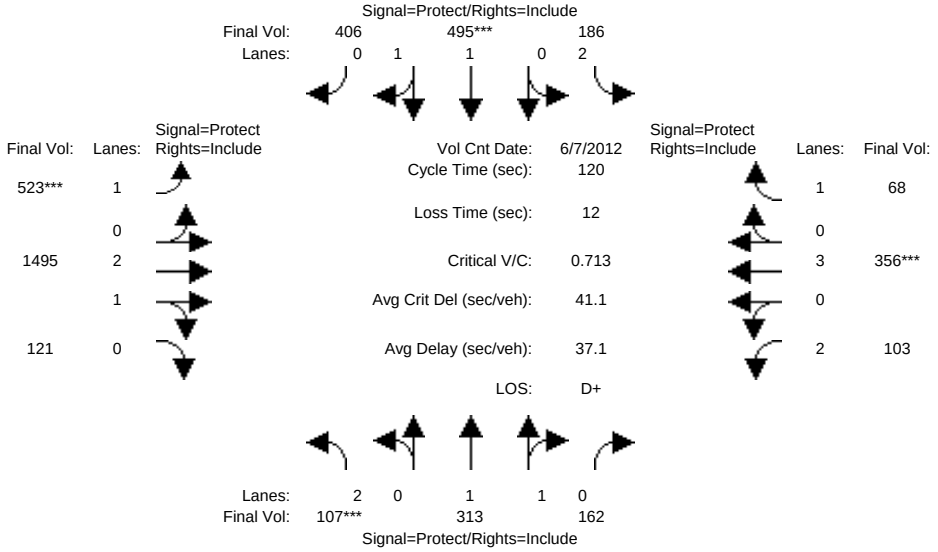
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #18: McCarthy Blvd and Tasman Dr



Street Name:	McCarthy Blvd						Tasman Drive					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	107	313	162	186	495	406	523	1495	121	103	356	68
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:	107	313	162	186	495	406	523	1495	121	103	356	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	313	162	186	495	406	523	1495	121	103	356	68
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:	107	313	162	186	495	406	523	1495	121	103	356	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	313	162	186	495	406	523	1495	121	103	356	68
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:	107	313	162	186	495	406	523	1495	121	103	356	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.28	0.72	2.00	1.06	0.94	1.00	2.76	0.24	2.00	3.00	1.00
Final Sat.:	3150	2433	1259	3150	2010	1649	1750	5240	424	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.06	0.25	0.25	0.30	0.29	0.29	0.03	0.06	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.27	0.27	0.13	0.34	0.34	0.41	0.42	0.42	0.08	0.09	0.09
Volume/Cap:	0.58	0.47	0.47	0.47	0.72	0.72	0.72	0.69	0.69	0.38	0.72	0.45
Delay/Veh:	59.8	36.7	36.7	49.6	36.7	36.7	33.0	29.5	29.5	52.9	58.6	54.2
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:	59.8	36.7	36.7	49.6	36.7	36.7	33.0	29.5	29.5	52.9	58.6	54.2
LOS by Move:	E+	D+	D+	D	D+	D+	C-	C	C	D-	E+	D-
HCM2k95thQ:	5	14	14	7	26	26	31	29	29	4	9	5

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

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Pacific Mall - Silicon Valley
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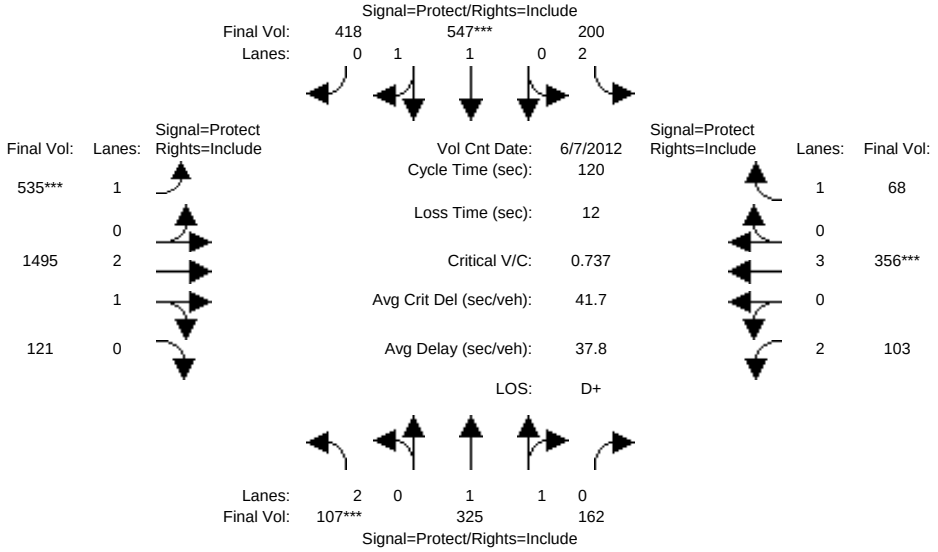
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #18: McCarthy Blvd and Tasman Dr



Street Name:	McCarthy Blvd						Tasman Drive					
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: 7 Jun 2012 << 8:00:00 AM

Base Vol:	107	313	162	186	495	406	523	1495	121	103	356	68
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:	107	313	162	186	495	406	523	1495	121	103	356	68
Added Vol:	0	12	0	12	47	12	12	0	0	0	0	0
Pass-by Div:	0	0	0	2	5	0	0	0	0	0	0	0
Initial Fut:	107	325	162	200	547	418	535	1495	121	103	356	68
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:	107	325	162	200	547	418	535	1495	121	103	356	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	325	162	200	547	418	535	1495	121	103	356	68
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:	107	325	162	200	547	418	535	1495	121	103	356	68

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	1.32	0.68	2.00	1.11	0.89	1.00	2.77	0.23	2.00	3.00	1.00
Final Sat.:	3150	2468	1230	3150	2096	1602	1750	5180	419	3150	5700	1750

Capacity Analysis Module:

Vol/Sat:	0.03	0.13	0.13	0.06	0.26	0.26	0.31	0.29	0.29	0.03	0.06	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.27	0.27	0.13	0.35	0.35	0.41	0.41	0.41	0.08	0.08	0.08
Volume/Cap:	0.58	0.48	0.48	0.48	0.75	0.75	0.75	0.70	0.70	0.39	0.75	0.47
Delay/Veh:	59.8	36.7	36.7	49.1	36.8	36.8	34.5	30.4	30.4	53.2	60.2	54.8
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:	59.8	36.7	36.7	49.1	36.8	36.8	34.5	30.4	30.4	53.2	60.2	54.8
LOS by Move:	E+	D+	D+	D	D+	D+	C-	C	C	D-	E	D-
HCM2k95thQ:	5	14	14	8	28	28	33	30	30	4	9	5

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

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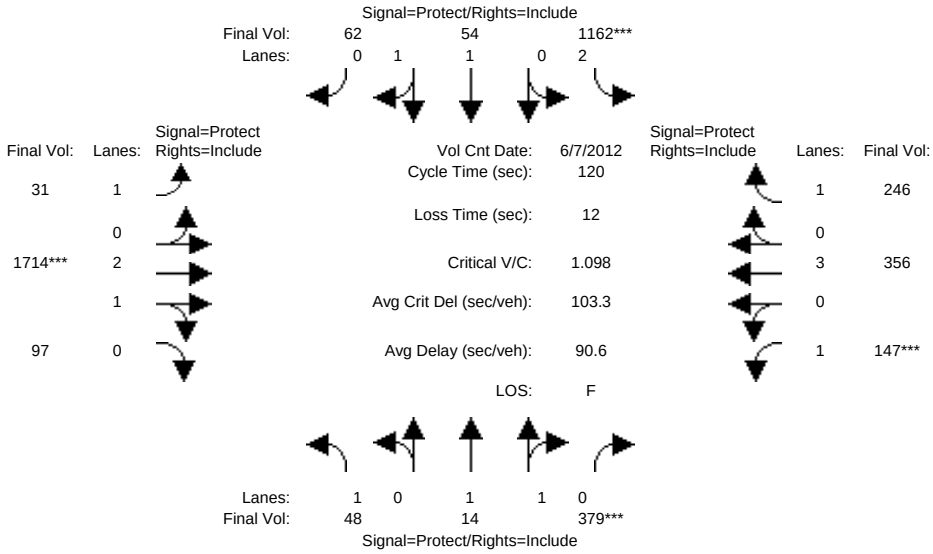
Background plus Project - PM Peak Hour

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

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	48	14	379	1162	54	62	31	1714	97	147	356	246
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:	48	14	379	1162	54	62	31	1714	97	147	356	246
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	14	379	1162	54	62	31	1714	97	147	356	246
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:	48	14	379	1162	54	62	31	1714	97	147	356	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	14	379	1162	54	62	31	1714	97	147	356	246
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:	48	14	379	1162	54	62	31	1714	97	147	356	246
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	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.83	0.17	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5370	304	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.22	0.37	0.03	0.04	0.02	0.32	0.32	0.08	0.06	0.14
Crit Moves:			****	****				****		****		
Green/Cycle:	0.22	0.20	0.20	0.34	0.31	0.31	0.11	0.29	0.29	0.08	0.26	0.26
Volume/Cap:	0.12	0.04	1.10	1.10	0.09	0.11	0.16	1.10	1.10	1.10	0.24	0.54
Delay/Veh:	37.7	39.0	124.9	98.5	29.1	29.4	49.1	96.8	96.8	162.1	35.2	39.6
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:	37.7	39.0	124.9	98.5	29.1	29.4	49.1	96.8	96.8	162.1	35.2	39.6
LOS by Move:	D+	D+	F	F	C	C	D	F	F	F	D+	D
HCM2k95thQ:	3	1	39	56	3	3	2	48	48	16	7	16

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

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Pacific Mall - Silicon Valley
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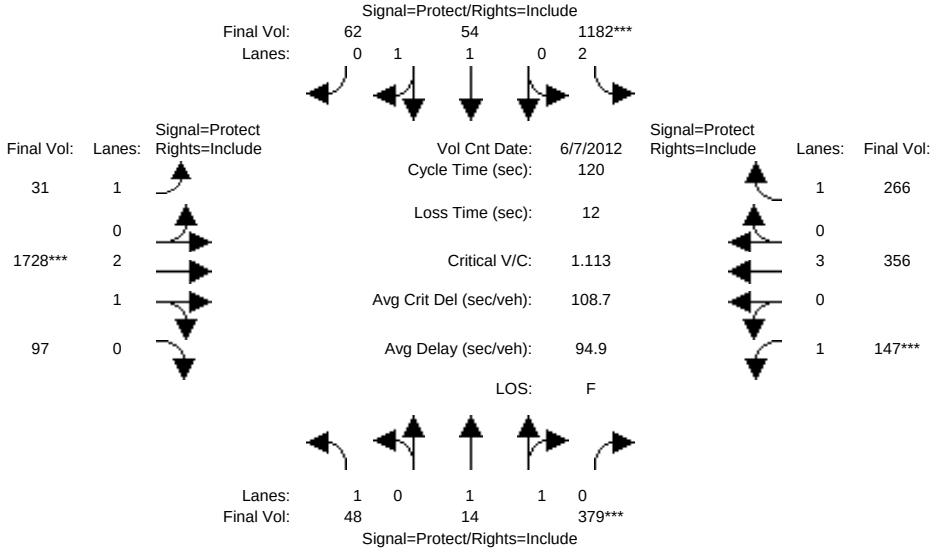
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	48	14	379	1162	54	62	31	1714	97	147	356	246
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:	48	14	379	1162	54	62	31	1714	97	147	356	246
Added Vol:	0	0	0	20	0	0	0	12	0	0	0	20
Pass-by Div:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	48	14	379	1182	54	62	31	1728	97	147	356	266
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:	48	14	379	1182	54	62	31	1728	97	147	356	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	14	379	1182	54	62	31	1728	97	147	356	266
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:	48	14	379	1182	54	62	31	1728	97	147	356	266
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.83	0.17	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5302	298	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.22	0.38	0.03	0.04	0.02	0.33	0.33	0.08	0.06	0.15
Crit Moves:			****	****				****		****		
Green/Cycle:	0.22	0.19	0.19	0.34	0.31	0.31	0.10	0.29	0.29	0.08	0.27	0.27
Volume/Cap:	0.13	0.04	1.11	1.11	0.09	0.11	0.17	1.11	1.11	1.11	0.23	0.57
Delay/Veh:	37.8	39.2	130.3	103.9	29.2	29.4	49.7	102	102.5	167.4	34.5	39.8
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:	37.8	39.2	130.3	103.9	29.2	29.4	49.7	102	102.5	167.4	34.5	39.8
LOS by Move:	D+	D	F	F	C	C	D	F	F	F	C-	D
HCM2k95thQ:	3	1	40	58	3	3	2	50	50	16	7	17

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

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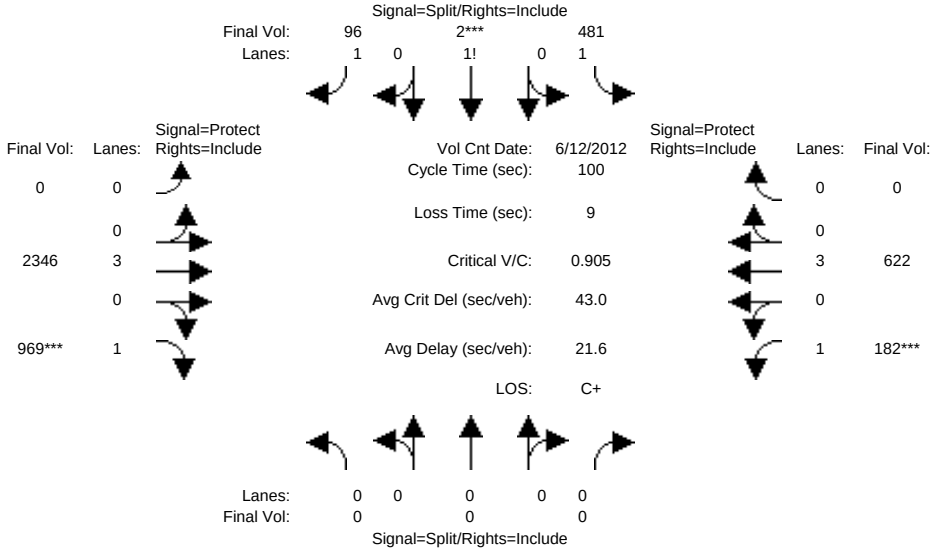
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #20: I-880 SB Ramps and Tasman Dr



Street Name:	I-880 SB Ramps						Tasman Dr					
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	0	0	10	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: 12 Jun 2012 << 8:00:00 AM												
Base Vol:	0	0	0	481	2	96	0	2346	969	182	622	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:	0	0	0	481	2	96	0	2346	969	182	622	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	481	2	96	0	2346	969	182	622	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:	0	0	0	481	2	96	0	2346	969	182	622	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	481	2	96	0	2346	969	182	622	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:	0	0	0	481	2	96	0	2346	969	182	622	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.83	0.01	1.16	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	3200	12	2039	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.17	0.05	0.00	0.41	0.55	0.10	0.11	0.00
Crit Moves:					****				****	****		
Green/Cycle:	0.00	0.00	0.00	0.18	0.18	0.18	0.00	0.61	0.61	0.11	0.73	0.00
Volume/Cap:	0.00	0.00	0.00	0.82	0.91	0.26	0.00	0.67	0.91	0.91	0.15	0.00
Delay/Veh:	0.0	0.0	0.0	46.8	56.4	35.1	0.0	13.3	27.7	81.9	4.2	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:	0.0	0.0	0.0	46.8	56.4	35.1	0.0	13.3	27.7	81.9	4.2	0.0
LOS by Move:	A	A	A	D	E+	D+	A	B	C	F	A	A
HCM2k95thQ:	0	0	0	20	23	5	0	26	43	13	4	0

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

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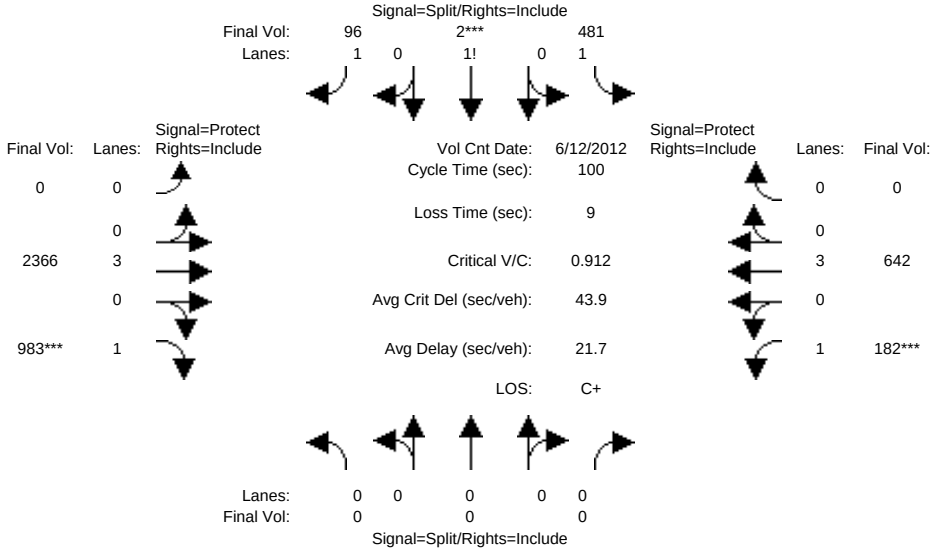
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #20: I-880 SB Ramps and Tasman Dr



Street Name:	I-880 SB Ramps						Tasman Dr					
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	0	0	10	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: 12 Jun 2012 << 8:00:00 AM												
Base Vol:	0	0	0	481	2	96	0	2346	969	182	622	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:	0	0	0	481	2	96	0	2346	969	182	622	0
Added Vol:	0	0	0	0	0	0	0	20	12	0	20	0
Pass-by Div:	0	0	0	0	0	0	0	0	2	0	0	0
Initial Fut:	0	0	0	481	2	96	0	2366	983	182	642	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:	0	0	0	481	2	96	0	2366	983	182	642	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	481	2	96	0	2366	983	182	642	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:	0	0	0	481	2	96	0	2366	983	182	642	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.82	0.01	1.17	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	3241	12	2043	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.16	0.05	0.00	0.42	0.56	0.10	0.11	0.00
Crit Moves:					****				****	****		
Green/Cycle:	0.00	0.00	0.00	0.18	0.18	0.18	0.00	0.62	0.62	0.11	0.73	0.00
Volume/Cap:	0.00	0.00	0.00	0.82	0.91	0.26	0.00	0.67	0.91	0.91	0.15	0.00
Delay/Veh:	0.0	0.0	0.0	47.4	57.7	35.3	0.0	13.1	28.3	83.7	4.1	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:	0.0	0.0	0.0	47.4	57.7	35.3	0.0	13.1	28.3	83.7	4.1	0.0
LOS by Move:	A	A	A	D	E+	D+	A	B	C	F	A	A
HCM2k95thQ:	0	0	0	20	23	5	0	26	44	14	4	0

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

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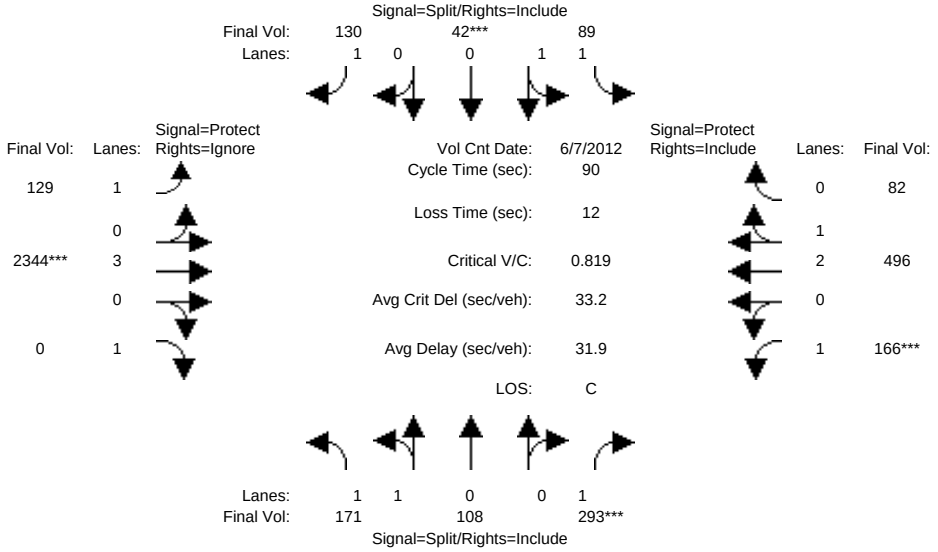
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #21: Great Mall Pkwy and Thompson St



Street Name:	Thompson St						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	171	108	293	89	42	130	129	2344	406	166	496	82
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:	171	108	293	89	42	130	129	2344	406	166	496	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	108	293	89	42	130	129	2344	406	166	496	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	171	108	293	89	42	130	129	2344	0	166	496	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	108	293	89	42	130	129	2344	0	166	496	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	171	108	293	89	42	130	129	2344	0	166	496	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.26	0.74	1.00	1.39	0.61	1.00	1.00	3.00	1.00	1.00	2.54	0.46
Final Sat.:	2213	1398	1750	2440	1151	1750	1750	5700	1750	1750	4833	799
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.17	0.04	0.04	0.07	0.07	0.41	0.00	0.09	0.10	0.10
Crit Moves:			****		****			****		****		
Green/Cycle:	0.19	0.19	0.19	0.11	0.11	0.11	0.23	0.46	0.00	0.11	0.33	0.33
Volume/Cap:	0.41	0.41	0.89	0.33	0.33	0.67	0.32	0.89	0.00	0.89	0.31	0.31
Delay/Veh:	32.6	32.6	60.3	37.4	37.4	47.1	29.0	26.4	0.0	76.9	22.3	22.3
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:	32.6	32.6	60.3	37.4	37.4	47.1	29.0	26.4	0.0	76.9	22.3	22.3
LOS by Move:	C-	C-	E	D+	D+	D	C	C	A	E-	C+	C+
HCM2k95thQ:	8	8	22	4	4	10	6	35	0	11	8	8

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

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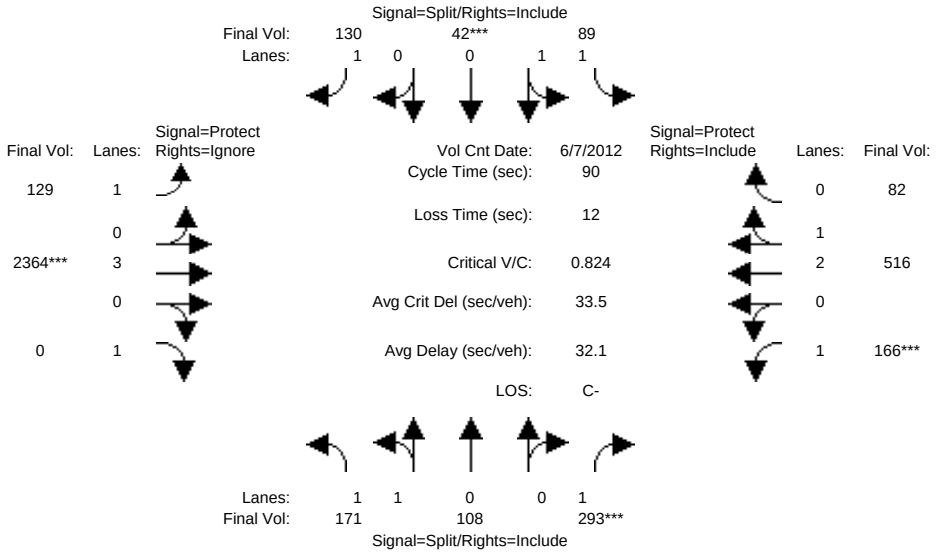
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #21: Great Mall Pkwy and Thompson St




```
Street Name:            Thompson St                     Great Mall Pkwy
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 7 Jun 2012 << 8:00:00 AM
Base Vol:     171  108   293    89   42   130   129 2344   406   166  496    82
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:  171  108   293    89   42   130   129 2344   406   166  496    82
Added Vol:      0    0     0     0    0     0     0   20     0     0   20     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  171  108   293    89   42   130   129 2364   406   166  516    82
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:   171  108   293    89   42   130   129 2364     0   166  516    82
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  171  108   293    89   42   130   129 2364     0   166  516    82
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:  171  108   293    89   42   130   129 2364     0   166  516    82
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.93 0.95  0.92  0.93 0.95  0.92  0.92 1.00  0.92  0.92 0.99  0.95
Lanes:       1.24 0.76  1.00  1.37 0.63  1.00  1.00 3.00  1.00  1.00 2.57  0.43
Final Sat.:  2176 1374  1750  2412 1138  1750  1750 5700  1750  1750 4831   768
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.08  0.17  0.04 0.04  0.07  0.07 0.41  0.00  0.09 0.11  0.11
Crit Moves:              ****        ****              ****        ****
Green/Cycle: 0.19 0.19  0.19  0.11 0.11  0.11  0.23 0.46  0.00  0.11 0.33  0.33
Volume/Cap:  0.42 0.42  0.90  0.33 0.33  0.67  0.31 0.90  0.00  0.90 0.32  0.32
Delay/Veh:   32.7 32.7  61.3  37.4 37.4  47.1  28.9 26.7   0.0  78.1 22.4  22.4
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:  32.7 32.7  61.3  37.4 37.4  47.1  28.9 26.7   0.0  78.1 22.4  22.4
LOS by Move:   C-   C-     E    D+   D+     D     C    C     A    E-   C+    C+
HCM2k95thQ:     8    8    22     4    4    10     6   36     0    11    8     8
Note: Queue reported is the number of cars per lane.
```

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Pacific Mall - Silicon Valley
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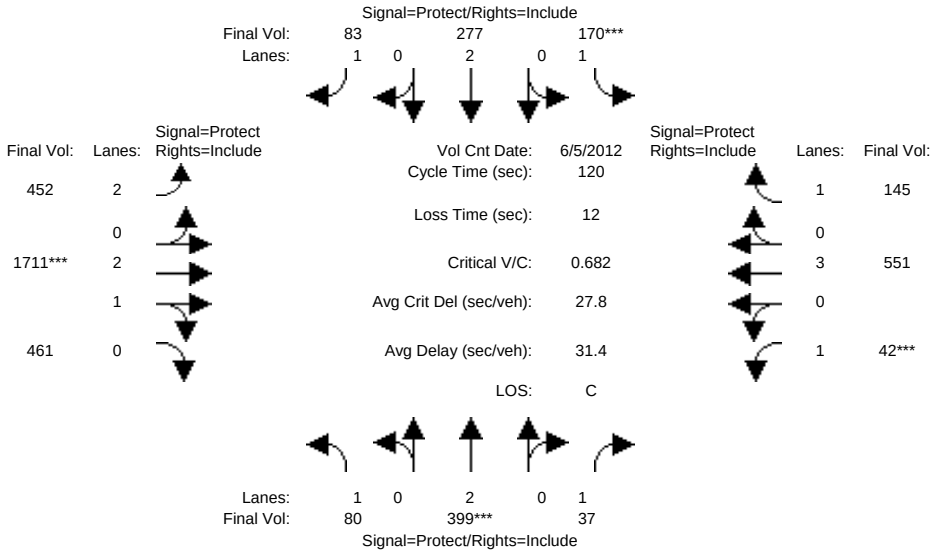
Background plus Project - PM Peak Hour

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

Intersection #22: Abel St and Great Mall Pkwy



Street Name:	Abel Street						Great Mall Pkwy					
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: 5 Jun 2012 << 8:00:00 AM

Base Vol:	80	399	37	170	277	83	452	1711	461	42	551	145
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:	80	399	37	170	277	83	452	1711	461	42	551	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	399	37	170	277	83	452	1711	461	42	551	145
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:	80	399	37	170	277	83	452	1711	461	42	551	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	399	37	170	277	83	452	1711	461	42	551	145
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:	80	399	37	170	277	83	452	1711	461	42	551	145

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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.32	0.68	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4410	1188	1750	5700	1750

Capacity Analysis Module:

Vol/Sat:	0.05	0.11	0.02	0.10	0.07	0.05	0.14	0.39	0.39	0.02	0.10	0.08
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.15	0.15	0.14	0.17	0.17	0.37	0.55	0.55	0.06	0.25	0.25
Volume/Cap:	0.39	0.70	0.14	0.70	0.43	0.28	0.39	0.70	0.70	0.41	0.39	0.34
Delay/Veh:	50.0	52.4	44.6	58.2	45.1	44.0	28.4	20.3	20.3	57.2	37.9	37.6
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:	50.0	52.4	44.6	58.2	45.1	44.0	28.4	20.3	20.3	57.2	37.9	37.6
LOS by Move:	D	D-	D	E+	D	D	C	C+	C+	E+	D+	D+
HCM2k95thQ:	7	16	3	15	10	6	13	32	32	3	11	9

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

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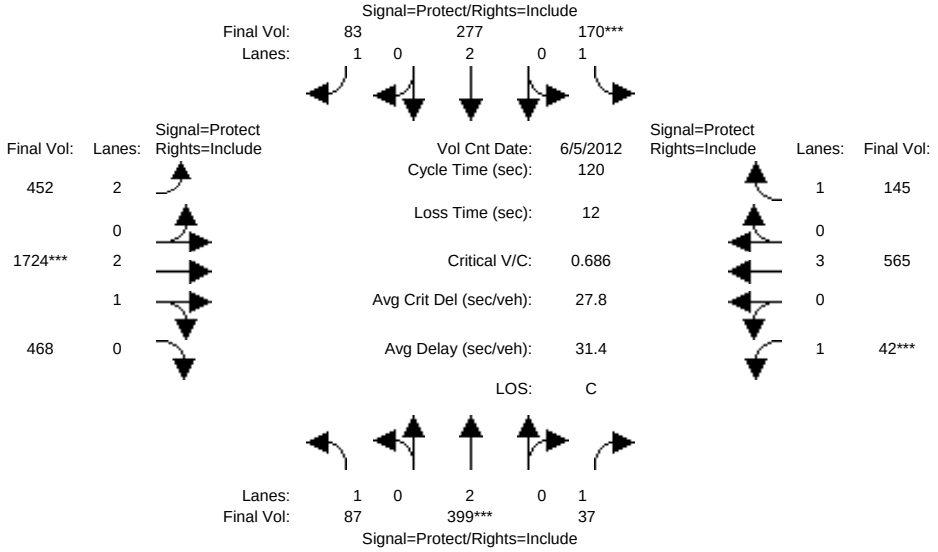
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #22: Abel St and Great Mall Pkwy



Street Name:	Abel Street						Great Mall Pkwy					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	80	399	37	170	277	83	452	1711	461	42	551	145
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:	80	399	37	170	277	83	452	1711	461	42	551	145
Added Vol:	7	0	0	0	0	0	0	13	7	0	14	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	399	37	170	277	83	452	1724	468	42	565	145
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:	87	399	37	170	277	83	452	1724	468	42	565	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	399	37	170	277	83	452	1724	468	42	565	145
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:	87	399	37	170	277	83	452	1724	468	42	565	145
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	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.34	0.66	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4403	1195	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.02	0.10	0.07	0.05	0.14	0.39	0.39	0.02	0.10	0.08
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.15	0.15	0.14	0.17	0.17	0.36	0.56	0.56	0.06	0.25	0.25
Volume/Cap:	0.42	0.71	0.14	0.71	0.43	0.28	0.40	0.71	0.71	0.41	0.40	0.33
Delay/Veh:	50.5	52.6	44.7	58.6	45.2	44.1	28.7	20.3	20.3	57.2	37.6	37.2
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:	50.5	52.6	44.7	58.6	45.2	44.1	28.7	20.3	20.3	57.2	37.6	37.2
LOS by Move:	D	D-	D	E+	D	D	C	C+	C+	E+	D+	D+
HCM2k95thQ:	7	16	3	15	10	6	13	32	32	3	11	9

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

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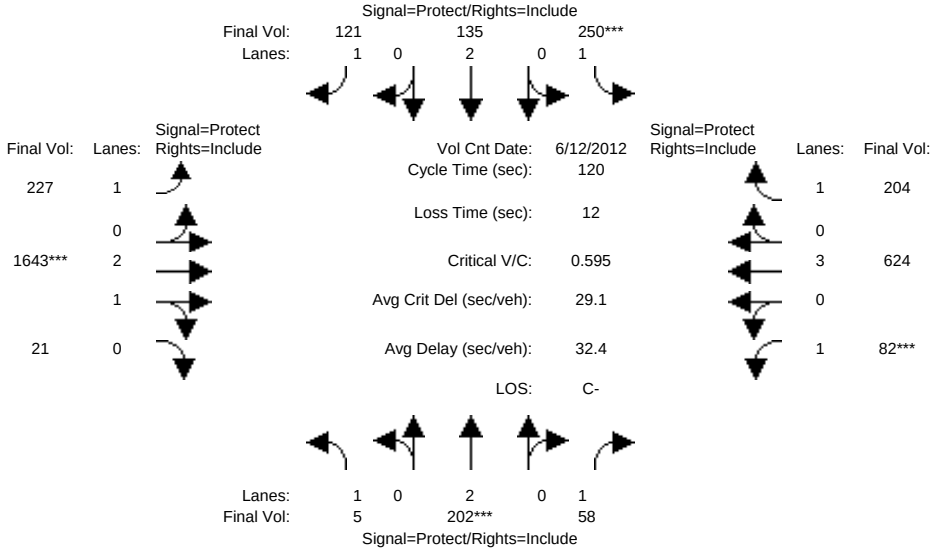
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #23: Main St and Great Mall Pkwy




```
Street Name:            Main Street                     Great Mall Pkwy
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: 12 Jun 2012 << 7:55:00 AM
Base Vol:       5  202    58   250  135   121   227 1643    21    82  624   204
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:    5  202    58   250  135   121   227 1643    21    82  624   204
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    5  202    58   250  135   121   227 1643    21    82  624   204
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:     5  202    58   250  135   121   227 1643    21    82  624   204
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    5  202    58   250  135   121   227 1643    21    82  624   204
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:    5  202    58   250  135   121   227 1643    21    82  624   204
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 2.96  0.04  1.00 3.00  1.00
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 5622    72  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.05  0.03  0.14 0.04  0.07  0.13 0.29  0.29  0.05 0.11  0.12
Crit Moves:        ****        ****                   ****        ****
Green/Cycle: 0.14 0.09  0.09  0.24 0.19  0.19  0.30 0.49  0.49  0.08 0.27  0.27
Volume/Cap:  0.02 0.59  0.37  0.59 0.18  0.36  0.43 0.59  0.59  0.59 0.41  0.43
Delay/Veh:   45.0 55.4  52.9  42.7 40.5  42.5  34.3 22.3  22.3  60.3 36.1  36.8
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:  45.0 55.4  52.9  42.7 40.5  42.5  34.3 22.3  22.3  60.3 36.1  36.8
LOS by Move:    D   E+    D-     D    D     D    C-   C+    C+     E   D+    D+
HCM2k95thQ:     0    9     5    17    4     9    13   25    25     8   12    13
Note: Queue reported is the number of cars per lane.
```

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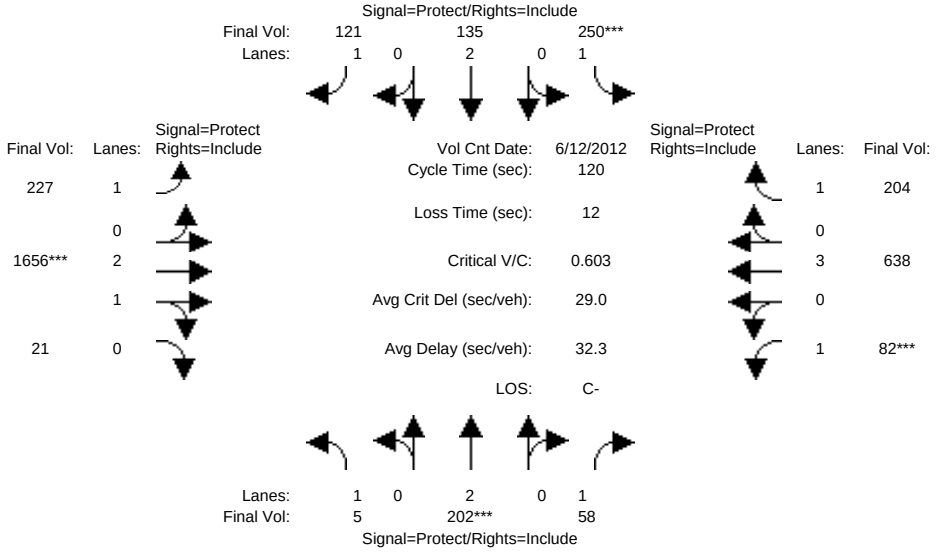
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #23: Main St and Great Mall Pkwy




```
Street Name:            Main Street                     Great Mall Pkwy
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: 12 Jun 2012 << 7:55:00 AM
Base Vol:       5  202    58   250  135   121   227 1643    21    82  624   204
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:    5  202    58   250  135   121   227 1643    21    82  624   204
Added Vol:      0    0     0     0    0     0     0   13     0     0   14     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    5  202    58   250  135   121   227 1656    21    82  638   204
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:     5  202    58   250  135   121   227 1656    21    82  638   204
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    5  202    58   250  135   121   227 1656    21    82  638   204
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:    5  202    58   250  135   121   227 1656    21    82  638   204
------------|---------------||---------------||---------------||---------------|
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 0.98  0.95  0.92 1.00  0.92
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 2.96  0.04  1.00 3.00  1.00
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 5530    70  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.05  0.03  0.14 0.04  0.07  0.13 0.30  0.30  0.05 0.11  0.12
Crit Moves:        ****        ****                   ****        ****
Green/Cycle: 0.13 0.09  0.09  0.24 0.19  0.19  0.30 0.50  0.50  0.08 0.27  0.27
Volume/Cap:  0.02 0.60  0.38  0.60 0.19  0.36  0.43 0.60  0.60  0.60 0.41  0.43
Delay/Veh:   45.2 55.8  53.1  43.2 40.8  42.8  34.1 22.0  22.0  60.9 36.0  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:  45.2 55.8  53.1  43.2 40.8  42.8  34.1 22.0  22.0  60.9 36.0  36.6
LOS by Move:    D   E+    D-     D    D     D    C-   C+    C+     E   D+    D+
HCM2k95thQ:     0    9     5    18    4     9    13   25    25     8   12    13
Note: Queue reported is the number of cars per lane.
```

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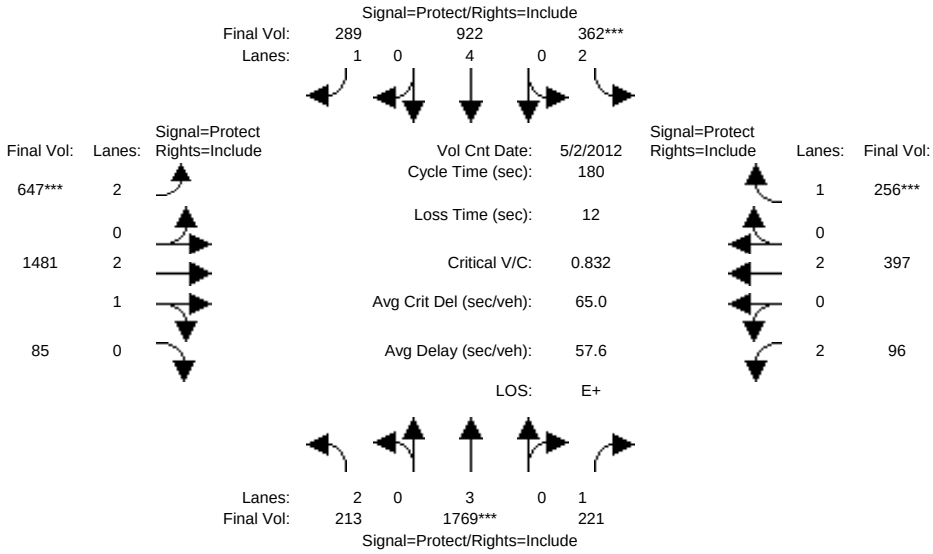
Background plus Project - PM Peak Hour

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

Intersection #24: Great Mall Pkwy and Montague Expwy



Street Name:	Montague Expwy						Great Mall Pkwy					
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 May 2012 << 8:00:00 AM												
Base Vol:	213	1965	221	362	922	289	647	1481	85	96	397	256
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:	213	1965	221	362	922	289	647	1481	85	96	397	256
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	1965	221	362	922	289	647	1481	85	96	397	256
User Adj:	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	1769	221	362	922	289	647	1481	85	96	397	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	1769	221	362	922	289	647	1481	85	96	397	256
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:	213	1769	221	362	922	289	647	1481	85	96	397	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	2.82	0.18	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	7600	1750	3150	5366	308	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.13	0.11	0.12	0.17	0.21	0.28	0.28	0.03	0.10	0.15
Crit Moves:		****		****			****					****
Green/Cycle:	0.15	0.37	0.37	0.14	0.36	0.36	0.25	0.37	0.37	0.05	0.18	0.18
Volume/Cap:	0.46	0.83	0.34	0.83	0.33	0.46	0.83	0.75	0.75	0.58	0.59	0.83
Delay/Veh:	70.7	54.3	40.8	88.4	41.7	44.3	71.9	50.8	50.8	88.7	69.7	88.9
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:	70.7	54.3	40.8	88.4	41.7	44.3	71.9	50.8	50.8	88.7	69.7	88.9
LOS by Move:	E	D-	D	F	D	D	E	D	D	F	E	F
HCM2k95thQ:	13	49	17	25	17	23	37	42	42	6	17	25

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

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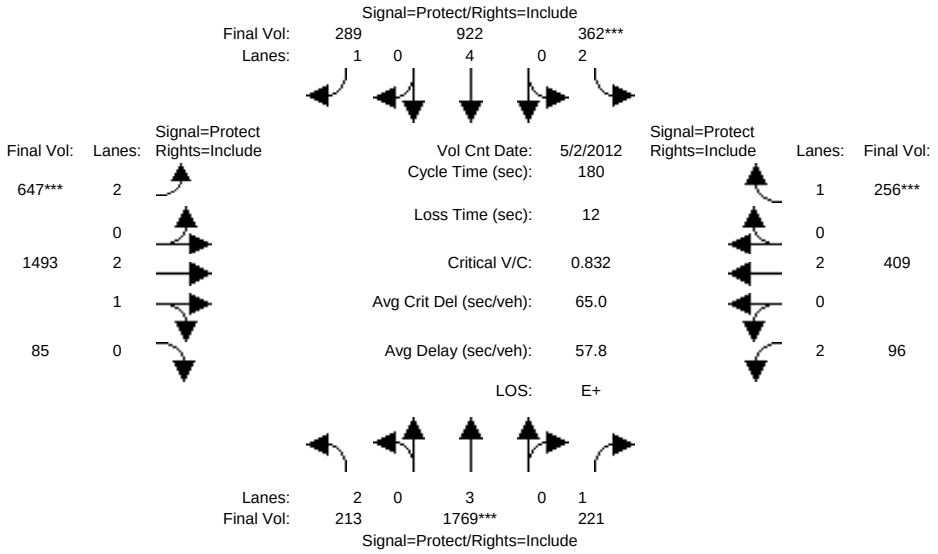
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #24: Great Mall Pkwy and Montague Expwy



Street Name:	Montague Expwy						Great Mall Pkwy					
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 May 2012 << 8:00:00 AM												
Base Vol:	213	1965	221	362	922	289	647	1481	85	96	397	256
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:	213	1965	221	362	922	289	647	1481	85	96	397	256
Added Vol:	0	0	0	0	0	0	0	12	0	0	12	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	1965	221	362	922	289	647	1493	85	96	409	256
User Adj:	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	1769	221	362	922	289	647	1493	85	96	409	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	1769	221	362	922	289	647	1493	85	96	409	256
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:	213	1769	221	362	922	289	647	1493	85	96	409	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	2.83	0.17	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	7600	1750	3150	5298	302	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.13	0.11	0.12	0.17	0.21	0.28	0.28	0.03	0.11	0.15
Crit Moves:		****		****			****					****
Green/Cycle:	0.15	0.37	0.37	0.14	0.36	0.36	0.25	0.37	0.37	0.05	0.18	0.18
Volume/Cap:	0.46	0.83	0.34	0.83	0.33	0.46	0.83	0.76	0.76	0.59	0.61	0.83
Delay/Veh:	70.7	54.3	40.8	88.4	41.7	44.3	71.9	51.2	51.2	89.5	70.2	88.9
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:	70.7	54.3	40.8	88.4	41.7	44.3	71.9	51.2	51.2	89.5	70.2	88.9
LOS by Move:	E	D-	D	F	D	D	E	D-	D-	F	E	F
HCM2k95thQ:	13	49	17	25	17	23	37	43	43	6	18	25

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

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Pacific Mall - Silicon Valley
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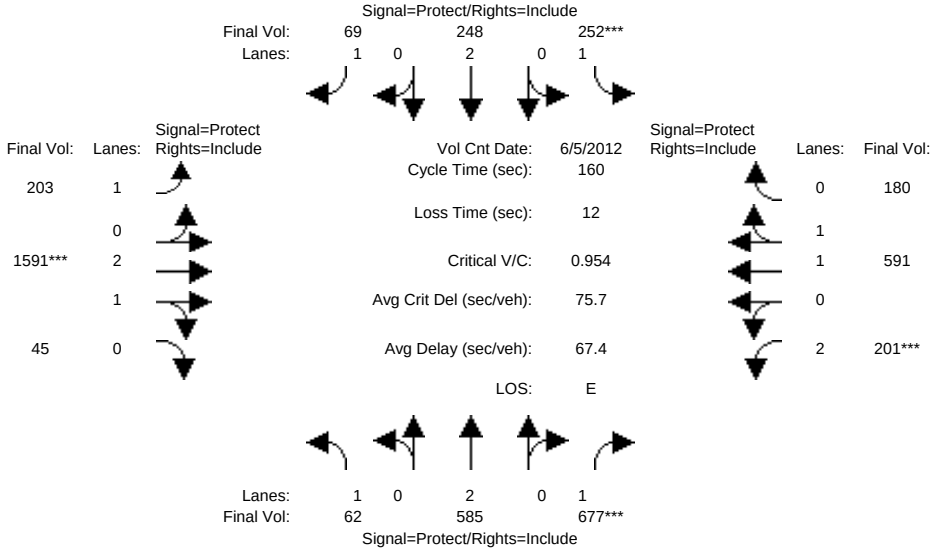
Background plus Project - PM Peak Hour

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

Intersection #25: Trade Zone and Capitol Ave



Street Name:	Trade Zone Blvd						Capitol Ave					
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: 5 Jun 2012 << 7:35:00 AM												
Base Vol:	62	585	677	252	248	69	203	1591	45	201	591	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:	62	585	677	252	248	69	203	1591	45	201	591	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	585	677	252	248	69	203	1591	45	201	591	180
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:	62	585	677	252	248	69	203	1591	45	201	591	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	585	677	252	248	69	203	1591	45	201	591	180
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:	62	585	677	252	248	69	203	1591	45	201	591	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	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.91	0.09	2.00	1.50	0.50
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5530	156	3150	2856	870
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.39	0.14	0.07	0.04	0.12	0.29	0.29	0.06	0.21	0.21
Crit Moves:			****	****				****		****		
Green/Cycle:	0.22	0.41	0.41	0.15	0.33	0.33	0.13	0.30	0.30	0.07	0.24	0.24
Volume/Cap:	0.16	0.38	0.95	0.95	0.20	0.12	0.88	0.95	0.95	0.95	0.88	0.88
Delay/Veh:	50.2	33.6	69.1	110.1	38.1	37.1	97.2	67.3	67.3	123.2	68.7	68.7
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:	50.2	33.6	69.1	110.1	38.1	37.1	97.2	67.3	67.3	123.2	68.7	68.7
LOS by Move:	D	C-	E	F	D+	D+	F	E	E	F	E	E
HCM2k95thQ:	5	18	62	30	8	5	20	45	45	17	36	36

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

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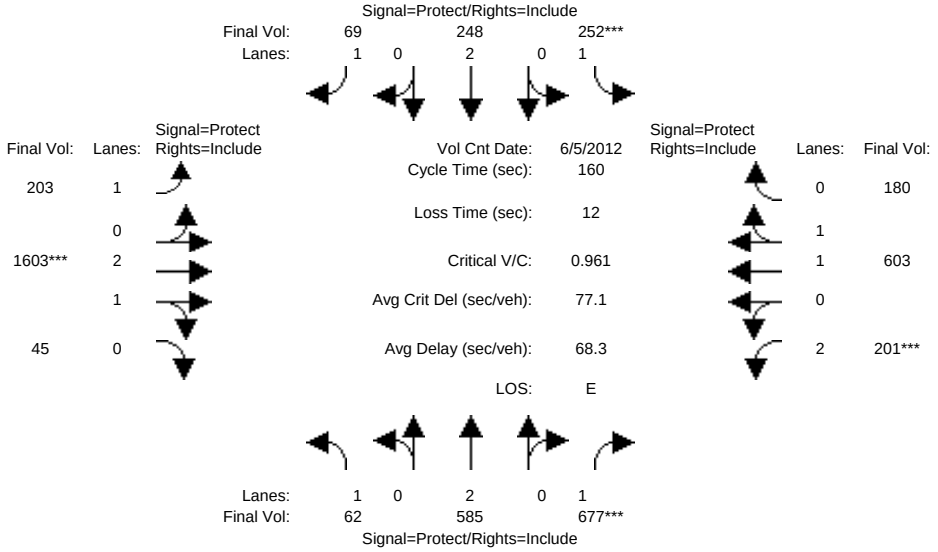
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #25: Trade Zone and Capitol Ave



Street Name:	Trade Zone Blvd						Capitol Ave					
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: 5 Jun 2012 << 7:35:00 AM												
Base Vol:	62	585	677	252	248	69	203	1591	45	201	591	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:	62	585	677	252	248	69	203	1591	45	201	591	180
Added Vol:	0	0	0	0	0	0	0	12	0	0	12	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	585	677	252	248	69	203	1603	45	201	603	180
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:	62	585	677	252	248	69	203	1603	45	201	603	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	585	677	252	248	69	203	1603	45	201	603	180
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:	62	585	677	252	248	69	203	1603	45	201	603	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	0.92	1.00	0.92	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	2.00	1.53	0.47
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5447	153	3150	2849	850
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.39	0.14	0.07	0.04	0.12	0.29	0.29	0.06	0.21	0.21
Crit Moves:			****	****				****		****		
Green/Cycle:	0.22	0.40	0.40	0.15	0.33	0.33	0.13	0.31	0.31	0.07	0.24	0.24
Volume/Cap:	0.16	0.38	0.96	0.96	0.20	0.12	0.88	0.96	0.96	0.96	0.88	0.88
Delay/Veh:	50.4	33.9	71.2	112.3	38.4	37.4	97.9	68.2	68.2	125.4	68.5	68.5
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:	50.4	33.9	71.2	112.3	38.4	37.4	97.9	68.2	68.2	125.4	68.5	68.5
LOS by Move:	D	C-	E	F	D+	D+	F	E	E	F	E	E
HCM2k95thQ:	5	18	62	30	8	5	20	46	46	17	36	36

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

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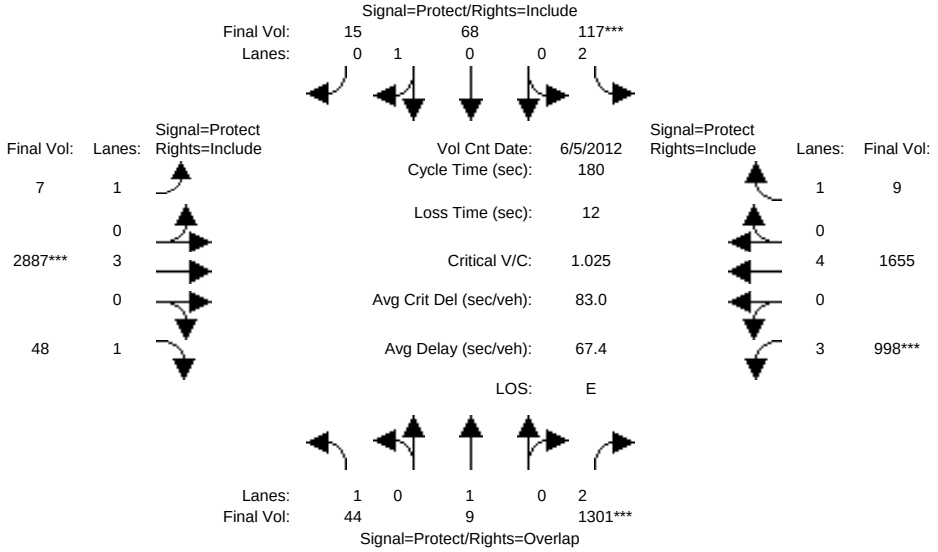
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #26: Montague Expwy and Trimble Rd



Street Name:	Trimble Rd						Montague Expwy					
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: 5 Jun 2012 << 7:55:00 AM												
Base Vol:	44	9	1445	117	68	15	7	3208	48	998	1655	9
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:	44	9	1445	117	68	15	7	3208	48	998	1655	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	9	1445	117	68	15	7	3208	48	998	1655	9
User Adj:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	0.90	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:	44	9	1301	117	68	15	7	2887	48	998	1655	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	9	1301	117	68	15	7	2887	48	998	1655	9
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:	44	9	1301	117	68	15	7	2887	48	998	1655	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.81	0.19	1.00	3.00	1.00	3.00	4.00	1.00
Final Sat.:	1750	1900	3150	3150	1533	338	1750	5700	1750	4551	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.41	0.04	0.04	0.04	0.00	0.51	0.03	0.22	0.22	0.01
Crit Moves:			****	****				****		****		
Green/Cycle:	0.09	0.19	0.40	0.04	0.13	0.13	0.11	0.49	0.49	0.21	0.60	0.60
Volume/Cap:	0.27	0.03	1.03	0.96	0.33	0.33	0.04	1.03	0.06	1.03	0.36	0.01
Delay/Veh:	76.7	59.6	86.5	153.5	71.5	71.5	72.1	70.2	23.8	107.0	18.5	14.5
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:	76.7	59.6	86.5	153.5	71.5	71.5	72.1	70.2	23.8	107.0	18.5	14.5
LOS by Move:	E-	E+	F	F	E	E	E	E	C	F	B-	B
HCM2k95thQ:	5	1	78	12	8	8	1	93	3	43	20	0

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

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Pacific Mall - Silicon Valley
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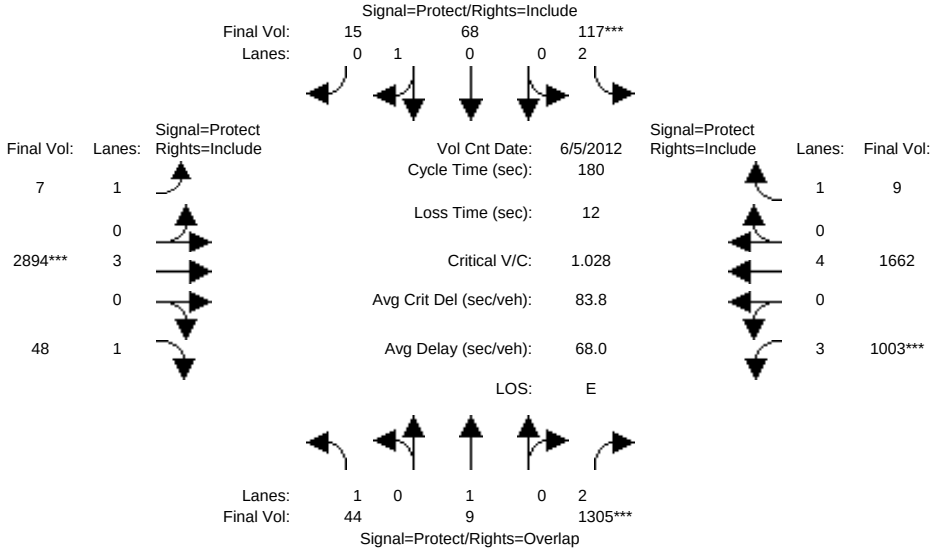
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #26: Montague Expwy and Trimble Rd




```
Street Name:            Trimble Rd                      Montague Expwy
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: 5 Jun 2012 << 7:55:00 AM
Base Vol:      44    9  1445   117   68    15     7 3208    48   998 1655     9
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:   44    9  1445   117   68    15     7 3208    48   998 1655     9
Added Vol:      0    0     5     0    0     0     0    7     0     5    7     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   44    9  1450   117   68    15     7 3215    48  1003 1662     9
User Adj:    1.00 1.00  0.90  1.00 1.00  1.00  1.00 0.90  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:    44    9  1305   117   68    15     7 2894    48  1003 1662     9
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   44    9  1305   117   68    15     7 2894    48  1003 1662     9
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:   44    9  1305   117   68    15     7 2894    48  1003 1662     9
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.83 0.95  0.95  0.92 1.00  0.92  0.80 1.00  0.92
Lanes:       1.00 1.00  2.00  2.00 0.82  0.18  1.00 3.00  1.00  3.00 4.00  1.00
Final Sat.:  1750 1900  3150  3150 1475   325  1750 5700  1750  4551 7600  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.00  0.41  0.04 0.05  0.05  0.00 0.51  0.03  0.22 0.22  0.01
Crit Moves:             ****  ****                   ****        ****
Green/Cycle: 0.09 0.19  0.40  0.04 0.13  0.13  0.11 0.49  0.49  0.21 0.60  0.60
Volume/Cap:  0.27 0.03  1.03  0.96 0.35  0.35  0.04 1.03  0.06  1.03 0.36  0.01
Delay/Veh:   76.8 59.6  87.3 153.5 71.7  71.7  72.2 71.2  23.9 107.8 18.5  14.5
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:  76.8 59.6  87.3 153.5 71.7  71.7  72.2 71.2  23.9 107.8 18.5  14.5
LOS by Move:   E-   E+     F     F    E     E     E    E     C     F   B-     B
HCM2k95thQ:     5    1    78    12    9     9     1   93     3    44   20     0
Note: Queue reported is the number of cars per lane.
```

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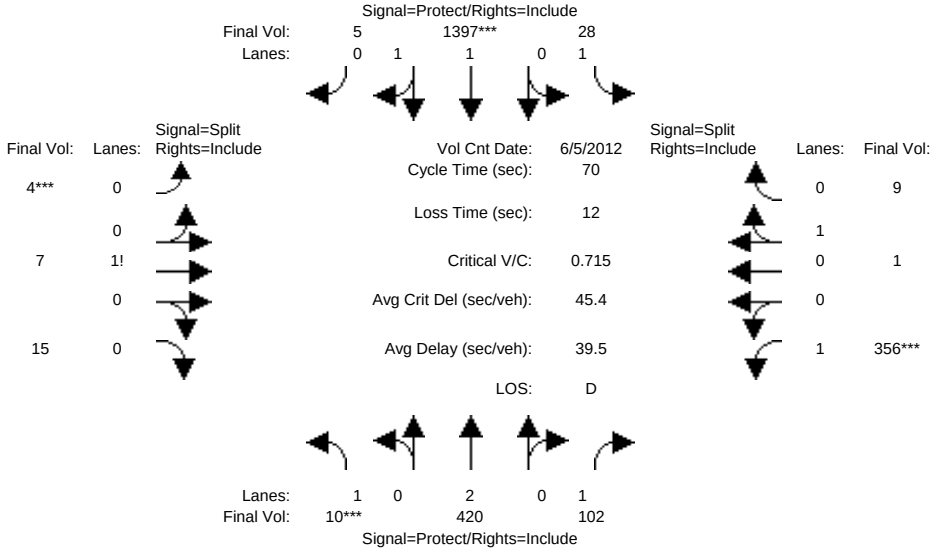
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #27: McCarthy Blvd and Barber Ln



Street Name:	McCarthy Blvd						Barber Ln					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	10	420	102	28	1397	5	4	7	15	356	1	9
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:	10	420	102	28	1397	5	4	7	15	356	1	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	420	102	28	1397	5	4	7	15	356	1	9
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:	10	420	102	28	1397	5	4	7	15	356	1	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	420	102	28	1397	5	4	7	15	356	1	9
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:	10	420	102	28	1397	5	4	7	15	356	1	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.99	0.01	0.16	0.25	0.59	1.00	0.09	0.91
Final Sat.:	1750	3800	1750	1750	3785	14	275	481	1032	1750	176	1588
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.06	0.02	0.37	0.37	0.01	0.01	0.01	0.20	0.01	0.01
Crit Moves:	****				****		****			****		
Green/Cycle:	0.10	0.28	0.28	0.20	0.38	0.38	0.14	0.14	0.14	0.21	0.21	0.21
Volume/Cap:	0.06	0.39	0.21	0.08	0.98	0.98	0.10	0.10	0.10	0.98	0.03	0.03
Delay/Veh:	28.7	20.6	19.4	23.1	40.0	40.0	26.3	26.3	26.3	68.5	22.1	22.1
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:	28.7	20.6	19.4	23.1	40.0	40.0	26.3	26.3	26.3	68.5	22.1	22.1
LOS by Move:	C	C+	B-	C	D	D	C	C	C	E	C+	C+
HCM2k95thQ:	0	7	3	1	30	30	1	1	1	25	0	0

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

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Background plus Project - PM Peak Hour

Level Of Service Computation Report
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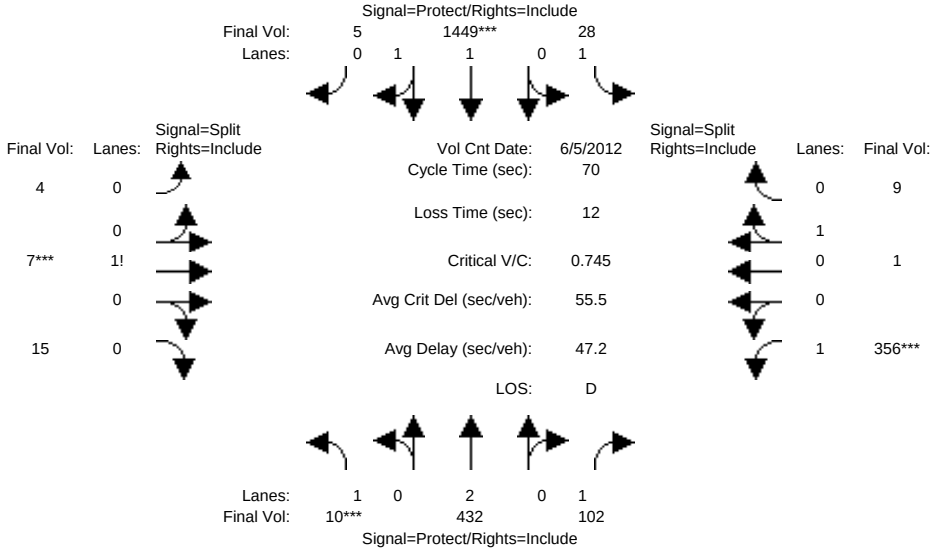
B+P PM

Intersection #27: McCarthy Blvd and Barber Ln



Street Name:	McCarthy Blvd						Barber Ln					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	10	420	102	28	1397	5	4	7	15	356	1	9
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:	10	420	102	28	1397	5	4	7	15	356	1	9
Added Vol:	0	12	0	0	47	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	5	0	0	0	0	0	0	0
Initial Fut:	10	432	102	28	1449	5	4	7	15	356	1	9
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:	10	432	102	28	1449	5	4	7	15	356	1	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	432	102	28	1449	5	4	7	15	356	1	9
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:	10	432	102	28	1449	5	4	7	15	356	1	9
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	0.97	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.99	0.01	0.15	0.27	0.58	1.00	0.10	0.90
Final Sat.:	1750	3800	1750	1750	3687	13	269	471	1010	1750	180	1620
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.06	0.02	0.39	0.39	0.01	0.01	0.01	0.20	0.01	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.29	0.29	0.20	0.39	0.39	0.14	0.14	0.14	0.20	0.20	0.20
Volume/Cap:	0.06	0.40	0.20	0.08	1.02	1.02	0.10	0.10	0.10	1.02	0.03	0.03
Delay/Veh:	28.7	20.4	19.2	22.9	50.0	50.0	26.3	26.3	26.3	80.9	22.6	22.6
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:	28.7	20.4	19.2	22.9	50.0	50.0	26.3	26.3	26.3	80.9	22.6	22.6
LOS by Move:	C	C+	B-	C+	D	D	C	C	C	F	C+	C+
HCM2k95thQ:	0	7	3	1	35	35	1	1	1	26	0	0

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

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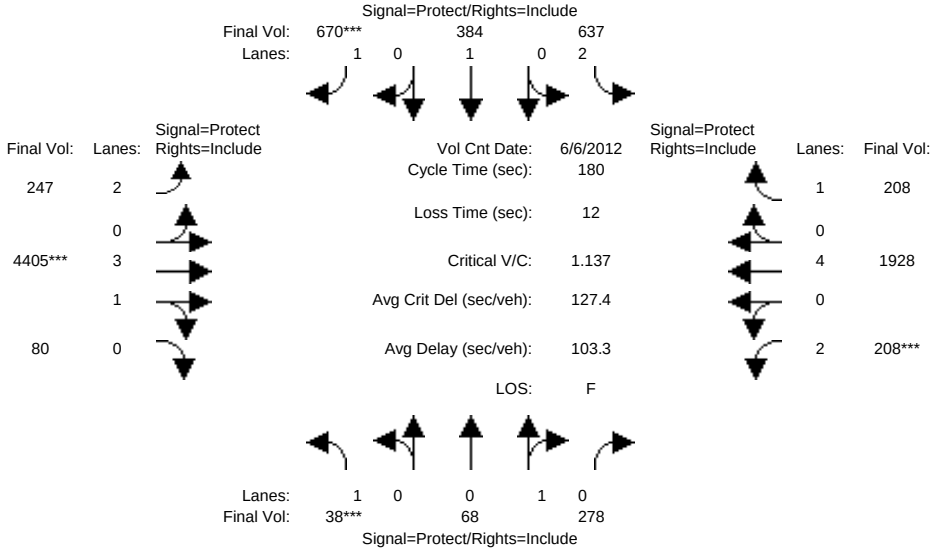
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
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: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	38	68	278	637	384	670	247	4405	80	208	1928	208
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:	38	68	278	637	384	670	247	4405	80	208	1928	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	68	278	637	384	670	247	4405	80	208	1928	208
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:	38	68	278	637	384	670	247	4405	80	208	1928	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	68	278	637	384	670	247	4405	80	208	1928	208
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:	38	68	278	637	384	670	247	4405	80	208	1928	208
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	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.18	0.82	2.00	1.00	1.00	2.00	3.92	0.08	2.00	4.00	1.00
Final Sat.:	1750	349	1428	3150	1900	1750	3150	7453	135	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.20	0.20	0.38	0.08	0.59	0.59	0.07	0.25	0.12
Crit Moves:	****					****		****		****		
Green/Cycle:	0.04	0.18	0.18	0.19	0.33	0.33	0.13	0.51	0.51	0.06	0.43	0.43
Volume/Cap:	0.56	1.08	1.08	1.08	0.61	1.16	0.59	1.16	1.16	1.16	0.59	0.28
Delay/Veh:	95.0	146	146.3	132.9	52.6	151.5	75.5	121	120.6	202.7	39.2	33.2
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:	95.0	146	146.3	132.9	52.6	151.5	75.5	121	120.6	202.7	39.2	33.2
LOS by Move:	F	F	F	F	D-	F	E-	F	F	F	D	C-
HCM2k95thQ:	6	44	44	39	28	77	13	115	115	21	34	14

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

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Level Of Service Computation Report
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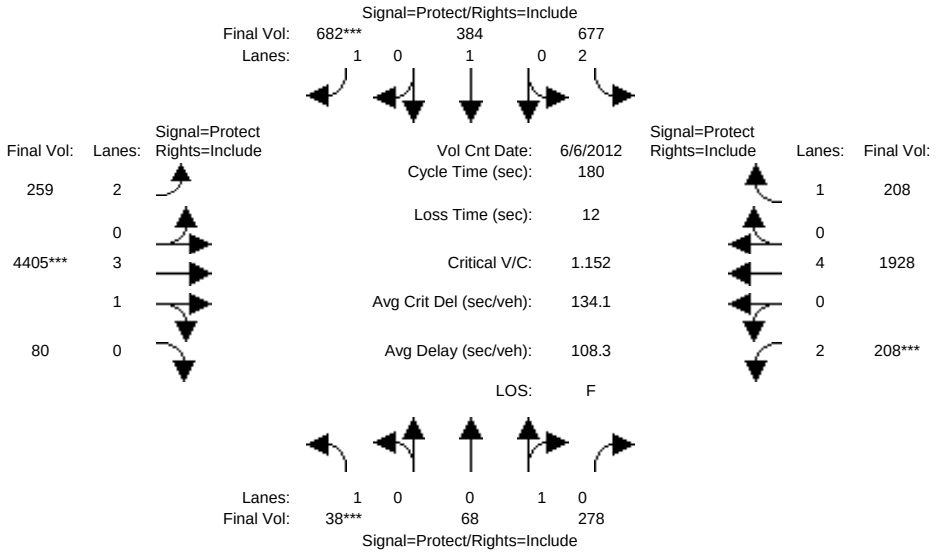
B+P PM

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
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: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	38	68	278	637	384	670	247	4405	80	208	1928	208
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:	38	68	278	637	384	670	247	4405	80	208	1928	208
Added Vol:	0	0	0	35	0	12	12	0	0	0	0	0
Pass-by Div:	0	0	0	5	0	0	0	0	0	0	0	0
Initial Fut:	38	68	278	677	384	682	259	4405	80	208	1928	208
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:	38	68	278	677	384	682	259	4405	80	208	1928	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	68	278	677	384	682	259	4405	80	208	1928	208
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:	38	68	278	677	384	682	259	4405	80	208	1928	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.20	0.80	2.00	1.00	1.00	2.00	3.93	0.07	2.00	4.00	1.00
Final Sat.:	1750	354	1446	3150	1900	1750	3150	7366	134	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.21	0.20	0.39	0.08	0.60	0.60	0.07	0.25	0.12
Crit Moves:	****					****		****		****		
Green/Cycle:	0.04	0.17	0.17	0.20	0.33	0.33	0.14	0.51	0.51	0.06	0.43	0.43
Volume/Cap:	0.56	1.10	1.10	1.10	0.61	1.18	0.60	1.18	1.18	1.18	0.60	0.28
Delay/Veh:	95.0	155	155.1	139.6	52.3	157.4	75.1	127	127.5	208.8	40.1	33.9
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:	95.0	155	155.1	139.6	52.3	157.4	75.1	127	127.5	208.8	40.1	33.9
LOS by Move:	F	F	F	F	D-	F	E-	F	F	F	D	C-
HCM2k95thQ:	6	45	45	42	28	79	14	119	119	21	34	15

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

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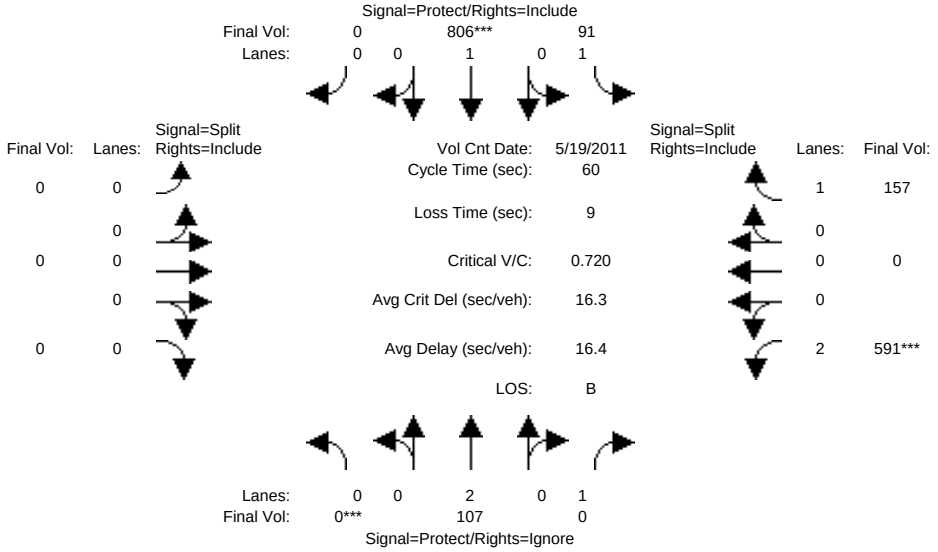
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #29: Zanker Rd and SR-237 WB Ramps




```
Street Name:            Zanker Rd                       SR-237 WB Ramps
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     0    0     0    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: 19 May 2011 << 8:00:00 AM
Base Vol:       0  107   703    91  806     0     0    0     0   591    0   157
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  107   703    91  806     0     0    0     0   591    0   157
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  107   703    91  806     0     0    0     0   591    0   157
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  107     0    91  806     0     0    0     0   591    0   157
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  107     0    91  806     0     0    0     0   591    0   157
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  107     0    91  806     0     0    0     0   591    0   157
------------|---------------||---------------||---------------||---------------|
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 2.00  1.00  1.00 1.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 3800  1750  1750 1900     0     0    0     0  3150    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.03  0.00  0.05 0.42  0.00  0.00 0.00  0.00  0.19 0.00  0.09
Crit Moves:  ****                  ****                        ****
Green/Cycle: 0.00 0.35  0.00  0.24 0.59  0.00  0.00 0.00  0.00  0.26 0.00  0.26
Volume/Cap:  0.00 0.08  0.00  0.21 0.72  0.00  0.00 0.00  0.00  0.72 0.00  0.34
Delay/Veh:    0.0 13.2   0.0  18.4 11.1   0.0   0.0  0.0   0.0  23.3  0.0  18.5
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 13.2   0.0  18.4 11.1   0.0   0.0  0.0   0.0  23.3  0.0  18.5
LOS by Move:    A    B     A    B-   B+     A     A    A     A     C    A    B-
HCM2k95thQ:     0    1     0     3   22     0     0    0     0    15    0     6
Note: Queue reported is the number of cars per lane.
```

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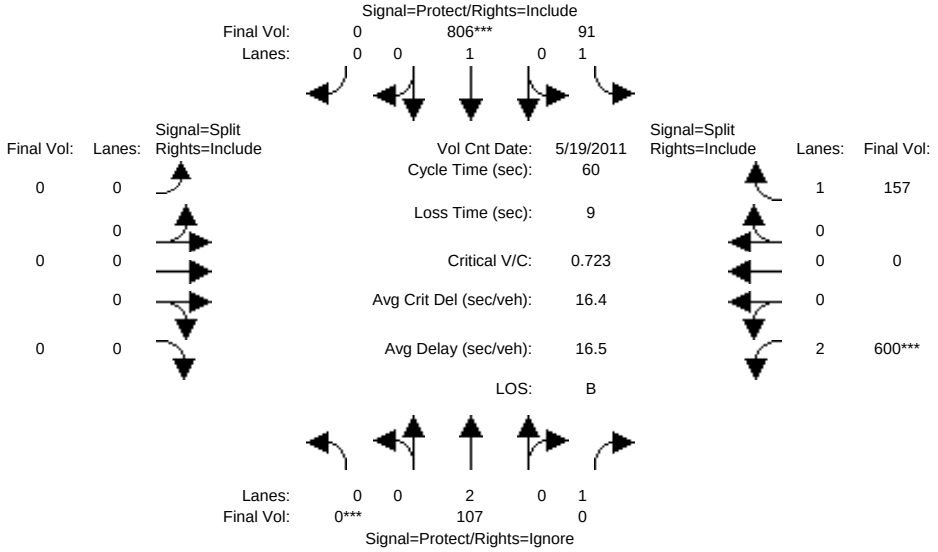
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #29: Zanker Rd and SR-237 WB Ramps

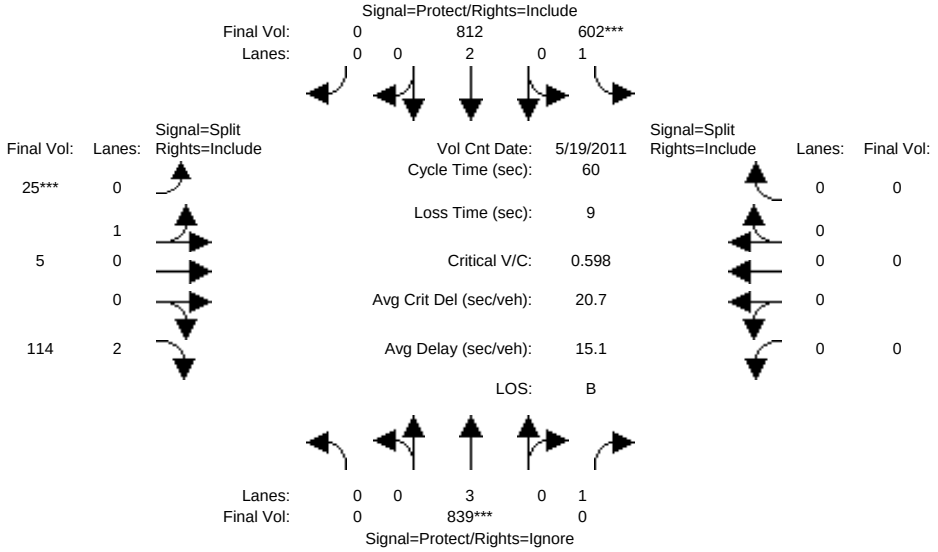



```
Street Name:            Zanker Rd                       SR-237 WB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     0    0     0    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: 19 May 2011 << 8:00:00 AM
Base Vol:       0  107   703    91  806     0     0    0     0   591    0   157
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  107   703    91  806     0     0    0     0   591    0   157
Added Vol:      0    0     0     0    0     0     0    0     0     9    0     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  107   703    91  806     0     0    0     0   600    0   157
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  107     0    91  806     0     0    0     0   600    0   157
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  107     0    91  806     0     0    0     0   600    0   157
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  107     0    91  806     0     0    0     0   600    0   157
------------|---------------||---------------||---------------||---------------|
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 2.00  1.00  1.00 1.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 3800  1750  1750 1900     0     0    0     0  3150    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.03  0.00  0.05 0.42  0.00  0.00 0.00  0.00  0.19 0.00  0.09
Crit Moves:  ****                   ****                        ****
Green/Cycle: 0.00 0.35  0.00  0.24 0.59  0.00  0.00 0.00  0.00  0.26 0.00  0.26
Volume/Cap:  0.00 0.08  0.00  0.22 0.72  0.00  0.00 0.00  0.00  0.72 0.00  0.34
Delay/Veh:    0.0 13.3   0.0  18.5 11.3   0.0   0.0  0.0   0.0  23.3  0.0  18.3
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  18.5 11.3   0.0   0.0  0.0   0.0  23.3  0.0  18.3
LOS by Move:    A    B     A    B-   B+     A     A    A     A     C    A    B-
HCM2k95thQ:     0    1     0     3   22     0     0    0     0    15    0     6
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #30: Zanker Rd and SR-237 EB Ramps



Street Name:	Zanker Rd						SR-237 EB Ramps					
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	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: 19 May 2011 << 8:00:00 AM												
Base Vol:	0	839	849	602	812	0	25	5	114	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:	0	839	849	602	812	0	25	5	114	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	839	849	602	812	0	25	5	114	0	0	0
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	839	0	602	812	0	25	5	114	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	839	0	602	812	0	25	5	114	0	0	0
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	839	0	602	812	0	25	5	114	0	0	0
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	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	0.84	0.16	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	3800	0	1478	296	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.34	0.21	0.00	0.02	0.02	0.04	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.20	0.00	0.48	0.68	0.00	0.17	0.17	0.17	0.00	0.00	0.00
Volume/Cap:	0.00	0.72	0.00	0.72	0.31	0.00	0.10	0.10	0.22	0.00	0.00	0.00
Delay/Veh:	0.0	24.4	0.0	15.5	3.9	0.0	21.3	21.3	21.8	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:	0.0	24.4	0.0	15.5	3.9	0.0	21.3	21.3	21.8	0.0	0.0	0.0
LOS by Move:	A	C	A	B	A	A	C+	C+	C+	A	A	A
HCM2k95thQ:	0	10	0	18	6	0	1	1	3	0	0	0

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

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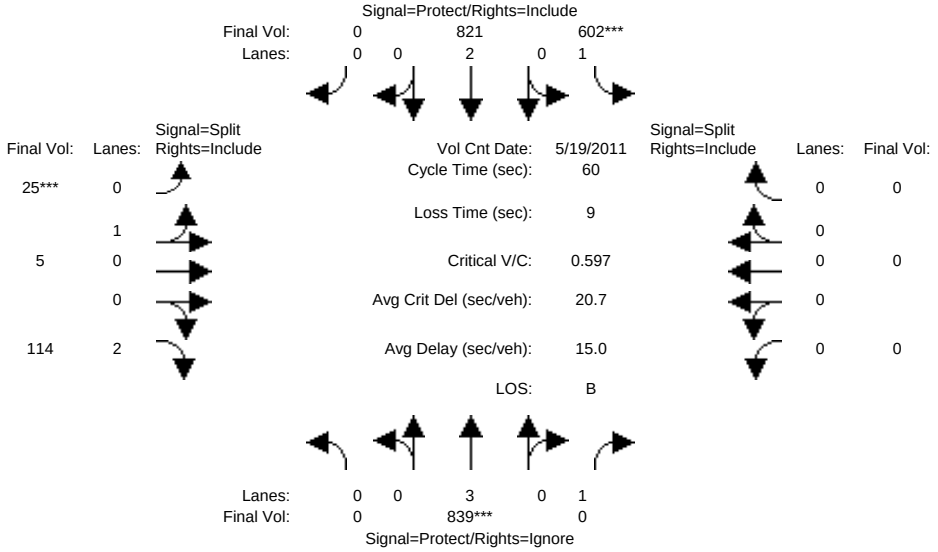
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #30: Zanker Rd and SR-237 EB Ramps



Street Name:	Zanker Rd						SR-237 EB Ramps					
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	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: 19 May 2011 << 8:00:00 AM												
Base Vol:	0	839	849	602	812	0	25	5	114	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:	0	839	849	602	812	0	25	5	114	0	0	0
Added Vol:	0	0	8	0	9	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	839	857	602	821	0	25	5	114	0	0	0
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	839	0	602	821	0	25	5	114	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	839	0	602	821	0	25	5	114	0	0	0
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	839	0	602	821	0	25	5	114	0	0	0
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	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	0.83	0.17	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	3800	0	1500	300	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.34	0.22	0.00	0.02	0.02	0.04	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.20	0.00	0.48	0.68	0.00	0.17	0.17	0.17	0.00	0.00	0.00
Volume/Cap:	0.00	0.72	0.00	0.72	0.32	0.00	0.10	0.10	0.22	0.00	0.00	0.00
Delay/Veh:	0.0	24.4	0.0	15.5	3.9	0.0	21.3	21.3	21.8	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:	0.0	24.4	0.0	15.5	3.9	0.0	21.3	21.3	21.8	0.0	0.0	0.0
LOS by Move:	A	C	A	B	A	A	C+	C+	C+	A	A	A
HCM2k95thQ:	0	9	0	18	6	0	1	1	3	0	0	0

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

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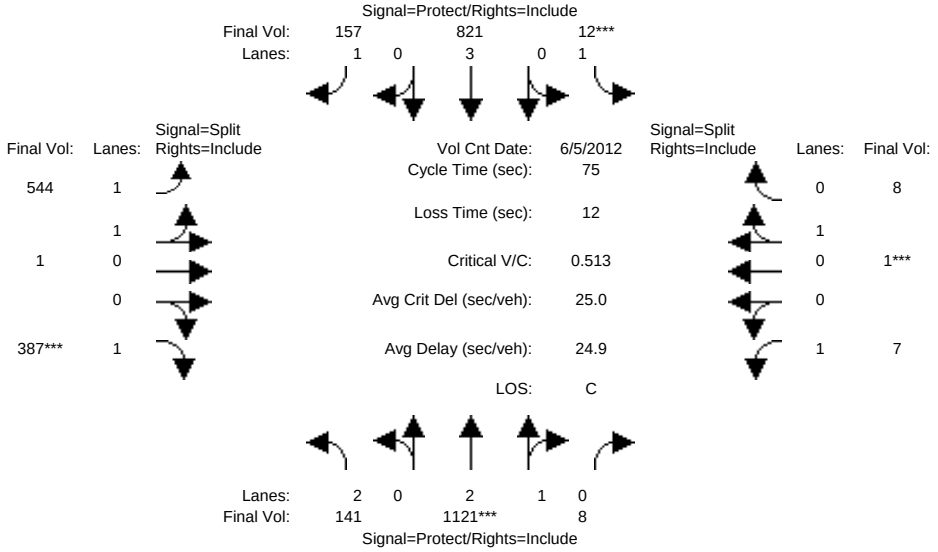
Background plus Project - PM Peak Hour

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

Intersection #31: Holger Way and Zanker Rd



Street Name:	Zanker Rd						Holger Way					
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: 5 Jun 2012 << 7:55:00 AM												
Base Vol:	141	1121	8	12	821	157	544	1	387	7	1	8
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:	141	1121	8	12	821	157	544	1	387	7	1	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	1121	8	12	821	157	544	1	387	7	1	8
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:	141	1121	8	12	821	157	544	1	387	7	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1121	8	12	821	157	544	1	387	7	1	8
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:	141	1121	8	12	821	157	544	1	387	7	1	8
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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.98	0.02	1.00	3.00	1.00	1.99	0.01	1.00	1.00	0.10	0.90
Final Sat.:	3150	5656	40	1750	5700	1750	3494	6	1750	1750	196	1569
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.20	0.01	0.14	0.09	0.16	0.16	0.22	0.00	0.01	0.01
Crit Moves:		****		****					****		****	
Green/Cycle:	0.15	0.29	0.29	0.09	0.23	0.23	0.32	0.32	0.32	0.13	0.13	0.13
Volume/Cap:	0.30	0.68	0.68	0.07	0.62	0.39	0.48	0.48	0.68	0.03	0.04	0.04
Delay/Veh:	28.7	24.8	24.8	31.2	26.7	24.9	20.7	20.7	25.5	28.3	28.4	28.4
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:	28.7	24.8	24.8	31.2	26.7	24.9	20.7	20.7	25.5	28.3	28.4	28.4
LOS by Move:	C	C	C	C	C	C	C+	C+	C	C	C	C
HCM2k95thQ:	4	17	17	1	11	6	11	11	18	0	0	0

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

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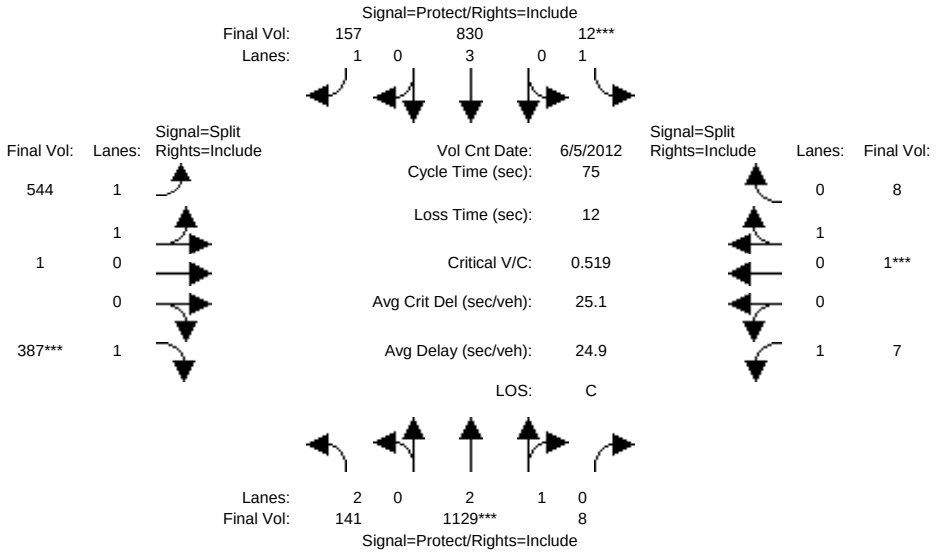
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #31: Holger Way and Zanker Rd



Street Name:	Zanker Rd						Holger Way					
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: 5 Jun 2012 << 7:55:00 AM												
Base Vol:	141	1121	8	12	821	157	544	1	387	7	1	8
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:	141	1121	8	12	821	157	544	1	387	7	1	8
Added Vol:	0	8	0	0	9	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	1129	8	12	830	157	544	1	387	7	1	8
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:	141	1129	8	12	830	157	544	1	387	7	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1129	8	12	830	157	544	1	387	7	1	8
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:	141	1129	8	12	830	157	544	1	387	7	1	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.95	0.95
Lanes:	2.00	2.98	0.02	1.00	3.00	1.00	1.99	0.01	1.00	1.00	0.11	0.89
Final Sat.:	3150	5561	39	1750	5700	1750	3543	7	1750	1750	200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.20	0.01	0.15	0.09	0.15	0.15	0.22	0.00	0.01	0.01
Crit Moves:		****		****					****		****	
Green/Cycle:	0.15	0.29	0.29	0.09	0.24	0.24	0.32	0.32	0.32	0.13	0.13	0.13
Volume/Cap:	0.30	0.69	0.69	0.07	0.62	0.38	0.48	0.48	0.69	0.03	0.04	0.04
Delay/Veh:	28.6	24.8	24.8	31.2	26.5	24.6	20.8	20.8	26.0	28.3	28.4	28.4
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:	28.6	24.8	24.8	31.2	26.5	24.6	20.8	20.8	26.0	28.3	28.4	28.4
LOS by Move:	C	C	C	C	C	C	C+	C+	C	C	C	C
HCM2k95thQ:	4	17	17	1	11	6	11	11	18	0	0	0

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

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Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Cumulative AM				C+P AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	McCarthy Blvd and Dixon Landing Rd	F	158.9	0.931	163.7	F	161.3	0.939	+ 0.008	166.1	+ 2.4
#2	I-880 SB Ramps and Dixon Landing Dr	E	63.0	0.583	100.7	E	63.1	0.584	+ 0.001	101.3	+ 0.6
#3	Dixon Landing Rd and California Cir	B-	19.3	0.684	20.1	B-	19.6	0.687	+ 0.003	20.4	+ 0.3
#4	California Cir and I-880 NB Ramps	B+	10.9	0.407	11.8	B+	10.9	0.409	+ 0.002	11.8	+ 0.0
#5	Dixon Landing Rd and Warm Springs Rd	F	302.3	1.671	355.5	F	302.6	1.675	+ 0.004	357.2	+ 1.7
#6	McCarthy Blvd and Ranch Drive (North)	B	17.2	0.514	20.6	B	17.3	0.521	+ 0.007	20.6	- 0.0
#7	Ranch Drive and Project Entrance	B	15.8	0.134	16.0	B	15.8	0.255	+ 0.121	16.2	+ 0.2
#8	McCarthy Blvd and Ranch Dr (South)	D-	51.9	0.728	75.3	D-	52.1	0.756	+ 0.028	77.1	+ 1.9
#9	McCarthy Blvd and SR-237 WB Ramps	D+	36.3	1.030	69.1	D	43.3	1.084	+ 0.054	88.6	+ 19.5
#10	McCarthy Blvd and SR-237 EB Ramps	C+	20.5	0.795	22.4	B-	20.0	0.793	- 0.002	21.6	- 0.9
#11	I-880 SB Ramps and SR-237	C+	20.6	0.781	22.3	C+	21.0	0.796	+ 0.016	22.9	+ 0.6
#12	I-880 NB Ramps and SR-237	C	30.5	0.895	35.7	C	29.1	0.882	- 0.013	34.2	- 1.6
#13	Abel Street and SR-237	E+	56.2	0.961	65.6	E+	57.3	0.968	+ 0.007	67.3	+ 1.8
#14	Milpitas Blvd and SR-237	E	69.9	1.065	92.7	E	71.8	1.074	+ 0.010	95.9	+ 3.2
#15	Hillview Drive and SR-237	C	28.6	0.641	22.3	C	28.5	0.647	+ 0.006	22.3	- 0.1
#16	McCarthy Blvd and Bellew Dr	C	26.2	0.707	28.7	C	26.5	0.716	+ 0.009	29.3	+ 0.5
#17	McCarthy Blvd and Alder Dr	D	47.8	0.804	53.6	D	50.8	0.820	+ 0.016	57.8	+ 4.2
#18	McCarthy Blvd and Tasman Dr	D	41.2	0.905	47.5	D	42.1	0.911	+ 0.007	48.8	+ 1.3
#19	Tasman Dr and Alder Dr	B-	18.8	0.765	30.0	B-	19.1	0.772	+ 0.007	30.6	+ 0.6
#20	I-880 SB Ramps and Tasman Dr	C	23.2	0.900	24.8	C+	22.7	0.893	- 0.007	24.1	- 0.7
#21	Great Mall Pkwy and Thompson St	D	39.4	0.759	41.3	D	40.1	0.765	+ 0.006	42.2	+ 0.9
#22	Abel St and Great Mall Pkwy	D	42.3	0.727	43.7	D	42.4	0.729	+ 0.003	43.8	+ 0.1
#23	Main St and Great Mall Pkwy	C	23.9	0.455	18.5	C	23.9	0.457	+ 0.001	18.5	- 0.0
#24	Great Mall Pkwy and Montague Expwy	D-	52.3	0.902	72.5	D-	52.4	0.904	+ 0.002	72.8	+ 0.2
#25	Trade Zone and Capitol Ave	C-	32.4	0.699	29.0	C-	32.5	0.708	+ 0.008	29.2	+ 0.2
#26	Montague Expwy and Trimble Rd	C	29.1	0.665	46.1	C	29.1	0.666	+ 0.001	46.1	+ 0.0

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Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Cumulative AM				C+P AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#27	McCarthy Blvd and Barber Ln	B	16.0	0.349	14.1	B	16.0	0.350	+ 0.002	14.1	- 0.0
#28	McCarthy Blvd and Montague Expwy	D	49.6	1.003	58.3	D-	51.5	1.011	+ 0.008	61.0	+ 2.7
#29	Zanker Rd and SR-237 WB Ramps	B	13.1	0.450	15.3	B	13.1	0.450	+ 0.000	15.3	+ 0.0
#30	Zanker Rd and SR-237 EB Ramps	B	15.8	0.575	17.8	B	15.8	0.575	+ 0.000	17.8	+ 0.0
#31	Holger Way and Zanker Rd	C+	21.1	0.431	24.6	C+	21.1	0.431	- 0.000	24.6	- 0.0

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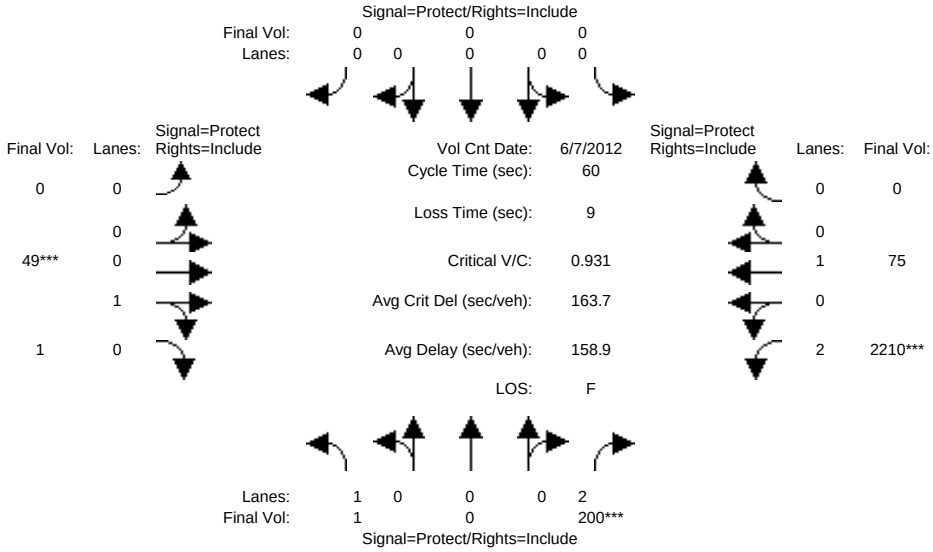
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	1	0	200	0	0	0	0	49	1	2210	75	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:	1	0	200	0	0	0	0	49	1	2210	75	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	200	0	0	0	0	49	1	2210	75	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:	1	0	200	0	0	0	0	49	1	2210	75	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	200	0	0	0	0	49	1	2210	75	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:	1	0	200	0	0	0	0	49	1	2210	75	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.98	0.02	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1859	38	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.03	0.03	0.70	0.04	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.17	0.17	0.52	0.68	0.00
Volume/Cap:	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.16	0.16	1.36	0.06	0.00
Delay/Veh:	20.8	0.0	22.7	0.0	0.0	0.0	0.0	21.6	21.6	179.7	3.2	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:	20.8	0.0	22.7	0.0	0.0	0.0	0.0	21.6	21.6	179.7	3.2	0.0
LOS by Move:	C+	A	C+	A	A	A	A	C+	C+	F	A	A
HCM2k95thQ:	0	0	4	0	0	0	0	2	2	100	1	0

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

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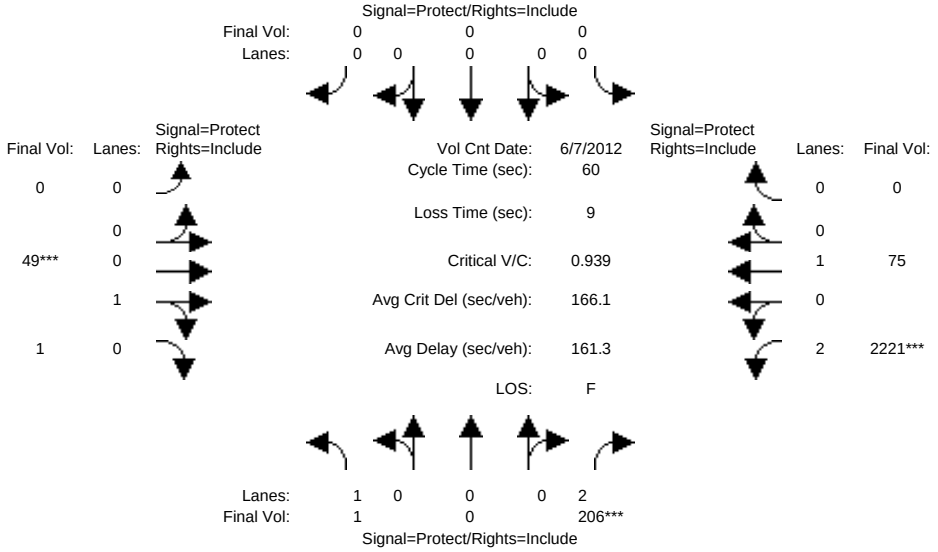
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	1	0	200	0	0	0	0	49	1	2210	75	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:	1	0	200	0	0	0	0	49	1	2210	75	0
Added Vol:	0	0	6	0	0	0	0	0	0	11	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	206	0	0	0	0	49	1	2221	75	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:	1	0	206	0	0	0	0	49	1	2221	75	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	206	0	0	0	0	49	1	2221	75	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:	1	0	206	0	0	0	0	49	1	2221	75	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.98	0.02	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1764	36	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.07	0.00	0.00	0.00	0.00	0.03	0.03	0.71	0.04	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.17	0.17	0.52	0.68	0.00
Volume/Cap:	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.17	0.17	1.36	0.06	0.00
Delay/Veh:	20.8	0.0	22.8	0.0	0.0	0.0	0.0	21.7	21.7	182.6	3.2	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:	20.8	0.0	22.8	0.0	0.0	0.0	0.0	21.7	21.7	182.6	3.2	0.0
LOS by Move:	C+	A	C+	A	A	A	A	C+	C+	F	A	A
HCM2k95thQ:	0	0	4	0	0	0	0	2	2	102	1	0

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

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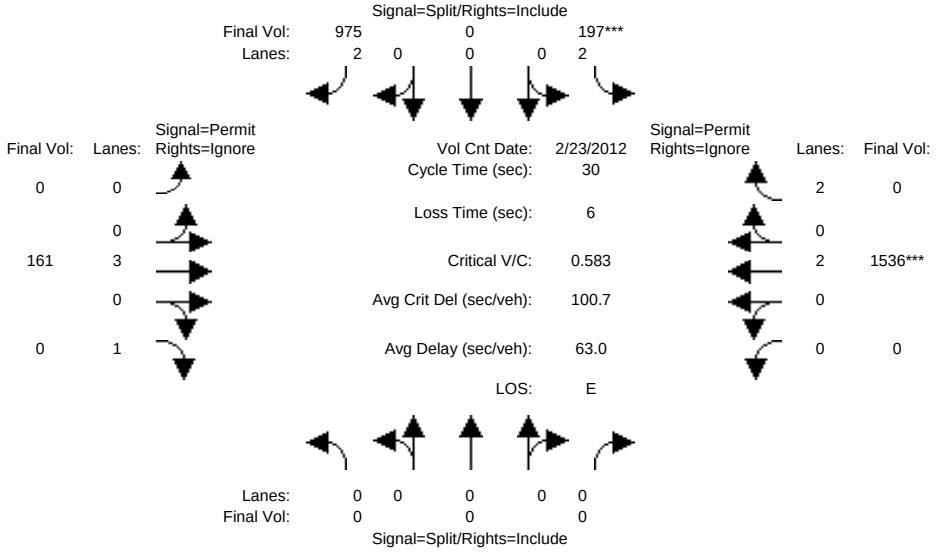
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #2: I-880 SB Ramps and Dixon Landing Dr



Street Name:	I-880 SB Ramps						Dixon Landing Rd					
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	0	0	10	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: 23 Feb 2012 << 8:00:00 AM												
Base Vol:	0	0	0	197	0	975	0	161	125	0	1536	1024
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	0	0	197	0	975	0	161	125	0	1536	1024
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	197	0	975	0	161	125	0	1536	1024
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	197	0	975	0	161	0	0	1536	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	197	0	975	0	161	0	0	1536	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	197	0	975	0	161	0	0	1536	0
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	0.83	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	2.00	2.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.31	0.00	0.03	0.00	0.00	0.40	0.00
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.53	0.00	0.53	0.00	0.33	0.00	0.00	0.33	0.00
Volume/Cap:	0.00	0.00	0.00	0.12	0.00	0.58	0.00	0.08	0.00	0.00	1.21	0.00
Delay/Veh:	0.0	0.0	0.0	3.6	0.0	5.3	0.0	6.9	0.0	0.0	113	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:	0.0	0.0	0.0	3.6	0.0	5.3	0.0	6.9	0.0	0.0	113	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	F	A
HCM2k95thQ:	0	0	0	1	0	9	0	1	0	0	39	0

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

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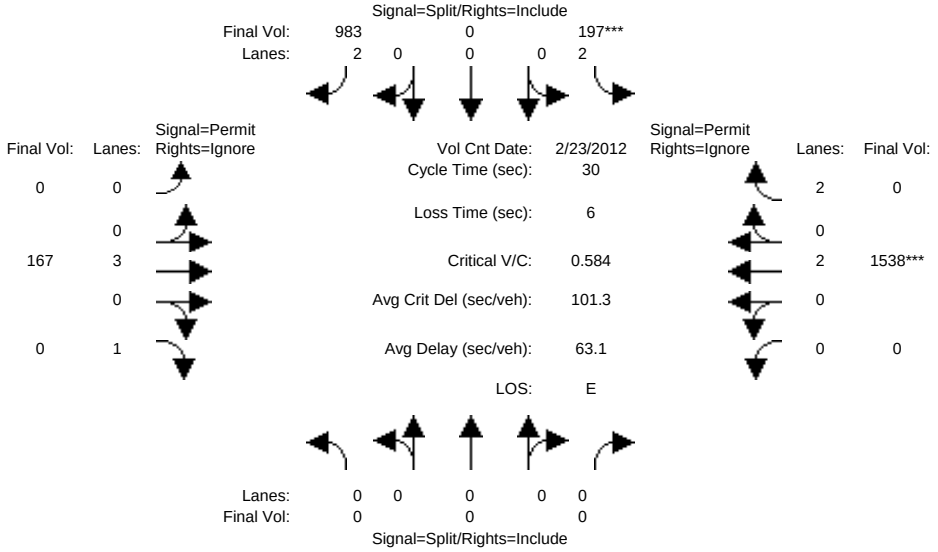
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #2: I-880 SB Ramps and Dixon Landing Dr



Street Name:	I-880 SB Ramps						Dixon Landing Rd					
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	0	0	10	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: 23 Feb 2012 << 8:00:00 AM												
Base Vol:	0	0	0	197	0	975	0	161	125	0	1536	1024
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	0	0	197	0	975	0	161	125	0	1536	1024
Added Vol:	0	0	0	0	0	8	0	6	0	0	2	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	197	0	983	0	167	125	0	1538	1024
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	197	0	983	0	167	0	0	1538	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	197	0	983	0	167	0	0	1538	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	197	0	983	0	167	0	0	1538	0
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	0.83	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	2.00	2.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.31	0.00	0.03	0.00	0.00	0.40	0.00
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.53	0.00	0.53	0.00	0.33	0.00	0.00	0.33	0.00
Volume/Cap:	0.00	0.00	0.00	0.12	0.00	0.58	0.00	0.09	0.00	0.00	1.21	0.00
Delay/Veh:	0.0	0.0	0.0	3.5	0.0	5.3	0.0	6.9	0.0	0.0	114	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:	0.0	0.0	0.0	3.5	0.0	5.3	0.0	6.9	0.0	0.0	114	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	F	A
HCM2k95thQ:	0	0	0	1	0	9	0	1	0	0	40	0

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

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Cumulative plus Project - AM Peak Hour

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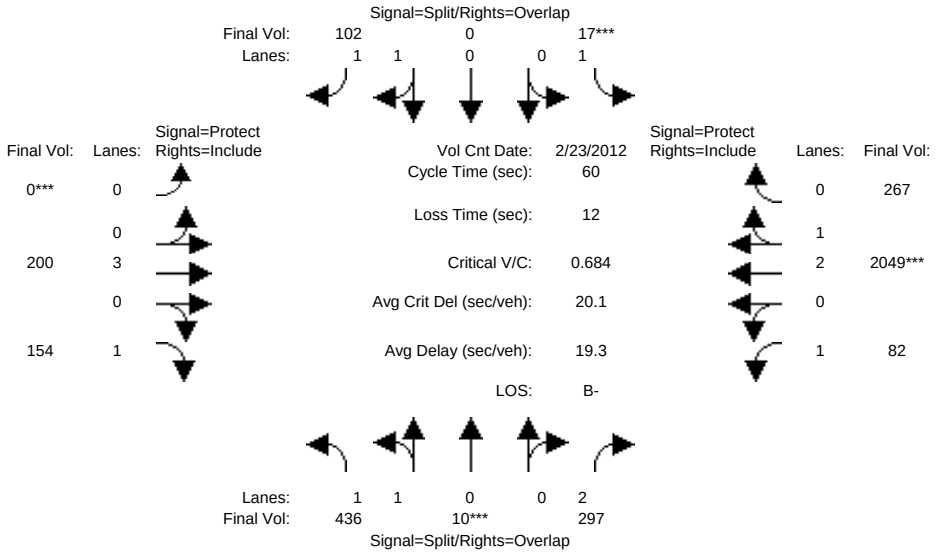
Cumulative AM

Intersection #3: Dixon Landing Rd and California Cir




```
Street Name:I-880 Northbound Ramps / Californ          Dixon Landing Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10   10   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: 23 Feb 2012 << 8:00:00 AM
Base Vol:     436   10   297   17    0   102     0  200   154    82 2049   267
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:  436   10   297   17    0   102     0  200   154    82 2049   267
Added Vol:      0    0     0    0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0    0    0     0     0    0     0     0    0     0
Initial Fut:  436   10   297   17    0   102     0  200   154    82 2049   267
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:   436   10   297   17    0   102     0  200   154    82 2049   267
Reduct Vol:     0    0     0    0    0     0     0    0     0     0    0     0
Reduced Vol:  436   10   297   17    0   102     0  200   154    82 2049   267
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:  436   10   297   17    0   102     0  200   154    82 2049   267
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83 0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.96 0.04  2.00 1.00 0.00  2.00  0.00 3.00  1.00  1.00 2.63  0.37
Final Sat.:  3428   79  3150 1750    0  3500     0 5700  1750  1750 4994   651
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.13  0.09 0.01 0.00  0.03  0.00 0.04  0.09  0.05 0.41  0.41
Crit Moves:        ****       ****             ****                   ****
Green/Cycle: 0.17 0.17  0.36 0.17 0.00  0.17  0.00 0.27  0.27  0.19 0.47  0.47
Volume/Cap:  0.76 0.76  0.26 0.06 0.00  0.17  0.00 0.13  0.32  0.24 0.88  0.88
Delay/Veh:   29.8 29.8  13.7 21.1  0.0  21.6   0.0 16.4  17.7  20.9 18.2  18.2
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:  29.8 29.8  13.7 21.1  0.0  21.6   0.0 16.4  17.7  20.9 18.2  18.2
LOS by Move:    C    C     B   C+    A    C+     A    B     B    C+   B-    B-
HCM2k95thQ:     9    9     5    1    0     2     0    2     5     3   22    22
Note: Queue reported is the number of cars per lane.
```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Cumulative plus Project - AM Peak Hour

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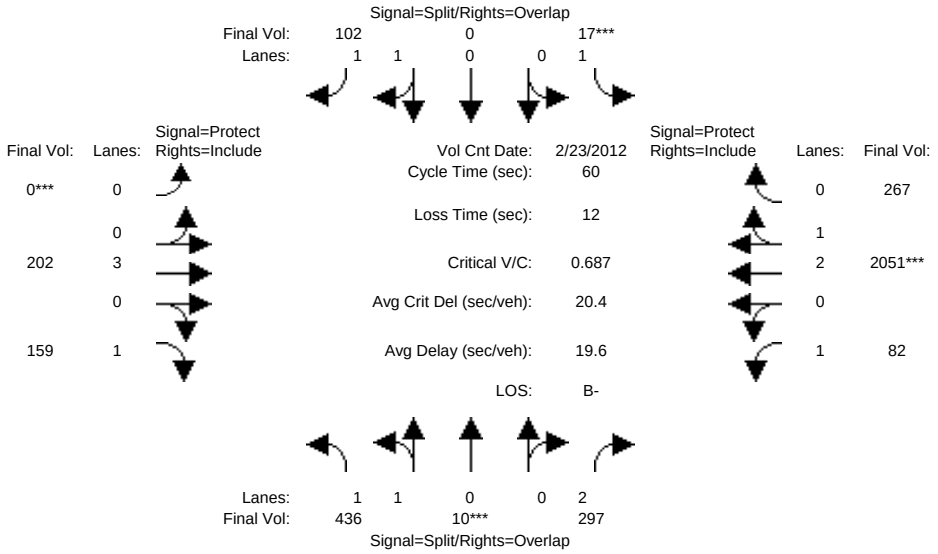
C+P AM

Intersection #3: Dixon Landing Rd and California Cir




```
Street Name:I-880 Northbound Ramps / Californ          Dixon Landing Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 23 Feb 2012 << 8:00:00 AM
Base Vol:     436   10   297    17    0   102     0  200   154    82 2049   267
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:  436   10   297    17    0   102     0  200   154    82 2049   267
Added Vol:      0    0     0     0    0     0     0    2     5     0    2     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  436   10   297    17    0   102     0  202   159    82 2051   267
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:   436   10   297    17    0   102     0  202   159    82 2051   267
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  436   10   297    17    0   102     0  202   159    82 2051   267
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:  436   10   297    17    0   102     0  202   159    82 2051   267
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.93 0.95  0.83  0.92 1.00  0.95  0.92 1.00  0.92  0.92 0.99  0.95
Lanes:       1.96 0.04  2.00  1.00 0.00  2.00  0.00 3.00  1.00  1.00 2.64  0.36
Final Sat.:  3470   80  3150  1750    0  3600     0 5700  1750  1750 4954   645
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.13  0.09  0.01 0.00  0.03  0.00 0.04  0.09  0.05 0.41  0.41
Crit Moves:        ****        ****              ****                   ****
Green/Cycle: 0.17 0.17  0.36  0.17 0.00  0.17  0.00 0.27  0.27  0.19 0.47  0.47
Volume/Cap:  0.75 0.75  0.26  0.06 0.00  0.17  0.00 0.13  0.33  0.24 0.89  0.89
Delay/Veh:   29.3 29.3  13.7  21.1  0.0  21.6   0.0 16.4  17.8  20.9 18.7  18.7
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:  29.3 29.3  13.7  21.1  0.0  21.6   0.0 16.4  17.8  20.9 18.7  18.7
LOS by Move:    C    C     B    C+    A    C+     A    B     B    C+   B-    B-
HCM2k95thQ:     9    9     5     1    0     2     0    2     5     3   22    22
Note: Queue reported is the number of cars per lane.
```

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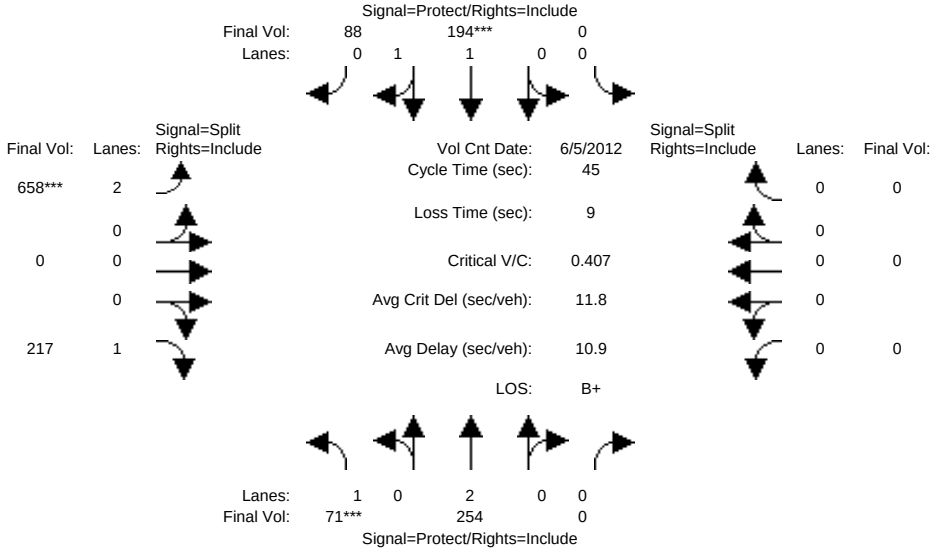
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #4: California Cir and I-880 NB Ramps



Street Name:	California Cir						I-880 NB Ramps					
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	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: 5 Jun 2012 << 7:30:00 AM												
Base Vol:	71	254	0	0	194	88	658	0	217	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:	71	254	0	0	194	88	658	0	217	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	254	0	0	194	88	658	0	217	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:	71	254	0	0	194	88	658	0	217	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	254	0	0	194	88	658	0	217	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:	71	254	0	0	194	88	658	0	217	0	0	0
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.34	0.66	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	2546	1155	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.00	0.00	0.08	0.08	0.21	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.16	0.38	0.00	0.00	0.22	0.22	0.42	0.00	0.42	0.00	0.00	0.00
Volume/Cap:	0.26	0.18	0.00	0.00	0.34	0.34	0.49	0.00	0.29	0.00	0.00	0.00
Delay/Veh:	17.2	9.4	0.0	0.0	15.0	15.0	9.8	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:	17.2	9.4	0.0	0.0	15.0	15.0	9.8	0.0	8.8	0.0	0.0	0.0
LOS by Move:	B	A	A	A	B	B	A	A	A	A	A	A
HCM2k95thQ:	2	3	0	0	3	3	9	0	5	0	0	0

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

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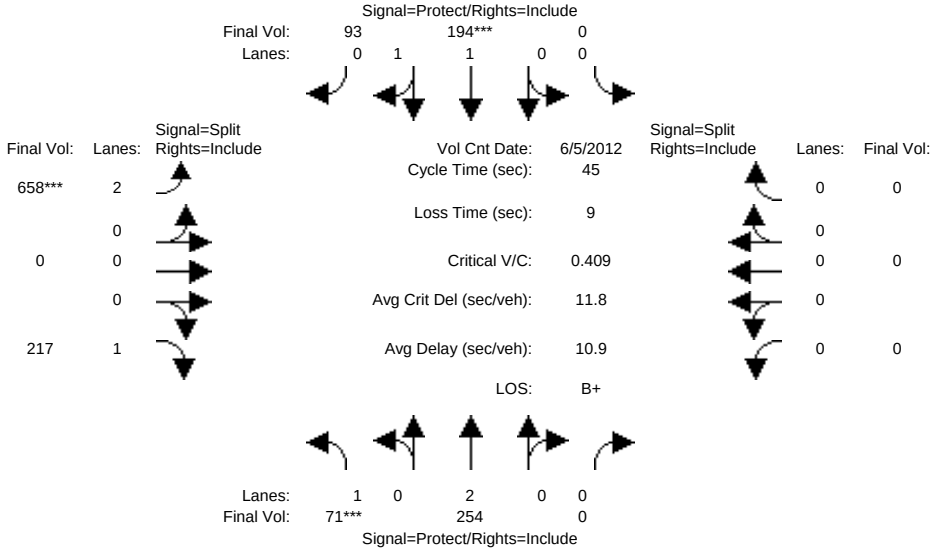
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #4: California Cir and I-880 NB Ramps



Street Name:	California Cir						I-880 NB Ramps					
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	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: 5 Jun 2012 << 7:30:00 AM												
Base Vol:	71	254	0	0	194	88	658	0	217	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:	71	254	0	0	194	88	658	0	217	0	0	0
Added Vol:	0	0	0	0	0	5	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	254	0	0	194	93	658	0	217	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:	71	254	0	0	194	93	658	0	217	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	254	0	0	194	93	658	0	217	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:	71	254	0	0	194	93	658	0	217	0	0	0
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	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.33	0.67	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	2500	1199	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.00	0.00	0.08	0.08	0.21	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.16	0.38	0.00	0.00	0.22	0.22	0.42	0.00	0.42	0.00	0.00	0.00
Volume/Cap:	0.26	0.18	0.00	0.00	0.35	0.35	0.49	0.00	0.29	0.00	0.00	0.00
Delay/Veh:	17.2	9.4	0.0	0.0	15.0	15.0	9.8	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:	17.2	9.4	0.0	0.0	15.0	15.0	9.8	0.0	8.8	0.0	0.0	0.0
LOS by Move:	B	A	A	A	B	B	A	A	A	A	A	A
HCM2k95thQ:	2	3	0	0	3	3	9	0	5	0	0	0

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

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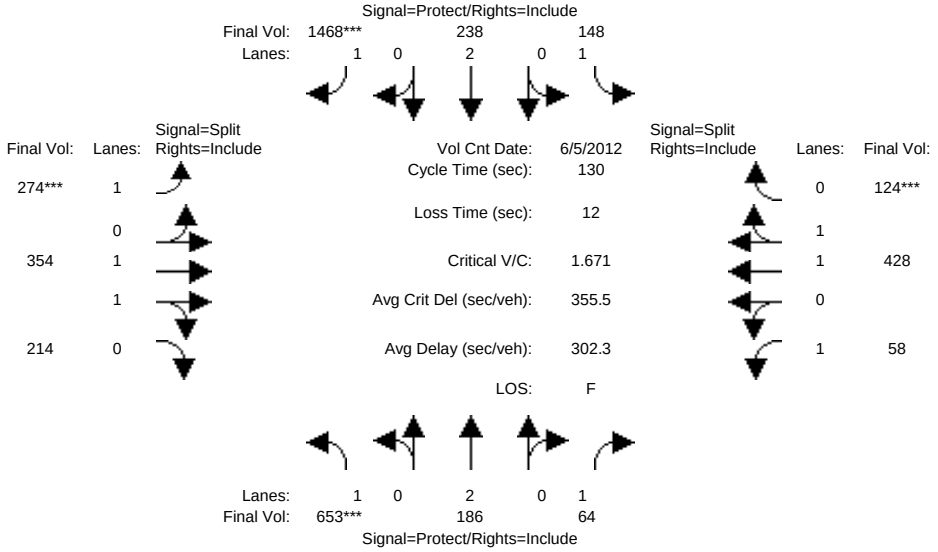
Cumulative plus Project - AM Peak Hour

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

Intersection #5: Dixon Landing Rd and Warm Springs Rd



Street Name:	Warm Springs Rd						Dixon Landing Rd					
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: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	653	186	64	148	238	1468	274	354	214	58	428	124
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:	653	186	64	148	238	1468	274	354	214	58	428	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	653	186	64	148	238	1468	274	354	214	58	428	124
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:	653	186	64	148	238	1468	274	354	214	58	428	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	653	186	64	148	238	1468	274	354	214	58	428	124
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:	653	186	64	148	238	1468	274	354	214	58	428	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.21	0.79	1.00	1.52	0.48
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2294	1387	1750	2891	837
Capacity Analysis Module:												
Vol/Sat:	0.37	0.05	0.04	0.08	0.06	0.84	0.16	0.15	0.15	0.03	0.15	0.15
Crit Moves:	****					****	****					****
Green/Cycle:	0.22	0.35	0.35	0.38	0.50	0.50	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	1.67	0.14	0.11	0.22	0.12	1.67	1.67	1.65	1.65	0.37	1.67	1.67
Delay/Veh:	363.4	29.3	29.0	27.5	17.2	339.3	386.0	363	362.6	57.4	374	374.1
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:	363.4	29.3	29.0	27.5	17.2	339.3	386.0	363	362.6	57.4	374	374.1
LOS by Move:	F	C	C	C	B	F	F	F	F	E+	F	F
HCM2k95thQ:	96	5	4	8	5	210	43	42	42	5	43	43

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

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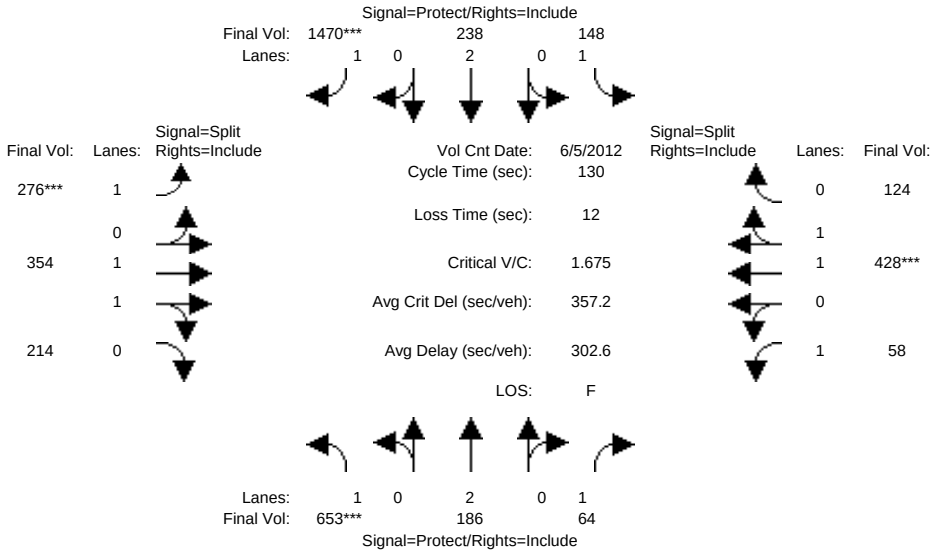
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #5: Dixon Landing Rd and Warm Springs Rd



Street Name:	Warm Springs Rd						Dixon Landing Rd					
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: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	653	186	64	148	238	1468	274	354	214	58	428	124
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:	653	186	64	148	238	1468	274	354	214	58	428	124
Added Vol:	0	0	0	0	0	2	2	0	0	0	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	653	186	64	148	238	1470	276	354	214	58	428	124
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:	653	186	64	148	238	1470	276	354	214	58	428	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	653	186	64	148	238	1470	276	354	214	58	428	124
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:	653	186	64	148	238	1470	276	354	214	58	428	124
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	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.23	0.77	1.00	1.54	0.46
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2305	1393	1750	2868	831
Capacity Analysis Module:												
Vol/Sat:	0.37	0.05	0.04	0.08	0.06	0.84	0.16	0.15	0.15	0.03	0.15	0.15
Crit Moves:	****					****	****				****	
Green/Cycle:	0.22	0.35	0.35	0.38	0.50	0.50	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	1.67	0.14	0.11	0.22	0.12	1.67	1.67	1.63	1.63	0.37	1.67	1.67
Delay/Veh:	365.2	29.4	29.0	27.5	17.3	341.0	387.5	356	355.5	57.3	376	375.8
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:	365.2	29.4	29.0	27.5	17.3	341.0	387.5	356	355.5	57.3	376	375.8
LOS by Move:	F	C	C	C	B	F	F	F	F	E+	F	F
HCM2k95thQ:	97	5	4	8	5	211	44	42	42	5	44	44

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

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Pacific Mall - Silicon Valley
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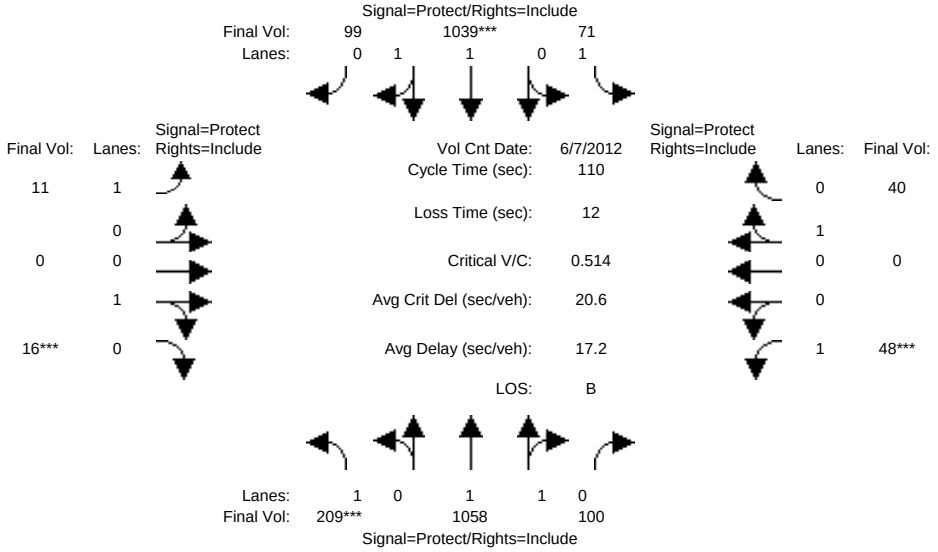
Cumulative plus Project - AM Peak Hour

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

Intersection #6: McCarthy Blvd and Ranch Drive (North)




```
Street Name:          McCarthy Blvd                    Ranch Drive (North)
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     0    0     0    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: 7 Jun 2012 << 8:00:00 AM
Base Vol:     209 1058   100    71 1039    99    11    0    16    48    0    40
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:  209 1058   100    71 1039    99    11    0    16    48    0    40
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  209 1058   100    71 1039    99    11    0    16    48    0    40
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:   209 1058   100    71 1039    99    11    0    16    48    0    40
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  209 1058   100    71 1039    99    11    0    16    48    0    40
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:  209 1058   100    71 1039    99    11    0    16    48    0    40
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 1.81  0.19  1.00 1.81  0.19  1.00 0.00  1.00  1.00 0.00  1.00
Final Sat.:  1750 3446   326  1750 3444   328  1750    0  1750  1750    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.31  0.31  0.04 0.30  0.30  0.01 0.00  0.01  0.03 0.00  0.02
Crit Moves:  ****                 ****                    ****  ****
Green/Cycle: 0.22 0.65  0.65  0.13 0.56  0.56  0.02 0.00  0.02  0.09 0.00  0.08
Volume/Cap:  0.54 0.47  0.47  0.30 0.54  0.54  0.27 0.00  0.39  0.30 0.00  0.27
Delay/Veh:   39.3  9.9   9.9  43.7 15.5  15.5  56.4  0.0  59.1  47.8  0.0  48.1
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:  39.3  9.9   9.9  43.7 15.5  15.5  56.4  0.0  59.1  47.8  0.0  48.1
LOS by Move:    D    A     A     D    B     B    E+    A    E+     D    A     D
HCM2k95thQ:    14   18    18     5   22    22     1    0     2     4    0     3
Note: Queue reported is the number of cars per lane.
```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Pacific Mall - Silicon Valley
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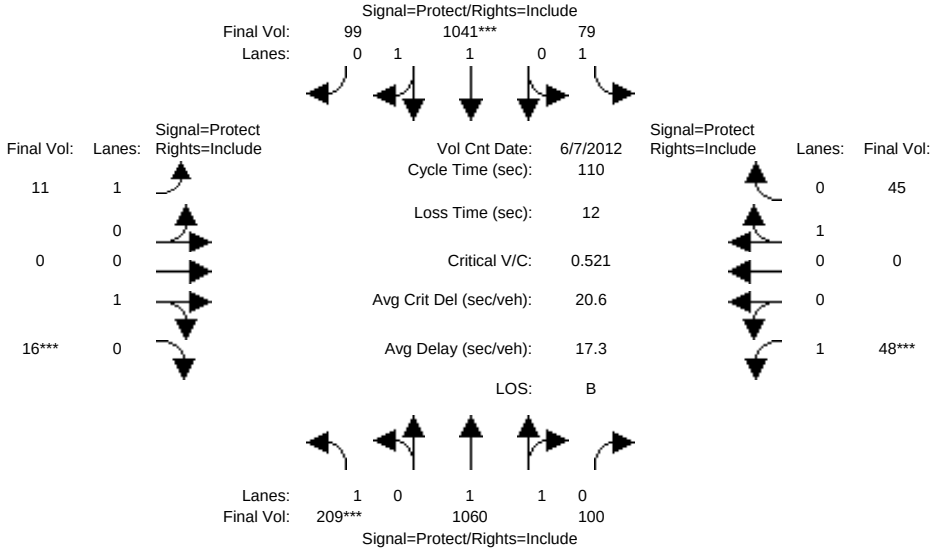
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #6: McCarthy Blvd and Ranch Drive (North)




```
Street Name:          McCarthy Blvd                    Ranch Drive (North)
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     0    0     0    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: 7 Jun 2012 << 8:00:00 AM
Base Vol:     209 1058   100    71 1039    99    11    0    16    48    0    40
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:  209 1058   100    71 1039    99    11    0    16    48    0    40
Added Vol:      0    2     0     8    2     0     0    0     0     0    0     5
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  209 1060   100    79 1041    99    11    0    16    48    0    45
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:   209 1060   100    79 1041    99    11    0    16    48    0    45
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  209 1060   100    79 1041    99    11    0    16    48    0    45
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:  209 1060   100    79 1041    99    11    0    16    48    0    45
------------|---------------||---------------||---------------||---------------|
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  0.95  0.92 1.00  0.95
Lanes:       1.00 1.82  0.18  1.00 1.82  0.18  1.00 0.00  1.00  1.00 0.00  1.00
Final Sat.:  1750 3381   319  1750 3378   321  1750    0  1800  1750    0  1800
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.31  0.31  0.05 0.31  0.31  0.01 0.00  0.01  0.03 0.00  0.03
Crit Moves:  ****                 ****                    ****  ****
Green/Cycle: 0.22 0.65  0.65  0.13 0.56  0.56  0.02 0.00  0.02  0.09 0.00  0.09
Volume/Cap:  0.55 0.48  0.48  0.34 0.55  0.55  0.29 0.00  0.41  0.30 0.00  0.29
Delay/Veh:   39.7  9.9   9.9  44.3 15.4  15.4  57.3  0.0  60.1  47.8  0.0  48.2
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:  39.7  9.9   9.9  44.3 15.4  15.4  57.3  0.0  60.1  47.8  0.0  48.2
LOS by Move:    D    A     A     D    B     B    E+    A     E     D    A     D
HCM2k95thQ:    14   19    19     5   22    22     2    0     2     4    0     4
Note: Queue reported is the number of cars per lane.
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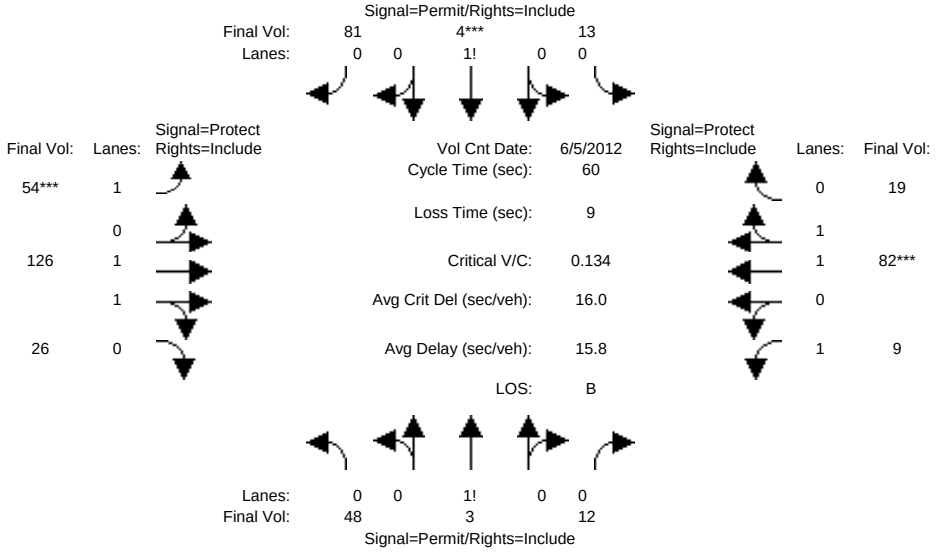
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	48	3	12	13	4	81	54	126	26	9	82	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:	48	3	12	13	4	81	54	126	26	9	82	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	3	12	13	4	81	54	126	26	9	82	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:	48	3	12	13	4	81	54	126	26	9	82	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	3	12	13	4	81	54	126	26	9	82	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:	48	3	12	13	4	81	54	126	26	9	82	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.77	0.04	0.19	0.13	0.04	0.83	1.00	1.63	0.37	1.00	1.60	0.40
Final Sat.:	1338	84	335	233	72	1451	1750	3104	641	1750	3036	704
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.06	0.06	0.06	0.03	0.04	0.04	0.01	0.03	0.03
Crit Moves:					****		****				****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.23	0.25	0.25	0.18	0.20	0.20
Volume/Cap:	0.09	0.09	0.09	0.13	0.13	0.13	0.13	0.16	0.16	0.03	0.13	0.13
Delay/Veh:	10.6	10.6	10.6	10.9	10.9	10.9	18.5	17.5	17.5	20.4	19.7	19.7
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:	10.6	10.6	10.6	10.9	10.9	10.9	18.5	17.5	17.5	20.4	19.7	19.7
LOS by Move:	B+	B+	B+	B+	B+	B+	B-	B	B	C+	B-	B-
HCM2k95thQ:	2	2	2	3	3	3	2	2	2	0	2	2

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

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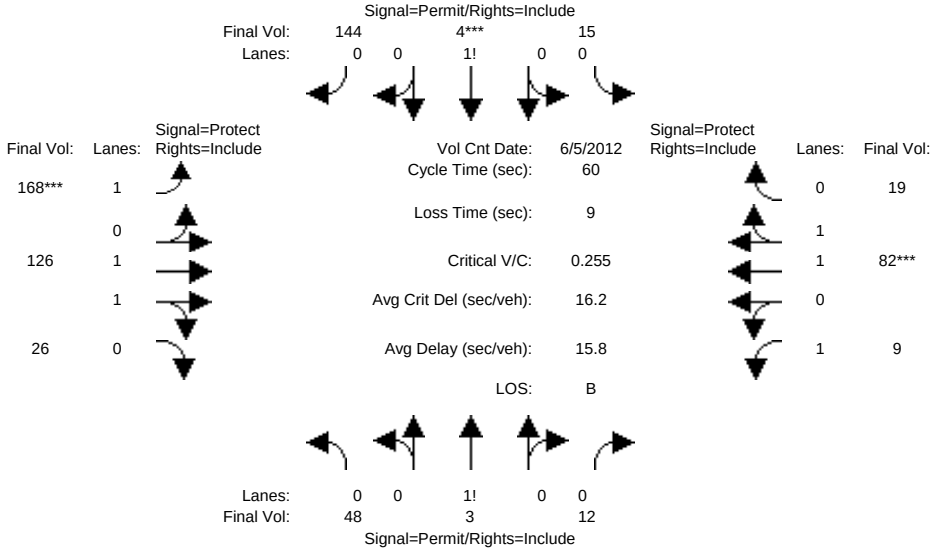
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	48	3	12	13	4	81	54	126	26	9	82	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:	48	3	12	13	4	81	54	126	26	9	82	19
Added Vol:	0	0	0	0	0	59	109	0	0	0	0	0
Pass-by Div:	0	0	0	2	0	4	5	0	0	0	0	0
Initial Fut:	48	3	12	15	4	144	168	126	26	9	82	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:	48	3	12	15	4	144	168	126	26	9	82	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	3	12	15	4	144	168	126	26	9	82	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:	48	3	12	15	4	144	168	126	26	9	82	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.76	0.05	0.19	0.09	0.02	0.89	1.00	1.65	0.35	1.00	1.61	0.39
Final Sat.:	1333	83	333	161	43	1546	1750	3067	633	1750	3003	696
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.09	0.09	0.09	0.10	0.04	0.04	0.01	0.03	0.03
Crit Moves:					****		****				****	
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.35	0.30	0.30	0.21	0.17	0.17
Volume/Cap:	0.11	0.11	0.11	0.28	0.28	0.28	0.28	0.14	0.14	0.02	0.16	0.16
Delay/Veh:	13.8	13.8	13.8	14.8	14.8	14.8	14.4	15.3	15.3	18.8	21.5	21.5
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:	13.8	13.8	13.8	14.8	14.8	14.8	14.4	15.3	15.3	18.8	21.5	21.5
LOS by Move:	B	B	B	B	B	B	B	B	B	B-	C+	C+
HCM2k95thQ:	2	2	2	5	5	5	5	2	2	0	2	2

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

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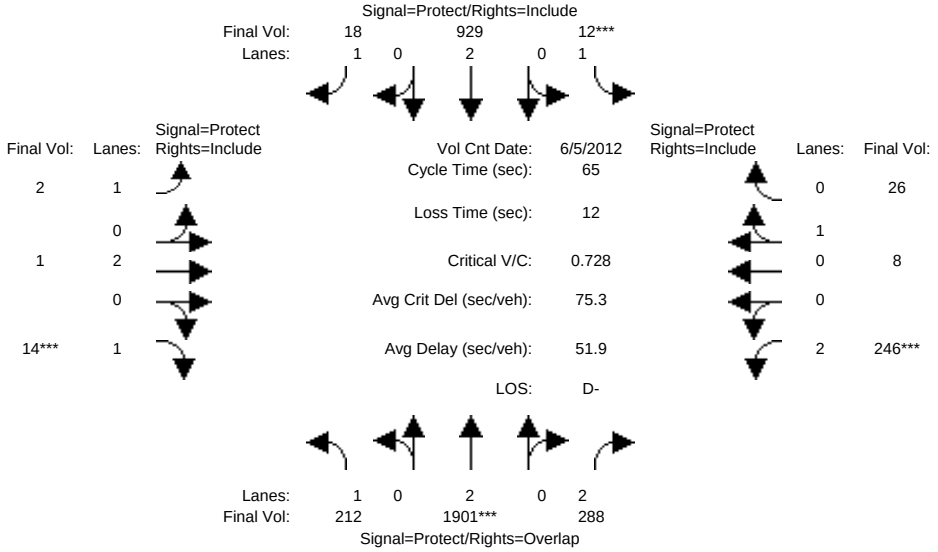
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #8: McCarthy Blvd and Ranch Dr (South)



Street Name:	McCarthy Blvd						Ranch Dr (South)					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	212	1901	288	12	929	18	2	1	14	246	8	26
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:	212	1901	288	12	929	18	2	1	14	246	8	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	1901	288	12	929	18	2	1	14	246	8	26
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:	212	1901	288	12	929	18	2	1	14	246	8	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	1901	288	12	929	18	2	1	14	246	8	26
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:	212	1901	288	12	929	18	2	1	14	246	8	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.22	0.78
Final Sat.:	1750	3800	3150	1750	3800	1750	1750	3800	1750	3150	420	1364
Capacity Analysis Module:												
Vol/Sat:	0.12	0.50	0.09	0.01	0.24	0.01	0.00	0.00	0.01	0.08	0.02	0.02
Crit Moves:		****		****					****	****		
Green/Cycle:	0.18	0.45	0.55	0.11	0.37	0.37	0.11	0.15	0.15	0.11	0.15	0.15
Volume/Cap:	0.66	1.12	0.17	0.06	0.66	0.03	0.01	0.00	0.05	0.73	0.12	0.12
Delay/Veh:	29.7	81.1	7.2	26.2	18.2	13.0	25.9	23.3	23.5	35.7	23.9	23.9
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:	29.7	81.1	7.2	26.2	18.2	13.0	25.9	23.3	23.5	35.7	23.9	23.9
LOS by Move:	C	F	A	C	B-	B	C	C	C	D+	C	C
HCM2k95thQ:	8	52	3	1	16	1	0	0	1	6	1	1

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

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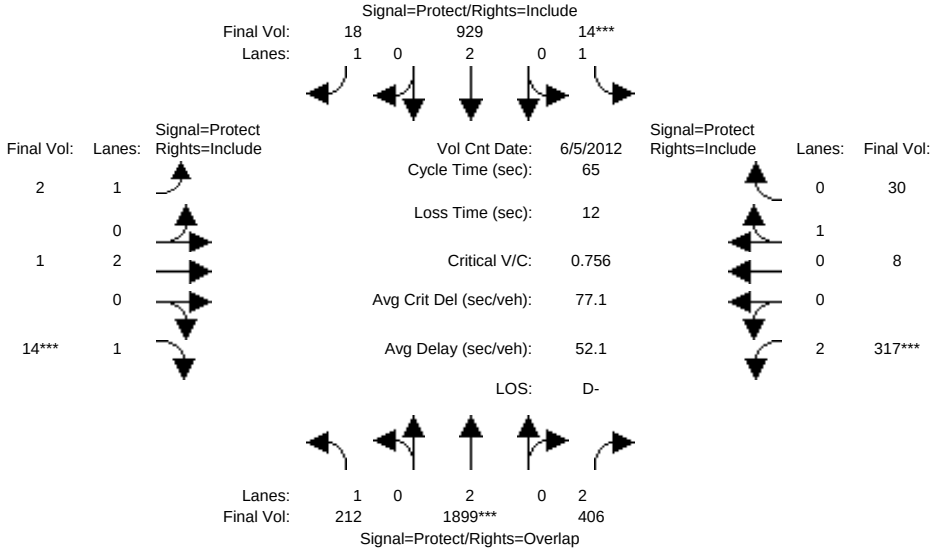
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #8: McCarthy Blvd and Ranch Dr (South)




```
Street Name:          McCarthy Blvd                    Ranch Dr (South)
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: 5 Jun 2012 << 8:00:00 AM
Base Vol:     212 1901   288    12  929    18     2    1    14   246    8    26
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:  212 1901   288    12  929    18     2    1    14   246    8    26
Added Vol:      0    0   113     2    0     0     0    0     0    69    0     2
Pass-by Div:    0   -2     5     0    0     0     0    0     0     2    0     2
Initial Fut:  212 1899   406    14  929    18     2    1    14   317    8    30
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:   212 1899   406    14  929    18     2    1    14   317    8    30
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  212 1899   406    14  929    18     2    1    14   317    8    30
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:  212 1899   406    14  929    18     2    1    14   317    8    30
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 1.00  0.92  0.92 1.00  0.92  0.83 0.95  0.95
Lanes:       1.00 2.00  2.00  1.00 2.00  1.00  1.00 2.00  1.00  2.00 0.21  0.79
Final Sat.:  1750 3800  3150  1750 3800  1750  1750 3800  1750  3150  379  1421
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.50  0.13  0.01 0.24  0.01  0.00 0.00  0.01  0.10 0.02  0.02
Crit Moves:        ****        ****                        ****  ****
Green/Cycle: 0.18 0.45  0.55  0.11 0.37  0.37  0.11 0.15  0.15  0.11 0.15  0.15
Volume/Cap:  0.66 1.12  0.23  0.07 0.66  0.03  0.01 0.00  0.05  0.93 0.14  0.14
Delay/Veh:   29.7 80.6   7.5  26.3 18.2  13.0  25.9 23.3  23.5  61.1 24.0  24.0
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:  29.7 80.6   7.5  26.3 18.2  13.0  25.9 23.3  23.5  61.1 24.0  24.0
LOS by Move:    C    F     A     C   B-     B     C    C     C     E    C     C
HCM2k95thQ:     8   52     5     1   16     1     0    0     1    10    1     1
Note: Queue reported is the number of cars per lane.
```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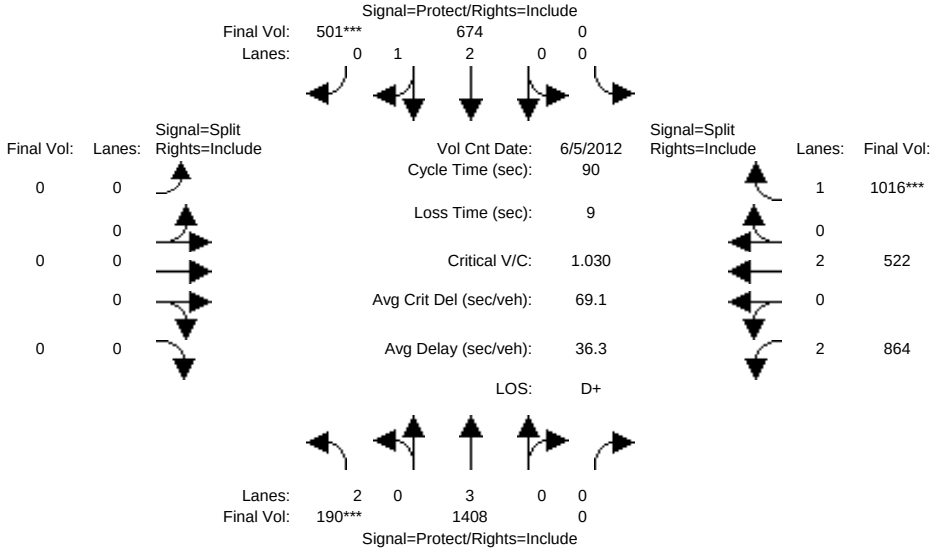
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
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	0	0	0	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	190	1408	0	0	674	501	0	0	0	864	522	1016
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:	190	1408	0	0	674	501	0	0	0	864	522	1016
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	1408	0	0	674	501	0	0	0	864	522	1016
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:	190	1408	0	0	674	501	0	0	0	864	522	1016
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1408	0	0	674	501	0	0	0	864	522	1016
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:	190	1408	0	0	674	501	0	0	0	864	522	1016
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	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3800	1750	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.00	0.00	0.18	0.29	0.00	0.00	0.00	0.27	0.14	0.58
Crit Moves:	****					****						****
Green/Cycle:	0.08	0.35	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.55	0.55	0.55
Volume/Cap:	0.78	0.71	0.00	0.00	0.65	1.05	0.00	0.00	0.00	0.50	0.25	1.05
Delay/Veh:	55.1	26.5	0.0	0.0	29.9	75.3	0.0	0.0	0.0	12.7	10.6	64.6
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:	55.1	26.5	0.0	0.0	29.9	75.3	0.0	0.0	0.0	12.7	10.6	64.6
LOS by Move:	E+	C	A	A	C	E-	A	A	A	B	B+	E
HCM2k95thQ:	6	19	0	0	15	34	0	0	0	16	7	61

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

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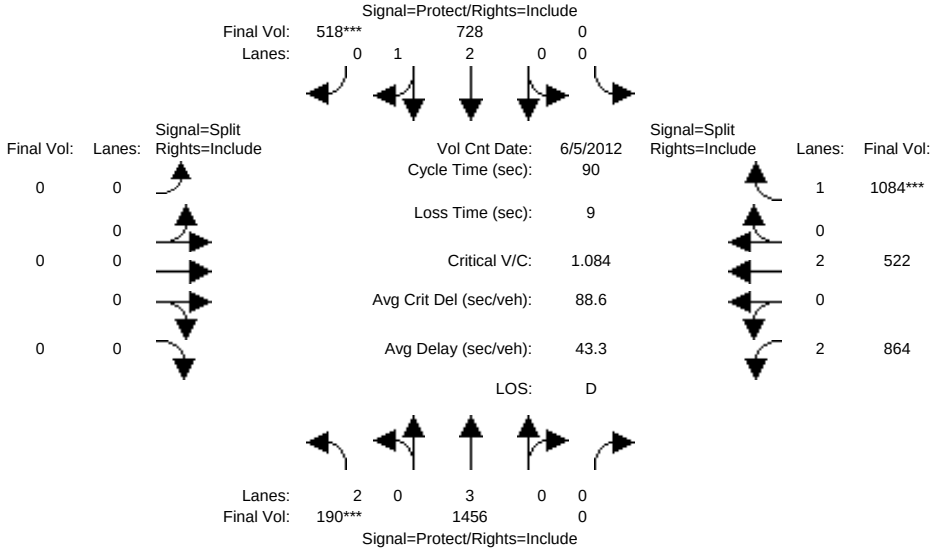
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
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	0	0	0	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	190	1408	0	0	674	501	0	0	0	864	522	1016
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:	190	1408	0	0	674	501	0	0	0	864	522	1016
Added Vol:	0	47	0	0	53	16	0	0	0	0	0	66
Pass-by Div:	0	1	0	0	1	1	0	0	0	0	0	2
Initial Fut:	190	1456	0	0	728	518	0	0	0	864	522	1084
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:	190	1456	0	0	728	518	0	0	0	864	522	1084
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1456	0	0	728	518	0	0	0	864	522	1084
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:	190	1456	0	0	728	518	0	0	0	864	522	1084
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	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3800	1750	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.00	0.00	0.19	0.30	0.00	0.00	0.00	0.27	0.14	0.62
Crit Moves:	****					****						****
Green/Cycle:	0.08	0.34	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.56	0.56	0.56
Volume/Cap:	0.78	0.74	0.00	0.00	0.72	1.11	0.00	0.00	0.00	0.49	0.25	1.11
Delay/Veh:	55.1	27.6	0.0	0.0	31.5	96.7	0.0	0.0	0.0	12.4	10.3	85.2
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:	55.1	27.6	0.0	0.0	31.5	96.7	0.0	0.0	0.0	12.4	10.3	85.2
LOS by Move:	E+	C	A	A	C	F	A	A	A	B	B+	F
HCM2k95thQ:	6	21	0	0	17	39	0	0	0	16	7	73

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

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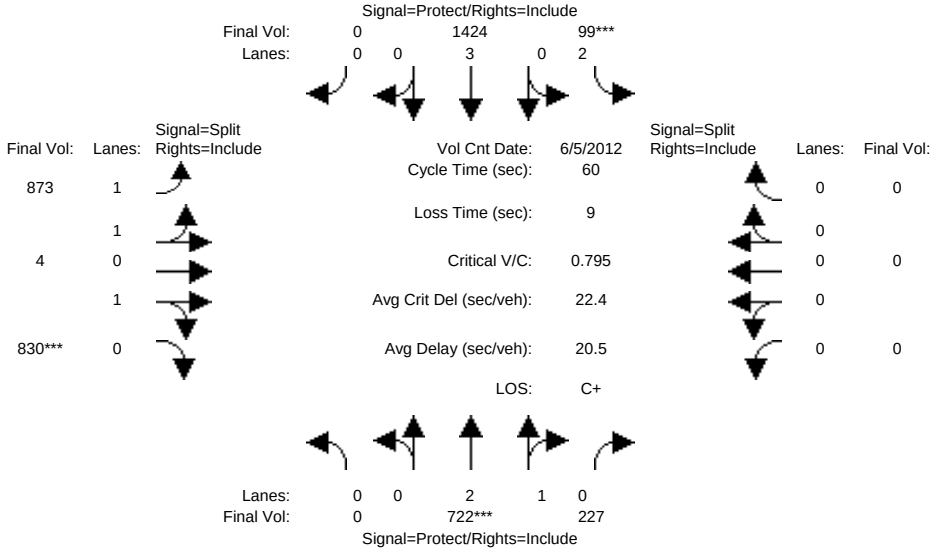
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #10: McCarthy Blvd and SR-237 EB Ramps




```
Street Name:          McCarthy Blvd                    SR-237 EB Ramps
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     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: 5 Jun 2012 << 8:00:00 AM
Base Vol:       0  722   227    99 1424     0   873    4   830     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:    0  722   227    99 1424     0   873    4   830     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  722   227    99 1424     0   873    4   830     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:     0  722   227    99 1424     0   873    4   830     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  722   227    99 1424     0   873    4   830     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:    0  722   227    99 1424     0   873    4   830     0    0     0
------------|---------------||---------------||---------------||---------------|
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  0.92 1.00  0.92
Lanes:       0.00 2.24  0.76  2.00 3.00  0.00  1.99 0.01  1.00  0.00 0.00  0.00
Final Sat.:     0 4249  1336  3150 5700     0  3485   16  1750     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.17  0.17  0.03 0.25  0.00  0.25 0.25  0.47  0.00 0.00  0.00
Crit Moves:        ****        ****                        ****
Green/Cycle: 0.00 0.19  0.19  0.12 0.31  0.00  0.54 0.54  0.54  0.00 0.00  0.00
Volume/Cap:  0.00 0.88  0.88  0.27 0.81  0.00  0.46 0.46  0.88  0.00 0.00  0.00
Delay/Veh:    0.0 31.9  31.9  24.6 21.9   0.0   8.6  8.6  17.0   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:   0.0 31.9  31.9  24.6 21.9   0.0   8.6  8.6  17.0   0.0  0.0   0.0
LOS by Move:    A    C     C     C   C+     A     A    A     B     A    A     A
HCM2k95thQ:     0   13    13     2   16     0    11   11    32     0    0     0
Note: Queue reported is the number of cars per lane.
```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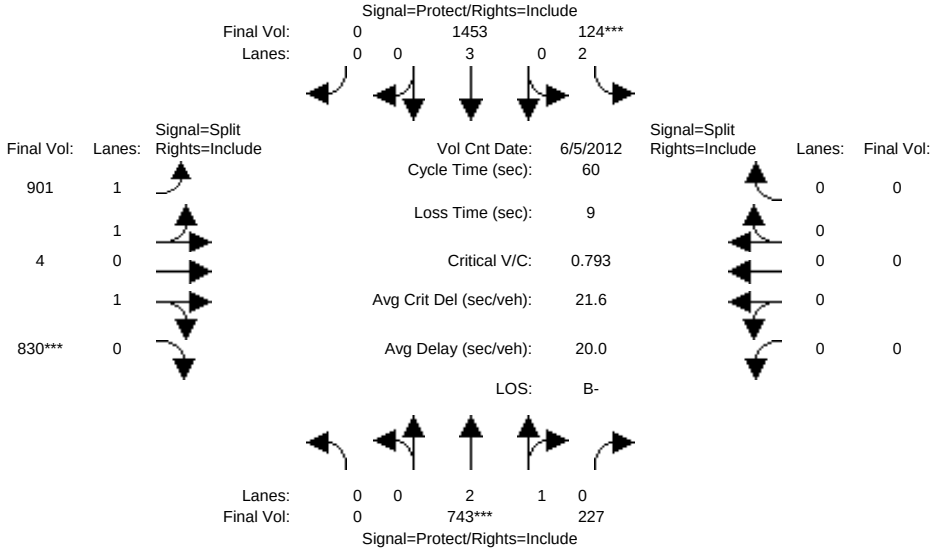
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #10: McCarthy Blvd and SR-237 EB Ramps




```
Street Name:          McCarthy Blvd                    SR-237 EB Ramps
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     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: 5 Jun 2012 << 8:00:00 AM
Base Vol:       0  722   227    99 1424     0  873    4   830     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:    0  722   227    99 1424     0  873    4   830     0    0     0
Added Vol:      0   21     0    25   28     0   27    0     0     0    0     0
Pass-by Div:    0    0     0     0    1     0    1    0     0     0    0     0
Initial Fut:    0  743   227   124 1453     0  901    4   830     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:     0  743   227   124 1453     0  901    4   830     0    0     0
Reduct Vol:     0    0     0     0    0     0    0    0     0     0    0     0
Reduced Vol:    0  743   227   124 1453     0  901    4   830     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:    0  743   227   124 1453     0  901    4   830     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900 1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.99  0.95  0.83 1.00  0.92 0.93 0.95  0.95  0.92 1.00  0.92
Lanes:       0.00 2.27  0.73  2.00 3.00  0.00 1.99 0.01  1.00  0.00 0.00  0.00
Final Sat.:     0 4288  1310  3150 5700     0 3520   16  1800     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.17  0.17  0.04 0.25  0.00 0.26 0.26  0.46  0.00 0.00  0.00
Crit Moves:        ****        ****                       ****
Green/Cycle: 0.00 0.20  0.20  0.12 0.32  0.00 0.53 0.53  0.53  0.00 0.00  0.00
Volume/Cap:  0.00 0.87  0.87  0.34 0.80  0.00 0.48 0.48  0.87  0.00 0.00  0.00
Delay/Veh:    0.0 30.4  30.4  24.9 21.5   0.0  8.9  8.9  16.4   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:   0.0 30.4  30.4  24.9 21.5   0.0  8.9  8.9  16.4   0.0  0.0   0.0
LOS by Move:    A    C     C     C   C+     A    A    A     B     A    A     A
HCM2k95thQ:     0   13    13     3   16     0   12   12    30     0    0     0
Note: Queue reported is the number of cars per lane.
```

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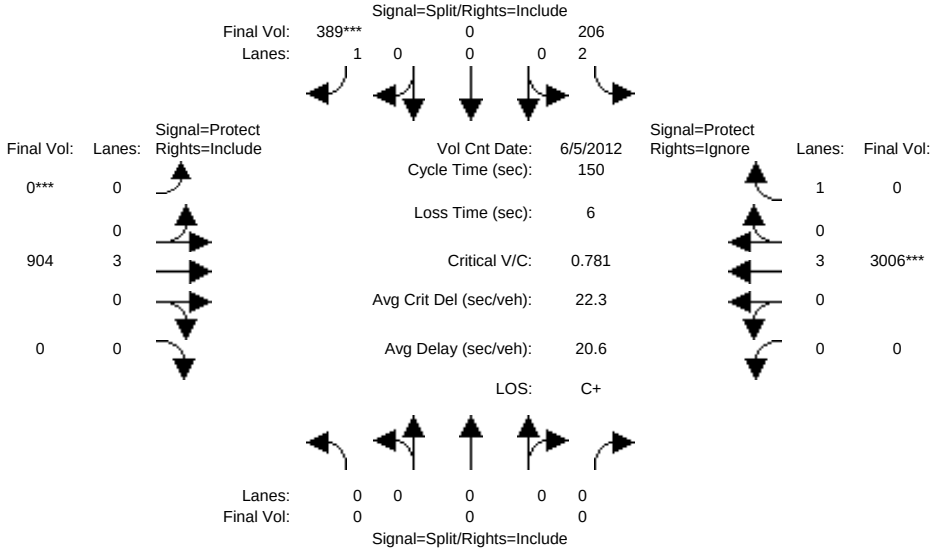
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #11: I-880 SB Ramps and SR-237

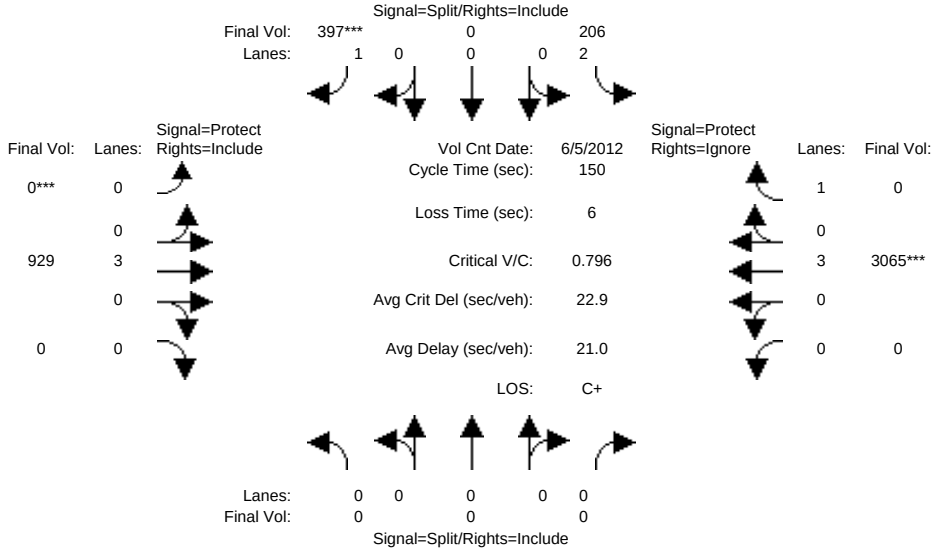



```
Street Name:          I-880 SB Ramps                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0   10   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: 5 Jun 2012 << 8:00:00 AM
Base Vol:       0    0     0  206    0   389     0  904     0     0 3006   691
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    0     0  206    0   389     0  904     0     0 3006   691
Added Vol:      0    0     0    0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0    0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0  206    0   389     0  904     0     0 3006   691
User 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 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:     0    0     0  206    0   389     0  904     0     0 3006     0
Reduct Vol:     0    0     0    0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0  206    0   389     0  904     0     0 3006     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:    0    0     0  206    0   389     0  904     0     0 3006     0
------------|---------------||---------------||---------------||---------------|
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  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00 2.00 0.00  1.00  0.00 3.00  0.00  0.00 3.00  1.00
Final Sat.:     0    0     0 3150    0  1750     0 5700     0     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00 0.07 0.00  0.22  0.00 0.16  0.00  0.00 0.53  0.00
Crit Moves:                              ****  ****                   ****
Green/Cycle: 0.00 0.00  0.00 0.28 0.00  0.28  0.00 0.68  0.00  0.00 0.68  0.00
Volume/Cap:  0.00 0.00  0.00 0.23 0.00  0.78  0.00 0.23  0.00  0.00 0.78  0.00
Delay/Veh:    0.0  0.0   0.0 41.2  0.0  57.1   0.0  9.4   0.0   0.0 17.8   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:   0.0  0.0   0.0 41.2  0.0  57.1   0.0  9.4   0.0   0.0 17.8   0.0
LOS by Move:    A    A     A    D    A    E+     A    A     A     A    B     A
HCM2k95thQ:     0    0     0    8    0    33     0   10     0     0   48     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #11: I-880 SB Ramps and SR-237

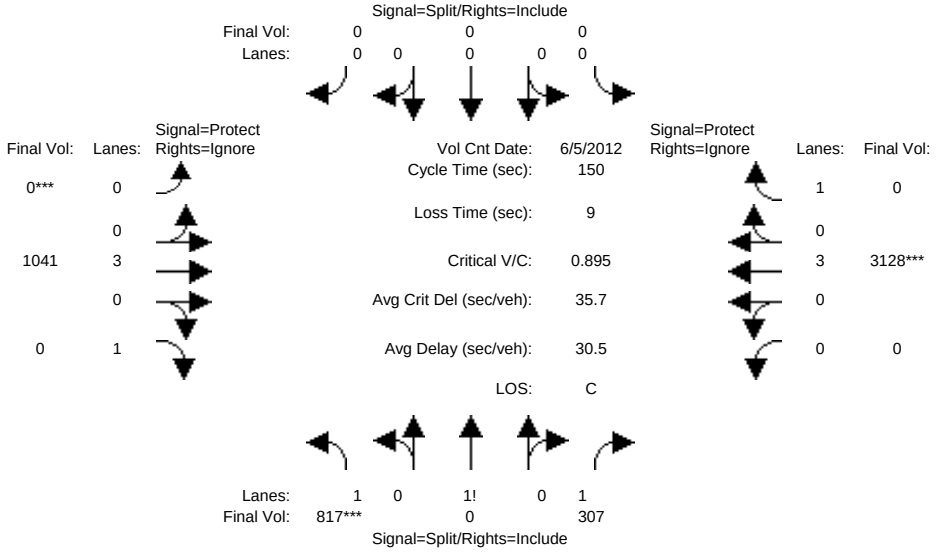



```
Street Name:          I-880 SB Ramps                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0    10   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: 5 Jun 2012 << 8:00:00 AM
Base Vol:       0    0     0   206    0   389     0  904     0     0 3006   691
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    0     0   206    0   389     0  904     0     0 3006   691
Added Vol:      0    0     0     0    0     8     0   25     0     0   58     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    1     0
Initial Fut:    0    0     0   206    0   397     0  929     0     0 3065   691
User 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 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:     0    0     0   206    0   397     0  929     0     0 3065     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   206    0   397     0  929     0     0 3065     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:    0    0     0   206    0   397     0  929     0     0 3065     0
------------|---------------||---------------||---------------||---------------|
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  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00  2.00 0.00  1.00  0.00 3.00  0.00  0.00 3.00  1.00
Final Sat.:     0    0     0  3150    0  1750     0 5700     0     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.07 0.00  0.23  0.00 0.16  0.00  0.00 0.54  0.00
Crit Moves:                                ****  ****                  ****
Green/Cycle: 0.00 0.00  0.00  0.28 0.00  0.28  0.00 0.68  0.00  0.00 0.68  0.00
Volume/Cap:  0.00 0.00  0.00  0.23 0.00  0.80  0.00 0.24  0.00  0.00 0.80  0.00
Delay/Veh:    0.0  0.0   0.0  41.2  0.0  58.3   0.0  9.5   0.0   0.0 18.3   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:   0.0  0.0   0.0  41.2  0.0  58.3   0.0  9.5   0.0   0.0 18.3   0.0
LOS by Move:    A    A     A     D    A    E+     A    A     A     A   B-     A
HCM2k95thQ:     0    0     0     8    0    34     0   10     0     0   50     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #12: I-880 NB Ramps and SR-237




```
Street Name:          I-880 NB Ramps                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10     0    0     0     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: 5 Jun 2012 << 8:00:00 AM
Base Vol:     817    0   307     0    0     0     0 1041    87     0 3128   234
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:  817    0   307     0    0     0     0 1041    87     0 3128   234
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  817    0   307     0    0     0     0 1041    87     0 3128   234
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   817    0   307     0    0     0     0 1041     0     0 3128     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  817    0   307     0    0     0     0 1041     0     0 3128     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
FinalVolume:  817    0   307     0    0     0     0 1041     0     0 3128     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.85 1.00  0.85  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.73 0.00  1.27  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  2797    0  2062     0    0     0     0 5700  1750     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.29 0.00  0.15  0.00 0.00  0.00  0.00 0.18  0.00  0.00 0.55  0.00
Crit Moves:  ****                              ****                    ****
Green/Cycle: 0.33 0.00  0.33  0.00 0.00  0.00  0.00 0.61  0.00  0.00 0.61  0.00
Volume/Cap:  0.89 0.00  0.46  0.00 0.00  0.00  0.00 0.30  0.00  0.00 0.89  0.00
Delay/Veh:   56.6  0.0  40.1   0.0  0.0   0.0   0.0 13.8   0.0   0.0 28.2   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  0.0  40.1   0.0  0.0   0.0   0.0 13.8   0.0   0.0 28.2   0.0
LOS by Move:   E+    A     D     A    A     A     A    B     A     A    C     A
HCM2k95thQ:    42    0    18     0    0     0     0   14     0     0   67     0
Note: Queue reported is the number of cars per lane.
```

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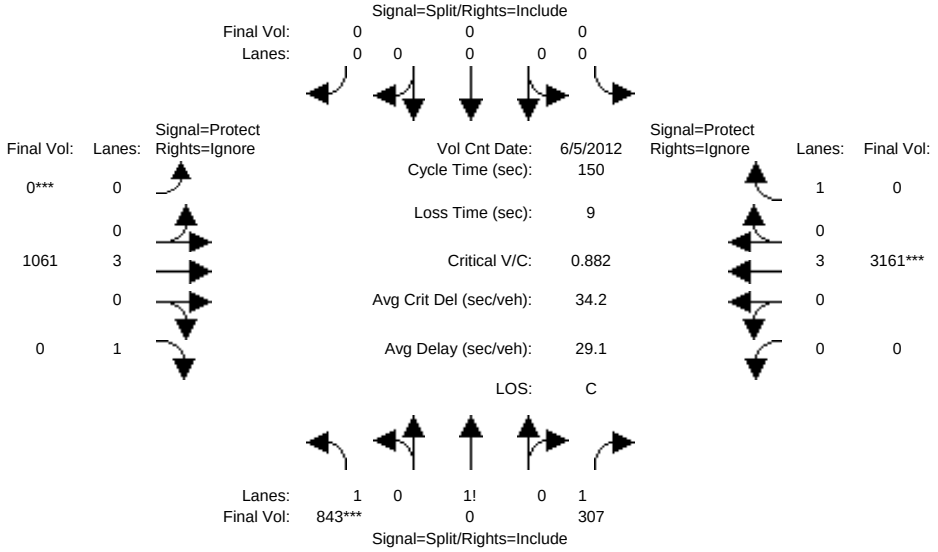
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #12: I-880 NB Ramps and SR-237




```
Street Name:          I-880 NB Ramps                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10     0    0     0     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: 5 Jun 2012 << 8:00:00 AM
Base Vol:     817    0   307     0    0     0     0 1041    87     0 3128   234
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:  817    0   307     0    0     0     0 1041    87     0 3128   234
Added Vol:     25    0     0     0    0     0     0   20     5     0   33     0
Pass-by Div:    1    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  843    0   307     0    0     0     0 1061    92     0 3161   234
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   843    0   307     0    0     0     0 1061     0     0 3161     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  843    0   307     0    0     0     0 1061     0     0 3161     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
FinalVolume:  843    0   307     0    0     0     0 1061     0     0 3161     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.93 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.73 0.00  1.27  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  3071    0  2222     0    0     0     0 5700  1750     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.27 0.00  0.14  0.00 0.00  0.00  0.00 0.19  0.00  0.00 0.55  0.00
Crit Moves:  ****                             ****                    ****
Green/Cycle: 0.31 0.00  0.31  0.00 0.00  0.00  0.00 0.63  0.00  0.00 0.63  0.00
Volume/Cap:  0.88 0.00  0.44  0.00 0.00  0.00  0.00 0.30  0.00  0.00 0.88  0.00
Delay/Veh:   56.4  0.0  41.4   0.0  0.0   0.0   0.0 12.7   0.0   0.0 26.1   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:  56.4  0.0  41.4   0.0  0.0   0.0   0.0 12.7   0.0   0.0 26.1   0.0
LOS by Move:   E+    A     D     A    A     A     A    B     A     A    C     A
HCM2k95thQ:    42    0    18     0    0     0     0   14     0     0   66     0
Note: Queue reported is the number of cars per lane.
```

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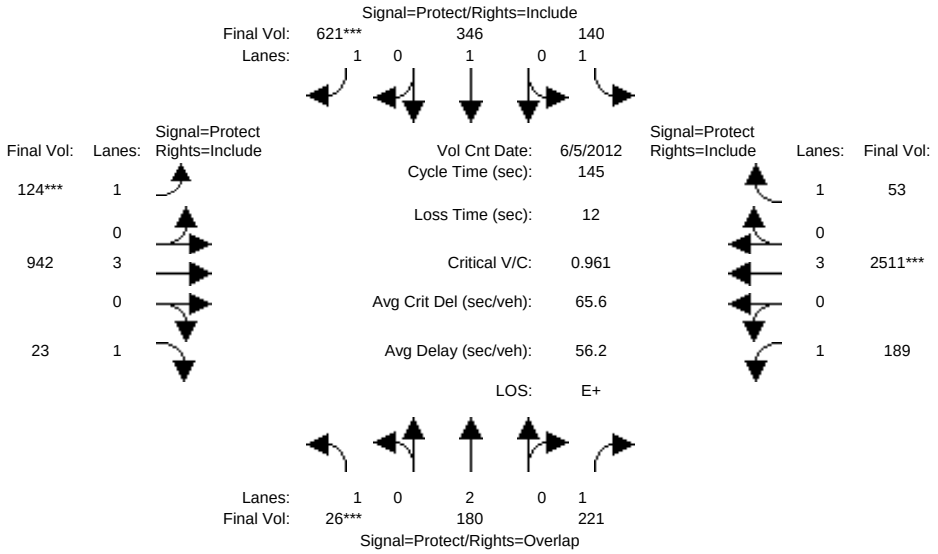
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #13: Abel Street and SR-237



Street Name:	Abel Street						SR-237					
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: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	26	180	221	140	346	621	124	942	23	189	2511	53
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:	26	180	221	140	346	621	124	942	23	189	2511	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	180	221	140	346	621	124	942	23	189	2511	53
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:	26	180	221	140	346	621	124	942	23	189	2511	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	180	221	140	346	621	124	942	23	189	2511	53
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:	26	180	221	140	346	621	124	942	23	189	2511	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.13	0.08	0.18	0.35	0.07	0.17	0.01	0.11	0.44	0.03
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.19	0.39	0.22	0.36	0.36	0.07	0.31	0.31	0.20	0.44	0.44
Volume/Cap:	0.31	0.25	0.32	0.37	0.51	1.00	1.00	0.53	0.04	0.53	1.00	0.07
Delay/Veh:	68.7	50.5	31.2	48.9	37.4	81.8	147.0	41.6	35.0	53.2	57.5	23.3
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:	68.7	50.5	31.2	48.9	37.4	81.8	147.0	41.6	35.0	53.2	57.5	23.3
LOS by Move:	E	D	C	D	D+	F	F	D	C-	D-	E+	C
HCM2k95thQ:	3	7	14	11	22	57	18	21	2	14	57	3

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

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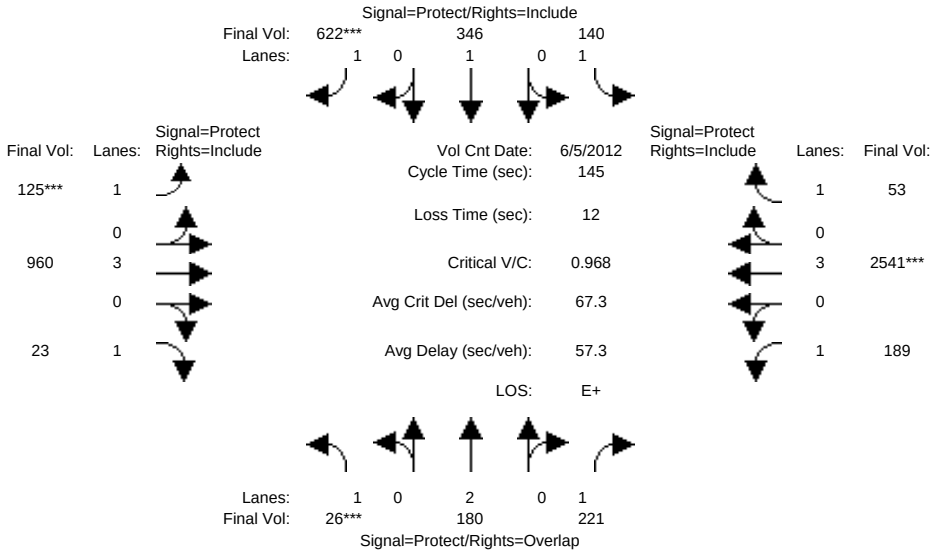
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #13: Abel Street and SR-237




```
Street Name:           Abel Street                          SR-237
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: 5 Jun 2012 << 7:40:00 AM
Base Vol:      26  180   221   140  346   621   124  942    23   189 2511    53
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:   26  180   221   140  346   621   124  942    23   189 2511    53
Added Vol:      0    0     0     0    0     1     1   18     0     0   30     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   26  180   221   140  346   622   125  960    23   189 2541    53
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:    26  180   221   140  346   622   125  960    23   189 2541    53
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   26  180   221   140  346   622   125  960    23   189 2541    53
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:   26  180   221   140  346   622   125  960    23   189 2541    53
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 2.00  1.00  1.00 1.00  1.00  1.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:  1750 3800  1750  1750 1900  1750  1750 5700  1750  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.05  0.13  0.08 0.18  0.36  0.07 0.17  0.01  0.11 0.45  0.03
Crit Moves:  ****                         ****  ****                  ****
Green/Cycle: 0.05 0.19  0.39  0.22 0.35  0.35  0.07 0.31  0.31  0.20 0.44  0.44
Volume/Cap:  0.31 0.25  0.33  0.37 0.51  1.00  1.00 0.54  0.04  0.54 1.00  0.07
Delay/Veh:   68.7 50.6  31.4  49.1 37.7  84.0 149.1 41.4  34.6  53.5 59.2  23.2
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:  68.7 50.6  31.4  49.1 37.7  84.0 149.1 41.4  34.6  53.5 59.2  23.2
LOS by Move:    E    D     C     D   D+     F     F    D    C-    D-   E+     C
HCM2k95thQ:     3    7    14    11   22    58    18   21     2    14   59     3
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
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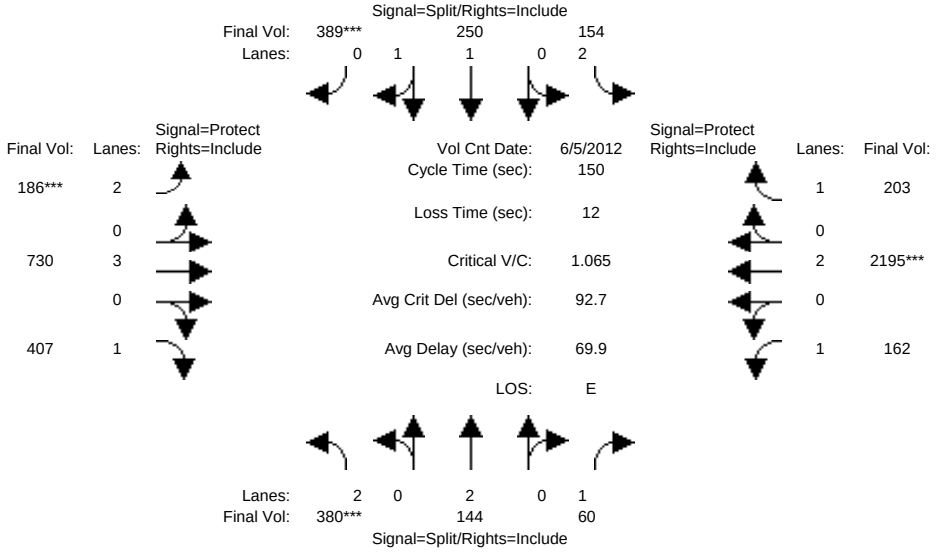
Cumulative plus Project - AM Peak Hour

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

Intersection #14: Milpitas Blvd and SR-237




```
Street Name:          Milpitas Blvd                          SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 5 Jun 2012 << 8:00:00 AM
Base Vol:     380  144    60   154  250   389   186  730   407   162 2195   203
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:  380  144    60   154  250   389   186  730   407   162 2195   203
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  380  144    60   154  250   389   186  730   407   162 2195   203
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:   380  144    60   154  250   389   186  730   407   162 2195   203
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  380  144    60   154  250   389   186  730   407   162 2195   203
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:  380  144    60   154  250   389   186  730   407   162 2195   203
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 2.00  1.00  2.00 1.00  1.00  2.00 3.00  1.00  1.00 2.00  1.00
Final Sat.:  3150 3800  1750  3150 1900  1750  3150 5700  1750  1750 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.04  0.03  0.05 0.13  0.22  0.06 0.13  0.23  0.09 0.58  0.12
Crit Moves:  ****                         ****  ****                   ****
Green/Cycle: 0.11 0.11  0.11  0.21 0.21  0.21  0.06 0.43  0.43  0.17 0.54  0.54
Volume/Cap:  1.06 0.33  0.30  0.23 0.63  1.06  1.06 0.30  0.54  0.54 1.06  0.21
Delay/Veh:  132.4 61.8  61.9  49.6 55.4 114.5 157.2 28.2  32.8  59.0 74.0  17.9
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: 132.4 61.8  61.9  49.6 55.4 114.5 157.2 28.2  32.8  59.0 74.0  17.9
LOS by Move:    F    E     E     D   E+     F     F    C    C-    E+    E     B
HCM2k95thQ:    28    7     6     7   20    44    13   13    26    14   92    10
Note: Queue reported is the number of cars per lane.
```

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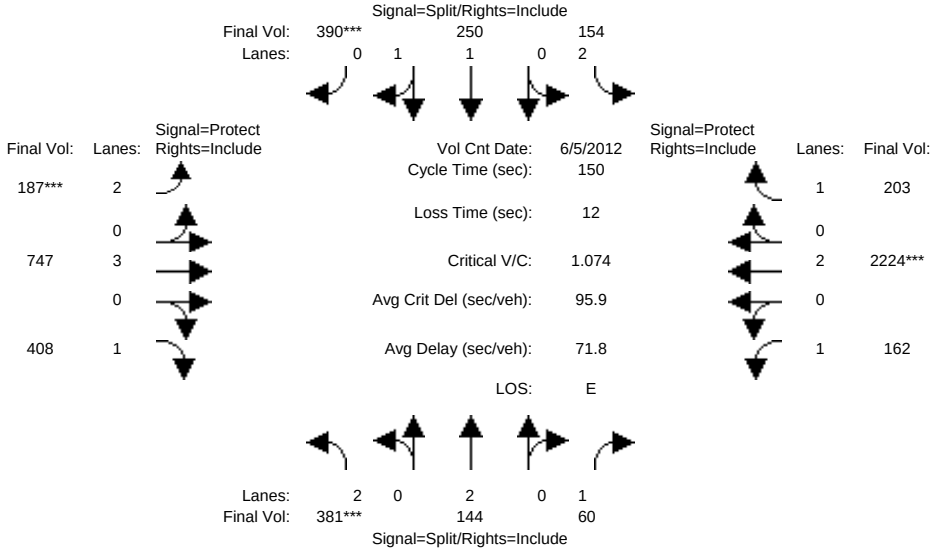
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #14: Milpitas Blvd and SR-237




```
Street Name:          Milpitas Blvd                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 5 Jun 2012 << 8:00:00 AM
Base Vol:     380  144    60   154  250   389   186  730   407   162 2195   203
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:  380  144    60   154  250   389   186  730   407   162 2195   203
Added Vol:      1    0     0     0    0     1     1   17     1     0   29     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  381  144    60   154  250   390   187  747   408   162 2224   203
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:   381  144    60   154  250   390   187  747   408   162 2224   203
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  381  144    60   154  250   390   187  747   408   162 2224   203
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:  381  144    60   154  250   390   187  747   408   162 2224   203
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 2.00  1.00  2.00 1.00  1.00  2.00 3.00  1.00  1.00 2.00  1.00
Final Sat.:  3150 3800  1750  3150 1900  1750  3150 5700  1750  1750 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.04  0.03  0.05 0.13  0.22  0.06 0.13  0.23  0.09 0.59  0.12
Crit Moves:  ****                         ****  ****                   ****
Green/Cycle: 0.11 0.11  0.11  0.21 0.21  0.21  0.06 0.43  0.43  0.17 0.54  0.54
Volume/Cap:  1.07 0.34  0.30  0.24 0.63  1.07  1.07 0.31  0.54  0.54 1.07  0.21
Delay/Veh:  135.6 61.9  62.0  49.7 55.6 117.9 160.3 28.2  32.7  58.9 77.3  17.7
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: 135.6 61.9  62.0  49.7 55.6 117.9 160.3 28.2  32.7  58.9 77.3  17.7
LOS by Move:    F    E     E     D   E+     F     F    C    C-    E+   E-     B
HCM2k95thQ:    28    7     6     7   20    44    13   14    26    13   94    10
Note: Queue reported is the number of cars per lane.
```

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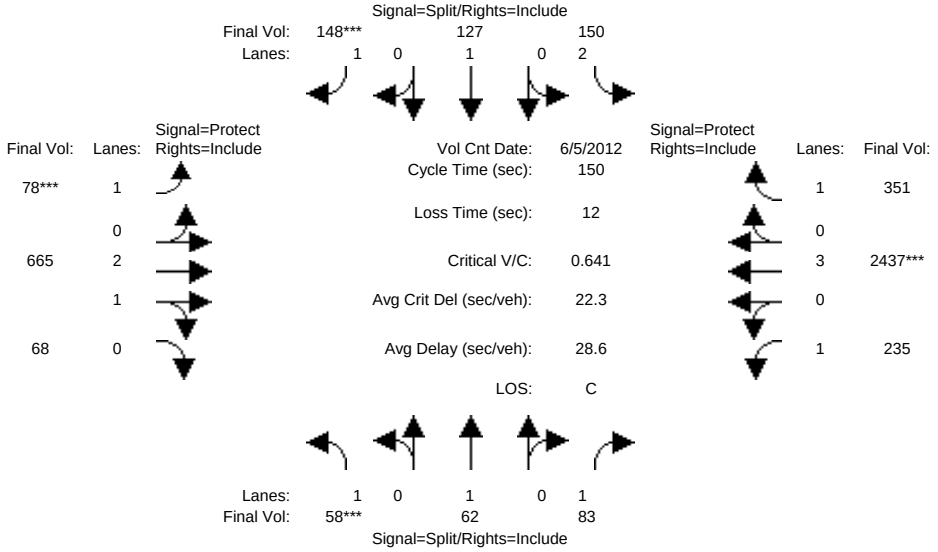
Cumulative plus Project - AM Peak Hour

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

Intersection #15: Hillview Drive and SR-237




```
Street Name:          Hillview Drive                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 5 Jun 2012 << 7:35:00 AM
Base Vol:      58   62    83   150  127   148    78  665    68   235 2437   351
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:   58   62    83   150  127   148    78  665    68   235 2437   351
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   58   62    83   150  127   148    78  665    68   235 2437   351
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:    58   62    83   150  127   148    78  665    68   235 2437   351
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   58   62    83   150  127   148    78  665    68   235 2437   351
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:   58   62    83   150  127   148    78  665    68   235 2437   351
------------|---------------||---------------||---------------||---------------|
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  0.92 1.00  0.92
Lanes:       1.00 1.00  1.00  2.00 1.00  1.00  1.00 2.70  0.30  1.00 3.00  1.00
Final Sat.:  1750 1900  1750  3150 1900  1750  1750 5130   525  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.03  0.05  0.05 0.07  0.08  0.04 0.13  0.13  0.13 0.43  0.20
Crit Moves:  ****                         ****  ****                   ****
Green/Cycle: 0.07 0.07  0.07  0.13 0.13  0.13  0.07 0.35  0.35  0.37 0.65  0.65
Volume/Cap:  0.45 0.44  0.64  0.37 0.52  0.66  0.66 0.37  0.37  0.37 0.66  0.31
Delay/Veh:   69.0 68.7  77.9  60.4 63.0  69.2  81.0 36.3  36.3  35.3 16.5  11.7
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:  69.0 68.7  77.9  60.4 63.0  69.2  81.0 36.3  36.3  35.3 16.5  11.7
LOS by Move:    E    E    E-     E    E     E     F   D+    D+    D+    B    B+
HCM2k95thQ:     7    6    10     8   11    15     8   15    15    16   38    14
Note: Queue reported is the number of cars per lane.
```

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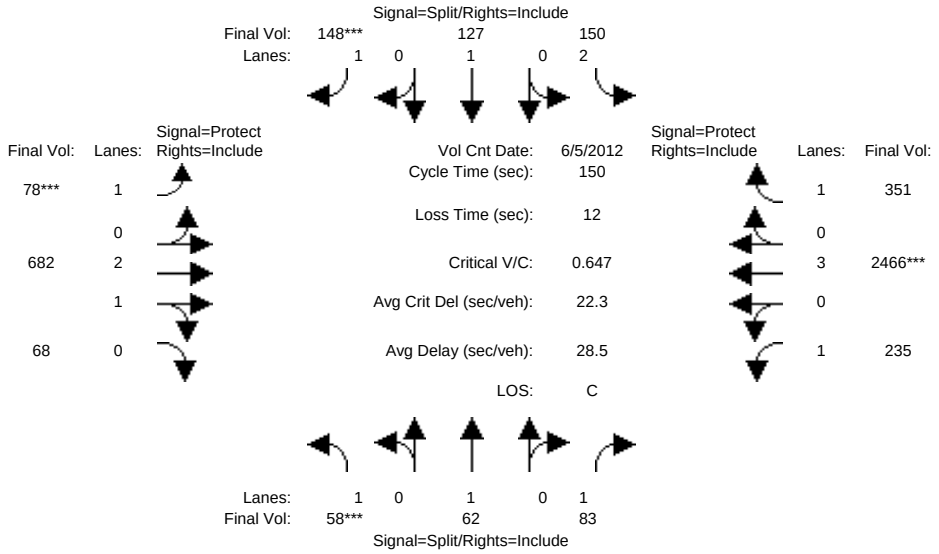
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #15: Hillview Drive and SR-237




```
Street Name:          Hillview Drive                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 5 Jun 2012 << 7:35:00 AM
Base Vol:      58   62    83   150  127   148    78  665    68   235 2437   351
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:   58   62    83   150  127   148    78  665    68   235 2437   351
Added Vol:      0    0     0     0    0     0     0   17     0     0   29     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   58   62    83   150  127   148    78  682    68   235 2466   351
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:    58   62    83   150  127   148    78  682    68   235 2466   351
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   58   62    83   150  127   148    78  682    68   235 2466   351
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:   58   62    83   150  127   148    78  682    68   235 2466   351
------------|---------------||---------------||---------------||---------------|
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 0.99  0.95  0.92 1.00  0.92
Lanes:       1.00 1.00  1.00  2.00 1.00  1.00  1.00 2.72  0.28  1.00 3.00  1.00
Final Sat.:  1750 1900  1750  3150 1900  1750  1750 5092   508  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.03  0.05  0.05 0.07  0.08  0.04 0.13  0.13  0.13 0.43  0.20
Crit Moves:  ****                         ****  ****                   ****
Green/Cycle: 0.07 0.07  0.07  0.13 0.13  0.13  0.07 0.36  0.36  0.36 0.65  0.65
Volume/Cap:  0.45 0.44  0.65  0.37 0.52  0.66  0.66 0.37  0.37  0.37 0.66  0.31
Delay/Veh:   69.1 68.8  78.5  60.5 63.3  69.7  81.7 35.7  35.7  35.9 16.5  11.5
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:  69.1 68.8  78.5  60.5 63.3  69.7  81.7 35.7  35.7  35.9 16.5  11.5
LOS by Move:    E    E    E-     E    E     E     F   D+    D+    D+    B    B+
HCM2k95thQ:     7    6    10     8   12    15     8   16    16    16   38    14
Note: Queue reported is the number of cars per lane.
```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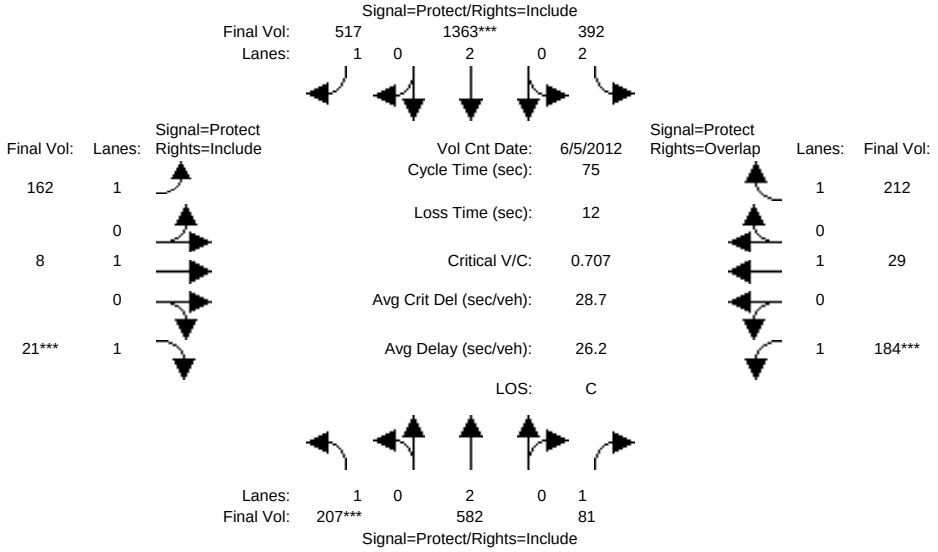
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	207	582	81	392	1363	517	162	8	21	184	29	212
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:	207	582	81	392	1363	517	162	8	21	184	29	212
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	582	81	392	1363	517	162	8	21	184	29	212
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:	207	582	81	392	1363	517	162	8	21	184	29	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	582	81	392	1363	517	162	8	21	184	29	212
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:	207	582	81	392	1363	517	162	8	21	184	29	212
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	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.05	0.12	0.36	0.30	0.09	0.00	0.01	0.11	0.02	0.12
Crit Moves:	****				****				****	****		
Green/Cycle:	0.14	0.32	0.32	0.26	0.44	0.44	0.11	0.13	0.13	0.13	0.15	0.41
Volume/Cap:	0.82	0.48	0.14	0.48	0.82	0.68	0.86	0.03	0.09	0.82	0.10	0.29
Delay/Veh:	50.5	20.8	18.3	23.9	22.1	19.4	63.9	28.3	28.7	53.2	27.4	14.9
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:	50.5	20.8	18.3	23.9	22.1	19.4	63.9	28.3	28.7	53.2	27.4	14.9
LOS by Move:	D	C+	B-	C	C+	B-	E	C	C	D-	C	B
HCM2k95thQ:	11	10	3	9	24	18	13	0	1	13	1	7

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

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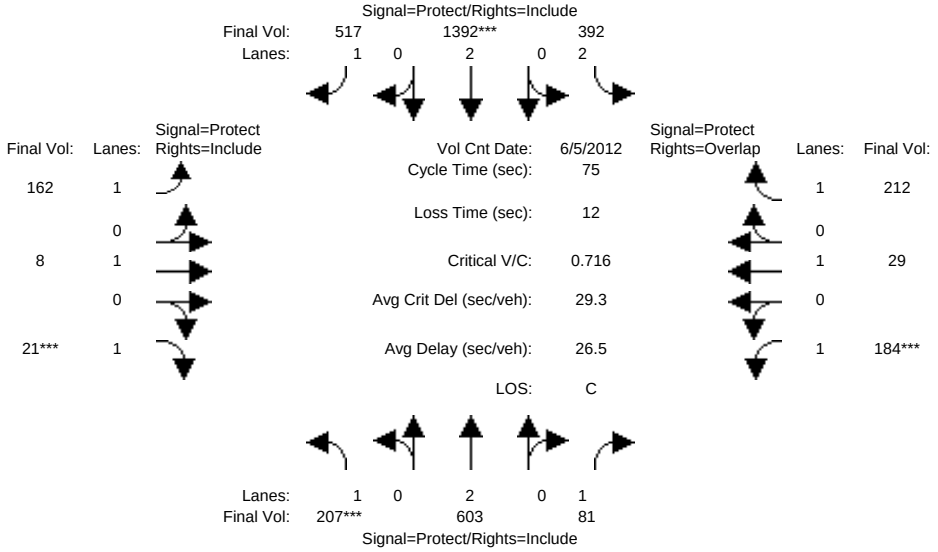
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	207	582	81	392	1363	517	162	8	21	184	29	212
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:	207	582	81	392	1363	517	162	8	21	184	29	212
Added Vol:	0	21	0	0	28	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	207	603	81	392	1392	517	162	8	21	184	29	212
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:	207	603	81	392	1392	517	162	8	21	184	29	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	603	81	392	1392	517	162	8	21	184	29	212
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:	207	603	81	392	1392	517	162	8	21	184	29	212
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	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.05	0.12	0.37	0.30	0.09	0.00	0.01	0.11	0.02	0.12
Crit Moves:	****				****				****	****		
Green/Cycle:	0.14	0.33	0.33	0.26	0.44	0.44	0.11	0.13	0.13	0.13	0.15	0.41
Volume/Cap:	0.83	0.49	0.14	0.49	0.83	0.67	0.87	0.03	0.09	0.83	0.10	0.30
Delay/Veh:	52.3	20.6	18.0	24.2	22.4	19.1	65.1	28.3	28.7	55.1	27.5	15.2
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:	52.3	20.6	18.0	24.2	22.4	19.1	65.1	28.3	28.7	55.1	27.5	15.2
LOS by Move:	D-	C+	B-	C	C+	B-	E	C	C	E+	C	B
HCM2k95thQ:	11	10	3	9	25	18	13	0	1	14	1	7

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

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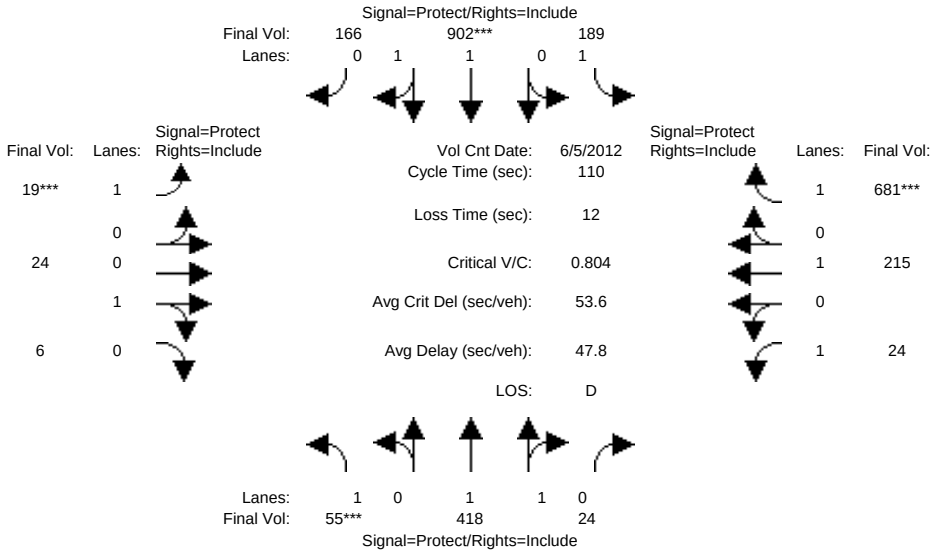
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	55	418	24	189	902	166	19	24	6	24	215	681
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:	55	418	24	189	902	166	19	24	6	24	215	681
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	418	24	189	902	166	19	24	6	24	215	681
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:	55	418	24	189	902	166	19	24	6	24	215	681
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	418	24	189	902	166	19	24	6	24	215	681
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:	55	418	24	189	902	166	19	24	6	24	215	681
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	1.00	1.67	0.33	1.00	0.79	0.21	1.00	1.00	1.00
Final Sat.:	1750	3577	205	1750	3167	583	1750	1494	374	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.11	0.28	0.28	0.01	0.02	0.02	0.01	0.11	0.39
Crit Moves:	****				****		****					****
Green/Cycle:	0.09	0.20	0.20	0.19	0.30	0.30	0.09	0.25	0.25	0.25	0.41	0.41
Volume/Cap:	0.35	0.58	0.58	0.58	0.95	0.95	0.12	0.06	0.06	0.05	0.28	0.95
Delay/Veh:	48.2	40.6	40.6	43.2	54.0	54.0	46.3	31.5	31.5	31.4	21.8	53.6
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:	48.2	40.6	40.6	43.2	54.0	54.0	46.3	31.5	31.5	31.4	21.8	53.6
LOS by Move:	D	D	D	D	D-	D-	D	C	C	C	C+	D-
HCM2k95thQ:	4	13	13	12	32	32	1	2	2	1	9	44

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

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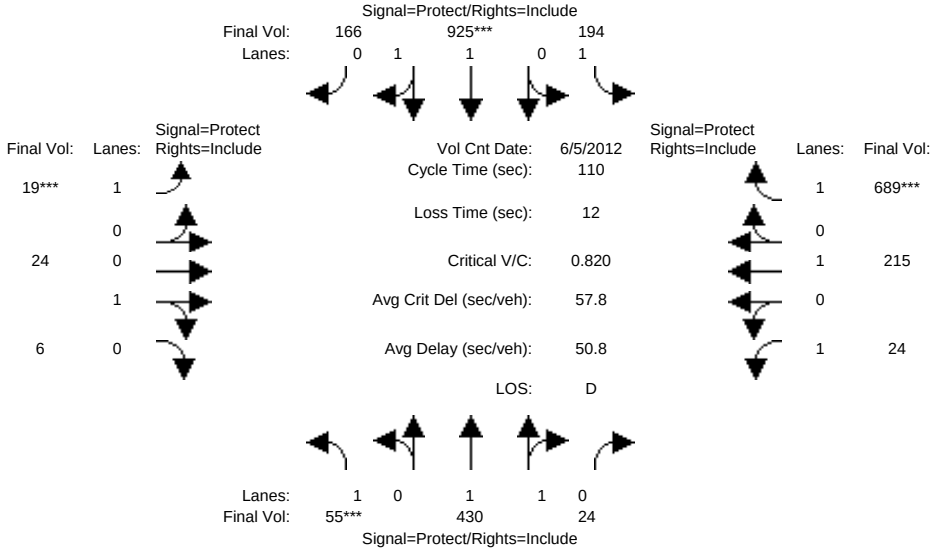
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	55	418	24	189	902	166	19	24	6	24	215	681
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:	55	418	24	189	902	166	19	24	6	24	215	681
Added Vol:	0	12	0	5	22	0	0	0	0	0	0	8
Pass-by Div:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	55	430	24	194	925	166	19	24	6	24	215	689
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:	55	430	24	194	925	166	19	24	6	24	215	689
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	430	24	194	925	166	19	24	6	24	215	689
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:	55	430	24	194	925	166	19	24	6	24	215	689
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	1.00	0.92
Lanes:	1.00	1.89	0.11	1.00	1.69	0.31	1.00	0.80	0.20	1.00	1.00	1.00
Final Sat.:	1750	3504	196	1750	3137	563	1750	1440	360	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.11	0.29	0.29	0.01	0.02	0.02	0.01	0.11	0.39
Crit Moves:	****				****		****					****
Green/Cycle:	0.09	0.21	0.21	0.19	0.30	0.30	0.09	0.25	0.25	0.25	0.41	0.41
Volume/Cap:	0.35	0.59	0.59	0.59	0.97	0.97	0.12	0.07	0.07	0.06	0.28	0.97
Delay/Veh:	48.2	40.6	40.6	43.7	58.0	58.0	46.3	31.7	31.7	31.6	22.1	58.7
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:	48.2	40.6	40.6	43.7	58.0	58.0	46.3	31.7	31.7	31.6	22.1	58.7
LOS by Move:	D	D	D	D	E+	E+	D	C	C	C	C+	E+
HCM2k95thQ:	4	13	13	12	34	34	1	2	2	1	9	46

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

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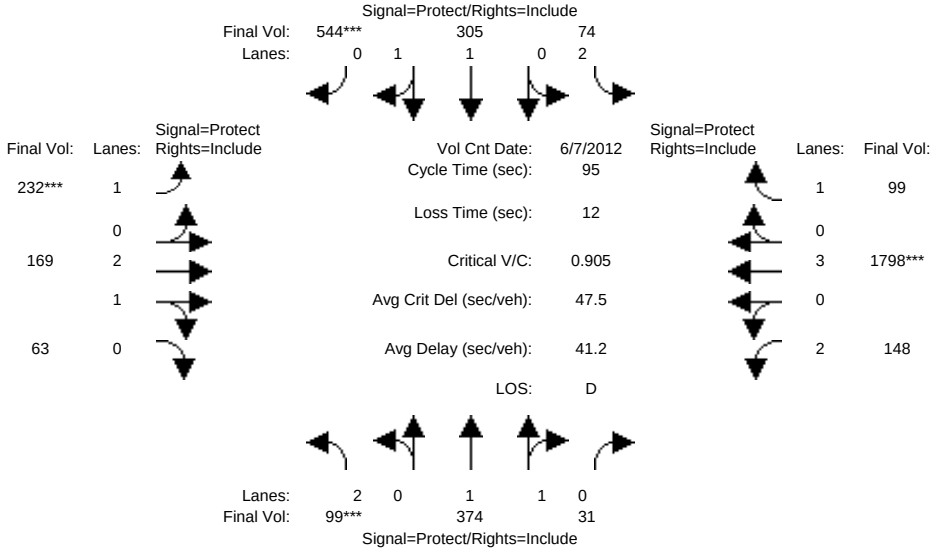
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #18: McCarthy Blvd and Tasman Dr



Street Name:	McCarthy Blvd						Tasman Drive					
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: 7 Jun 2012 << 8:00:00 AM

Base Vol:	99	374	31	74	305	544	232	169	63	148	1798	99
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:	99	374	31	74	305	544	232	169	63	148	1798	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	374	31	74	305	544	232	169	63	148	1798	99
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:	99	374	31	74	305	544	232	169	63	148	1798	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	374	31	74	305	544	232	169	63	148	1798	99
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:	99	374	31	74	305	544	232	169	63	148	1798	99

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.83	0.17	2.00	1.00	1.00	1.00	2.14	0.86	2.00	3.00	1.00
Final Sat.:	3150	3486	289	3150	1900	1750	1750	4058	1513	3150	5700	1750

Capacity Analysis Module:

Vol/Sat:	0.03	0.11	0.11	0.02	0.16	0.31	0.13	0.04	0.04	0.05	0.32	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.07	0.24	0.24	0.16	0.33	0.33	0.14	0.28	0.28	0.19	0.33	0.33
Volume/Cap:	0.43	0.45	0.45	0.14	0.49	0.95	0.95	0.15	0.15	0.24	0.95	0.17
Delay/Veh:	43.3	31.3	31.3	34.2	25.8	49.9	83.9	25.9	25.9	32.5	41.8	22.6
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:	43.3	31.3	31.3	34.2	25.8	49.9	83.9	25.9	25.9	32.5	41.8	22.6
LOS by Move:	D	C	C	C-	C	D	F	C	C	C-	D	C+
HCM2k95thQ:	3	10	10	2	13	29	21	4	4	4	33	4

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

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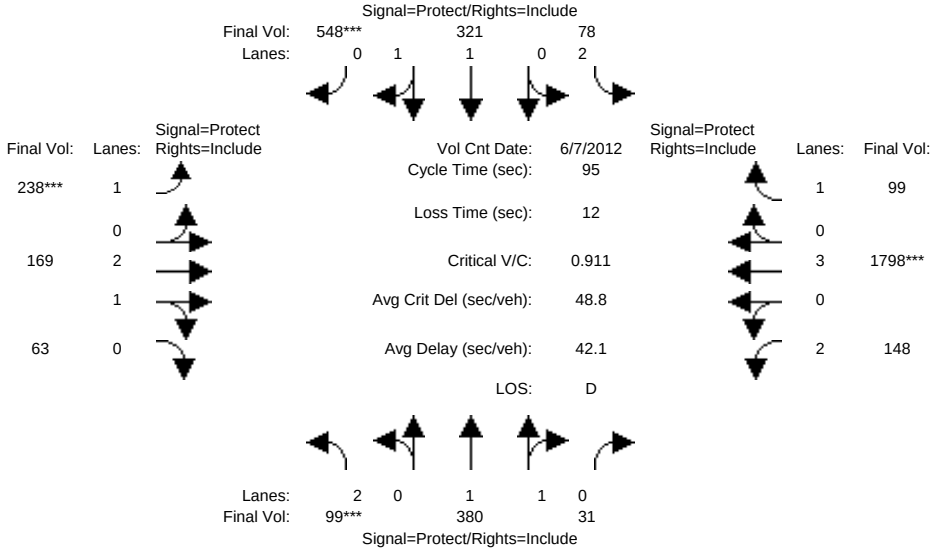
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #18: McCarthy Blvd and Tasman Dr



Street Name:	McCarthy Blvd						Tasman Drive					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	99	374	31	74	305	544	232	169	63	148	1798	99
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:	99	374	31	74	305	544	232	169	63	148	1798	99
Added Vol:	0	6	0	4	15	4	6	0	0	0	0	0
Pass-by Div:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	99	380	31	78	321	548	238	169	63	148	1798	99
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:	99	380	31	78	321	548	238	169	63	148	1798	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	380	31	78	321	548	238	169	63	148	1798	99
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:	99	380	31	78	321	548	238	169	63	148	1798	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.95	0.83	1.00	0.92
Lanes:	2.00	1.84	0.16	2.00	1.00	1.00	1.00	2.16	0.84	2.00	3.00	1.00
Final Sat.:	3150	3421	279	3150	1900	1750	1750	4077	1520	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.02	0.17	0.31	0.14	0.04	0.04	0.05	0.32	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.07	0.24	0.24	0.16	0.33	0.33	0.14	0.28	0.28	0.19	0.33	0.33
Volume/Cap:	0.43	0.46	0.46	0.15	0.52	0.96	0.96	0.15	0.15	0.24	0.96	0.17
Delay/Veh:	43.3	31.1	31.1	34.5	26.1	51.1	85.1	25.9	25.9	32.5	43.1	22.7
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:	43.3	31.1	31.1	34.5	26.1	51.1	85.1	25.9	25.9	32.5	43.1	22.7
LOS by Move:	D	C	C	C-	C	D-	F	C	C	C-	D	C+
HCM2k95thQ:	3	10	10	2	13	29	21	4	4	4	34	4

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

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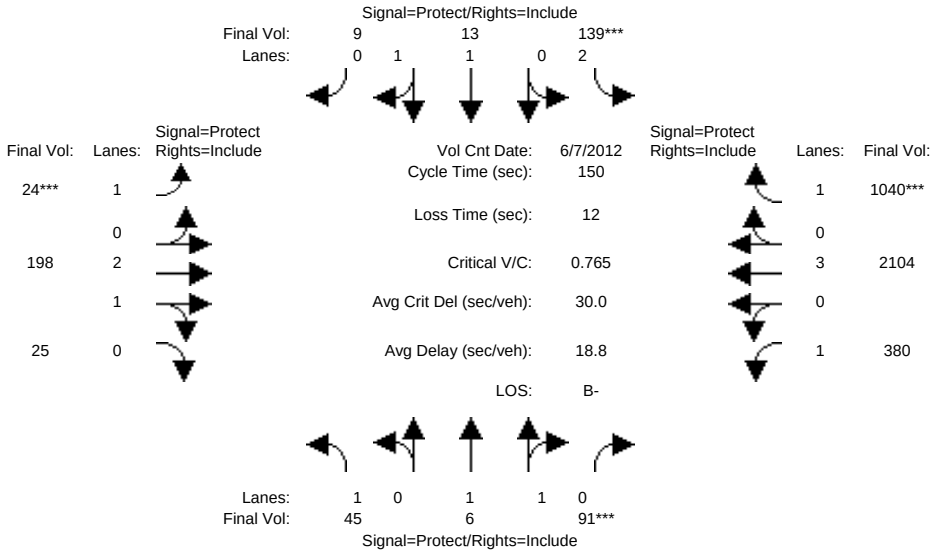
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	45	6	91	139	13	9	24	198	25	380	2104	1040
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:	45	6	91	139	13	9	24	198	25	380	2104	1040
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	6	91	139	13	9	24	198	25	380	2104	1040
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:	45	6	91	139	13	9	24	198	25	380	2104	1040
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	6	91	139	13	9	24	198	25	380	2104	1040
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:	45	6	91	139	13	9	24	198	25	380	2104	1040
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	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.14	0.86	1.00	2.64	0.36	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	2169	1502	1750	5013	633	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.05	0.04	0.01	0.01	0.01	0.04	0.04	0.22	0.37	0.59
Crit Moves:			****	****			****					****
Green/Cycle:	0.05	0.07	0.07	0.06	0.07	0.07	0.05	0.19	0.19	0.61	0.75	0.75
Volume/Cap:	0.51	0.05	0.78	0.79	0.08	0.08	0.29	0.21	0.21	0.36	0.49	0.79
Delay/Veh:	74.3	65.5	95.3	91.1	65.1	65.1	71.1	51.7	51.7	14.8	7.5	14.8
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:	74.3	65.5	95.3	91.1	65.1	65.1	71.1	51.7	51.7	14.8	7.5	14.8
LOS by Move:	E	E	F	F	E	E	E	D-	D-	B	A	B
HCM2k95thQ:	6	1	12	7	1	1	2	6	6	16	22	49

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

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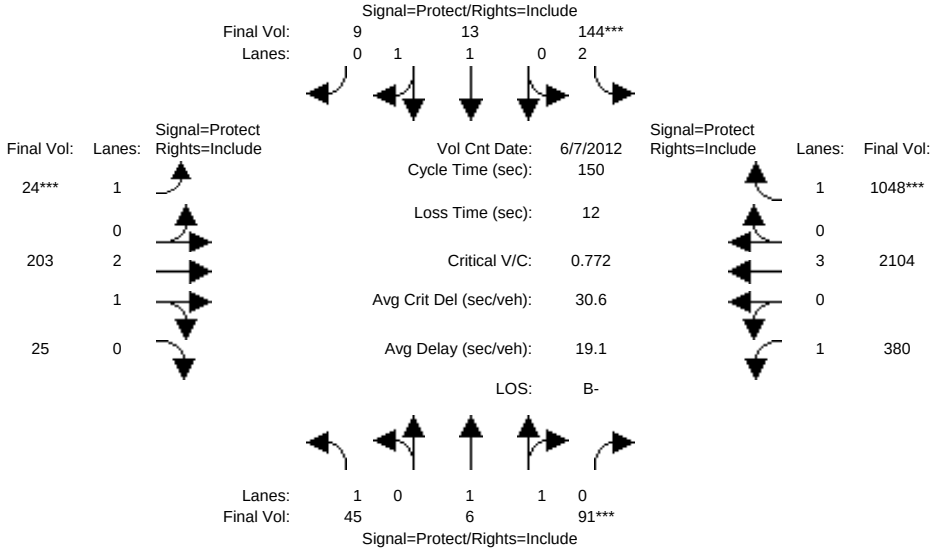
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	45	6	91	139	13	9	24	198	25	380	2104	1040
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:	45	6	91	139	13	9	24	198	25	380	2104	1040
Added Vol:	0	0	0	5	0	0	0	4	0	0	0	8
Pass-by Div:	0	0	0	0	0	0	0	1	0	0	0	0
Initial Fut:	45	6	91	144	13	9	24	203	25	380	2104	1048
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:	45	6	91	144	13	9	24	203	25	380	2104	1048
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	6	91	144	13	9	24	203	25	380	2104	1048
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:	45	6	91	144	13	9	24	203	25	380	2104	1048
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	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.16	0.84	1.00	2.66	0.34	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	2185	1513	1750	4985	614	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.05	0.05	0.01	0.01	0.01	0.04	0.04	0.22	0.37	0.60
Crit Moves:			****	****			****					****
Green/Cycle:	0.05	0.07	0.07	0.06	0.07	0.07	0.05	0.19	0.19	0.61	0.75	0.75
Volume/Cap:	0.50	0.05	0.78	0.80	0.08	0.08	0.29	0.22	0.22	0.36	0.49	0.80
Delay/Veh:	73.9	65.5	95.3	91.6	65.0	65.0	71.1	51.8	51.8	14.8	7.6	15.3
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:	73.9	65.5	95.3	91.6	65.0	65.0	71.1	51.8	51.8	14.8	7.6	15.3
LOS by Move:	E	E	F	F	E	E	E	D-	D-	B	A	B
HCM2k95thQ:	6	1	12	7	1	1	2	6	6	16	22	50

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

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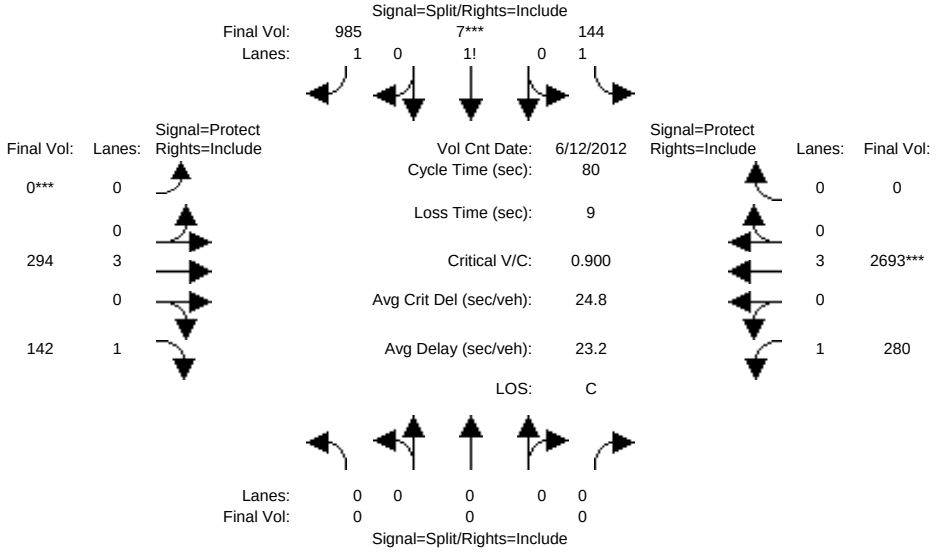
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #20: I-880 SB Ramps and Tasman Dr



Street Name:	I-880 SB Ramps						Tasman Dr					
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	0	0	10	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: 12 Jun 2012 << 8:00:00 AM												
Base Vol:	0	0	0	144	7	985	0	294	142	280	2693	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:	0	0	0	144	7	985	0	294	142	280	2693	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	144	7	985	0	294	142	280	2693	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:	0	0	0	144	7	985	0	294	142	280	2693	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	144	7	985	0	294	142	280	2693	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:	0	0	0	144	7	985	0	294	142	280	2693	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.13	0.01	1.86	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1971	21	3260	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.33	0.30	0.00	0.05	0.08	0.16	0.47	0.00
Crit Moves:					****		****				****	
Green/Cycle:	0.00	0.00	0.00	0.36	0.36	0.36	0.00	0.23	0.23	0.29	0.52	0.00
Volume/Cap:	0.00	0.00	0.00	0.20	0.90	0.83	0.00	0.22	0.35	0.54	0.90	0.00
Delay/Veh:	0.0	0.0	0.0	17.6	33.1	27.9	0.0	25.1	26.3	24.9	21.3	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:	0.0	0.0	0.0	17.6	33.1	27.9	0.0	25.1	26.3	24.9	21.3	0.0
LOS by Move:	A	A	A	B	C-	C	A	C	C	C	C+	A
HCM2k95thQ:	0	0	0	5	32	27	0	4	6	11	32	0

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

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Pacific Mall - Silicon Valley
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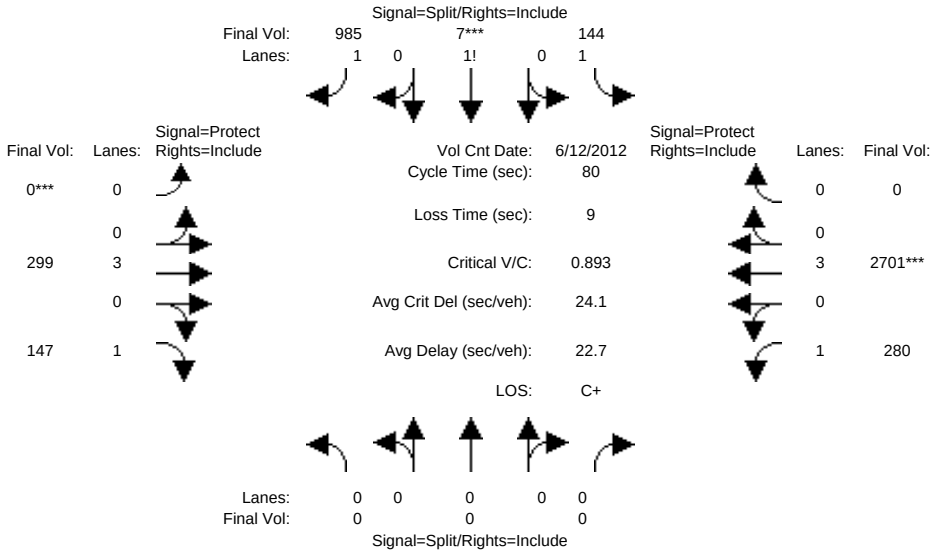
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #20: I-880 SB Ramps and Tasman Dr



Street Name:	I-880 SB Ramps						Tasman Dr					
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	0	0	10	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: 12 Jun 2012 << 8:00:00 AM												
Base Vol:	0	0	0	144	7	985	0	294	142	280	2693	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:	0	0	0	144	7	985	0	294	142	280	2693	0
Added Vol:	0	0	0	0	0	0	0	5	4	0	8	0
Pass-by Div:	0	0	0	0	0	0	0	0	1	0	0	0
Initial Fut:	0	0	0	144	7	985	0	299	147	280	2701	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:	0	0	0	144	7	985	0	299	147	280	2701	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	144	7	985	0	299	147	280	2701	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:	0	0	0	144	7	985	0	299	147	280	2701	0
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	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.13	0.01	1.86	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1976	22	3346	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.32	0.29	0.00	0.05	0.08	0.16	0.47	0.00
Crit Moves:					****		****				****	
Green/Cycle:	0.00	0.00	0.00	0.36	0.36	0.36	0.00	0.23	0.23	0.30	0.53	0.00
Volume/Cap:	0.00	0.00	0.00	0.20	0.89	0.83	0.00	0.23	0.36	0.54	0.89	0.00
Delay/Veh:	0.0	0.0	0.0	17.9	32.6	27.7	0.0	24.9	26.3	24.6	20.6	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:	0.0	0.0	0.0	17.9	32.6	27.7	0.0	24.9	26.3	24.6	20.6	0.0
LOS by Move:	A	A	A	B	C-	C	A	C	C	C	C+	A
HCM2k95thQ:	0	0	0	5	31	27	0	4	6	11	32	0

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

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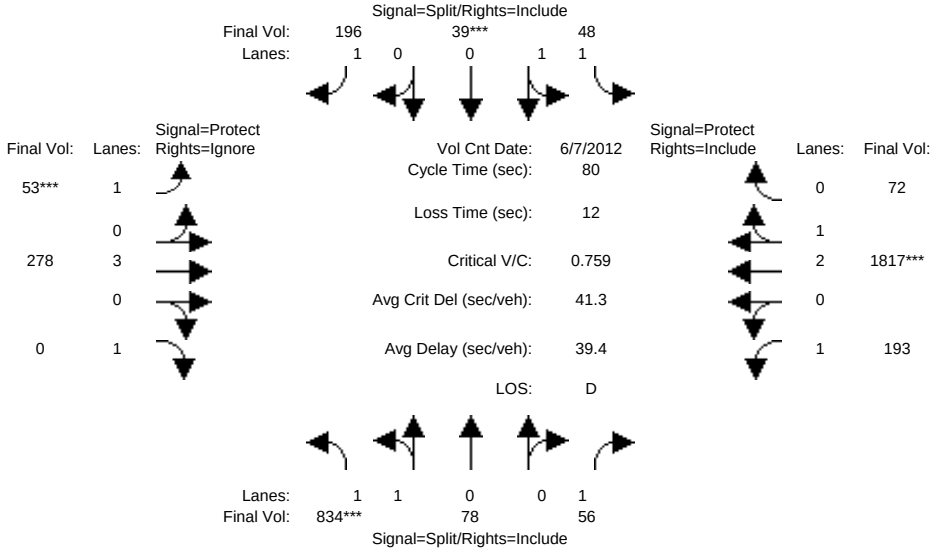
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #21: Great Mall Pkwy and Thompson St

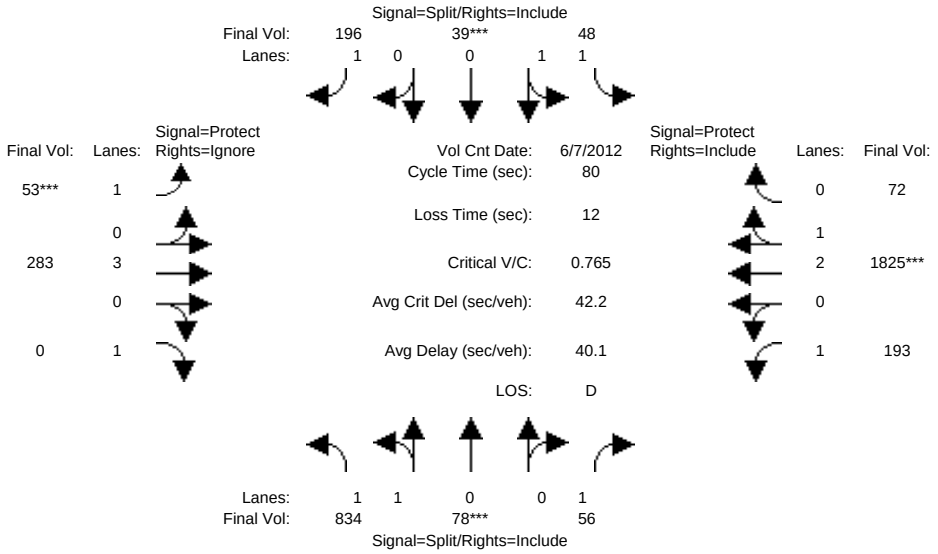



```
Street Name:           Thompson St                     Great Mall Pkwy
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 7 Jun 2012 << 8:00:00 AM
Base Vol:     834   78    56    48   39   196    53  278    56   193 1817    72
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:  834   78    56    48   39   196    53  278    56   193 1817    72
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  834   78    56    48   39   196    53  278    56   193 1817    72
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:   834   78    56    48   39   196    53  278     0   193 1817    72
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  834   78    56    48   39   196    53  278     0   193 1817    72
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:  834   78    56    48   39   196    53  278     0   193 1817    72
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.84 0.16  1.00  1.14 0.86  1.00  1.00 3.00  1.00  1.00 2.88  0.12
Final Sat.:  3222  301  1750  2002 1627  1750  1750 5700  1750  1750 5465   217
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.26 0.26  0.03  0.02 0.02  0.11  0.03 0.05  0.00  0.11 0.33  0.33
Crit Moves:  ****                 ****        ****                 ****
Green/Cycle: 0.27 0.27  0.27  0.15 0.15  0.15  0.09 0.23  0.00  0.20 0.35  0.35
Volume/Cap:  0.96 0.96  0.12  0.16 0.16  0.76  0.35 0.21  0.00  0.54 0.96  0.96
Delay/Veh:   49.2 49.2  22.2  29.9 29.9  45.1  35.7 25.0   0.0  30.3 38.1  38.1
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:  49.2 49.2  22.2  29.9 29.9  45.1  35.7 25.0   0.0  30.3 38.1  38.1
LOS by Move:    D    D    C+     C    C     D    D+    C     A     C   D+    D+
HCM2k95thQ:    30   30     2     2    2    13     3    4     0     9   30    30
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #21: Great Mall Pkwy and Thompson St

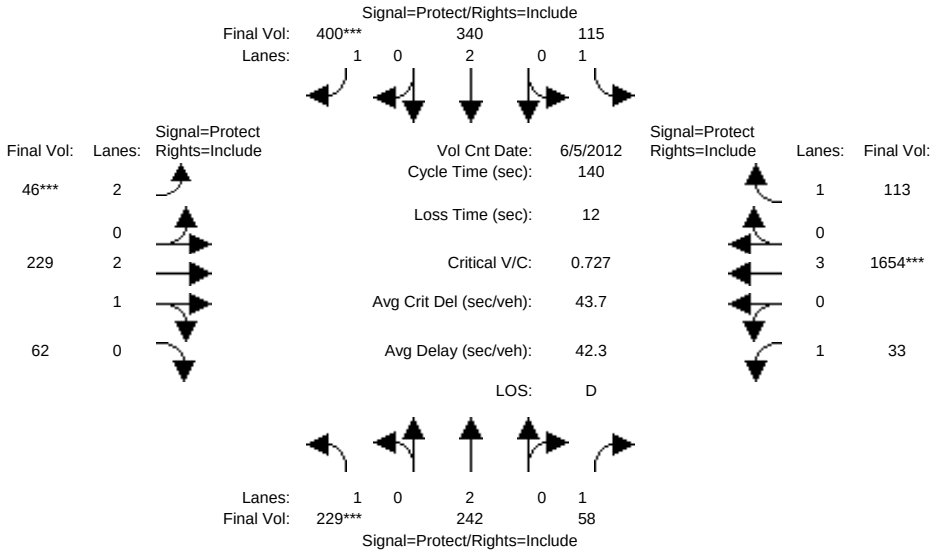



```
Street Name:           Thompson St                      Great Mall Pkwy
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 7 Jun 2012 << 8:00:00 AM
Base Vol:     834   78    56    48   39   196    53  278    56   193 1817    72
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:  834   78    56    48   39   196    53  278    56   193 1817    72
Added Vol:      0    0     0     0    0     0     0    5     0     0    8     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  834   78    56    48   39   196    53  283    56   193 1825    72
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:   834   78    56    48   39   196    53  283     0   193 1825    72
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  834   78    56    48   39   196    53  283     0   193 1825    72
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:  834   78    56    48   39   196    53  283     0   193 1825    72
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.93 0.95  0.92  0.92 0.95  0.92  0.92 1.00  0.92  0.92 0.98  0.95
Lanes:       1.83 0.17  1.00  1.12 0.88  1.00  1.00 3.00  1.00  1.00 2.88  0.12
Final Sat.:  3246  304  1750  1958 1591  1750  1750 5700  1750  1750 5387   213
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.26 0.26  0.03  0.02 0.02  0.11  0.03 0.05  0.00  0.11 0.34  0.34
Crit Moves:        ****             ****        ****                  ****
Green/Cycle: 0.27 0.27  0.27  0.15 0.15  0.15  0.09 0.23  0.00  0.21 0.35  0.35
Volume/Cap:  0.97 0.97  0.12  0.17 0.17  0.77  0.35 0.21  0.00  0.54 0.97  0.97
Delay/Veh:   50.6 50.6  22.4  30.0 30.0  45.7  35.7 24.9   0.0  30.0 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:  50.6 50.6  22.4  30.0 30.0  45.7  35.7 24.9   0.0  30.0 38.9  38.9
LOS by Move:    D    D    C+     C    C     D    D+    C     A     C   D+    D+
HCM2k95thQ:    30   30     2     2    2    13     3    4     0     9   30    30
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #22: Abel St and Great Mall Pkwy



Street Name:	Abel Street						Great Mall Pkwy					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	229	242	58	115	340	400	46	229	62	33	1654	113
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:	229	242	58	115	340	400	46	229	62	33	1654	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	242	58	115	340	400	46	229	62	33	1654	113
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:	229	242	58	115	340	400	46	229	62	33	1654	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	242	58	115	340	400	46	229	62	33	1654	113
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:	229	242	58	115	340	400	46	229	62	33	1654	113
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.31	0.69	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4398	1199	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.06	0.03	0.07	0.09	0.23	0.01	0.05	0.05	0.02	0.29	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.17	0.25	0.25	0.23	0.30	0.30	0.05	0.26	0.26	0.18	0.39	0.39
Volume/Cap:	0.75	0.26	0.13	0.29	0.29	0.75	0.29	0.20	0.20	0.11	0.75	0.17
Delay/Veh:	65.0	42.3	41.0	44.9	37.4	49.9	65.1	40.9	40.9	48.2	38.7	28.3
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:	65.0	42.3	41.0	44.9	37.4	49.9	65.1	40.9	40.9	48.2	38.7	28.3
LOS by Move:	E	D	D	D	D+	D	E	D	D	D	D+	C
HCM2k95thQ:	21	8	4	9	11	31	2	6	6	3	35	7

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

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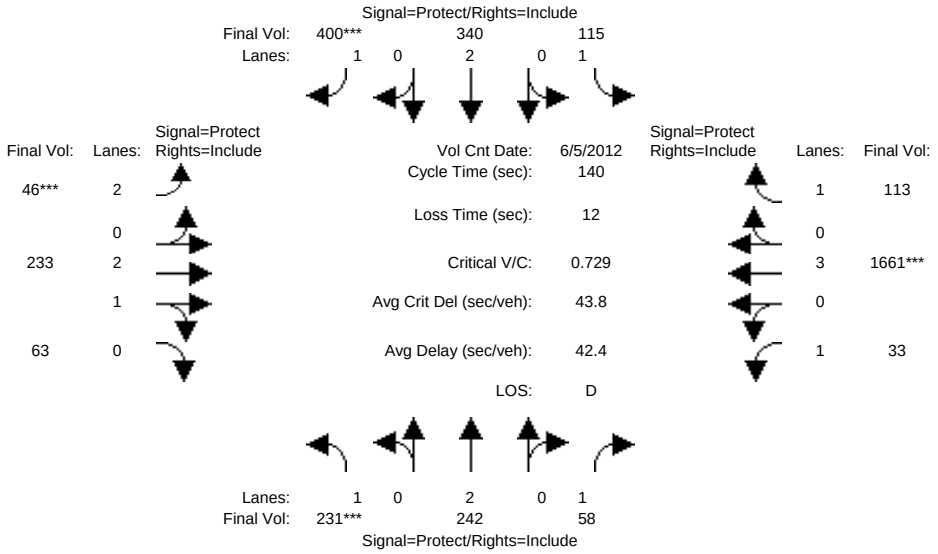
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #22: Abel St and Great Mall Pkwy



Street Name:	Abel Street						Great Mall Pkwy					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	229	242	58	115	340	400	46	229	62	33	1654	113
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:	229	242	58	115	340	400	46	229	62	33	1654	113
Added Vol:	2	0	0	0	0	0	0	4	1	0	7	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	242	58	115	340	400	46	233	63	33	1661	113
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:	231	242	58	115	340	400	46	233	63	33	1661	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	242	58	115	340	400	46	233	63	33	1661	113
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:	231	242	58	115	340	400	46	233	63	33	1661	113
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	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.33	0.67	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4400	1198	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.06	0.03	0.07	0.09	0.23	0.01	0.05	0.05	0.02	0.29	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.18	0.25	0.25	0.23	0.30	0.30	0.05	0.26	0.26	0.18	0.39	0.39
Volume/Cap:	0.75	0.26	0.13	0.29	0.30	0.75	0.29	0.21	0.21	0.10	0.75	0.17
Delay/Veh:	65.1	42.3	41.0	44.9	37.5	50.2	65.1	40.9	40.9	48.2	38.7	28.3
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:	65.1	42.3	41.0	44.9	37.5	50.2	65.1	40.9	40.9	48.2	38.7	28.3
LOS by Move:	E	D	D	D	D+	D	E	D	D	D	D+	C
HCM2k95thQ:	21	8	4	9	11	31	2	6	6	3	35	7

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

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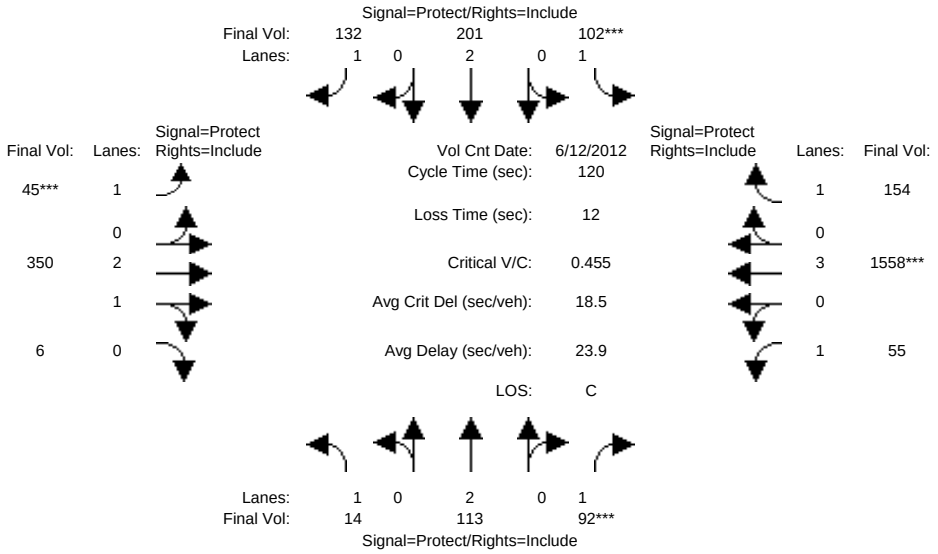
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #23: Main St and Great Mall Pkwy



Street Name:	Main Street						Great Mall Pkwy					
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: 12 Jun 2012 << 7:55:00 AM												
Base Vol:	14	113	92	102	201	132	45	350	6	55	1558	154
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:	14	113	92	102	201	132	45	350	6	55	1558	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	113	92	102	201	132	45	350	6	55	1558	154
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:	14	113	92	102	201	132	45	350	6	55	1558	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	113	92	102	201	132	45	350	6	55	1558	154
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:	14	113	92	102	201	132	45	350	6	55	1558	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.95	0.05	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5596	96	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.05	0.06	0.05	0.08	0.03	0.06	0.06	0.03	0.27	0.09
Crit Moves:			****	****			****				****	
Green/Cycle:	0.10	0.12	0.12	0.13	0.14	0.14	0.06	0.39	0.39	0.27	0.60	0.60
Volume/Cap:	0.08	0.26	0.46	0.46	0.37	0.53	0.44	0.16	0.16	0.12	0.46	0.15
Delay/Veh:	49.2	48.7	51.2	50.0	47.0	49.8	57.6	24.1	24.1	33.1	13.4	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	48.7	51.2	50.0	47.0	49.8	57.6	24.1	24.1	33.1	13.4	10.7
LOS by Move:	D	D	D-	D	D	D	E+	C	C	C-	B	B+
HCM2k95thQ:	1	4	8	8	7	11	4	5	5	3	19	5

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

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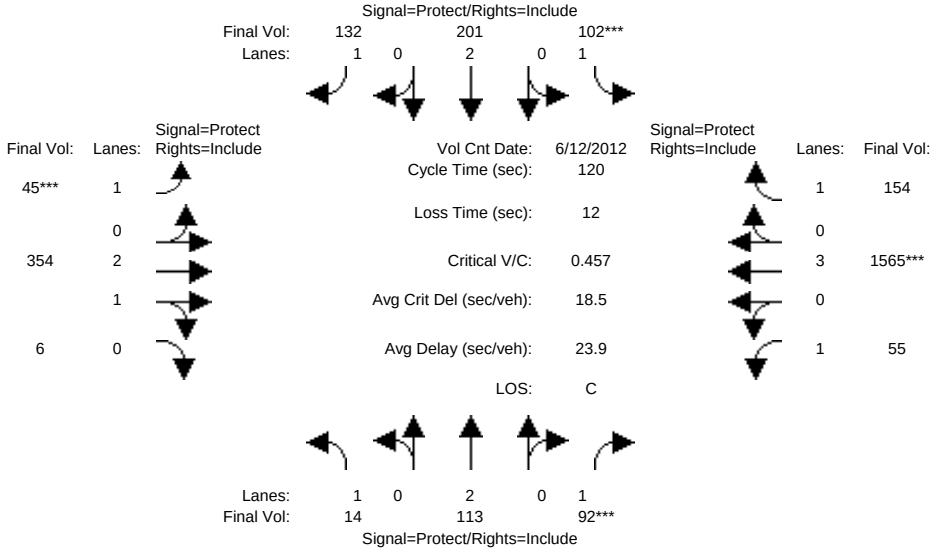
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #23: Main St and Great Mall Pkwy




```
Street Name:            Main Street                     Great Mall Pkwy
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: 12 Jun 2012 << 7:55:00 AM
Base Vol:      14  113    92   102  201   132    45  350     6    55 1558   154
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:   14  113    92   102  201   132    45  350     6    55 1558   154
Added Vol:      0    0     0     0    0     0     0    4     0     0    7     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   14  113    92   102  201   132    45  354     6    55 1565   154
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:    14  113    92   102  201   132    45  354     6    55 1565   154
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   14  113    92   102  201   132    45  354     6    55 1565   154
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:   14  113    92   102  201   132    45  354     6    55 1565   154
------------|---------------||---------------||---------------||---------------|
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 0.98  0.95  0.92 1.00  0.92
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 2.95  0.05  1.00 3.00  1.00
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 5506    93  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.03  0.05  0.06 0.05  0.08  0.03 0.06  0.06  0.03 0.27  0.09
Crit Moves:              ****  ****              ****                  ****
Green/Cycle: 0.10 0.11  0.11  0.13 0.14  0.14  0.06 0.39  0.39  0.27 0.60  0.60
Volume/Cap:  0.08 0.26  0.46  0.46 0.37  0.53  0.44 0.17  0.17  0.12 0.46  0.15
Delay/Veh:   49.2 48.8  51.3  50.0 47.0  49.9  57.6 24.1  24.1  33.0 13.4  10.6
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:  49.2 48.8  51.3  50.0 47.0  49.9  57.6 24.1  24.1  33.0 13.4  10.6
LOS by Move:    D    D    D-     D    D     D    E+    C     C    C-    B    B+
HCM2k95thQ:     1    4     8     8    7    11     4    6     6     3   19     5
Note: Queue reported is the number of cars per lane.
```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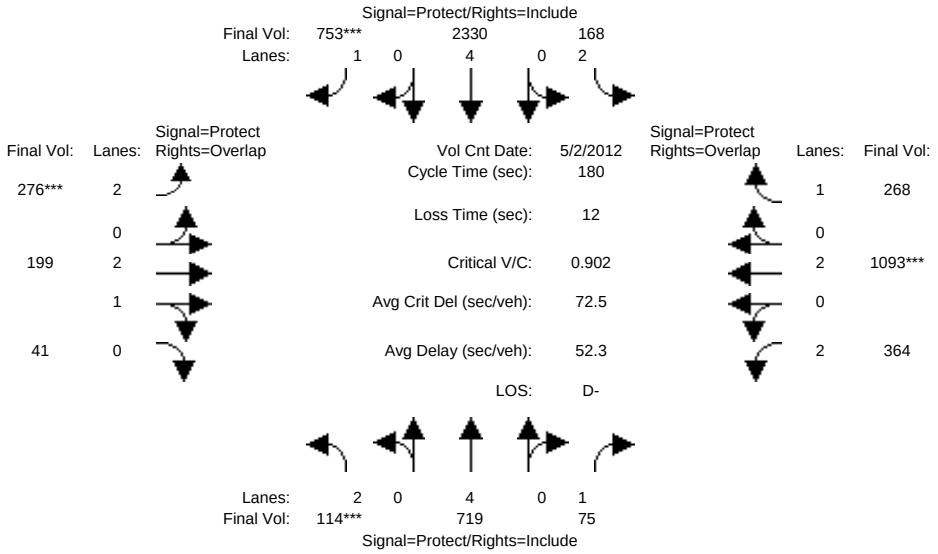
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #24: Great Mall Pkwy and Montague Expwy

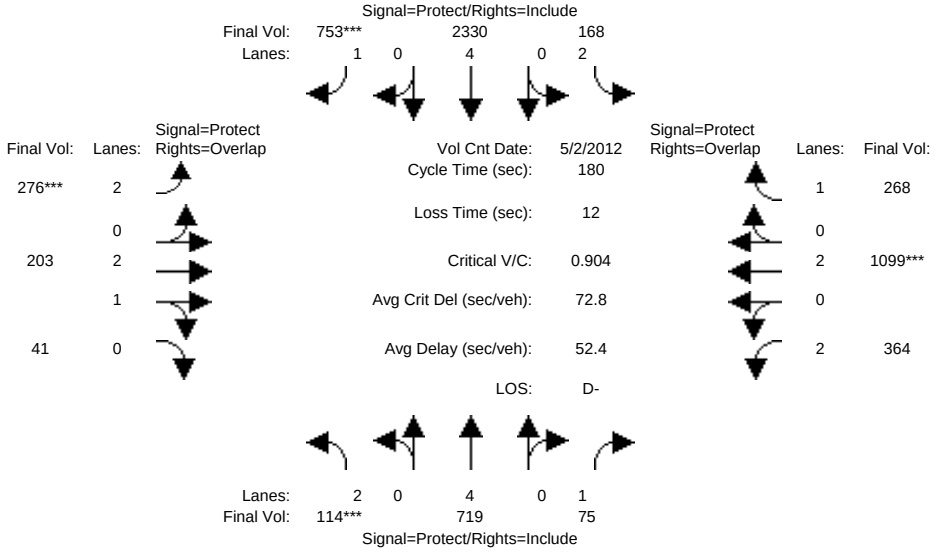



```
Street Name:          Montague Expwy                    Great Mall Pkwy
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
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 May 2012 << 8:00:00 AM
Base Vol:     114  719    75   168 2330   753   276  199    41   364 1093   268
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:  114  719    75   168 2330   753   276  199    41   364 1093   268
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  114  719    75   168 2330   753   276  199    41   364 1093   268
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:   114  719    75   168 2330   753   276  199    41   364 1093   268
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  114  719    75   168 2330   753   276  199    41   364 1093   268
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:  114  719    75   168 2330   753   276  199    41   364 1093   268
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 4.00  1.00  2.00 4.00  1.00  2.00 2.45  0.55  2.00 2.00  1.00
Final Sat.:  3150 7600  1750  3150 7600  1750  3150 4660   958  3150 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.09  0.04  0.05 0.31  0.43  0.09 0.04  0.04  0.12 0.29  0.15
Crit Moves:  ****                         ****  ****                   ****
Green/Cycle: 0.04 0.33  0.33  0.19 0.48  0.48  0.10 0.14  0.18  0.28 0.32  0.51
Volume/Cap:  0.90 0.29  0.13  0.29 0.64  0.90  0.90 0.32  0.24  0.41 0.90  0.30
Delay/Veh:  137.2 44.6  42.2  63.2 35.9  56.1 108.3 70.6  64.1  52.9 68.1  26.2
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: 137.2 44.6  42.2  63.2 35.9  56.1 108.3 70.6  64.1  52.9 68.1  26.2
LOS by Move:    F    D     D     E   D+    E+     F    E     E    D-    E     C
HCM2k95thQ:    11   13     6     9   39    68    21    8     8    17   47    16
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #24: Great Mall Pkwy and Montague Expwy




```
Street Name:          Montague Expwy                    Great Mall Pkwy
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 May 2012 << 8:00:00 AM
Base Vol:     114  719    75   168 2330   753   276  199    41   364 1093   268
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:  114  719    75   168 2330   753   276  199    41   364 1093   268
Added Vol:      0    0     0     0    0     0     0    4     0     0    6     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  114  719    75   168 2330   753   276  203    41   364 1099   268
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:   114  719    75   168 2330   753   276  203    41   364 1099   268
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  114  719    75   168 2330   753   276  203    41   364 1099   268
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:  114  719    75   168 2330   753   276  203    41   364 1099   268
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.83 0.99  0.95  0.83 1.00  0.92
Lanes:       2.00 4.00  1.00  2.00 4.00  1.00  2.00 2.48  0.52  2.00 2.00  1.00
Final Sat.:  3150 7600  1750  3150 7600  1750  3150 4660   939  3150 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.09  0.04  0.05 0.31  0.43  0.09 0.04  0.04  0.12 0.29  0.15
Crit Moves:  ****                         ****  ****                   ****
Green/Cycle: 0.04 0.33  0.33  0.19 0.48  0.48  0.10 0.14  0.18  0.28 0.32  0.51
Volume/Cap:  0.90 0.29  0.13  0.29 0.64  0.90  0.90 0.32  0.25  0.41 0.90  0.30
Delay/Veh:  137.7 44.7  42.3  63.2 36.0  56.5 108.7 70.6  64.1  52.8 68.1  26.1
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: 137.7 44.7  42.3  63.2 36.0  56.5 108.7 70.6  64.1  52.8 68.1  26.1
LOS by Move:    F    D     D     E   D+    E+     F    E     E    D-    E     C
HCM2k95thQ:    11   13     6     9   39    68    21    8     8    17   47    16
Note: Queue reported is the number of cars per lane.
```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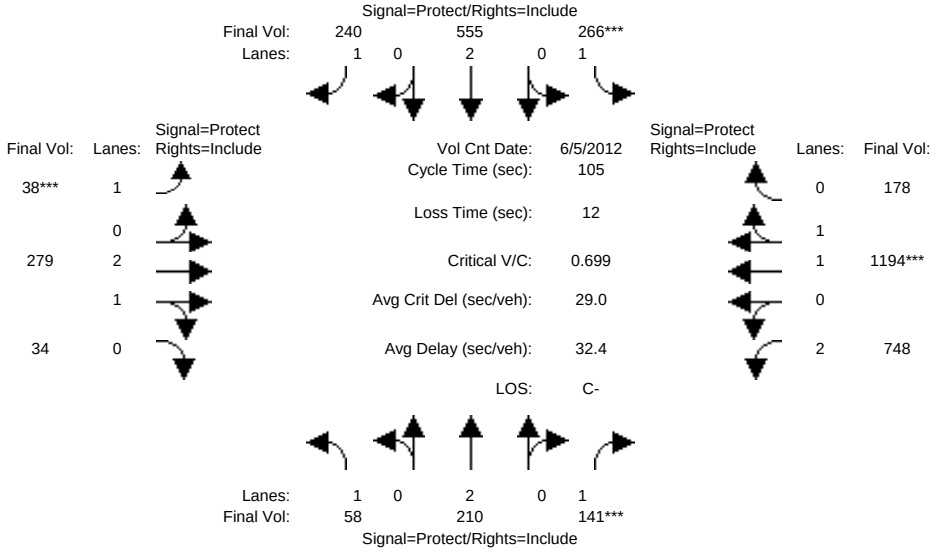
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #25: Trade Zone and Capitol Ave



Street Name:	Trade Zone Blvd						Capitol Ave					
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: 5 Jun 2012 << 7:35:00 AM												
Base Vol:	58	210	141	266	555	240	38	279	34	748	1194	178
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:	58	210	141	266	555	240	38	279	34	748	1194	178
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	210	141	266	555	240	38	279	34	748	1194	178
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:	58	210	141	266	555	240	38	279	34	748	1194	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	210	141	266	555	240	38	279	34	748	1194	178
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:	58	210	141	266	555	240	38	279	34	748	1194	178
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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.65	0.35	2.00	1.72	0.28
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5034	613	3150	3271	488
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.08	0.15	0.15	0.14	0.02	0.06	0.06	0.24	0.37	0.37
Crit Moves:			****	****			****				****	
Green/Cycle:	0.10	0.11	0.11	0.21	0.22	0.22	0.07	0.16	0.16	0.40	0.50	0.50
Volume/Cap:	0.33	0.50	0.73	0.73	0.67	0.63	0.33	0.34	0.34	0.59	0.73	0.73
Delay/Veh:	45.1	44.9	58.4	46.1	39.6	40.4	48.4	39.2	39.2	25.1	22.1	22.1
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:	45.1	44.9	58.4	46.1	39.6	40.4	48.4	39.2	39.2	25.1	22.1	22.1
LOS by Move:	D	D	E+	D	D	D	D	D	D	C	C+	C+
HCM2k95thQ:	4	8	12	19	17	16	3	6	6	21	32	32

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

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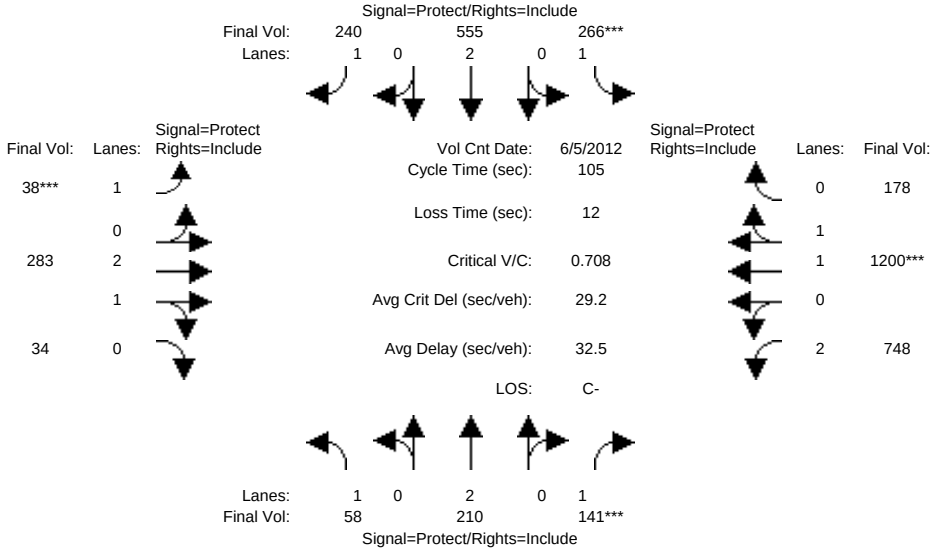
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #25: Trade Zone and Capitol Ave



Street Name:	Trade Zone Blvd						Capitol Ave					
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: 5 Jun 2012 << 7:35:00 AM												
Base Vol:	58	210	141	266	555	240	38	279	34	748	1194	178
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:	58	210	141	266	555	240	38	279	34	748	1194	178
Added Vol:	0	0	0	0	0	0	0	4	0	0	6	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	210	141	266	555	240	38	283	34	748	1200	178
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:	58	210	141	266	555	240	38	283	34	748	1200	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	210	141	266	555	240	38	283	34	748	1200	178
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:	58	210	141	266	555	240	38	283	34	748	1200	178
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	0.99	0.95	0.83	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.67	0.33	2.00	1.73	0.27
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	4999	600	3150	3222	478
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.08	0.15	0.15	0.14	0.02	0.06	0.06	0.24	0.37	0.37
Crit Moves:			****	****			****				****	
Green/Cycle:	0.10	0.11	0.11	0.21	0.22	0.22	0.07	0.16	0.16	0.41	0.50	0.50
Volume/Cap:	0.34	0.51	0.74	0.74	0.68	0.63	0.33	0.35	0.35	0.58	0.74	0.74
Delay/Veh:	45.3	45.1	59.5	46.9	40.0	40.9	48.4	39.2	39.2	24.9	22.2	22.2
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:	45.3	45.1	59.5	46.9	40.0	40.9	48.4	39.2	39.2	24.9	22.2	22.2
LOS by Move:	D	D	E+	D	D	D	D	D	D	C	C+	C+
HCM2k95thQ:	4	8	12	19	17	16	3	6	6	21	32	32

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

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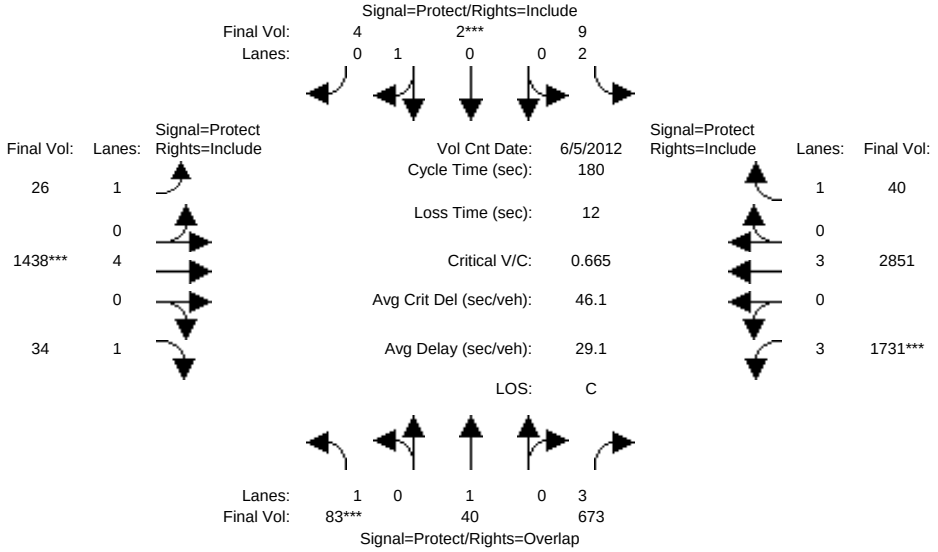
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #26: Montague Expwy and Trimble Rd



Street Name:	Trimble Rd						Montague Expwy					
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: 5 Jun 2012 << 7:55:00 AM												
Base Vol:	83	40	673	9	2	4	26	1438	34	1731	3168	40
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:	83	40	673	9	2	4	26	1438	34	1731	3168	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	40	673	9	2	4	26	1438	34	1731	3168	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	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:	83	40	673	9	2	4	26	1438	34	1731	2851	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	40	673	9	2	4	26	1438	34	1731	2851	40
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:	83	40	673	9	2	4	26	1438	34	1731	2851	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.80	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	3.00	2.00	0.32	0.68	1.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	4551	3150	599	1198	1750	7600	1750	4551	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.15	0.00	0.00	0.00	0.01	0.19	0.02	0.38	0.50	0.02
Crit Moves:	****				****			****		****		
Green/Cycle:	0.07	0.07	0.61	0.05	0.06	0.06	0.06	0.27	0.27	0.54	0.75	0.75
Volume/Cap:	0.70	0.29	0.24	0.06	0.06	0.06	0.25	0.70	0.07	0.70	0.67	0.03
Delay/Veh:	99.5	80.3	15.8	81.5	80.8	80.8	82.3	60.4	49.1	31.5	11.5	5.7
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:	99.5	80.3	15.8	81.5	80.8	80.8	82.3	60.4	49.1	31.5	11.5	5.7
LOS by Move:	F	F	B	F	F	F	F	E	D	C	B+	A
HCM2k95thQ:	12	5	13	1	1	1	3	31	3	44	40	1

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

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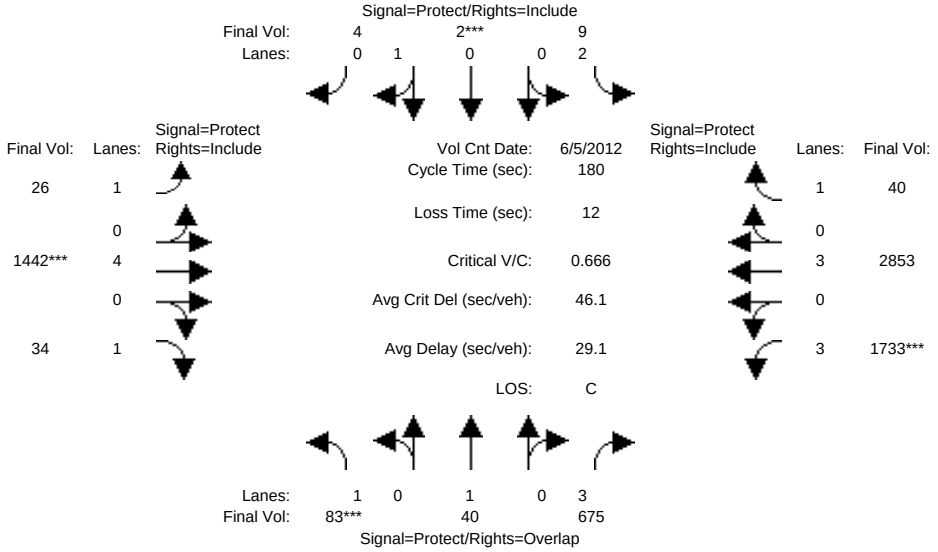
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #26: Montague Expwy and Trimble Rd



Street Name:	Trimble Rd						Montague Expwy					
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: 5 Jun 2012 << 7:55:00 AM												
Base Vol:	83	40	673	9	2	4	26	1438	34	1731	3168	40
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:	83	40	673	9	2	4	26	1438	34	1731	3168	40
Added Vol:	0	0	2	0	0	0	0	4	0	2	2	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	40	675	9	2	4	26	1442	34	1733	3170	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	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:	83	40	675	9	2	4	26	1442	34	1733	2853	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	40	675	9	2	4	26	1442	34	1733	2853	40
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:	83	40	675	9	2	4	26	1442	34	1733	2853	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.80	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	3.00	2.00	0.33	0.67	1.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	4551	3150	600	1200	1750	7600	1750	4551	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.15	0.00	0.00	0.00	0.01	0.19	0.02	0.38	0.50	0.02
Crit Moves:	****				****			****		****		
Green/Cycle:	0.07	0.07	0.61	0.05	0.06	0.06	0.06	0.27	0.27	0.54	0.75	0.75
Volume/Cap:	0.70	0.29	0.24	0.06	0.06	0.06	0.25	0.70	0.07	0.70	0.67	0.03
Delay/Veh:	99.7	80.3	15.9	81.5	80.8	80.8	82.3	60.4	49.0	31.6	11.5	5.7
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:	99.7	80.3	15.9	81.5	80.8	80.8	82.3	60.4	49.0	31.6	11.5	5.7
LOS by Move:	F	F	B	F	F	F	F	E	D	C	B+	A
HCM2k95thQ:	12	5	13	1	1	1	3	32	3	44	40	1

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

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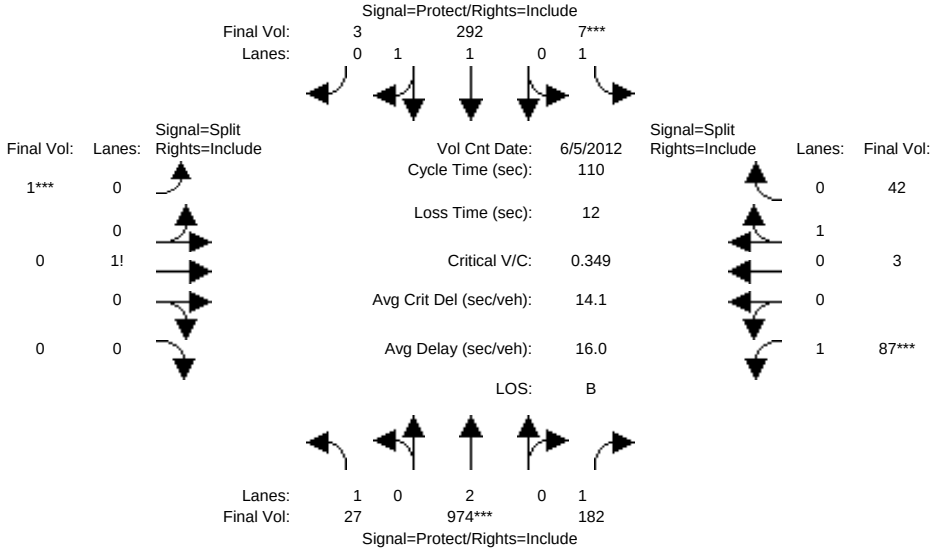
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #27: McCarthy Blvd and Barber Ln



Street Name:	McCarthy Blvd						Barber Ln					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	27	974	182	7	292	3	1	0	0	87	3	42
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:	27	974	182	7	292	3	1	0	0	87	3	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	974	182	7	292	3	1	0	0	87	3	42
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:	27	974	182	7	292	3	1	0	0	87	3	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	974	182	7	292	3	1	0	0	87	3	42
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:	27	974	182	7	292	3	1	0	0	87	3	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.98	0.02	1.00	0.00	0.00	1.00	0.06	0.94
Final Sat.:	1750	3800	1750	1750	3758	39	1750	0	0	1750	117	1642
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.10	0.00	0.08	0.08	0.00	0.00	0.00	0.05	0.03	0.03
Crit Moves:		****		****			****			****		
Green/Cycle:	0.28	0.62	0.62	0.06	0.40	0.40	0.09	0.00	0.00	0.12	0.12	0.12
Volume/Cap:	0.06	0.42	0.17	0.06	0.19	0.19	0.01	0.00	0.00	0.42	0.21	0.21
Delay/Veh:	29.0	11.0	9.1	48.7	21.5	21.5	45.5	0.0	0.0	46.2	44.3	44.3
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:	29.0	11.0	9.1	48.7	21.5	21.5	45.5	0.0	0.0	46.2	44.3	44.3
LOS by Move:	C	B+	A	D	C+	C+	D	A	A	D	D	D
HCM2k95thQ:	1	15	5	0	6	6	0	0	0	7	3	3

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

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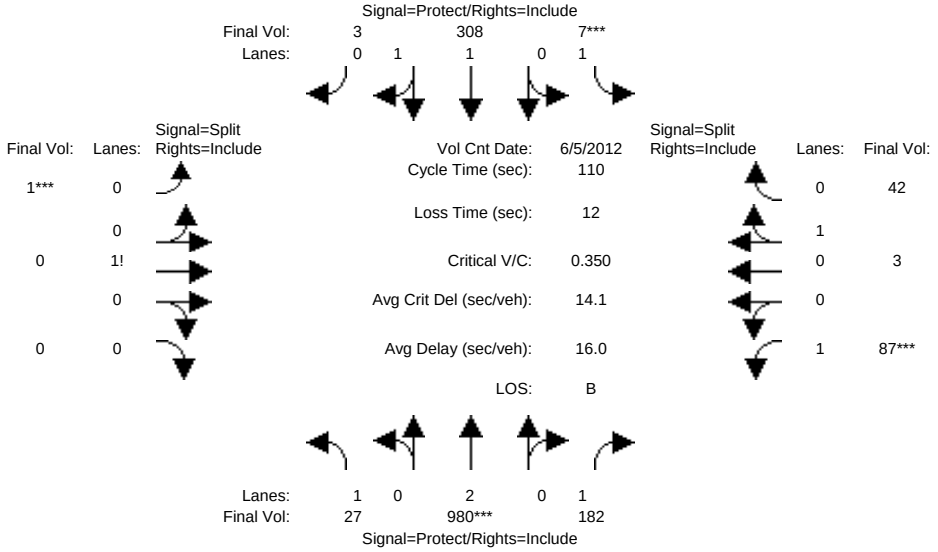
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #27: McCarthy Blvd and Barber Ln



Street Name:	McCarthy Blvd						Barber Ln					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	27	974	182	7	292	3	1	0	0	87	3	42
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:	27	974	182	7	292	3	1	0	0	87	3	42
Added Vol:	0	6	0	0	15	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	27	980	182	7	308	3	1	0	0	87	3	42
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:	27	980	182	7	308	3	1	0	0	87	3	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	980	182	7	308	3	1	0	0	87	3	42
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:	27	980	182	7	308	3	1	0	0	87	3	42
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	0.97	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.98	0.02	1.00	0.00	0.00	1.00	0.07	0.93
Final Sat.:	1750	3800	1750	1750	3664	36	1750	0	0	1750	120	1680
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.10	0.00	0.08	0.08	0.00	0.00	0.00	0.05	0.03	0.03
Crit Moves:		****		****			****			****		
Green/Cycle:	0.28	0.62	0.62	0.06	0.40	0.40	0.09	0.00	0.00	0.12	0.12	0.12
Volume/Cap:	0.06	0.42	0.17	0.06	0.21	0.21	0.01	0.00	0.00	0.42	0.21	0.21
Delay/Veh:	29.0	11.0	9.1	48.7	21.6	21.6	45.5	0.0	0.0	46.3	44.3	44.3
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:	29.0	11.0	9.1	48.7	21.6	21.6	45.5	0.0	0.0	46.3	44.3	44.3
LOS by Move:	C	B+	A	D	C+	C+	D	A	A	D	D	D
HCM2k95thQ:	1	15	5	0	7	7	0	0	0	7	3	3

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

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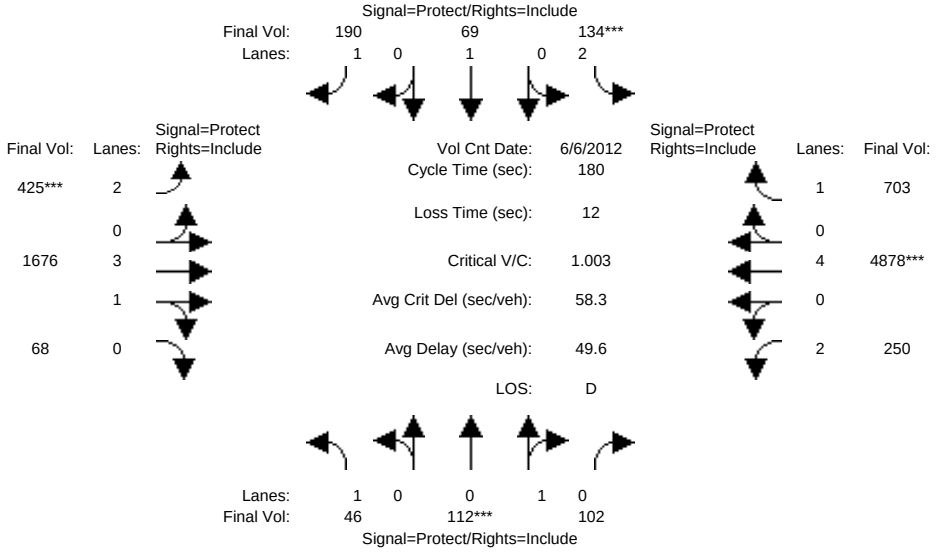
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
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: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	46	112	102	134	69	190	425	1676	68	250	4878	703
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:	46	112	102	134	69	190	425	1676	68	250	4878	703
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	112	102	134	69	190	425	1676	68	250	4878	703
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:	46	112	102	134	69	190	425	1676	68	250	4878	703
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	112	102	134	69	190	425	1676	68	250	4878	703
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:	46	112	102	134	69	190	425	1676	68	250	4878	703
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	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.50	0.50	2.00	1.00	1.00	2.00	3.83	0.17	2.00	4.00	1.00
Final Sat.:	1750	955	870	3150	1900	1750	3150	7279	295	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.04	0.04	0.11	0.13	0.23	0.23	0.08	0.64	0.40
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.12	0.12	0.04	0.12	0.12	0.13	0.58	0.58	0.20	0.64	0.64
Volume/Cap:	0.63	1.00	1.00	1.00	0.31	0.93	1.00	0.40	0.40	0.40	1.00	0.63
Delay/Veh:	100.6	142	142.0	165.0	73.6	121.2	122.5	21.1	21.1	63.2	46.2	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	100.6	142	142.0	165.0	73.6	121.2	122.5	21.1	21.1	63.2	46.2	20.7
LOS by Move:	F	F	F	F	E	F	F	C+	C+	E	D	C+
HCM2k95thQ:	7	29	29	11	7	23	28	23	23	14	111	41

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

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Pacific Mall - Silicon Valley
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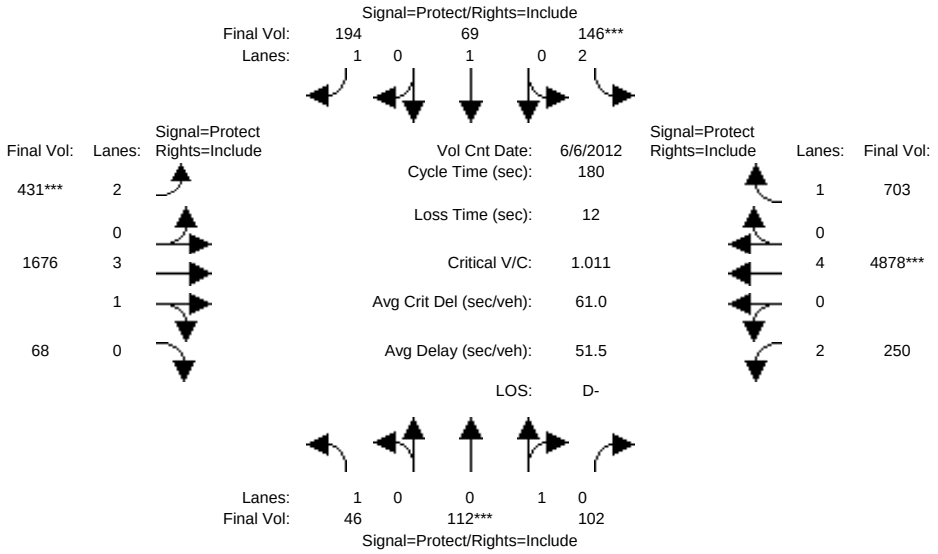
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
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: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	46	112	102	134	69	190	425	1676	68	250	4878	703
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:	46	112	102	134	69	190	425	1676	68	250	4878	703
Added Vol:	0	0	0	11	0	4	6	0	0	0	0	0
Pass-by Div:	0	0	0	1	0	0	0	0	0	0	0	0
Initial Fut:	46	112	102	146	69	194	431	1676	68	250	4878	703
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:	46	112	102	146	69	194	431	1676	68	250	4878	703
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	112	102	146	69	194	431	1676	68	250	4878	703
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:	46	112	102	146	69	194	431	1676	68	250	4878	703
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.52	0.48	2.00	1.00	1.00	2.00	3.84	0.16	2.00	4.00	1.00
Final Sat.:	1750	942	858	3150	1900	1750	3150	7207	292	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.05	0.04	0.11	0.14	0.23	0.23	0.08	0.64	0.40
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.12	0.12	0.05	0.12	0.12	0.14	0.57	0.57	0.20	0.63	0.63
Volume/Cap:	0.62	1.01	1.01	1.01	0.30	0.92	1.01	0.41	0.41	0.41	1.01	0.63
Delay/Veh:	99.7	144	144.2	163.8	72.9	117.7	124.3	21.3	21.3	63.6	48.7	21.3
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:	99.7	144	144.2	163.8	72.9	117.7	124.3	21.3	21.3	63.6	48.7	21.3
LOS by Move:	F	F	F	F	E	F	F	C+	C+	E	D	C+
HCM2k95thQ:	7	29	29	12	7	23	28	23	23	14	112	41

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

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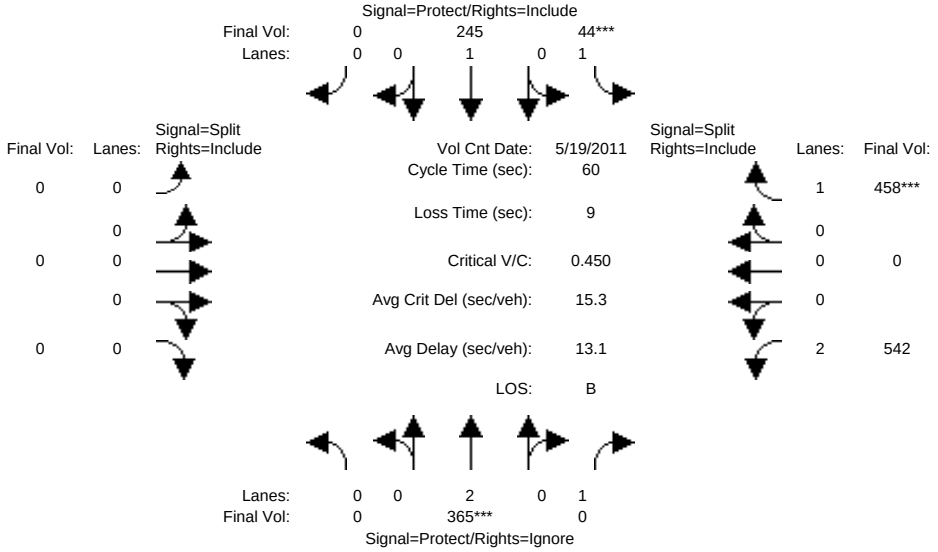
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #29: Zanker Rd and SR-237 WB Ramps




```
Street Name:            Zanker Rd                       SR-237 WB Ramps
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     0    0     0    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: 19 May 2011 << 8:00:00 AM
Base Vol:       0  365   660    44  245     0     0    0     0   542    0   458
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  365   660    44  245     0     0    0     0   542    0   458
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  365   660    44  245     0     0    0     0   542    0   458
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  365     0    44  245     0     0    0     0   542    0   458
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  365     0    44  245     0     0    0     0   542    0   458
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  365     0    44  245     0     0    0     0   542    0   458
------------|---------------||---------------||---------------||---------------|
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 2.00  1.00  1.00 1.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 3800  1750  1750 1900     0     0    0     0  3150    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.10  0.00  0.03 0.13  0.00  0.00 0.00  0.00  0.17 0.00  0.26
Crit Moves:        ****        ****                                       ****
Green/Cycle: 0.00 0.20  0.00  0.12 0.31  0.00  0.00 0.00  0.00  0.54 0.00  0.54
Volume/Cap:  0.00 0.49  0.00  0.22 0.41  0.00  0.00 0.00  0.00  0.32 0.00  0.49
Delay/Veh:    0.0 21.9   0.0  24.5 16.7   0.0   0.0  0.0   0.0   7.9  0.0   9.1
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 21.9   0.0  24.5 16.7   0.0   0.0  0.0   0.0   7.9  0.0   9.1
LOS by Move:    A   C+     A     C    B     A     A    A     A     A    A     A
HCM2k95thQ:     0    6     0     2    8     0     0    0     0     7    0    12
Note: Queue reported is the number of cars per lane.
```

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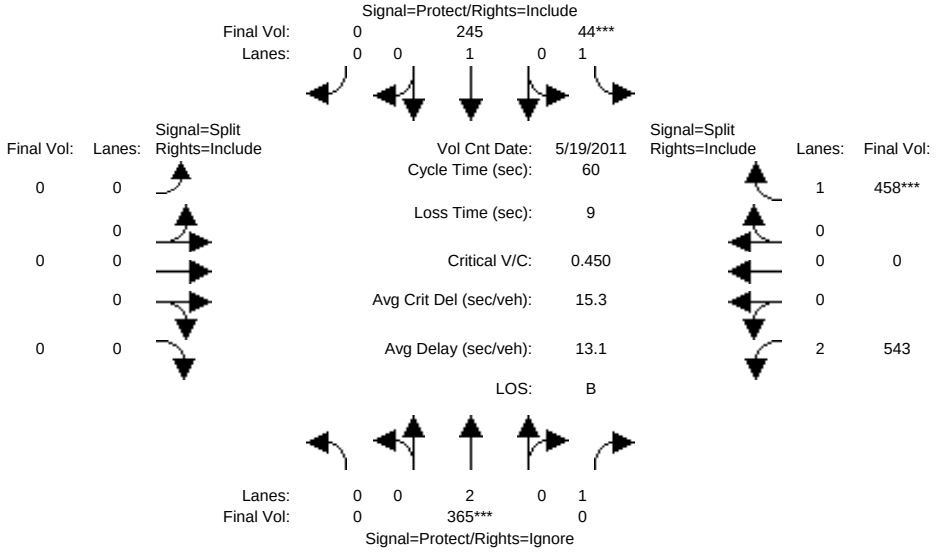
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #29: Zanker Rd and SR-237 WB Ramps



Street Name:	Zanker Rd						SR-237 WB Ramps					
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	0	0	0	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: 19 May 2011 << 8:00:00 AM												
Base Vol:	0	365	660	44	245	0	0	0	0	542	0	458
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	365	660	44	245	0	0	0	0	542	0	458
Added Vol:	0	0	0	0	0	0	0	0	0	1	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	365	660	44	245	0	0	0	0	543	0	458
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	365	0	44	245	0	0	0	0	543	0	458
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	365	0	44	245	0	0	0	0	543	0	458
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	365	0	44	245	0	0	0	0	543	0	458
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	2.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	1900	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.03	0.13	0.00	0.00	0.00	0.00	0.17	0.00	0.26
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.20	0.00	0.12	0.31	0.00	0.00	0.00	0.00	0.54	0.00	0.54
Volume/Cap:	0.00	0.49	0.00	0.22	0.41	0.00	0.00	0.00	0.00	0.32	0.00	0.49
Delay/Veh:	0.0	21.9	0.0	24.5	16.7	0.0	0.0	0.0	0.0	7.9	0.0	9.1
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	21.9	0.0	24.5	16.7	0.0	0.0	0.0	0.0	7.9	0.0	9.1
LOS by Move:	A	C+	A	C	B	A	A	A	A	A	A	A
HCM2k95thQ:	0	6	0	2	8	0	0	0	0	7	0	12

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

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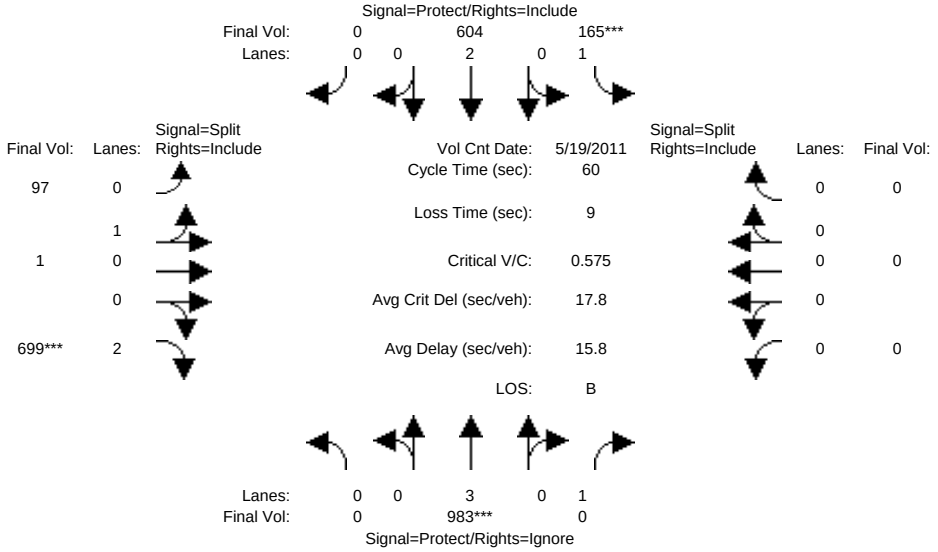
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #30: Zanker Rd and SR-237 EB Ramps



Street Name:	Zanker Rd						SR-237 EB Ramps					
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	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: 19 May 2011 << 8:00:00 AM												
Base Vol:	0	983	396	165	604	0	97	1	699	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:	0	983	396	165	604	0	97	1	699	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	983	396	165	604	0	97	1	699	0	0	0
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	983	0	165	604	0	97	1	699	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	983	0	165	604	0	97	1	699	0	0	0
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	983	0	165	604	0	97	1	699	0	0	0
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	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	0.99	0.01	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	3800	0	1734	18	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.09	0.16	0.00	0.06	0.06	0.22	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.30	0.00	0.16	0.46	0.00	0.39	0.39	0.39	0.00	0.00	0.00
Volume/Cap:	0.00	0.57	0.00	0.57	0.34	0.00	0.14	0.14	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	18.2	0.0	26.0	10.4	0.0	12.1	12.1	15.2	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:	0.0	18.2	0.0	26.0	10.4	0.0	12.1	12.1	15.2	0.0	0.0	0.0
LOS by Move:	A	B-	A	C	B+	A	B	B	B	A	A	A
HCM2k95thQ:	0	10	0	6	7	0	3	3	13	0	0	0

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

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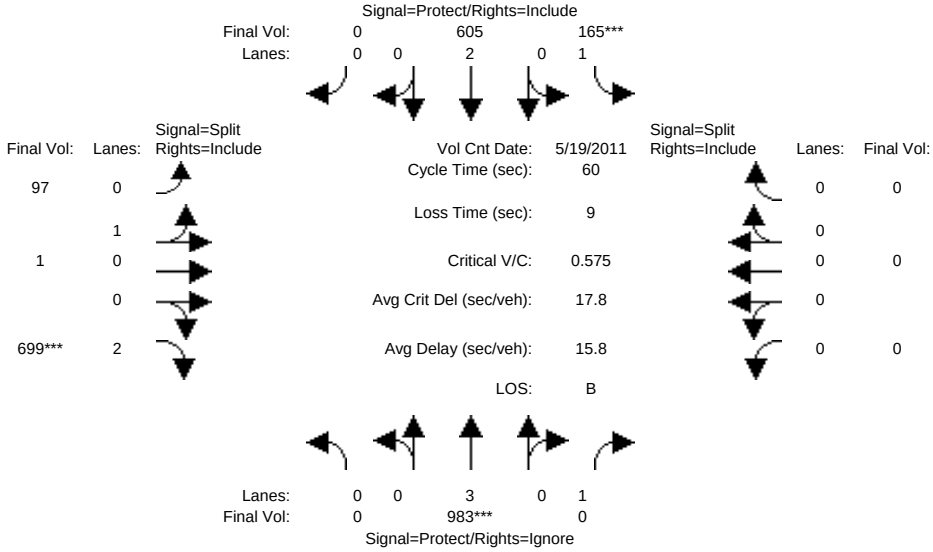
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #30: Zanker Rd and SR-237 EB Ramps



Street Name:	Zanker Rd						SR-237 EB Ramps					
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	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: 19 May 2011 << 8:00:00 AM												
Base Vol:	0	983	396	165	604	0	97	1	699	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:	0	983	396	165	604	0	97	1	699	0	0	0
Added Vol:	0	0	2	0	1	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	983	398	165	605	0	97	1	699	0	0	0
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	983	0	165	605	0	97	1	699	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	983	0	165	605	0	97	1	699	0	0	0
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	983	0	165	605	0	97	1	699	0	0	0
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	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	0.99	0.01	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	3800	0	1782	18	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.09	0.16	0.00	0.05	0.05	0.22	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.30	0.00	0.16	0.46	0.00	0.39	0.39	0.39	0.00	0.00	0.00
Volume/Cap:	0.00	0.57	0.00	0.57	0.34	0.00	0.14	0.14	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	18.2	0.0	26.0	10.4	0.0	12.1	12.1	15.2	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:	0.0	18.2	0.0	26.0	10.4	0.0	12.1	12.1	15.2	0.0	0.0	0.0
LOS by Move:	A	B-	A	C	B+	A	B	B	B	A	A	A
HCM2k95thQ:	0	10	0	6	7	0	3	3	13	0	0	0

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

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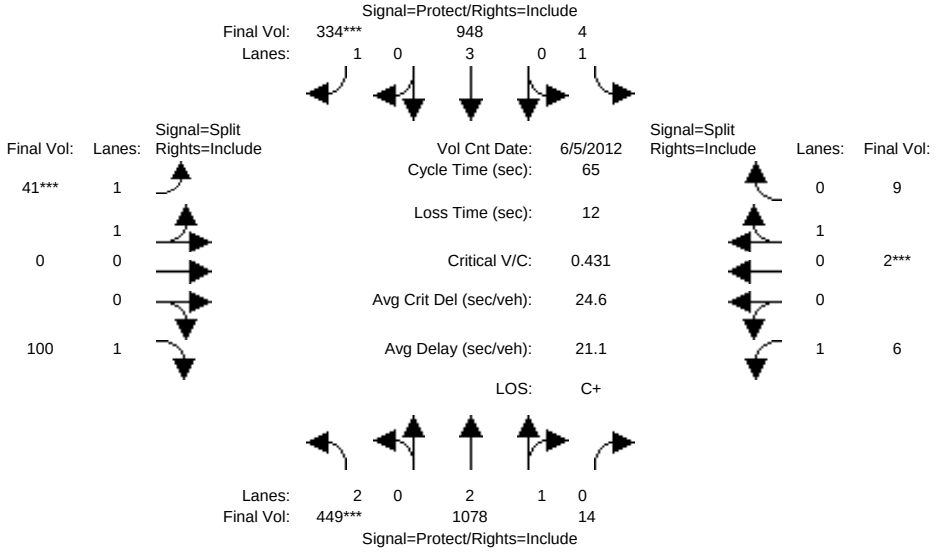
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #31: Holger Way and Zanker Rd



Street Name:	Zanker Rd						Holger Way					
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: 5 Jun 2012 << 7:55:00 AM												
Base Vol:	449	1078	14	4	948	334	41	0	100	6	2	9
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:	449	1078	14	4	948	334	41	0	100	6	2	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	449	1078	14	4	948	334	41	0	100	6	2	9
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:	449	1078	14	4	948	334	41	0	100	6	2	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	1078	14	4	948	334	41	0	100	6	2	9
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:	449	1078	14	4	948	334	41	0	100	6	2	9
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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.96	0.04	1.00	3.00	1.00	2.00	0.00	1.00	1.00	0.17	0.83
Final Sat.:	3150	5621	73	1750	5700	1750	3500	0	1750	1750	323	1453
Capacity Analysis Module:												
Vol/Sat:	0.14	0.19	0.19	0.00	0.17	0.19	0.01	0.00	0.06	0.00	0.01	0.01
Crit Moves:	****					****	****				****	
Green/Cycle:	0.22	0.33	0.33	0.18	0.29	0.29	0.15	0.00	0.15	0.15	0.15	0.15
Volume/Cap:	0.66	0.59	0.59	0.01	0.57	0.66	0.08	0.00	0.37	0.02	0.04	0.04
Delay/Veh:	25.6	18.8	18.8	21.8	20.1	23.3	23.6	0.0	25.5	23.4	23.5	23.5
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:	25.6	18.8	18.8	21.8	20.1	23.3	23.6	0.0	25.5	23.4	23.5	23.5
LOS by Move:	C	B-	B-	C+	C+	C	C	A	C	C	C	C
HCM2k95thQ:	12	13	13	0	10	12	1	0	5	0	0	0

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

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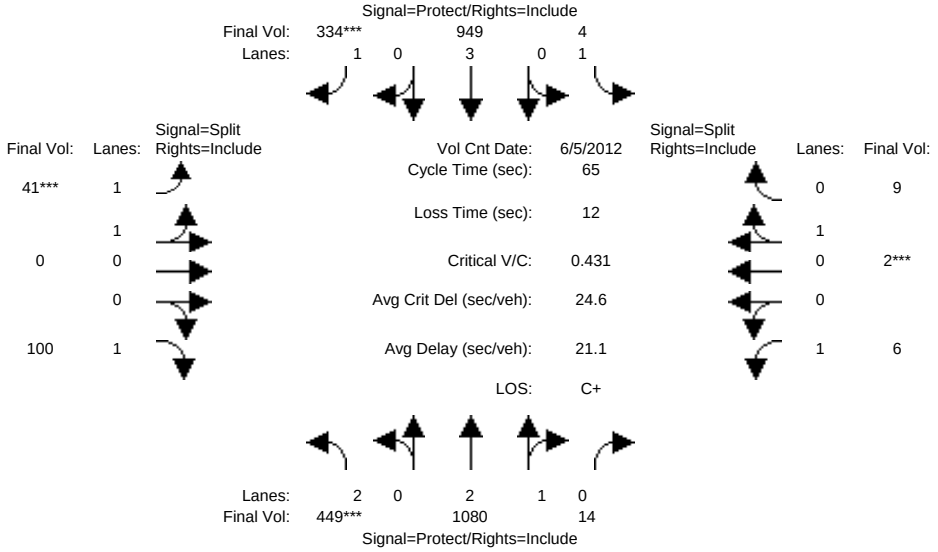
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #31: Holger Way and Zanker Rd



Street Name:	Zanker Rd						Holger Way					
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: 5 Jun 2012 << 7:55:00 AM

Base Vol:	449	1078	14	4	948	334	41	0	100	6	2	9
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:	449	1078	14	4	948	334	41	0	100	6	2	9
Added Vol:	0	2	0	0	1	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	449	1080	14	4	949	334	41	0	100	6	2	9
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:	449	1080	14	4	949	334	41	0	100	6	2	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	1080	14	4	949	334	41	0	100	6	2	9
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:	449	1080	14	4	949	334	41	0	100	6	2	9

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.93	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	2.96	0.04	1.00	3.00	1.00	2.00	0.00	1.00	1.00	0.18	0.82
Final Sat.:	3150	5528	72	1750	5700	1750	3550	0	1750	1750	327	1473

Capacity Analysis Module:

Vol/Sat:	0.14	0.20	0.20	0.00	0.17	0.19	0.01	0.00	0.06	0.00	0.01	0.01
Crit Moves:	****					****	****				****	
Green/Cycle:	0.22	0.33	0.33	0.18	0.29	0.29	0.15	0.00	0.15	0.15	0.15	0.15
Volume/Cap:	0.66	0.60	0.60	0.01	0.57	0.66	0.08	0.00	0.37	0.02	0.04	0.04
Delay/Veh:	25.6	18.8	18.8	21.9	20.1	23.3	23.6	0.0	25.5	23.4	23.5	23.5
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:	25.6	18.8	18.8	21.9	20.1	23.3	23.6	0.0	25.5	23.4	23.5	23.5
LOS by Move:	C	B-	B-	C+	C+	C	C	A	C	C	C	C
HCM2k95thQ:	12	13	13	0	10	12	1	0	5	0	0	0

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

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Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Cumulative PM				C+P PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	McCarthy Blvd and Dixon Landing Rd	F	152.7	1.042	153.6	F	157.4	1.061	+ 0.018	158.3	+ 4.7
#2	I-880 SB Ramps and Dixon Landing Dr	A	8.0	0.624	8.2	A	8.1	0.629	+ 0.005	8.4	+ 0.1
#3	Dixon Landing Rd and California Cir	C	27.9	0.764	56.0	C	29.6	0.778	+ 0.014	61.0	+ 5.0
#4	California Cir and I-880 NB Ramps	C	27.7	0.832	36.0	C	27.4	0.829	- 0.002	35.2	- 0.8
#5	Dixon Landing Rd and Warm Springs Rd	F	97.7	1.204	156.4	F	99.2	1.210	+ 0.006	159.1	+ 2.7
#6	McCarthy Blvd and Ranch Drive (North)	C	26.6	0.664	27.3	C	27.6	0.694	+ 0.030	29.3	+ 1.9
#7	Ranch Drive and Project Entrance	B+	11.9	0.296	10.7	B	16.9	0.625	+ 0.328	18.1	+ 7.5
#8	McCarthy Blvd and Ranch Dr (South)	F	83.2	1.100	126.3	F	105.9	1.187	+ 0.088	167.3	+ 41.0
#9	McCarthy Blvd and SR-237 WB Ramps	E-	78.2	1.336	175.2	F	109.7	1.468	+ 0.132	233.9	+ 58.6
#10	McCarthy Blvd and SR-237 EB Ramps	C	23.9	0.938	33.9	C	27.6	0.961	+ 0.023	37.7	+ 3.8
#11	I-880 SB Ramps and SR-237	B	17.3	0.784	17.2	B	18.0	0.809	+ 0.026	18.6	+ 1.3
#12	I-880 NB Ramps and SR-237	C+	20.2	0.819	24.7	B-	19.3	0.813	- 0.006	23.8	- 0.9
#13	Abel Street and SR-237	D-	52.0	0.954	54.5	D-	53.1	0.966	+ 0.012	56.3	+ 1.8
#14	Milpitas Blvd and SR-237	D	42.9	0.829	43.3	D	43.4	0.843	+ 0.013	43.9	+ 0.6
#15	Hillview Drive and SR-237	D	43.3	0.894	47.9	D	43.9	0.912	+ 0.018	49.3	+ 1.4
#16	McCarthy Blvd and Bellew Dr	F	86.6	1.114	108.2	F	95.2	1.127	+ 0.013	112.9	+ 4.7
#17	McCarthy Blvd and Alder Dr	F	84.2	1.093	108.0	F	93.2	1.132	+ 0.039	123.7	+ 15.7
#18	McCarthy Blvd and Tasman Dr	D+	37.9	0.737	41.7	D+	38.6	0.761	+ 0.024	42.5	+ 0.8
#19	Tasman Dr and Alder Dr	F	92.6	1.105	105.8	F	96.9	1.120	+ 0.015	111.3	+ 5.5
#20	I-880 SB Ramps and Tasman Dr	C+	22.8	0.919	45.4	C+	22.9	0.925	+ 0.007	46.3	+ 0.9
#21	Great Mall Pkwy and Thompson St	C-	32.5	0.830	33.9	C-	32.7	0.834	+ 0.005	34.3	+ 0.3
#22	Abel St and Great Mall Pkwy	C	31.3	0.692	27.7	C	31.3	0.696	+ 0.004	27.7	+ 0.0
#23	Main St and Great Mall Pkwy	C-	32.1	0.604	28.8	C-	32.1	0.612	+ 0.008	28.8	- 0.1
#24	Great Mall Pkwy and Montague Expwy	E+	57.9	0.838	65.5	E+	58.1	0.838	+ 0.000	65.5	+ 0.0
#25	Trade Zone and Capitol Ave	E	68.4	0.957	76.2	E	69.4	0.964	+ 0.007	77.6	+ 1.4
#26	Montague Expwy and Trimble Rd	E	67.5	1.027	83.5	E	68.1	1.029	+ 0.003	84.3	+ 0.9

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Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Cumulative PM				C+P PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#27	McCarthy Blvd and Barber Ln	D	44.7	0.736	52.2	D-	53.7	0.765	+ 0.030	63.8	+ 11.7
#28	McCarthy Blvd and Montague Expwy	F	113.1	1.177	146.2	F	117.9	1.191	+ 0.015	153.0	+ 6.8
#29	Zanker Rd and SR-237 WB Ramps	B	17.8	0.764	18.1	B	17.9	0.767	+ 0.003	18.2	+ 0.1
#30	Zanker Rd and SR-237 EB Ramps	B	14.6	0.598	20.7	B	14.6	0.597	- 0.000	20.7	- 0.0
#31	Holger Way and Zanker Rd	C	25.0	0.515	25.1	C	25.0	0.521	+ 0.006	25.2	+ 0.1

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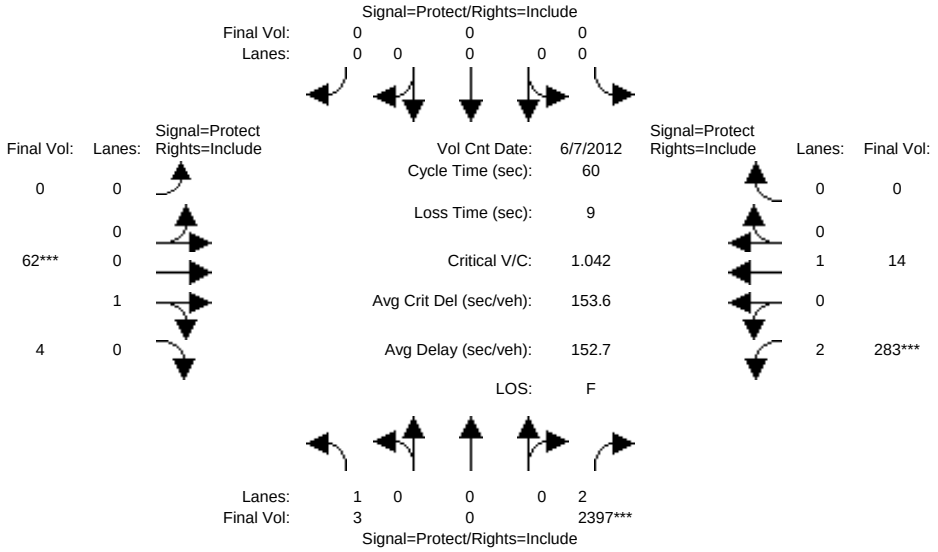
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
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	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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	3	0	2397	0	0	0	0	62	4	283	14	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:	3	0	2397	0	0	0	0	62	4	283	14	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	2397	0	0	0	0	62	4	283	14	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:	3	0	2397	0	0	0	0	62	4	283	14	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	2397	0	0	0	0	62	4	283	14	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:	3	0	2397	0	0	0	0	62	4	283	14	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.93	0.07	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1776	115	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.76	0.00	0.00	0.00	0.00	0.03	0.03	0.09	0.01	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.57	0.00	0.57	0.00	0.00	0.00	0.00	0.17	0.17	0.12	0.28	0.00
Volume/Cap:	0.00	0.00	1.34	0.00	0.00	0.00	0.00	0.21	0.21	0.77	0.03	0.00
Delay/Veh:	5.6	0.0	171.1	0.0	0.0	0.0	0.0	21.9	21.9	35.3	15.5	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:	5.6	0.0	171.1	0.0	0.0	0.0	0.0	21.9	21.9	35.3	15.5	0.0
LOS by Move:	A	A	F	A	A	A	A	C+	C+	D+	B	A
HCM2k95thQ:	0	0	108	0	0	0	0	3	3	7	0	0

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

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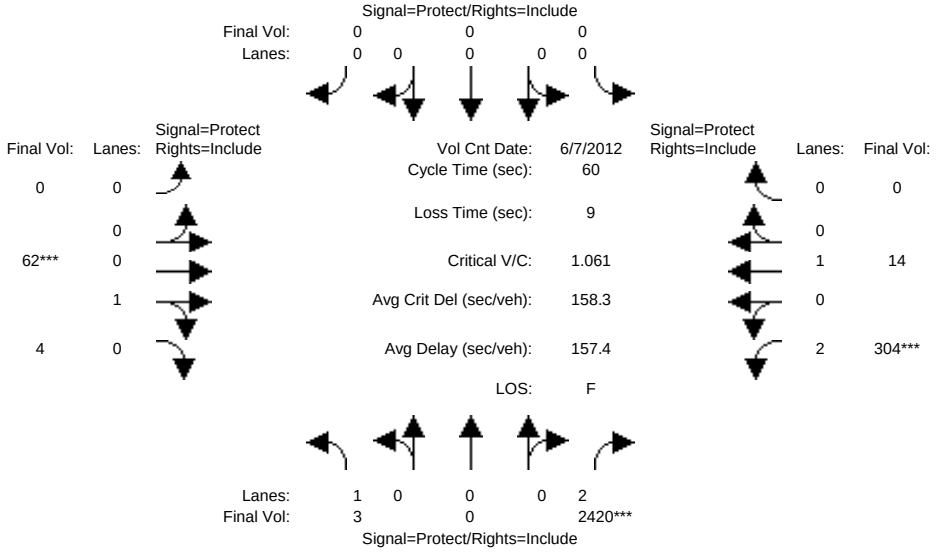
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
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	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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	3	0	2397	0	0	0	0	62	4	283	14	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:	3	0	2397	0	0	0	0	62	4	283	14	0
Added Vol:	0	0	18	0	0	0	0	0	0	18	0	0
Pass-by Div:	0	0	5	0	0	0	0	0	0	3	0	0
Initial Fut:	3	0	2420	0	0	0	0	62	4	304	14	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:	3	0	2420	0	0	0	0	62	4	304	14	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	2420	0	0	0	0	62	4	304	14	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:	3	0	2420	0	0	0	0	62	4	304	14	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.94	0.06	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1691	109	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.77	0.00	0.00	0.00	0.00	0.04	0.04	0.10	0.01	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.57	0.00	0.57	0.00	0.00	0.00	0.00	0.17	0.17	0.12	0.28	0.00
Volume/Cap:	0.00	0.00	1.36	0.00	0.00	0.00	0.00	0.22	0.22	0.83	0.03	0.00
Delay/Veh:	5.6	0.0	176.8	0.0	0.0	0.0	0.0	22.0	22.0	40.2	15.5	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:	5.6	0.0	176.8	0.0	0.0	0.0	0.0	22.0	22.0	40.2	15.5	0.0
LOS by Move:	A	A	F	A	A	A	A	C+	C+	D	B	A
HCM2k95thQ:	0	0	111	0	0	0	0	3	3	8	0	0

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

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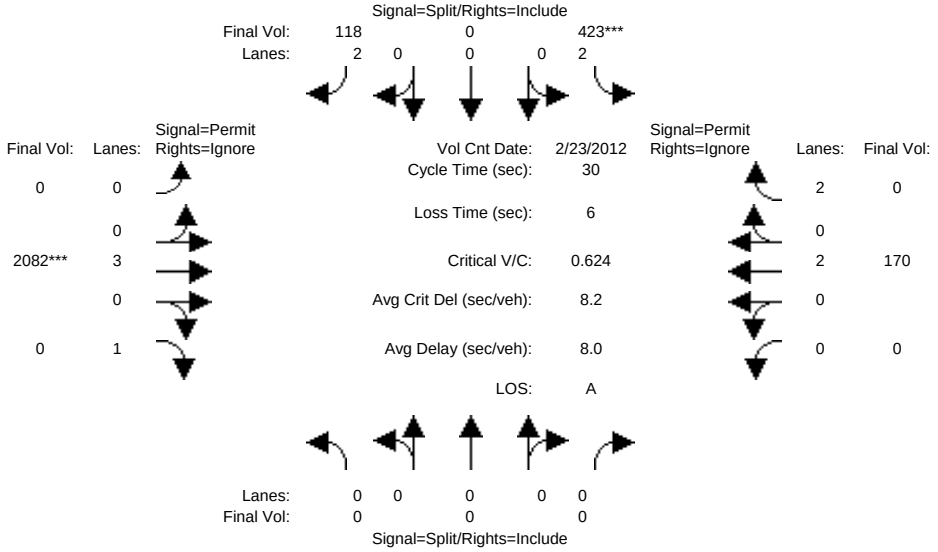
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #2: I-880 SB Ramps and Dixon Landing Dr



Street Name:	I-880 SB Ramps						Dixon Landing Rd					
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	0	0	10	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: 23 Feb 2012 << 8:00:00 AM												
Base Vol:	0	0	0	423	0	118	0	2082	326	0	170	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	0	0	423	0	118	0	2082	326	0	170	556
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	423	0	118	0	2082	326	0	170	556
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	423	0	118	0	2082	0	0	170	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	423	0	118	0	2082	0	0	170	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	423	0	118	0	2082	0	0	170	0
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	0.83	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	2.00	2.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.04	0.00	0.37	0.00	0.00	0.04	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.00	0.47	0.00	0.00	0.47	0.00
Volume/Cap:	0.00	0.00	0.00	0.40	0.00	0.11	0.00	0.78	0.00	0.00	0.10	0.00
Delay/Veh:	0.0	0.0	0.0	8.0	0.0	7.0	0.0	8.3	0.0	0.0	4.5	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:	0.0	0.0	0.0	8.0	0.0	7.0	0.0	8.3	0.0	0.0	4.5	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	5	0	1	0	12	0	0	1	0

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

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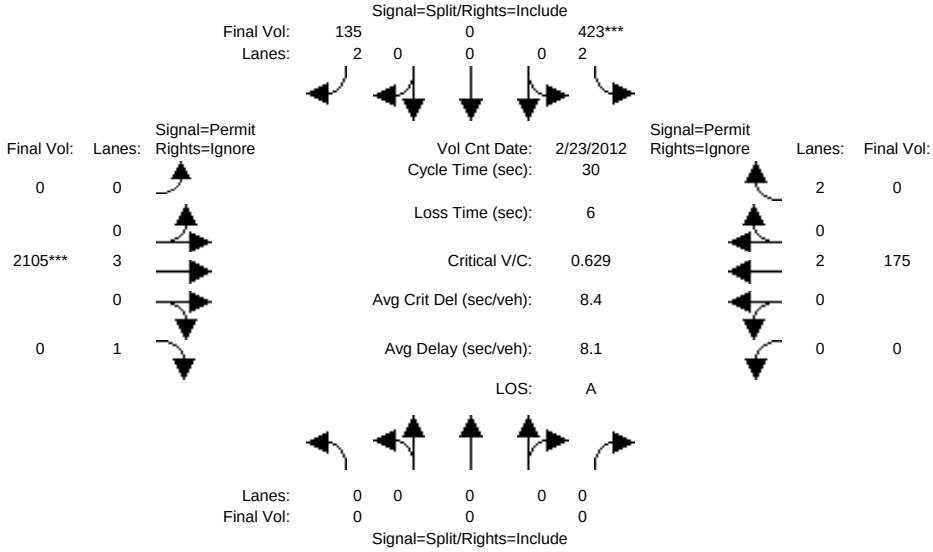
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #2: I-880 SB Ramps and Dixon Landing Dr



Street Name:	I-880 SB Ramps						Dixon Landing Rd					
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	0	0	10	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: 23 Feb 2012 << 8:00:00 AM												
Base Vol:	0	0	0	423	0	118	0	2082	326	0	170	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	0	0	423	0	118	0	2082	326	0	170	556
Added Vol:	0	0	0	0	0	14	0	18	0	0	5	0
Pass-by Div:	0	0	0	0	0	3	0	5	0	0	0	0
Initial Fut:	0	0	0	423	0	135	0	2105	326	0	175	556
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	423	0	135	0	2105	0	0	175	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	423	0	135	0	2105	0	0	175	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	423	0	135	0	2105	0	0	175	0
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	0.83	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	2.00	2.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.04	0.00	0.37	0.00	0.00	0.05	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.00	0.47	0.00	0.00	0.47	0.00
Volume/Cap:	0.00	0.00	0.00	0.40	0.00	0.13	0.00	0.79	0.00	0.00	0.10	0.00
Delay/Veh:	0.0	0.0	0.0	8.0	0.0	7.0	0.0	8.4	0.0	0.0	4.5	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:	0.0	0.0	0.0	8.0	0.0	7.0	0.0	8.4	0.0	0.0	4.5	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	5	0	1	0	12	0	0	1	0

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

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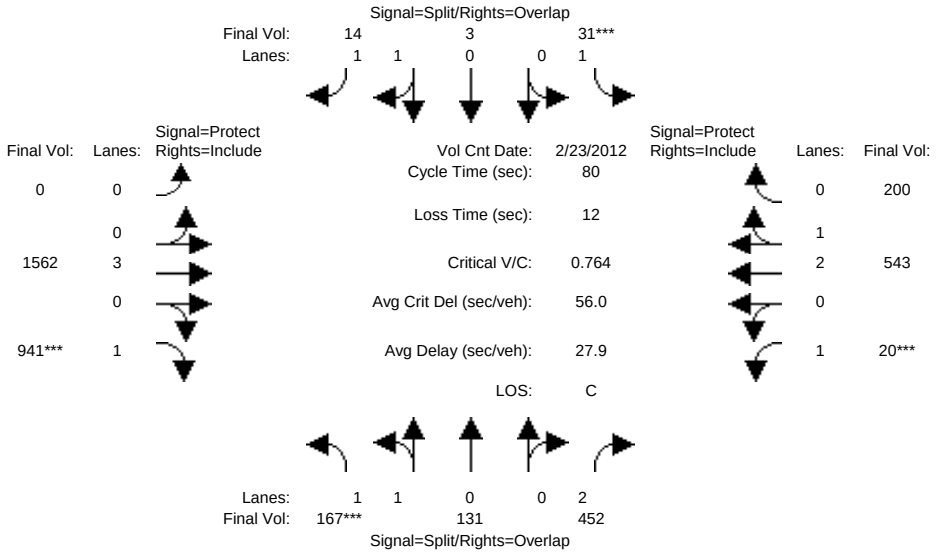
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #3: Dixon Landing Rd and California Cir



Street Name:I-880 Northbound Ramps / Californ Dixon Landing Rd

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	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: 23 Feb 2012 << 8:00:00 AM												
Base Vol:	167	131	452	31	3	14	0	1562	941	20	543	200
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:	167	131	452	31	3	14	0	1562	941	20	543	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	131	452	31	3	14	0	1562	941	20	543	200
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:	167	131	452	31	3	14	0	1562	941	20	543	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	131	452	31	3	14	0	1562	941	20	543	200
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:	167	131	452	31	3	14	0	1562	941	20	543	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.16	0.84	2.00	1.00	0.33	1.67	0.00	3.00	1.00	1.00	2.14	0.86
Final Sat.:	2032	1594	3150	1750	626	2923	0	5700	1750	1750	4072	1500
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.14	0.02	0.00	0.00	0.00	0.27	0.54	0.01	0.13	0.13
Crit Moves:	****			****					****	****		
Green/Cycle:	0.13	0.13	0.21	0.13	0.13	0.13	0.00	0.51	0.51	0.09	0.60	0.60
Volume/Cap:	0.66	0.66	0.68	0.14	0.04	0.04	0.00	0.53	1.05	0.13	0.22	0.22
Delay/Veh:	36.9	36.9	31.7	31.5	30.8	30.8	0.0	13.3	63.3	34.1	7.4	7.4
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:	36.9	36.9	31.7	31.5	30.8	30.8	0.0	13.3	63.3	34.1	7.4	7.4
LOS by Move:	D+	D+	C	C	C	C	A	B	E	C-	A	A
HCM2k95thQ:	8	8	12	2	0	0	0	15	52	1	6	6

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

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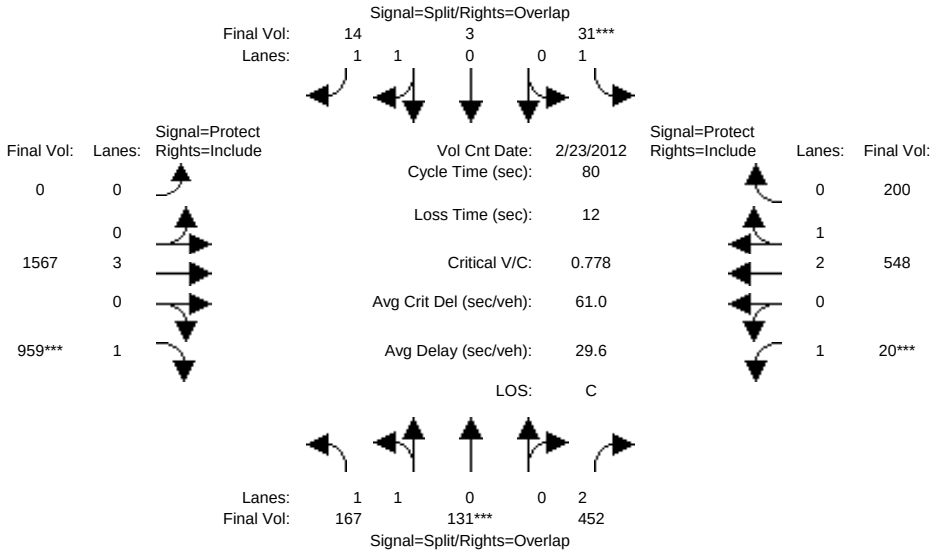
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #3: Dixon Landing Rd and California Cir

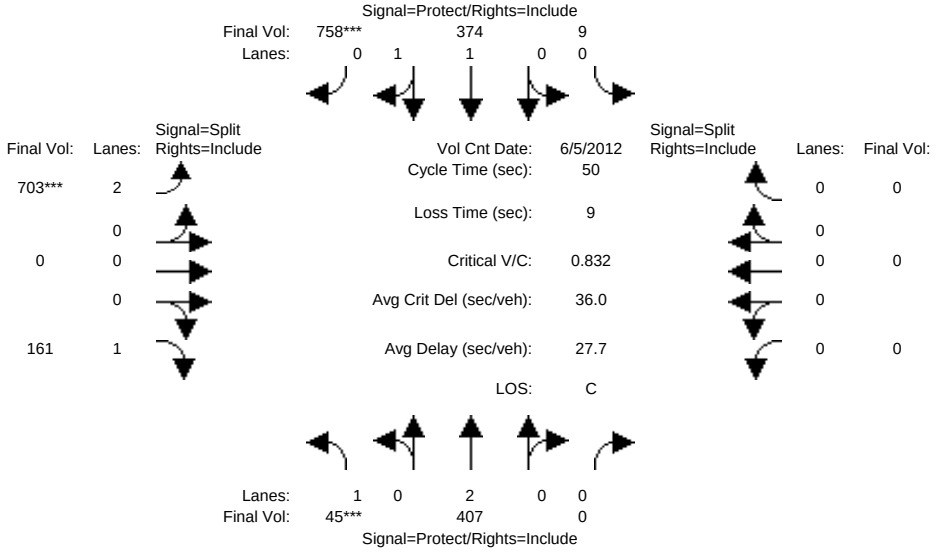



```
Street Name:I-880 Northbound Ramps / Californ          Dixon Landing Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 23 Feb 2012 << 8:00:00 AM
Base Vol:     167  131   452    31    3    14     0 1562   941    20  543   200
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:  167  131   452    31    3    14     0 1562   941    20  543   200
Added Vol:      0    0     0     0    0     0     0    5    13     0    5     0
Pass-by Div:    0    0     0     0    0     0     0    0     5     0    0     0
Initial Fut:  167  131   452    31    3    14     0 1567   959    20  548   200
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:   167  131   452    31    3    14     0 1567   959    20  548   200
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  167  131   452    31    3    14     0 1567   959    20  548   200
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:  167  131   452    31    3    14     0 1567   959    20  548   200
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.95  0.83  0.92 0.95  0.95  0.92 1.00  0.92  0.92 1.00  0.95
Lanes:       1.13 0.87  2.00  1.00 0.35  1.65  0.00 3.00  1.00  1.00 2.17  0.83
Final Sat.:  1989 1560  3150  1750  635  2965     0 5700  1750  1750 4101  1497
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.08  0.14  0.02 0.00  0.00  0.00 0.27  0.55  0.01 0.13  0.13
Crit Moves:        ****        ****                        ****  ****
Green/Cycle: 0.13 0.13  0.21  0.13 0.13  0.13  0.00 0.51  0.51  0.09 0.60  0.60
Volume/Cap:  0.67 0.67  0.68  0.14 0.04  0.04  0.00 0.54  1.07  0.13 0.22  0.22
Delay/Veh:   37.4 37.4  31.7  31.5 30.8  30.8   0.0 13.3  69.9  34.1  7.4   7.4
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:  37.4 37.4  31.7  31.5 30.8  30.8   0.0 13.3  69.9  34.1  7.4   7.4
LOS by Move:   D+   D+     C     C    C     C     A    B     E    C-    A     A
HCM2k95thQ:     8    8    12     2    0     0     0   15    56     1    6     6
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #4: California Cir and I-880 NB Ramps



Street Name:	California Cir						I-880 NB Ramps					
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	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: 5 Jun 2012 << 7:30:00 AM												
Base Vol:	45	407	0	9	374	758	703	0	161	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:	45	407	0	9	374	758	703	0	161	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	407	0	9	374	758	703	0	161	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:	45	407	0	9	374	758	703	0	161	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	407	0	9	374	758	703	0	161	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:	45	407	0	9	374	758	703	0	161	0	0	0
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.03	0.97	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	45	1852	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.00	0.20	0.20	0.43	0.22	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green/Cycle:	0.14	0.29	0.00	0.30	0.45	0.45	0.23	0.00	0.23	0.00	0.00	0.00
Volume/Cap:	0.18	0.37	0.00	0.68	0.45	0.97	0.97	0.00	0.40	0.00	0.00	0.00
Delay/Veh:	19.3	14.2	0.0	16.7	9.6	31.8	44.0	0.0	16.9	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:	19.3	14.2	0.0	16.7	9.6	31.8	44.0	0.0	16.9	0.0	0.0	0.0
LOS by Move:	B-	B	A	B	A	C	D	A	B	A	A	A
HCM2k95thQ:	2	6	0	11	8	28	22	0	5	0	0	0

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

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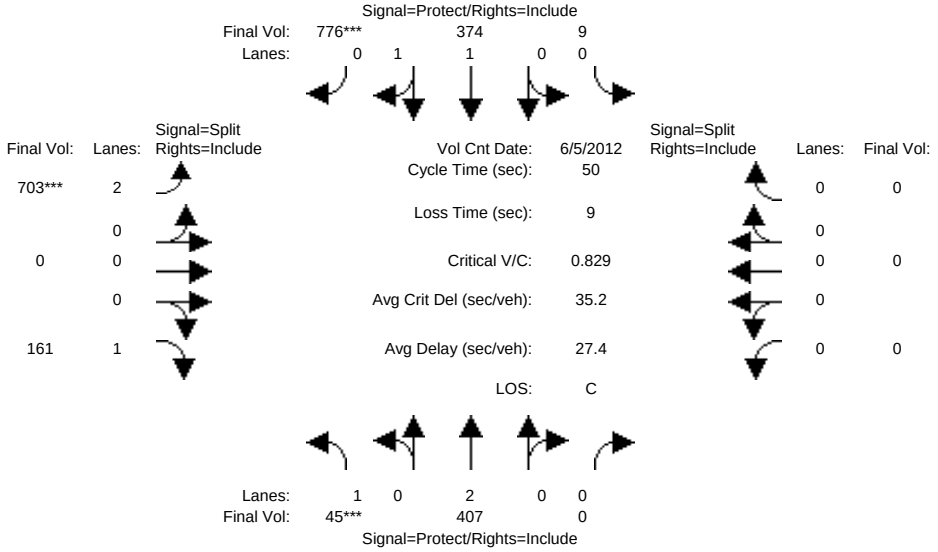
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #4: California Cir and I-880 NB Ramps



Street Name:	California Cir						I-880 NB Ramps					
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	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: 5 Jun 2012 << 7:30:00 AM												
Base Vol:	45	407	0	9	374	758	703	0	161	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:	45	407	0	9	374	758	703	0	161	0	0	0
Added Vol:	0	0	0	0	0	13	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	0	5	0	0	0	0	0	0
Initial Fut:	45	407	0	9	374	776	703	0	161	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:	45	407	0	9	374	776	703	0	161	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	407	0	9	374	776	703	0	161	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:	45	407	0	9	374	776	703	0	161	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.02	0.98	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	42	1758	1800	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.00	0.21	0.21	0.43	0.22	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green/Cycle:	0.14	0.28	0.00	0.30	0.45	0.45	0.23	0.00	0.23	0.00	0.00	0.00
Volume/Cap:	0.18	0.38	0.00	0.70	0.47	0.96	0.96	0.00	0.40	0.00	0.00	0.00
Delay/Veh:	19.3	14.5	0.0	16.8	9.8	31.0	43.3	0.0	16.9	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:	19.3	14.5	0.0	16.8	9.8	31.0	43.3	0.0	16.9	0.0	0.0	0.0
LOS by Move:	B-	B	A	B	A	C	D	A	B	A	A	A
HCM2k95thQ:	2	6	0	11	9	28	22	0	5	0	0	0

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

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Pacific Mall - Silicon Valley
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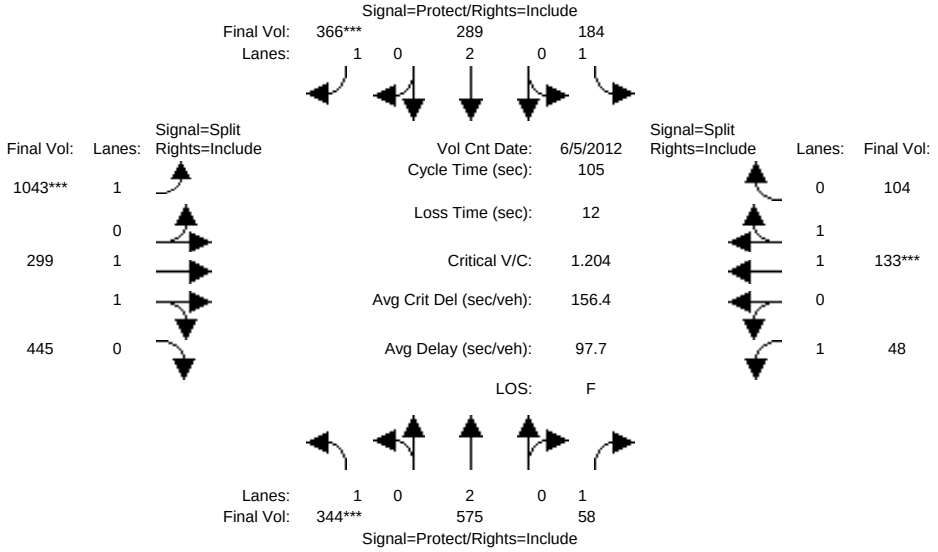
Cumulative plus Project - PM Peak Hour

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

Intersection #5: Dixon Landing Rd and Warm Springs Rd



Street Name:	Warm Springs Rd						Dixon Landing Rd					
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: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	344	575	58	184	289	366	1043	299	445	48	133	104
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:	344	575	58	184	289	366	1043	299	445	48	133	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	344	575	58	184	289	366	1043	299	445	48	133	104
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:	344	575	58	184	289	366	1043	299	445	48	133	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	575	58	184	289	366	1043	299	445	48	133	104
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:	344	575	58	184	289	366	1043	299	445	48	133	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.08	0.92
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	2055	1607
Capacity Analysis Module:												
Vol/Sat:	0.20	0.15	0.03	0.11	0.08	0.21	0.60	0.16	0.25	0.03	0.06	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.16	0.19	0.19	0.13	0.17	0.17	0.47	0.47	0.47	0.10	0.10	0.10
Volume/Cap:	1.27	0.80	0.18	0.80	0.46	1.27	1.27	0.33	0.54	0.29	0.68	0.68
Delay/Veh:	190.5	47.1	36.0	62.2	40.2	188.6	157.7	17.6	20.2	45.1	51.3	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:	190.5	47.1	36.0	62.2	40.2	188.6	157.7	17.6	20.2	45.1	51.3	51.3
LOS by Move:	F	D	D+	E	D	F	F	B	C+	D	D-	D-
HCM2k95thQ:	40	20	4	16	9	42	99	11	20	4	10	10

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

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Pacific Mall - Silicon Valley
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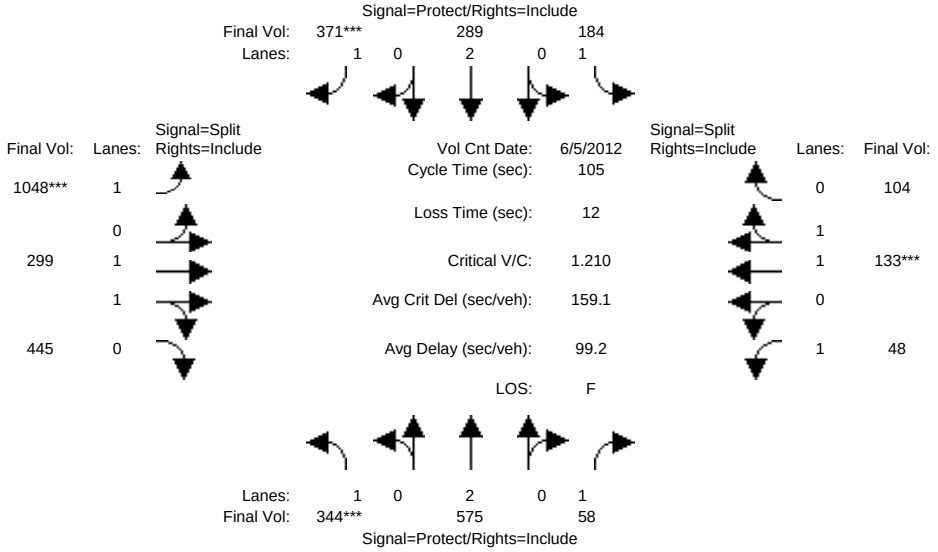
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #5: Dixon Landing Rd and Warm Springs Rd



Street Name:	Warm Springs Rd						Dixon Landing Rd					
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: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	344	575	58	184	289	366	1043	299	445	48	133	104
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:	344	575	58	184	289	366	1043	299	445	48	133	104
Added Vol:	0	0	0	0	0	5	5	0	0	0	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	344	575	58	184	289	371	1048	299	445	48	133	104
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:	344	575	58	184	289	371	1048	299	445	48	133	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	575	58	184	289	371	1048	299	445	48	133	104
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:	344	575	58	184	289	371	1048	299	445	48	133	104
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	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.10	0.90
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	2075	1623
Capacity Analysis Module:												
Vol/Sat:	0.20	0.15	0.03	0.11	0.08	0.21	0.60	0.16	0.25	0.03	0.06	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.15	0.19	0.19	0.13	0.17	0.17	0.47	0.47	0.47	0.10	0.10	0.10
Volume/Cap:	1.27	0.80	0.18	0.80	0.46	1.27	1.27	0.33	0.54	0.29	0.67	0.67
Delay/Veh:	193.6	47.0	36.0	62.0	40.0	191.3	160.8	17.6	20.2	45.1	51.0	51.0
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:	193.6	47.0	36.0	62.0	40.0	191.3	160.8	17.6	20.2	45.1	51.0	51.0
LOS by Move:	F	D	D+	E	D	F	F	B	C+	D	D	D
HCM2k95thQ:	40	20	4	16	9	43	100	11	20	4	10	10

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

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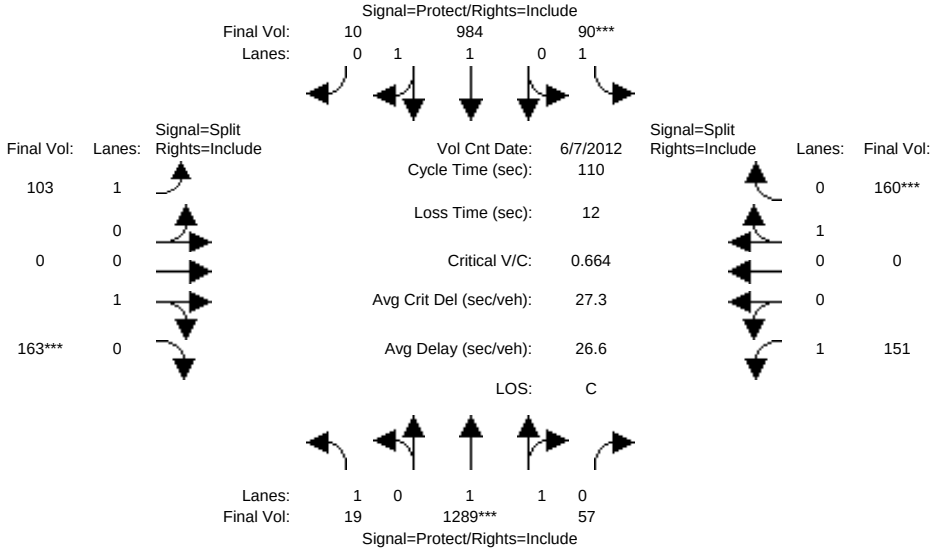
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #6: McCarthy Blvd and Ranch Drive (North)




```
Street Name:          McCarthy Blvd                    Ranch Drive (North)
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     0    0     0    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: 7 Jun 2012 << 8:00:00 AM
Base Vol:      19 1289    57    90  984    10   103    0   163   151    0   160
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:   19 1289    57    90  984    10   103    0   163   151    0   160
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   19 1289    57    90  984    10   103    0   163   151    0   160
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:    19 1289    57    90  984    10   103    0   163   151    0   160
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   19 1289    57    90  984    10   103    0   163   151    0   160
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:   19 1289    57    90  984    10   103    0   163   151    0   160
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 1.91  0.09  1.00 1.98  0.02  1.00 0.00  1.00  1.00 0.00  1.00
Final Sat.:  1750 3626   160  1750 3759    38  1750    0  1750  1750    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.36  0.36  0.05 0.26  0.26  0.06 0.00  0.09  0.09 0.00  0.09
Crit Moves:       ****        ****                        ****              ****
Green/Cycle: 0.12 0.54  0.54  0.08 0.49  0.49  0.14 0.00  0.14  0.14 0.00  0.14
Volume/Cap:  0.09 0.66  0.66  0.66 0.53  0.53  0.42 0.00  0.66  0.63 0.00  0.66
Delay/Veh:   43.3 19.3  19.3  61.1 19.4  19.4  44.4  0.0  51.5  49.9  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:  43.3 19.3  19.3  61.1 19.4  19.4  44.4  0.0  51.5  49.9  0.0  51.8
LOS by Move:    D   B-    B-     E   B-    B-     D    A    D-     D    A    D-
HCM2k95thQ:     1   29    29     7   21    21     8    0    13    12    0    13
Note: Queue reported is the number of cars per lane.
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Pacific Mall - Silicon Valley
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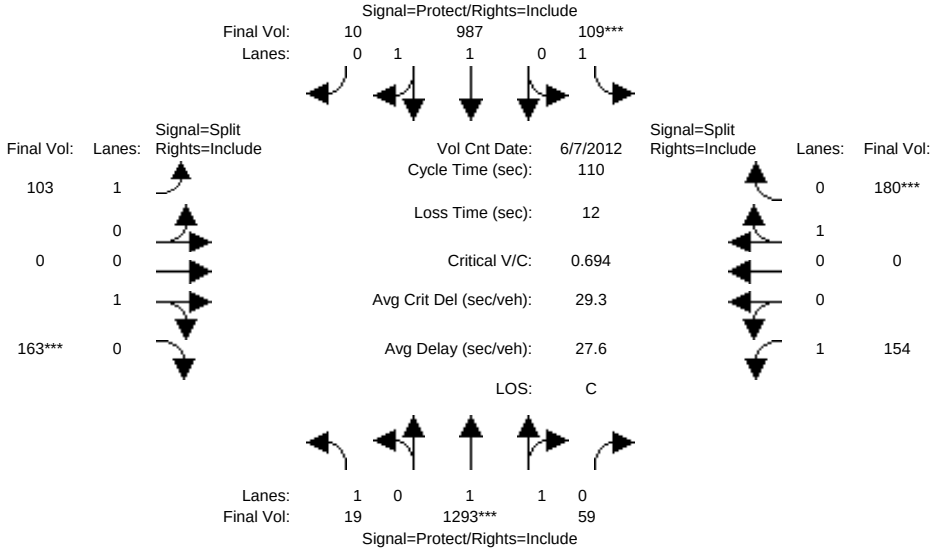
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #6: McCarthy Blvd and Ranch Drive (North)



Street Name:	McCarthy Blvd						Ranch Drive (North)					
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	0	0	0	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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	19	1289	57	90	984	10	103	0	163	151	0	160
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:	19	1289	57	90	984	10	103	0	163	151	0	160
Added Vol:	0	5	0	14	5	0	0	0	0	0	0	13
Pass-by Div:	0	-1	2	5	-2	0	0	0	0	3	0	7
Initial Fut:	19	1293	59	109	987	10	103	0	163	154	0	180
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:	19	1293	59	109	987	10	103	0	163	154	0	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1293	59	109	987	10	103	0	163	154	0	180
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:	19	1293	59	109	987	10	103	0	163	154	0	180
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	0.97	0.95	0.92	1.00	0.95	0.92	1.00	0.95
Lanes:	1.00	1.91	0.09	1.00	1.98	0.02	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3538	161	1750	3663	37	1750	0	1800	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.37	0.37	0.06	0.27	0.27	0.06	0.00	0.09	0.09	0.00	0.10
Crit Moves:		****		****					****			****
Green/Cycle:	0.12	0.53	0.53	0.09	0.50	0.50	0.13	0.00	0.13	0.14	0.00	0.14
Volume/Cap:	0.09	0.69	0.69	0.69	0.54	0.54	0.45	0.00	0.69	0.61	0.00	0.69
Delay/Veh:	43.5	20.5	20.5	61.2	19.3	19.3	45.6	0.0	54.4	48.5	0.0	52.7
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:	43.5	20.5	20.5	61.2	19.3	19.3	45.6	0.0	54.4	48.5	0.0	52.7
LOS by Move:	D	C+	C+	E	B-	B-	D	A	D-	D	A	D-
HCM2k95thQ:	1	31	31	8	21	21	8	0	13	12	0	14

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

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Pacific Mall - Silicon Valley
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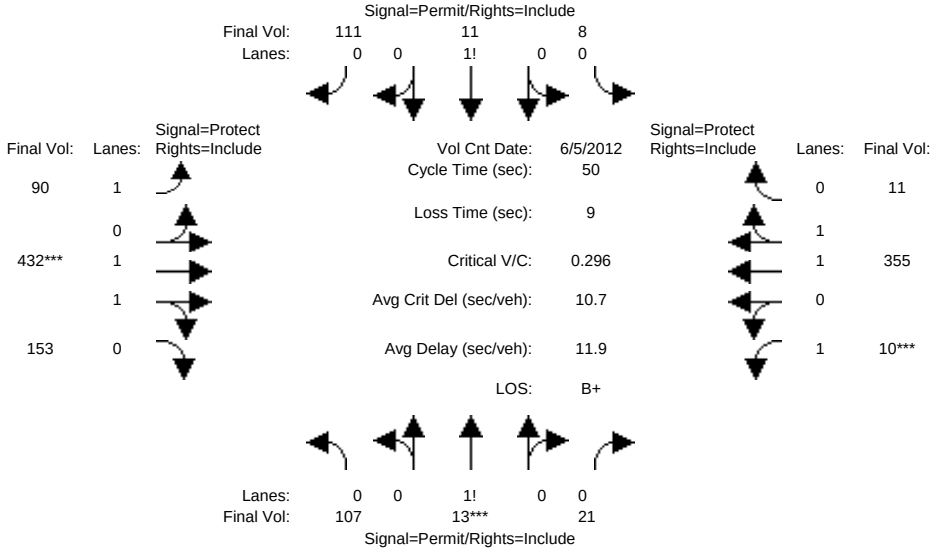
Cumulative plus Project - PM Peak Hour

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

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	107	13	21	8	11	111	90	432	153	10	355	11
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:	107	13	21	8	11	111	90	432	153	10	355	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	13	21	8	11	111	90	432	153	10	355	11
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:	107	13	21	8	11	111	90	432	153	10	355	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	13	21	8	11	111	90	432	153	10	355	11
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:	107	13	21	8	11	111	90	432	153	10	355	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.76	0.09	0.15	0.06	0.08	0.86	1.00	1.44	0.56	1.00	1.93	0.07
Final Sat.:	1338	163	263	108	149	1504	1750	2745	972	1750	3676	114
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.07	0.07	0.07	0.05	0.16	0.16	0.01	0.10	0.10
Crit Moves:		****						****		****		
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.24	0.45	0.45	0.14	0.35	0.35
Volume/Cap:	0.35	0.35	0.35	0.32	0.32	0.32	0.21	0.35	0.35	0.04	0.28	0.28
Delay/Veh:	16.7	16.7	16.7	16.5	16.5	16.5	15.3	9.1	9.1	18.7	11.9	11.9
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:	16.7	16.7	16.7	16.5	16.5	16.5	15.3	9.1	9.1	18.7	11.9	11.9
LOS by Move:	B	B	B	B	B	B	B	A	A	B-	B+	B+
HCM2k95thQ:	5	5	5	4	4	4	2	6	6	0	5	5

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

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Pacific Mall - Silicon Valley
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Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
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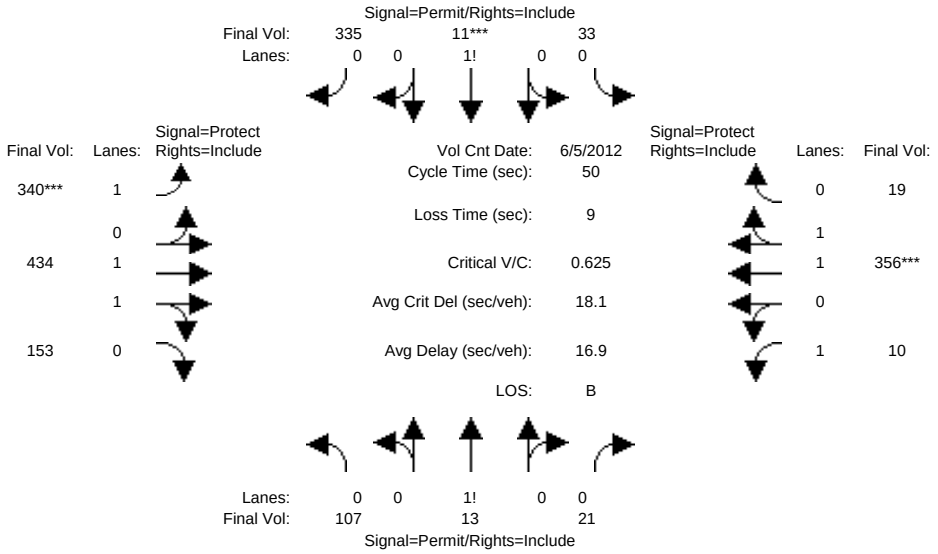
C+P PM

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	107	13	21	8	11	111	90	432	153	10	355	11
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:	107	13	21	8	11	111	90	432	153	10	355	11
Added Vol:	0	0	0	0	0	186	198	0	0	0	0	0
Pass-by Div:	0	0	0	25	0	38	52	2	0	0	1	8
Initial Fut:	107	13	21	33	11	335	340	434	153	10	356	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:	107	13	21	33	11	335	340	434	153	10	356	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	13	21	33	11	335	340	434	153	10	356	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:	107	13	21	33	11	335	340	434	153	10	356	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.76	0.09	0.15	0.09	0.03	0.88	1.00	1.46	0.54	1.00	1.90	0.10
Final Sat.:	1328	161	261	152	51	1547	1750	2735	964	1750	3512	187
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.22	0.22	0.22	0.19	0.16	0.16	0.01	0.10	0.10
Crit Moves:					****		****				****	
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.29	0.29	0.29	0.20	0.20	0.20
Volume/Cap:	0.25	0.25	0.25	0.66	0.66	0.66	0.66	0.55	0.55	0.03	0.51	0.51
Delay/Veh:	12.5	12.5	12.5	17.4	17.4	17.4	18.7	15.6	15.6	16.0	18.4	18.4
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:	12.5	12.5	12.5	17.4	17.4	17.4	18.7	15.6	15.6	16.0	18.4	18.4
LOS by Move:	B	B	B	B	B	B	B-	B	B	B	B-	B-
HCM2k95thQ:	4	4	4	13	13	13	10	8	8	0	7	7

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

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Cumulative plus Project - PM Peak Hour

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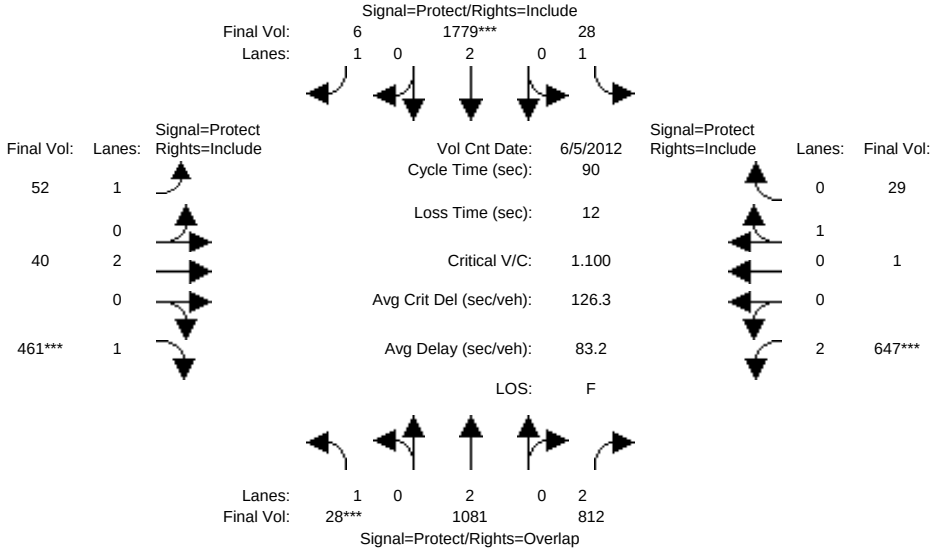
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #8: McCarthy Blvd and Ranch Dr (South)



Street Name:	McCarthy Blvd						Ranch Dr (South)					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	28	1081	812	28	1779	6	52	40	461	647	1	29
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:	28	1081	812	28	1779	6	52	40	461	647	1	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	1081	812	28	1779	6	52	40	461	647	1	29
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:	28	1081	812	28	1779	6	52	40	461	647	1	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1081	812	28	1779	6	52	40	461	647	1	29
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:	28	1081	812	28	1779	6	52	40	461	647	1	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.03	0.97
Final Sat.:	1750	3800	3150	1750	3800	1750	1750	3800	1750	3150	58	1696
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.26	0.02	0.47	0.00	0.03	0.01	0.26	0.21	0.02	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.37	0.54	0.10	0.39	0.39	0.16	0.22	0.22	0.17	0.23	0.23
Volume/Cap:	0.21	0.77	0.47	0.16	1.19	0.01	0.18	0.05	1.19	1.19	0.07	0.07
Delay/Veh:	39.6	27.5	12.8	37.4	119	16.6	32.8	27.6	142.5	139.0	27.1	27.1
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:	39.6	27.5	12.8	37.4	119	16.6	32.8	27.6	142.5	139.0	27.1	27.1
LOS by Move:	D	C	B	D+	F	B	C-	C	F	F	C	C
HCM2k95thQ:	2	24	15	2	69	0	3	1	44	33	1	1

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

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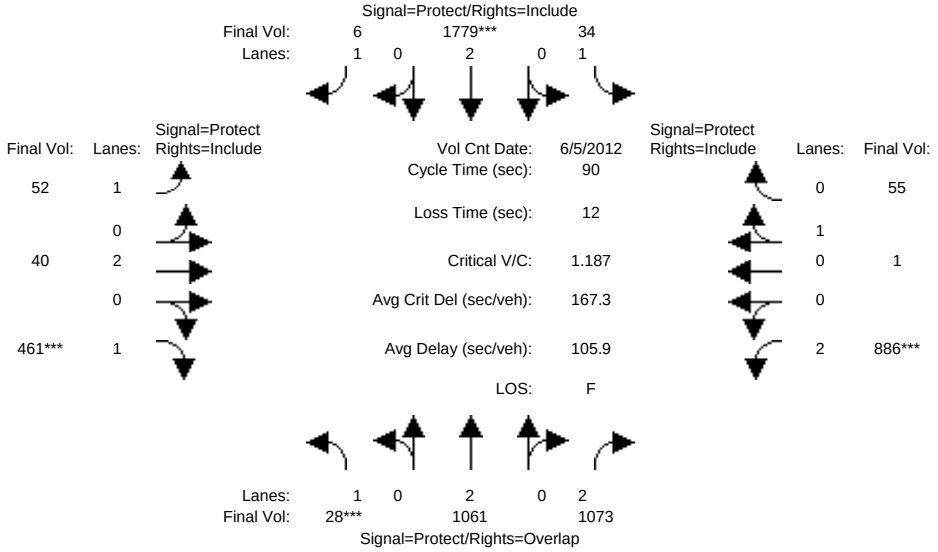
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #8: McCarthy Blvd and Ranch Dr (South)



Street Name:	McCarthy Blvd						Ranch Dr (South)					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	28	1081	812	28	1779	6	52	40	461	647	1	29
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:	28	1081	812	28	1779	6	52	40	461	647	1	29
Added Vol:	0	0	219	5	0	0	0	0	0	217	0	5
Pass-by Div:	0	-20	42	1	0	0	0	0	0	22	0	21
Initial Fut:	28	1061	1073	34	1779	6	52	40	461	886	1	55
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:	28	1061	1073	34	1779	6	52	40	461	886	1	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1061	1073	34	1779	6	52	40	461	886	1	55
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:	28	1061	1073	34	1779	6	52	40	461	886	1	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.02	0.98
Final Sat.:	1750	3800	3150	1750	3800	1750	1750	3800	1750	3150	32	1768
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.34	0.02	0.47	0.00	0.03	0.01	0.26	0.28	0.03	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.35	0.57	0.10	0.36	0.36	0.17	0.21	0.21	0.22	0.25	0.25
Volume/Cap:	0.21	0.81	0.60	0.20	1.28	0.01	0.17	0.05	1.28	1.28	0.12	0.12
Delay/Veh:	39.6	30.5	13.5	38.1	162	18.2	31.9	28.8	183.2	173.8	26.3	26.3
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:	39.6	30.5	13.5	38.1	162	18.2	31.9	28.8	183.2	173.8	26.3	26.3
LOS by Move:	D	C	B	D+	F	B-	C	C	F	F	C	C
HCM2k95thQ:	2	25	21	2	78	0	3	1	48	48	2	2

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

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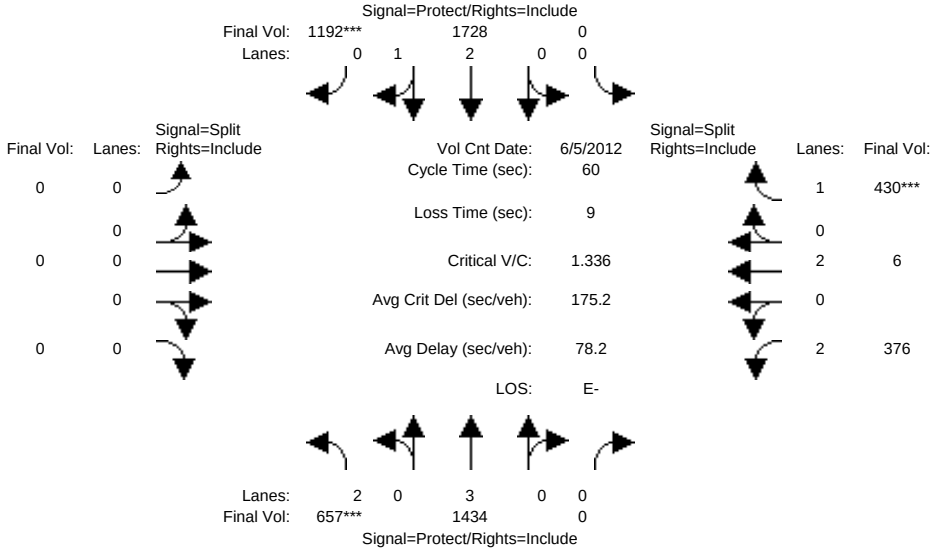
Cumulative plus Project - PM Peak Hour

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

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
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	0	0	0	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	657	1434	0	0	1728	1192	0	0	0	376	6	430
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:	657	1434	0	0	1728	1192	0	0	0	376	6	430
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	657	1434	0	0	1728	1192	0	0	0	376	6	430
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:	657	1434	0	0	1728	1192	0	0	0	376	6	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	657	1434	0	0	1728	1192	0	0	0	376	6	430
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:	657	1434	0	0	1728	1192	0	0	0	376	6	430
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	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3800	1750	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.25	0.00	0.00	0.45	0.68	0.00	0.00	0.00	0.12	0.00	0.25
Crit Moves:	****					****						****
Green/Cycle:	0.16	0.67	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.18	0.18	0.18
Volume/Cap:	1.34	0.38	0.00	0.00	0.89	1.34	0.00	0.00	0.00	0.65	0.01	1.34
Delay/Veh:	189.8	4.5	0.0	0.0	16.7	169.0	0.0	0.0	0.0	25.3	20.0	195.3
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:	189.8	4.5	0.0	0.0	16.7	169.0	0.0	0.0	0.0	25.3	20.0	195.3
LOS by Move:	F	A	A	A	B	F	A	A	A	C	C+	F
HCM2k95thQ:	33	7	0	0	24	95	0	0	0	8	0	39

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

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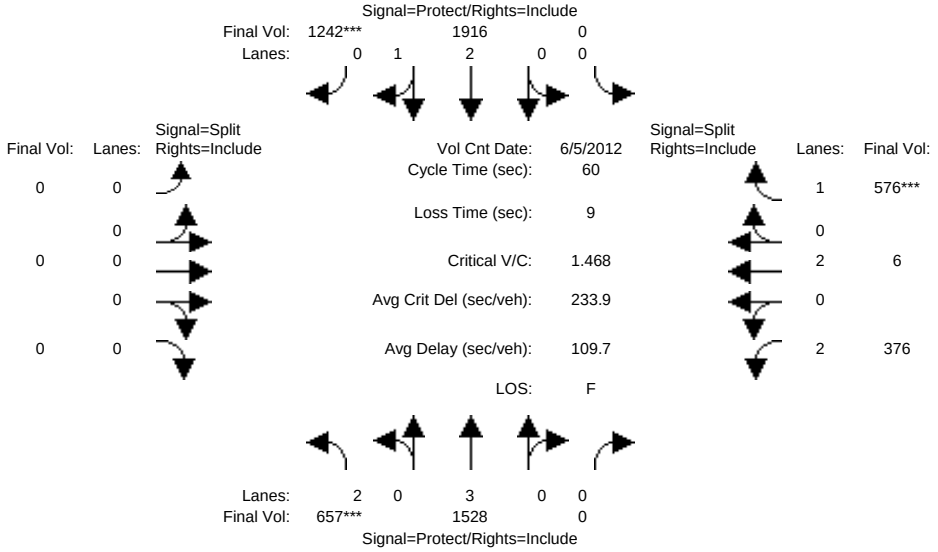
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
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	0	0	0	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	657	1434	0	0	1728	1192	0	0	0	376	6	430
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:	657	1434	0	0	1728	1192	0	0	0	376	6	430
Added Vol:	0	86	0	0	176	41	0	0	0	0	0	132
Pass-by Div:	0	8	0	0	12	9	0	0	0	0	0	14
Initial Fut:	657	1528	0	0	1916	1242	0	0	0	376	6	576
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:	657	1528	0	0	1916	1242	0	0	0	376	6	576
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	657	1528	0	0	1916	1242	0	0	0	376	6	576
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:	657	1528	0	0	1916	1242	0	0	0	376	6	576
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	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3800	1750	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.27	0.00	0.00	0.50	0.71	0.00	0.00	0.00	0.12	0.00	0.33
Crit Moves:	****					****						****
Green/Cycle:	0.14	0.63	0.00	0.00	0.48	0.48	0.00	0.00	0.00	0.22	0.22	0.22
Volume/Cap:	1.47	0.43	0.00	0.00	1.04	1.47	0.00	0.00	0.00	0.53	0.01	1.47
Delay/Veh:	248.1	5.8	0.0	0.0	44.3	228.5	0.0	0.0	0.0	21.3	18.1	247.2
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:	248.1	5.8	0.0	0.0	44.3	228.5	0.0	0.0	0.0	21.3	18.1	247.2
LOS by Move:	F	A	A	A	D	F	A	A	A	C+	B-	F
HCM2k95thQ:	38	9	0	0	37	115	0	0	0	7	0	57

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

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Pacific Mall - Silicon Valley
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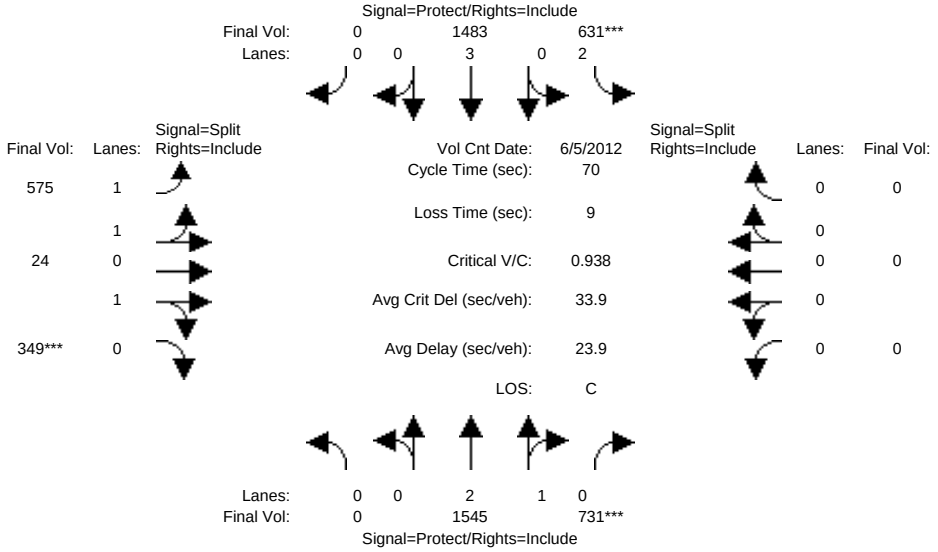
Cumulative plus Project - PM Peak Hour

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

Intersection #10: McCarthy Blvd and SR-237 EB Ramps



Street Name:	McCarthy Blvd						SR-237 EB Ramps					
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	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	0	1545	731	631	1483	0	575	24	349	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:	0	1545	731	631	1483	0	575	24	349	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1545	731	631	1483	0	575	24	349	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:	0	1545	731	631	1483	0	575	24	349	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1545	731	631	1483	0	575	24	349	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:	0	1545	731	631	1483	0	575	24	349	0	0	0
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	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.93	0.07	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	3370	141	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.42	0.20	0.26	0.00	0.17	0.17	0.20	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.45	0.45	0.21	0.66	0.00	0.21	0.21	0.21	0.00	0.00	0.00
Volume/Cap:	0.00	0.91	0.94	0.94	0.39	0.00	0.80	0.80	0.94	0.00	0.00	0.00
Delay/Veh:	0.0	23.8	26.4	47.9	5.6	0.0	30.2	30.2	42.7	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:	0.0	23.8	26.4	47.9	5.6	0.0	30.2	30.2	42.7	0.0	0.0	0.0
LOS by Move:	A	C	C	D	A	A	C	C	D	A	A	A
HCM2k95thQ:	0	26	27	16	9	0	17	17	23	0	0	0

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

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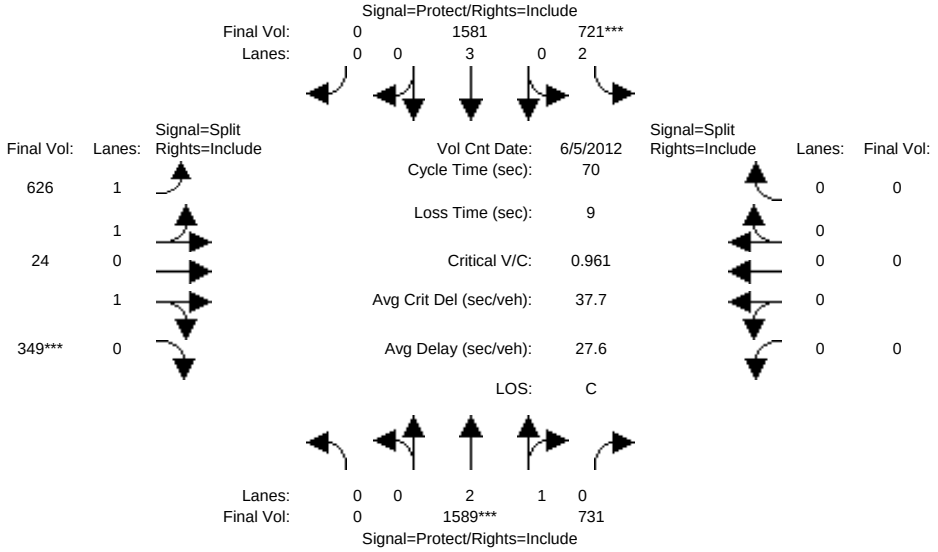
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #10: McCarthy Blvd and SR-237 EB Ramps




```
Street Name:          McCarthy Blvd                    SR-237 EB Ramps
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     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: 5 Jun 2012 << 8:00:00 AM
Base Vol:       0 1545   731   631 1483     0   575   24   349     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:    0 1545   731   631 1483     0   575   24   349     0    0     0
Added Vol:      0   44     0    85   91     0    43    0     0     0    0     0
Pass-by Div:    0    0     0     5    7     0     8    0     0     0    0     0
Initial Fut:    0 1589   731   721 1581     0   626   24   349     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:     0 1589   731   721 1581     0   626   24   349     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1589   731   721 1581     0   626   24   349     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:    0 1589   731   721 1581     0   626   24   349     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.95  0.83 1.00  0.92  0.93 0.95  0.95  0.92 1.00  0.92
Lanes:       0.00 2.02  0.98  2.00 3.00  0.00  1.93 0.07  1.00  0.00 0.00  0.00
Final Sat.:     0 3833  1763  3150 5700     0  3418  131  1800     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.41  0.41  0.23 0.28  0.00  0.18 0.18  0.19  0.00 0.00  0.00
Crit Moves:        ****        ****                        ****
Green/Cycle: 0.00 0.43  0.43  0.24 0.67  0.00  0.20 0.20  0.20  0.00 0.00  0.00
Volume/Cap:  0.00 0.96  0.96  0.96 0.41  0.00  0.91 0.91  0.96  0.00 0.00  0.00
Delay/Veh:    0.0 30.0  30.0  49.9  5.4   0.0  38.2 38.2  46.8   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:   0.0 30.0  30.0  49.9  5.4   0.0  38.2 38.2  46.8   0.0  0.0   0.0
LOS by Move:    A    C     C     D    A     A    D+   D+     D     A    A     A
HCM2k95thQ:     0   28    28    17    9     0    21   21    23     0    0     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
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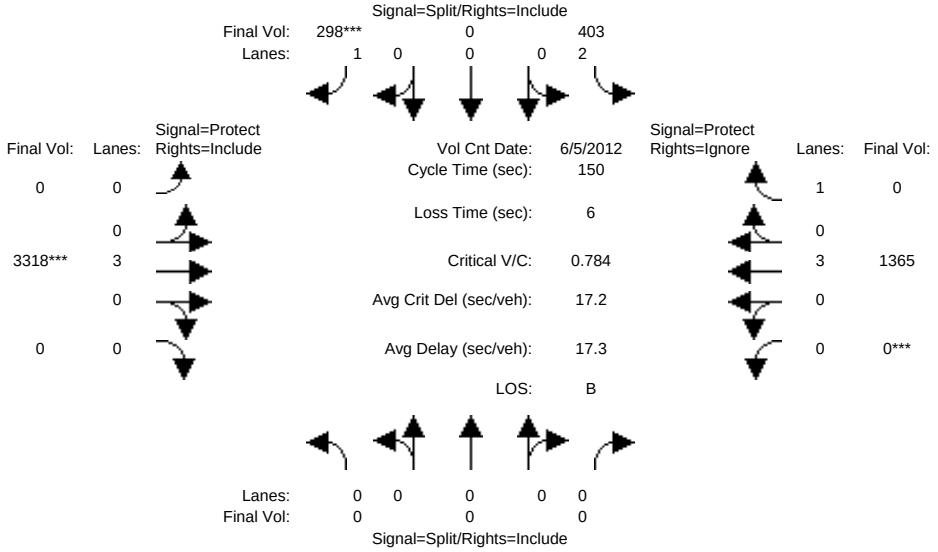
Cumulative plus Project - PM Peak Hour

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

Intersection #11: I-880 SB Ramps and SR-237




```
Street Name:          I-880 SB Ramps                        SR-237
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    0     0   10   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: 5 Jun 2012 << 8:00:00 AM
Base Vol:       0    0     0  403    0   298     0 3318     0     0 1365   237
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    0     0  403    0   298     0 3318     0     0 1365   237
Added Vol:      0    0     0    0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0    0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0  403    0   298     0 3318     0     0 1365   237
User 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 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:     0    0     0  403    0   298     0 3318     0     0 1365     0
Reduct Vol:     0    0     0    0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0  403    0   298     0 3318     0     0 1365     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:    0    0     0  403    0   298     0 3318     0     0 1365     0
------------|---------------||---------------||---------------||---------------|
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  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00 2.00 0.00  1.00  0.00 3.00  0.00  0.00 3.00  1.00
Final Sat.:     0    0     0 3150    0  1750     0 5700     0     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00 0.13 0.00  0.17  0.00 0.58  0.00  0.00 0.24  0.00
Crit Moves:                              ****        ****        ****
Green/Cycle: 0.00 0.00  0.00 0.22 0.00  0.22  0.00 0.74  0.00  0.00 0.74  0.00
Volume/Cap:  0.00 0.00  0.00 0.59 0.00  0.78  0.00 0.78  0.00  0.00 0.32  0.00
Delay/Veh:    0.0  0.0   0.0 54.0  0.0  65.6   0.0 12.9   0.0   0.0  6.6   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:   0.0  0.0   0.0 54.0  0.0  65.6   0.0 12.9   0.0   0.0  6.6   0.0
LOS by Move:    A    A     A    D-    A     E     A    B     A     A    A     A
HCM2k95thQ:     0    0     0   19    0    27     0   49     0     0   13     0
Note: Queue reported is the number of cars per lane.
```

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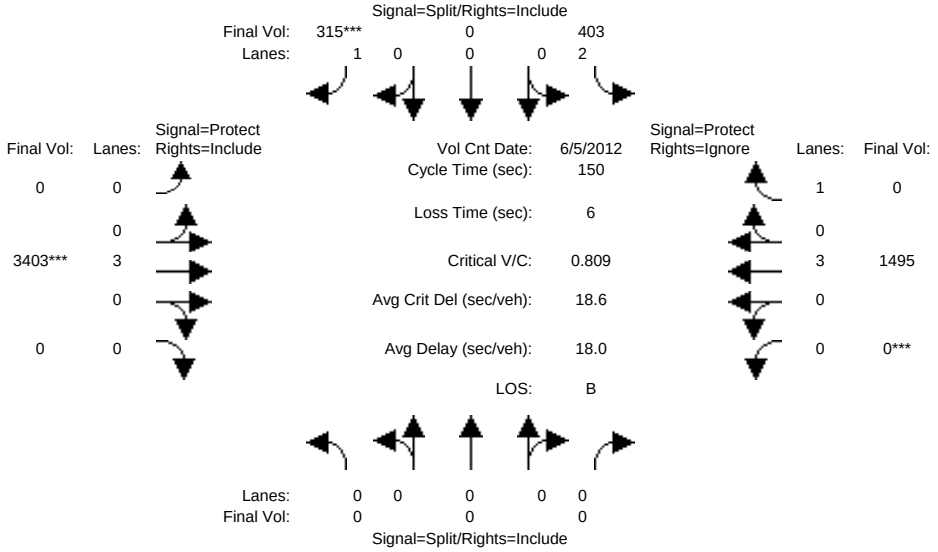
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #11: I-880 SB Ramps and SR-237




```
Street Name:          I-880 SB Ramps                        SR-237
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    0     0    10   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: 5 Jun 2012 << 8:00:00 AM
Base Vol:       0    0     0   403    0   298     0 3318     0     0 1365   237
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    0     0   403    0   298     0 3318     0     0 1365   237
Added Vol:      0    0     0     0    0    14     0   85     0     0  119     0
Pass-by Div:    0    0     0     0    0     3     0    0     0     0   11     0
Initial Fut:    0    0     0   403    0   315     0 3403     0     0 1495   237
User 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 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:     0    0     0   403    0   315     0 3403     0     0 1495     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   403    0   315     0 3403     0     0 1495     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:    0    0     0   403    0   315     0 3403     0     0 1495     0
------------|---------------||---------------||---------------||---------------|
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  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00  2.00 0.00  1.00  0.00 3.00  0.00  0.00 3.00  1.00
Final Sat.:     0    0     0  3150    0  1750     0 5700     0     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.13 0.00  0.18  0.00 0.60  0.00  0.00 0.26  0.00
Crit Moves:                                ****        ****        ****
Green/Cycle: 0.00 0.00  0.00  0.22 0.00  0.22  0.00 0.74  0.00  0.00 0.74  0.00
Volume/Cap:  0.00 0.00  0.00  0.58 0.00  0.81  0.00 0.81  0.00  0.00 0.36  0.00
Delay/Veh:    0.0  0.0   0.0  53.2  0.0  67.3   0.0 14.1   0.0   0.0  7.1   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:   0.0  0.0   0.0  53.2  0.0  67.3   0.0 14.1   0.0   0.0  7.1   0.0
LOS by Move:    A    A     A    D-    A     E     A    B     A     A    A     A
HCM2k95thQ:     0    0     0    19    0    29     0   51     0     0   15     0
Note: Queue reported is the number of cars per lane.
```

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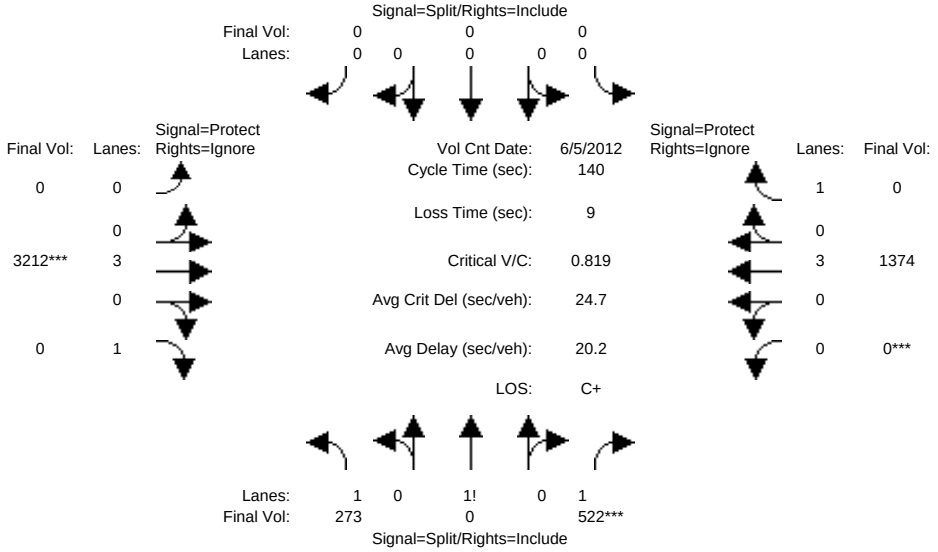
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #12: I-880 NB Ramps and SR-237



Street Name:	I-880 NB Ramps						SR-237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	273	0	522	0	0	0	0	3212	373	0	1374	334
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:	273	0	522	0	0	0	0	3212	373	0	1374	334
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	0	522	0	0	0	0	3212	373	0	1374	334
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	273	0	522	0	0	0	0	3212	0	0	1374	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	0	522	0	0	0	0	3212	0	0	1374	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	273	0	522	0	0	0	0	3212	0	0	1374	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	1.00	0.82	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.34	0.00	1.66	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2082	0	2568	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.20	0.00	0.00	0.00	0.00	0.56	0.00	0.00	0.24	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.69	0.00	0.00	0.69	0.00
Volume/Cap:	0.53	0.00	0.82	0.00	0.00	0.00	0.00	0.82	0.00	0.00	0.35	0.00
Delay/Veh:	45.9	0.0	55.3	0.0	0.0	0.0	0.0	17.1	0.0	0.0	9.1	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:	45.9	0.0	55.3	0.0	0.0	0.0	0.0	17.1	0.0	0.0	9.1	0.0
LOS by Move:	D	A	E+	A	A	A	A	B	A	A	A	A
HCM2k95thQ:	16	0	28	0	0	0	0	51	0	0	15	0

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

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Pacific Mall - Silicon Valley
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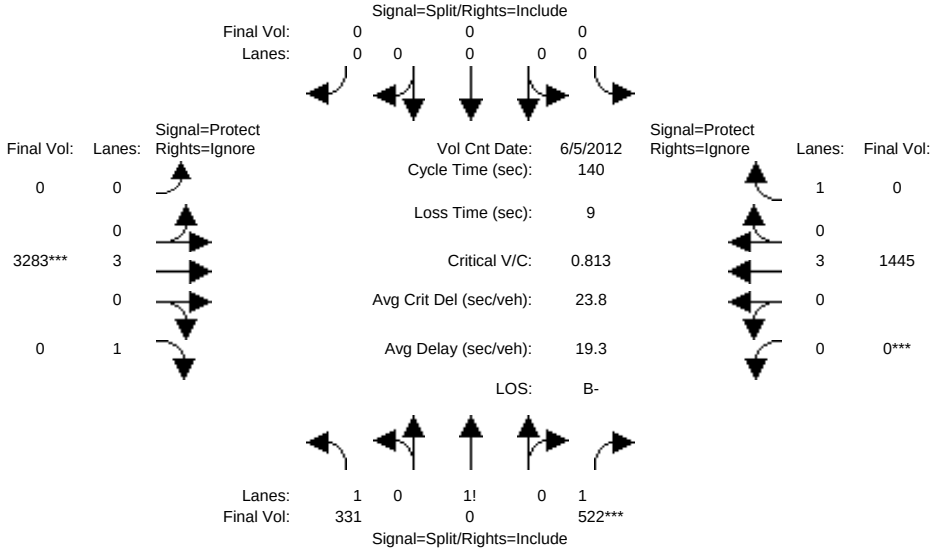
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #12: I-880 NB Ramps and SR-237



Street Name:	I-880 NB Ramps						SR-237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	273	0	522	0	0	0	0	3212	373	0	1374	334
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:	273	0	522	0	0	0	0	3212	373	0	1374	334
Added Vol:	47	0	0	0	0	0	0	71	13	0	71	0
Pass-by Div:	11	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	331	0	522	0	0	0	0	3283	386	0	1445	334
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	331	0	522	0	0	0	0	3283	0	0	1445	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	0	522	0	0	0	0	3283	0	0	1445	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	331	0	522	0	0	0	0	3283	0	0	1445	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.39	0.00	1.61	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2429	0	2821	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.19	0.00	0.00	0.00	0.00	0.58	0.00	0.00	0.25	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.71	0.00	0.00	0.71	0.00
Volume/Cap:	0.60	0.00	0.81	0.00	0.00	0.00	0.00	0.81	0.00	0.00	0.36	0.00
Delay/Veh:	49.1	0.0	56.2	0.0	0.0	0.0	0.0	15.4	0.0	0.0	8.0	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:	49.1	0.0	56.2	0.0	0.0	0.0	0.0	15.4	0.0	0.0	8.0	0.0
LOS by Move:	D	A	E+	A	A	A	A	B	A	A	A	A
HCM2k95thQ:	19	0	28	0	0	0	0	50	0	0	15	0

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

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Cumulative plus Project - PM Peak Hour

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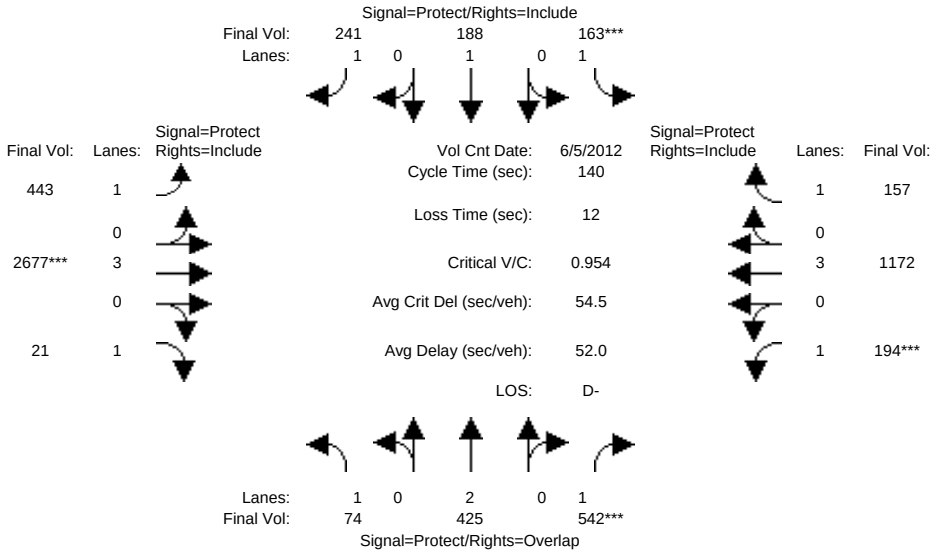
Cumulative PM

Intersection #13: Abel Street and SR-237



Street Name:	Abel Street						SR-237					
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: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	74	425	542	163	188	241	443	2677	21	194	1172	157
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:	74	425	542	163	188	241	443	2677	21	194	1172	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	425	542	163	188	241	443	2677	21	194	1172	157
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:	74	425	542	163	188	241	443	2677	21	194	1172	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	425	542	163	188	241	443	2677	21	194	1172	157
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:	74	425	542	163	188	241	443	2677	21	194	1172	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.31	0.09	0.10	0.14	0.25	0.47	0.01	0.11	0.21	0.09
Crit Moves:			****	****				****		****		
Green/Cycle:	0.08	0.21	0.32	0.10	0.22	0.22	0.34	0.49	0.49	0.12	0.27	0.27
Volume/Cap:	0.52	0.54	0.95	0.95	0.44	0.61	0.75	0.95	0.02	0.95	0.75	0.33
Delay/Veh:	65.0	50.1	73.0	118.2	47.5	51.7	46.9	42.8	18.3	111.5	48.8	41.1
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	50.1	73.0	118.2	47.5	51.7	46.9	42.8	18.3	111.5	48.8	41.1
LOS by Move:	E	D	E	F	D	D-	D	D	B-	F	D	D
HCM2k95thQ:	8	16	48	20	13	19	33	65	1	18	26	11

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

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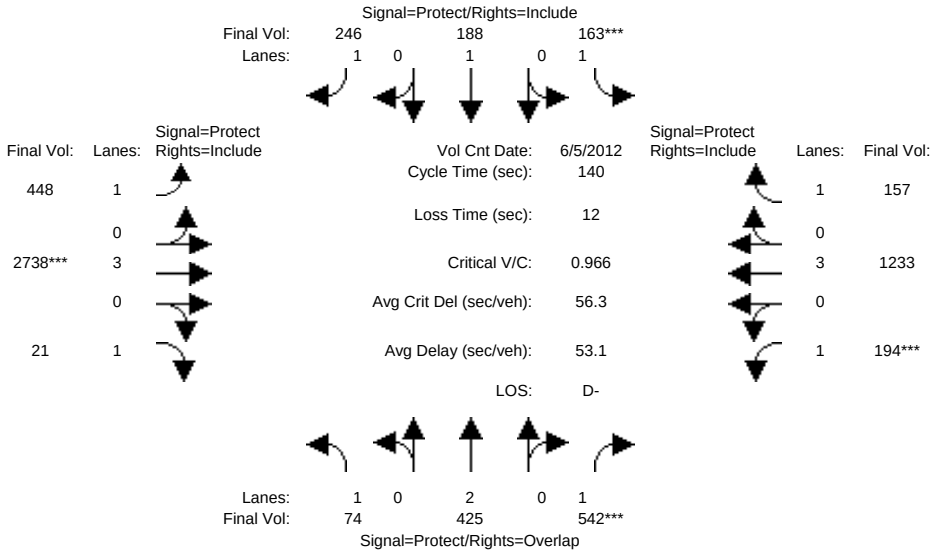
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #13: Abel Street and SR-237



Street Name:	Abel Street						SR-237					
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: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	74	425	542	163	188	241	443	2677	21	194	1172	157
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:	74	425	542	163	188	241	443	2677	21	194	1172	157
Added Vol:	0	0	0	0	0	5	5	61	0	0	61	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	425	542	163	188	246	448	2738	21	194	1233	157
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:	74	425	542	163	188	246	448	2738	21	194	1233	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	425	542	163	188	246	448	2738	21	194	1233	157
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:	74	425	542	163	188	246	448	2738	21	194	1233	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.31	0.09	0.10	0.14	0.26	0.48	0.01	0.11	0.22	0.09
Crit Moves:			****	****				****		****		
Green/Cycle:	0.08	0.21	0.32	0.10	0.22	0.22	0.33	0.50	0.50	0.11	0.28	0.28
Volume/Cap:	0.53	0.54	0.97	0.97	0.44	0.63	0.77	0.97	0.02	0.97	0.77	0.32
Delay/Veh:	65.9	50.5	76.3	122.0	47.6	52.5	48.3	44.3	17.9	115.2	48.7	40.2
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:	65.9	50.5	76.3	122.0	47.6	52.5	48.3	44.3	17.9	115.2	48.7	40.2
LOS by Move:	E	D	E-	F	D	D-	D	D	B	F	D	D
HCM2k95thQ:	8	16	48	20	13	20	34	67	1	18	28	10

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

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Pacific Mall - Silicon Valley
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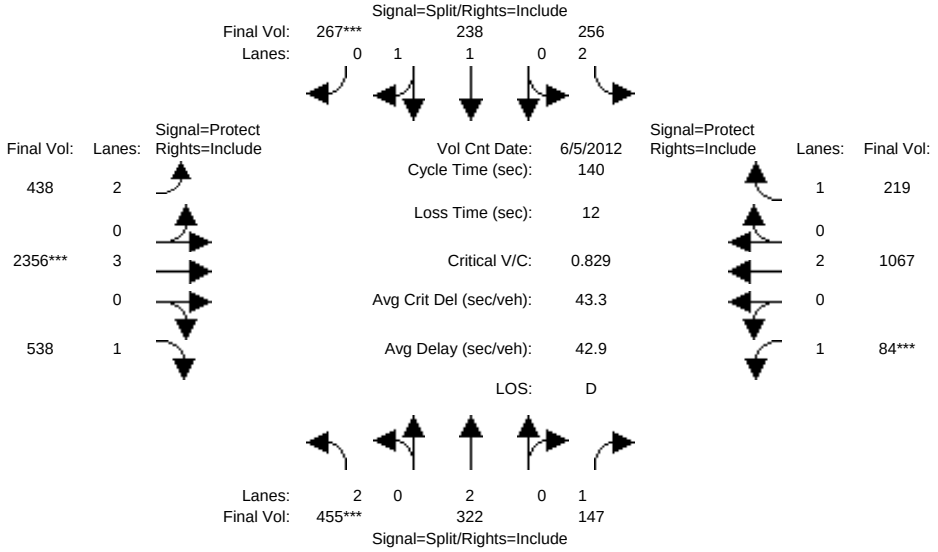
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #14: Milpitas Blvd and SR-237




```
Street Name:          Milpitas Blvd                          SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 5 Jun 2012 << 8:00:00 AM
Base Vol:     455  322   147   256  238   267   438 2356   538    84 1067   219
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:  455  322   147   256  238   267   438 2356   538    84 1067   219
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  455  322   147   256  238   267   438 2356   538    84 1067   219
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:   455  322   147   256  238   267   438 2356   538    84 1067   219
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  455  322   147   256  238   267   438 2356   538    84 1067   219
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:  455  322   147   256  238   267   438 2356   538    84 1067   219
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 2.00  1.00  2.00 1.00  1.00  2.00 3.00  1.00  1.00 2.00  1.00
Final Sat.:  3150 3800  1750  3150 1900  1750  3150 5700  1750  1750 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.08  0.08  0.08 0.13  0.15  0.14 0.41  0.31  0.05 0.28  0.13
Crit Moves:  ****                         ****        ****        ****
Green/Cycle: 0.17 0.17  0.17  0.18 0.18  0.18  0.18 0.50  0.50  0.06 0.37  0.37
Volume/Cap:  0.83 0.49  0.48  0.44 0.68  0.83  0.75 0.83  0.62  0.83 0.75  0.34
Delay/Veh:   66.0 52.7  53.3  51.3 55.9  64.3  59.7 32.2  26.8 106.2 40.8  31.9
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:  66.0 52.7  53.3  51.3 55.9  64.3  59.7 32.2  26.8 106.2 40.8  31.9
LOS by Move:    E   D-    D-    D-   E+     E    E+   C-     C     F    D     C
HCM2k95thQ:    24   13    12    12   19    25    18   44    29     8   34    13
Note: Queue reported is the number of cars per lane.
```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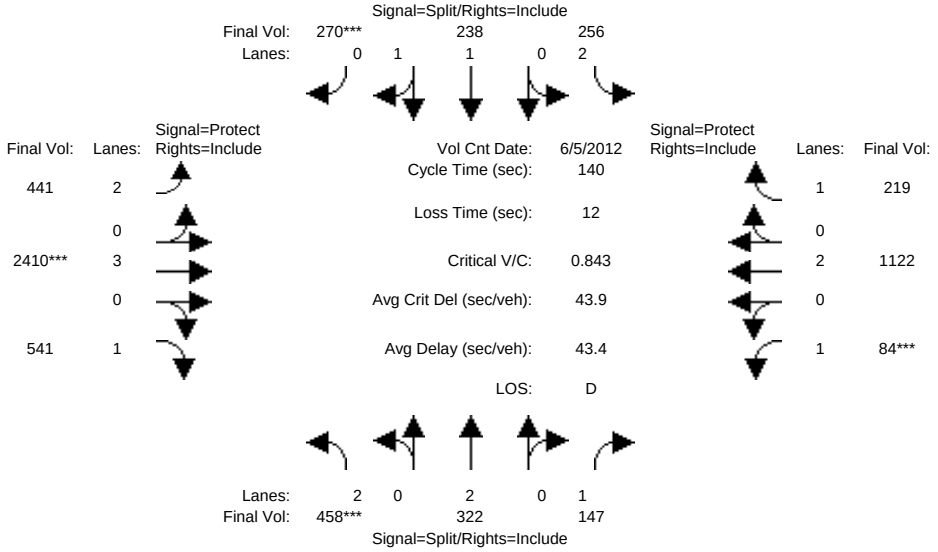
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #14: Milpitas Blvd and SR-237

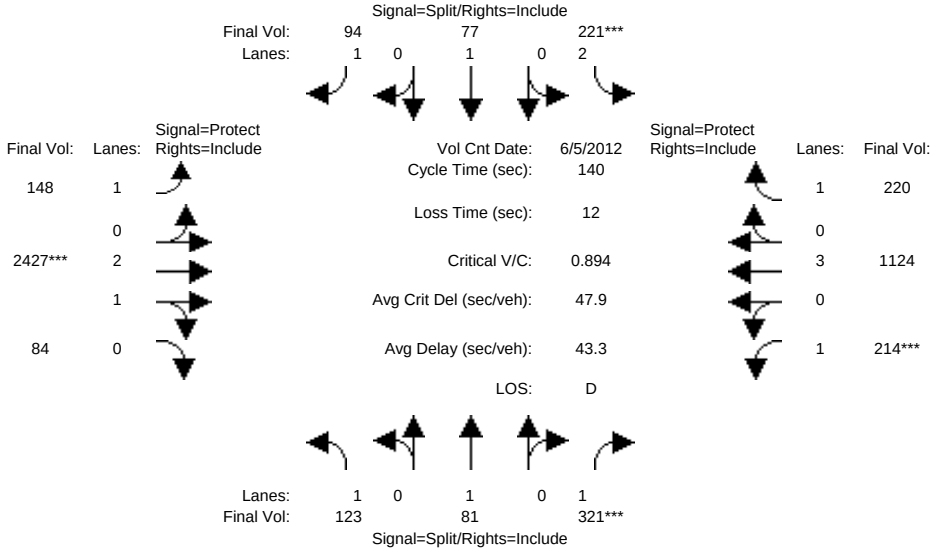



```
Street Name:          Milpitas Blvd                          SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 5 Jun 2012 << 8:00:00 AM
Base Vol:     455  322   147   256  238   267   438 2356   538    84 1067   219
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:  455  322   147   256  238   267   438 2356   538    84 1067   219
Added Vol:      3    0     0     0    0     3     3   54     3     0   55     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  458  322   147   256  238   270   441 2410   541    84 1122   219
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:   458  322   147   256  238   270   441 2410   541    84 1122   219
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  458  322   147   256  238   270   441 2410   541    84 1122   219
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:  458  322   147   256  238   270   441 2410   541    84 1122   219
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 2.00  1.00  2.00 1.00  1.00  2.00 3.00  1.00  1.00 2.00  1.00
Final Sat.:  3150 3800  1750  3150 1900  1750  3150 5700  1750  1750 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.08  0.08  0.08 0.13  0.15  0.14 0.42  0.31  0.05 0.30  0.13
Crit Moves:  ****                          ****        ****        ****
Green/Cycle: 0.17 0.17  0.17  0.18 0.18  0.18  0.18 0.50  0.50  0.06 0.38  0.38
Volume/Cap:  0.84 0.49  0.49  0.44 0.68  0.84  0.78 0.84  0.62  0.84 0.78  0.33
Delay/Veh:   67.5 52.9  53.6  51.4 56.1  65.7  61.6 32.6  26.5 109.9 41.1  31.2
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:  67.5 52.9  53.6  51.4 56.1  65.7  61.6 32.6  26.5 109.9 41.1  31.2
LOS by Move:    E   D-    D-    D-   E+     E     E   C-     C     F    D     C
HCM2k95thQ:    25   13    12    12   19    26    19   45    29     9   36    13
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #15: Hillview Drive and SR-237




```
Street Name:          Hillview Drive                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 5 Jun 2012 << 7:35:00 AM
Base Vol:     123   81   321   221   77    94   148 2427    84   214 1124   220
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:  123   81   321   221   77    94   148 2427    84   214 1124   220
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  123   81   321   221   77    94   148 2427    84   214 1124   220
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:   123   81   321   221   77    94   148 2427    84   214 1124   220
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  123   81   321   221   77    94   148 2427    84   214 1124   220
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:  123   81   321   221   77    94   148 2427    84   214 1124   220
------------|---------------||---------------||---------------||---------------|
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  0.92 1.00  0.92
Lanes:       1.00 1.00  1.00  2.00 1.00  1.00  1.00 2.89  0.11  1.00 3.00  1.00
Final Sat.:  1750 1900  1750  3150 1900  1750  1750 5494   190  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.04  0.18  0.07 0.04  0.05  0.08 0.44  0.44  0.12 0.20  0.13
Crit Moves:              ****  ****                   ****        ****
Green/Cycle: 0.21 0.21  0.21  0.08 0.08  0.08  0.19 0.49  0.49  0.14 0.44  0.44
Volume/Cap:  0.34 0.21  0.89  0.89 0.52  0.68  0.45 0.89  0.89  0.89 0.45  0.28
Delay/Veh:   48.1 46.5  77.7  94.9 65.1  76.2  51.2 36.3  36.3  91.2 27.3  25.2
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:  48.1 46.5  77.7  94.9 65.1  76.2  51.2 36.3  36.3  91.2 27.3  25.2
LOS by Move:    D    D    E-     F    E    E-    D-   D+    D+     F    C     C
HCM2k95thQ:    10    6    31    16    8    11    11   52    52    23   20    12
Note: Queue reported is the number of cars per lane.
```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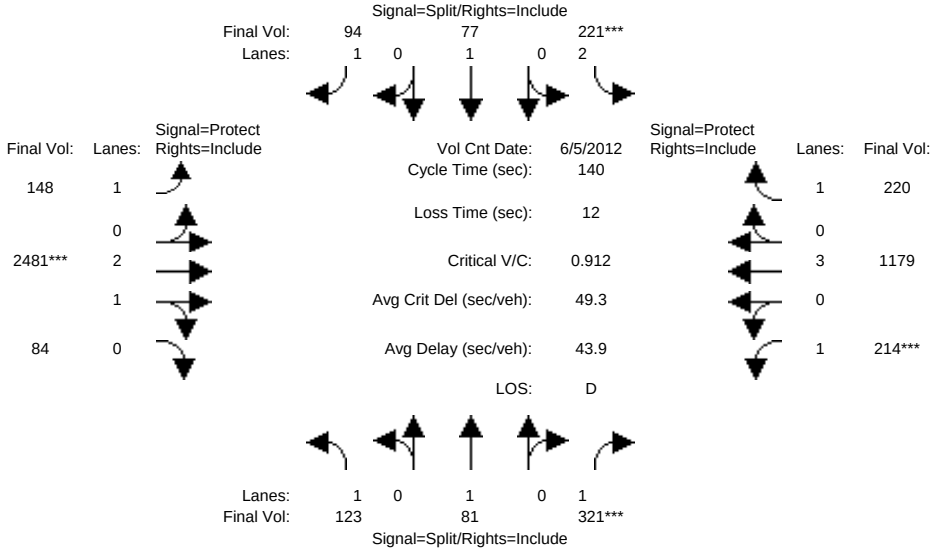
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #15: Hillview Drive and SR-237




```
Street Name:          Hillview Drive                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 5 Jun 2012 << 7:35:00 AM
Base Vol:     123   81   321   221   77    94   148 2427    84   214 1124   220
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:  123   81   321   221   77    94   148 2427    84   214 1124   220
Added Vol:      0    0     0     0    0     0     0   54     0     0   55     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  123   81   321   221   77    94   148 2481    84   214 1179   220
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:   123   81   321   221   77    94   148 2481    84   214 1179   220
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  123   81   321   221   77    94   148 2481    84   214 1179   220
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:  123   81   321   221   77    94   148 2481    84   214 1179   220
------------|---------------||---------------||---------------||---------------|
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 0.98  0.95  0.92 1.00  0.92
Lanes:       1.00 1.00  1.00  2.00 1.00  1.00  1.00 2.90  0.10  1.00 3.00  1.00
Final Sat.:  1750 1900  1750  3150 1900  1750  1750 5416   183  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.04  0.18  0.07 0.04  0.05  0.08 0.46  0.46  0.12 0.21  0.13
Crit Moves:              ****  ****                   ****        ****
Green/Cycle: 0.20 0.20  0.20  0.08 0.08  0.08  0.18 0.50  0.50  0.13 0.45  0.45
Volume/Cap:  0.35 0.21  0.91  0.91 0.53  0.70  0.46 0.91  0.91  0.91 0.46  0.28
Delay/Veh:   48.7 46.9  81.8  99.2 65.7  78.0  51.9 37.1  37.1  95.7 26.7  24.3
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:  48.7 46.9  81.8  99.2 65.7  78.0  51.9 37.1  37.1  95.7 26.7  24.3
LOS by Move:    D    D     F     F    E    E-    D-   D+    D+     F    C     C
HCM2k95thQ:    10    6    31    16    8    11    11   54    54    23   21    12
Note: Queue reported is the number of cars per lane.
```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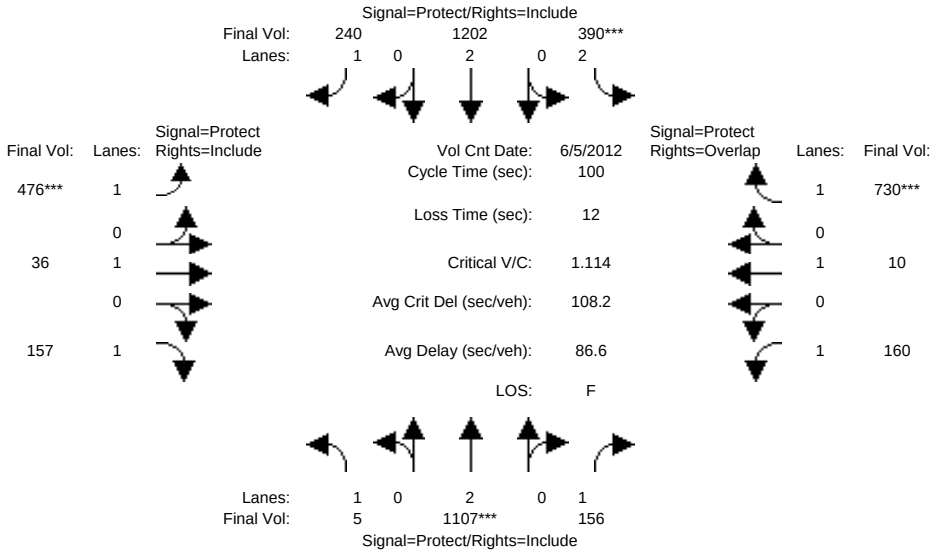
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	5	1107	156	390	1202	240	476	36	157	160	10	730
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:	5	1107	156	390	1202	240	476	36	157	160	10	730
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	1107	156	390	1202	240	476	36	157	160	10	730
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:	5	1107	156	390	1202	240	476	36	157	160	10	730
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1107	156	390	1202	240	476	36	157	160	10	730
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:	5	1107	156	390	1202	240	476	36	157	160	10	730
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	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.09	0.12	0.32	0.14	0.27	0.02	0.09	0.09	0.01	0.42
Crit Moves:		****		****			****					****
Green/Cycle:	0.07	0.26	0.26	0.11	0.30	0.30	0.24	0.27	0.27	0.24	0.26	0.37
Volume/Cap:	0.04	1.11	0.34	1.11	1.05	0.45	1.11	0.07	0.34	0.38	0.02	1.11
Delay/Veh:	43.5	102	30.4	127.0	74.1	28.8	116.1	27.6	30.1	32.2	27.3	102.1
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:	43.5	102	30.4	127.0	74.1	28.8	116.1	27.6	30.1	32.2	27.3	102.1
LOS by Move:	D	F	C	F	E	C	F	C	C	C-	C	F
HCM2k95thQ:	0	38	8	20	41	12	43	2	9	9	0	60

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

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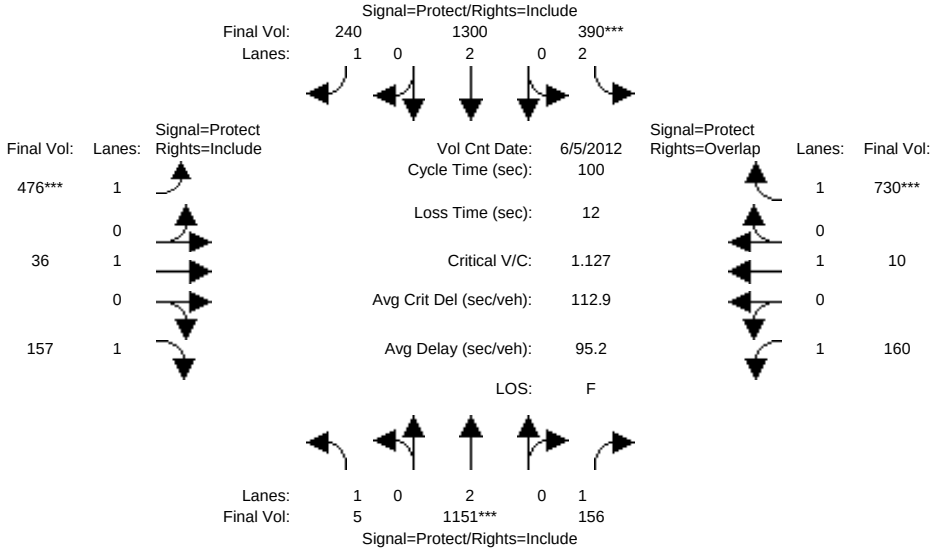
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	5	1107	156	390	1202	240	476	36	157	160	10	730
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:	5	1107	156	390	1202	240	476	36	157	160	10	730
Added Vol:	0	44	0	0	91	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	7	0	0	0	0	0	0	0
Initial Fut:	5	1151	156	390	1300	240	476	36	157	160	10	730
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:	5	1151	156	390	1300	240	476	36	157	160	10	730
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1151	156	390	1300	240	476	36	157	160	10	730
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:	5	1151	156	390	1300	240	476	36	157	160	10	730
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	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.09	0.12	0.34	0.14	0.27	0.02	0.09	0.09	0.01	0.42
Crit Moves:		****		****			****					****
Green/Cycle:	0.07	0.27	0.27	0.11	0.31	0.31	0.24	0.26	0.26	0.24	0.26	0.37
Volume/Cap:	0.04	1.13	0.33	1.13	1.11	0.44	1.13	0.07	0.34	0.38	0.02	1.13
Delay/Veh:	43.5	107	29.8	132.0	96.0	28.3	121.2	27.8	30.4	32.4	27.5	107.4
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:	43.5	107	29.8	132.0	96.0	28.3	121.2	27.8	30.4	32.4	27.5	107.4
LOS by Move:	D	F	C	F	F	C	F	C	C	C-	C	F
HCM2k95thQ:	0	40	8	21	48	12	44	2	9	9	0	61

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

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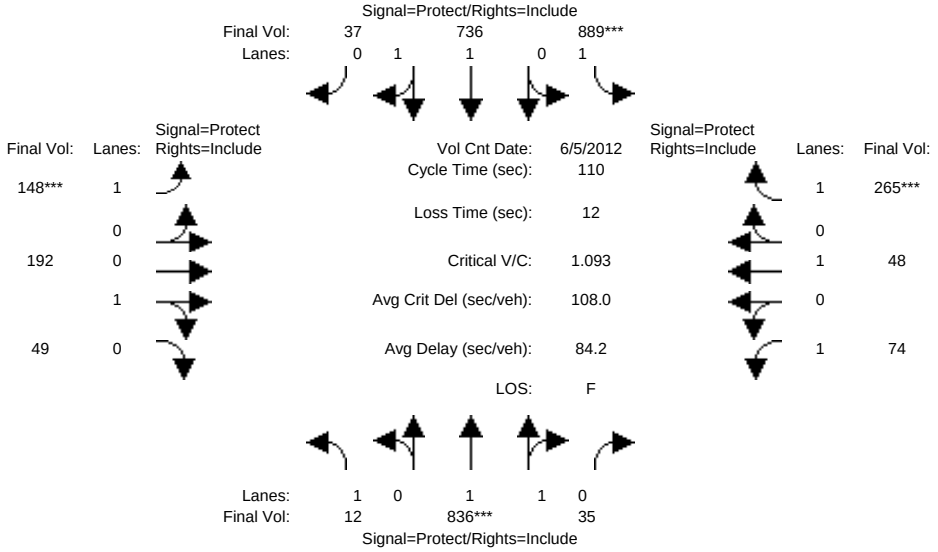
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	12	836	35	889	736	37	148	192	49	74	48	265
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:	12	836	35	889	736	37	148	192	49	74	48	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	836	35	889	736	37	148	192	49	74	48	265
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:	12	836	35	889	736	37	148	192	49	74	48	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	836	35	889	736	37	148	192	49	74	48	265
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:	12	836	35	889	736	37	148	192	49	74	48	265
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.91	0.09	1.00	1.90	0.10	1.00	0.78	0.22	1.00	1.00	1.00
Final Sat.:	1750	3635	152	1750	3603	181	1750	1488	380	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.23	0.51	0.20	0.20	0.08	0.13	0.13	0.04	0.03	0.15
Crit Moves:		****		****			****					****
Green/Cycle:	0.20	0.21	0.21	0.46	0.46	0.46	0.09	0.13	0.13	0.09	0.14	0.14
Volume/Cap:	0.03	1.11	1.11	1.11	0.44	0.44	0.93	0.97	0.97	0.45	0.19	1.11
Delay/Veh:	35.1	111	111.0	97.0	20.4	20.4	100.7	95.5	95.5	49.1	42.4	139.1
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:	35.1	111	111.0	97.0	20.4	20.4	100.7	95.5	95.5	49.1	42.4	139.1
LOS by Move:	D+	F	F	F	C+	C+	F	F	F	D	D	F
HCM2k95thQ:	1	36	36	66	15	15	16	23	23	5	3	26

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

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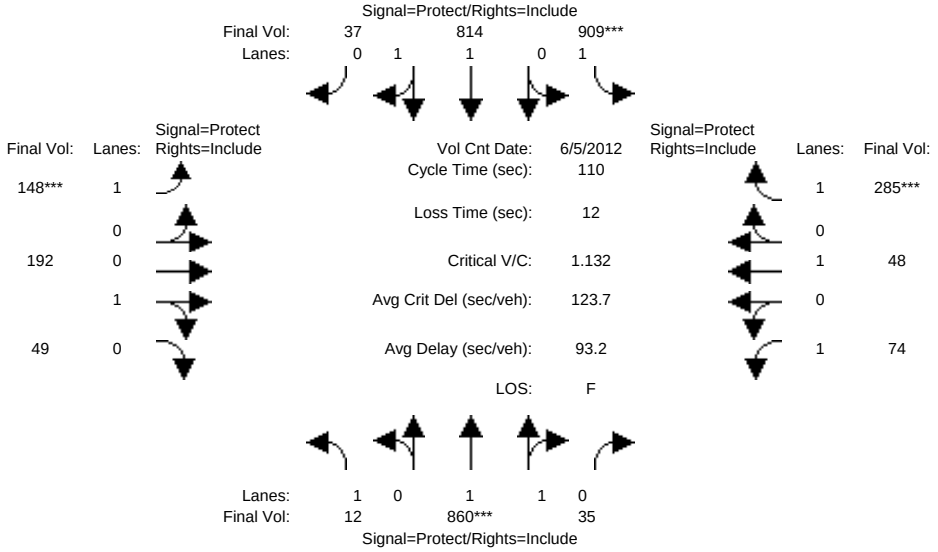
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	12	836	35	889	736	37	148	192	49	74	48	265
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:	12	836	35	889	736	37	148	192	49	74	48	265
Added Vol:	0	24	0	20	71	0	0	0	0	0	0	20
Pass-by Div:	0	0	0	0	7	0	0	0	0	0	0	0
Initial Fut:	12	860	35	909	814	37	148	192	49	74	48	285
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:	12	860	35	909	814	37	148	192	49	74	48	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	860	35	909	814	37	148	192	49	74	48	285
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:	12	860	35	909	814	37	148	192	49	74	48	285
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	0.97	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	1.00	1.91	0.09	1.00	0.80	0.20	1.00	1.00	1.00
Final Sat.:	1750	3555	145	1750	3539	161	1750	1434	366	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.24	0.52	0.23	0.23	0.08	0.13	0.13	0.04	0.03	0.16
Crit Moves:		****		****			****					****
Green/Cycle:	0.19	0.21	0.21	0.45	0.47	0.47	0.09	0.14	0.14	0.09	0.14	0.14
Volume/Cap:	0.04	1.16	1.16	1.16	0.49	0.49	0.93	0.97	0.97	0.45	0.18	1.16
Delay/Veh:	36.7	128	127.7	114.3	20.1	20.1	100.7	95.5	95.5	49.1	42.0	153.0
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:	36.7	128	127.7	114.3	20.1	20.1	100.7	95.5	95.5	49.1	42.0	153.0
LOS by Move:	D+	F	F	F	C+	C+	F	F	F	D	D	F
HCM2k95thQ:	1	40	40	73	17	17	16	23	23	5	3	29

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

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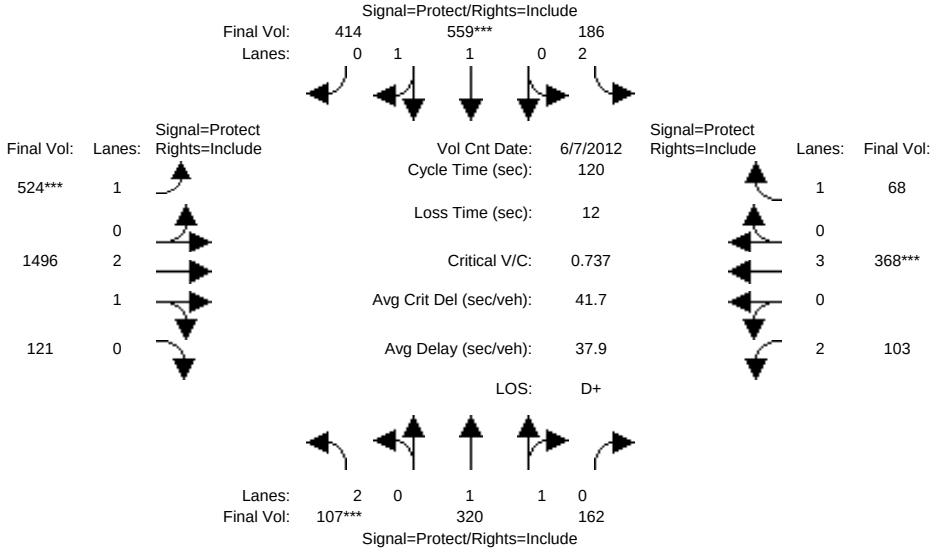
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #18: McCarthy Blvd and Tasman Dr



Street Name:	McCarthy Blvd						Tasman Drive					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	107	320	162	186	559	414	524	1496	121	103	368	68
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:	107	320	162	186	559	414	524	1496	121	103	368	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	320	162	186	559	414	524	1496	121	103	368	68
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:	107	320	162	186	559	414	524	1496	121	103	368	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	320	162	186	559	414	524	1496	121	103	368	68
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:	107	320	162	186	559	414	524	1496	121	103	368	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.29	0.71	2.00	1.11	0.89	1.00	2.76	0.24	2.00	3.00	1.00
Final Sat.:	3150	2452	1241	3150	2106	1560	1750	5240	424	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.06	0.27	0.27	0.30	0.29	0.29	0.03	0.06	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.28	0.28	0.13	0.35	0.35	0.40	0.40	0.40	0.08	0.09	0.09
Volume/Cap:	0.58	0.46	0.46	0.46	0.75	0.75	0.75	0.71	0.71	0.40	0.75	0.45
Delay/Veh:	59.8	35.6	35.6	49.2	36.4	36.4	35.2	30.8	30.8	53.2	59.8	54.2
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:	59.8	35.6	35.6	49.2	36.4	36.4	35.2	30.8	30.8	53.2	59.8	54.2
LOS by Move:	E+	D+	D+	D	D+	D+	D+	C	C	D-	E+	D-
HCM2k95thQ:	5	14	14	7	28	28	32	30	30	4	9	5

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

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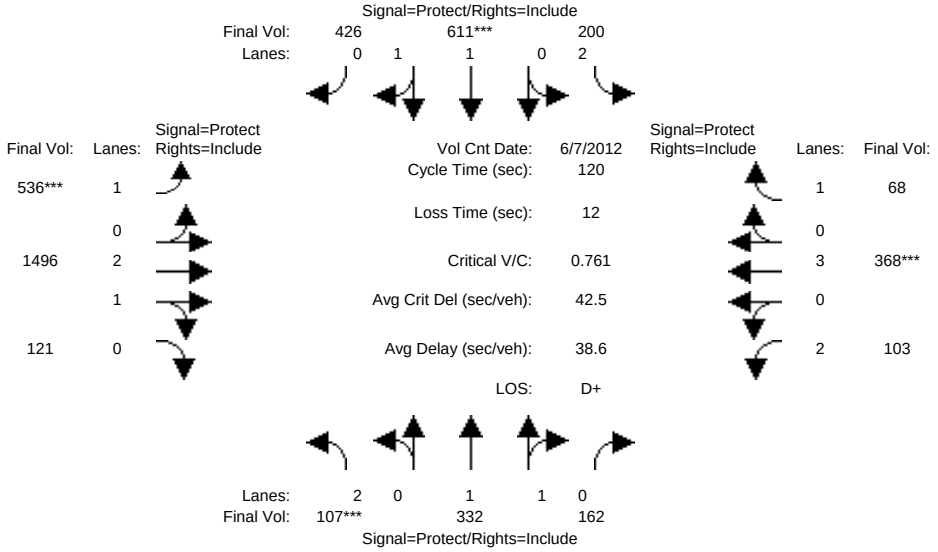
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #18: McCarthy Blvd and Tasman Dr



Street Name:	McCarthy Blvd						Tasman Drive					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	107	320	162	186	559	414	524	1496	121	103	368	68
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:	107	320	162	186	559	414	524	1496	121	103	368	68
Added Vol:	0	12	0	12	47	12	12	0	0	0	0	0
Pass-by Div:	0	0	0	2	5	0	0	0	0	0	0	0
Initial Fut:	107	332	162	200	611	426	536	1496	121	103	368	68
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:	107	332	162	200	611	426	536	1496	121	103	368	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	332	162	200	611	426	536	1496	121	103	368	68
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:	107	332	162	200	611	426	536	1496	121	103	368	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	1.33	0.67	2.00	1.16	0.84	1.00	2.77	0.23	2.00	3.00	1.00
Final Sat.:	3150	2486	1213	3150	2179	1519	1750	5180	419	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.06	0.28	0.28	0.31	0.29	0.29	0.03	0.06	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.29	0.29	0.14	0.36	0.36	0.40	0.40	0.40	0.08	0.08	0.08
Volume/Cap:	0.58	0.47	0.47	0.47	0.77	0.77	0.77	0.72	0.72	0.41	0.77	0.47
Delay/Veh:	59.8	35.7	35.7	48.7	36.8	36.8	37.0	31.7	31.7	53.5	61.6	54.8
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:	59.8	35.7	35.7	48.7	36.8	36.8	37.0	31.7	31.7	53.5	61.6	54.8
LOS by Move:	E+	D+	D+	D	D+	D+	D+	C	C	D-	E	D-
HCM2k95thQ:	5	14	14	8	30	30	34	31	31	4	9	5

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

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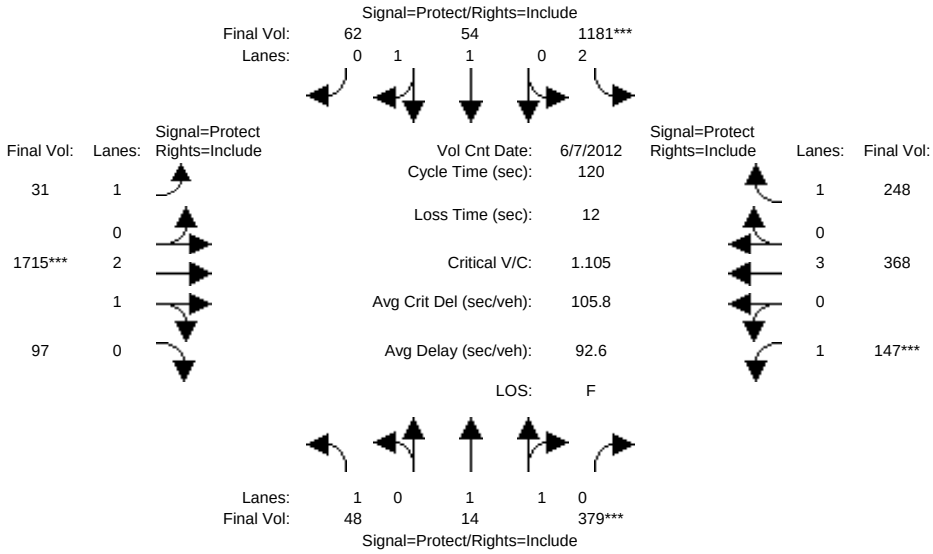
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	48	14	379	1181	54	62	31	1715	97	147	368	248
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:	48	14	379	1181	54	62	31	1715	97	147	368	248
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	14	379	1181	54	62	31	1715	97	147	368	248
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:	48	14	379	1181	54	62	31	1715	97	147	368	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	14	379	1181	54	62	31	1715	97	147	368	248
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:	48	14	379	1181	54	62	31	1715	97	147	368	248
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	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.83	0.17	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5370	304	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.22	0.37	0.03	0.04	0.02	0.32	0.32	0.08	0.06	0.14
Crit Moves:			****	****				****		****		
Green/Cycle:	0.22	0.20	0.20	0.34	0.31	0.31	0.11	0.29	0.29	0.08	0.26	0.26
Volume/Cap:	0.12	0.04	1.11	1.11	0.09	0.11	0.17	1.11	1.11	1.11	0.25	0.55
Delay/Veh:	37.6	39.1	127.5	100.8	29.0	29.3	49.2	99.7	99.7	164.6	35.4	39.9
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:	37.6	39.1	127.5	100.8	29.0	29.3	49.2	99.7	99.7	164.6	35.4	39.9
LOS by Move:	D+	D	F	F	C	C	D	F	F	F	D+	D
HCM2k95thQ:	3	1	39	57	3	3	2	49	49	16	7	16

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

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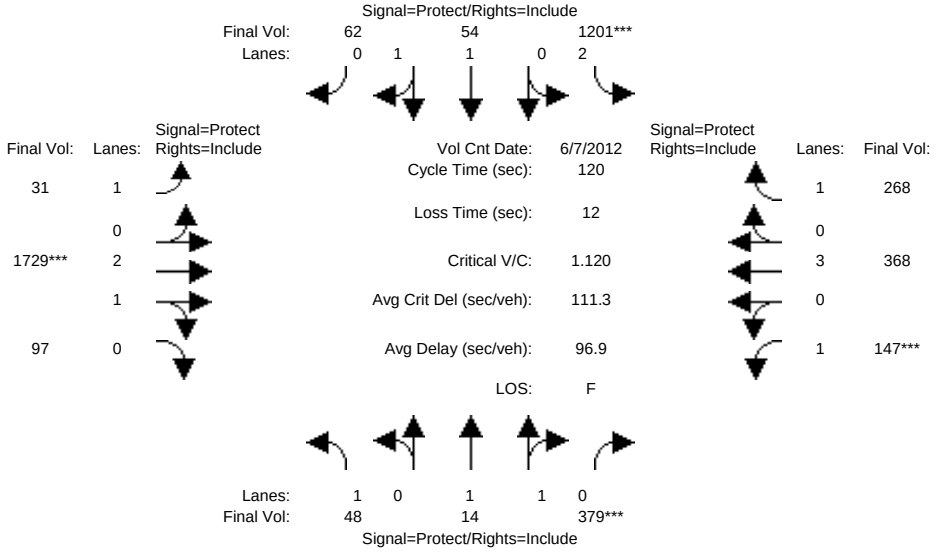
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	48	14	379	1181	54	62	31	1715	97	147	368	248
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:	48	14	379	1181	54	62	31	1715	97	147	368	248
Added Vol:	0	0	0	20	0	0	0	12	0	0	0	20
Pass-by Div:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	48	14	379	1201	54	62	31	1729	97	147	368	268
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:	48	14	379	1201	54	62	31	1729	97	147	368	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	14	379	1201	54	62	31	1729	97	147	368	268
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:	48	14	379	1201	54	62	31	1729	97	147	368	268
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.83	0.17	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5302	297	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.22	0.38	0.03	0.04	0.02	0.33	0.33	0.08	0.06	0.15
Crit Moves:			****	****				****		****		
Green/Cycle:	0.22	0.19	0.19	0.34	0.31	0.31	0.10	0.29	0.29	0.08	0.27	0.27
Volume/Cap:	0.12	0.04	1.12	1.12	0.09	0.11	0.18	1.12	1.12	1.12	0.24	0.58
Delay/Veh:	37.7	39.3	132.9	106.2	29.1	29.3	49.8	105	105.4	169.9	34.7	40.1
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:	37.7	39.3	132.9	106.2	29.1	29.3	49.8	105	105.4	169.9	34.7	40.1
LOS by Move:	D+	D	F	F	C	C	D	F	F	F	C-	D
HCM2k95thQ:	3	1	40	59	3	3	2	51	51	17	7	17

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

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Pacific Mall - Silicon Valley
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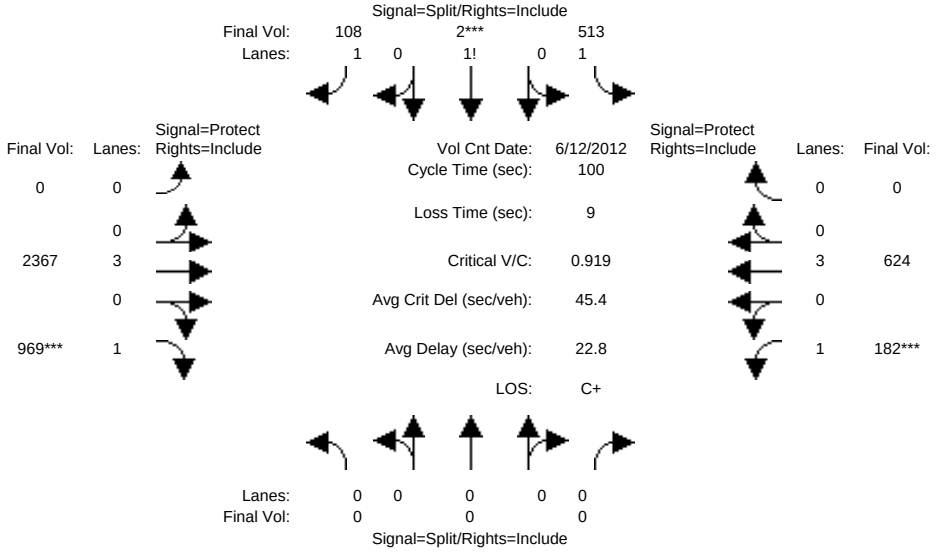
Cumulative plus Project - PM Peak Hour

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

Intersection #20: I-880 SB Ramps and Tasman Dr



Street Name:	I-880 SB Ramps						Tasman Dr					
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	0	0	10	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: 12 Jun 2012 << 8:00:00 AM												
Base Vol:	0	0	0	513	2	108	0	2367	969	182	624	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:	0	0	0	513	2	108	0	2367	969	182	624	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	513	2	108	0	2367	969	182	624	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:	0	0	0	513	2	108	0	2367	969	182	624	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	513	2	108	0	2367	969	182	624	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:	0	0	0	513	2	108	0	2367	969	182	624	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.82	0.01	1.17	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	3187	11	2053	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.18	0.05	0.00	0.42	0.55	0.10	0.11	0.00
Crit Moves:					****				****	****		
Green/Cycle:	0.00	0.00	0.00	0.19	0.19	0.19	0.00	0.60	0.60	0.11	0.72	0.00
Volume/Cap:	0.00	0.00	0.00	0.83	0.92	0.27	0.00	0.69	0.92	0.92	0.15	0.00
Delay/Veh:	0.0	0.0	0.0	46.3	57.2	34.3	0.0	14.1	30.2	85.7	4.6	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:	0.0	0.0	0.0	46.3	57.2	34.3	0.0	14.1	30.2	85.7	4.6	0.0
LOS by Move:	A	A	A	D	E+	C-	A	B	C	F	A	A
HCM2k95thQ:	0	0	0	21	25	6	0	26	44	14	4	0

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

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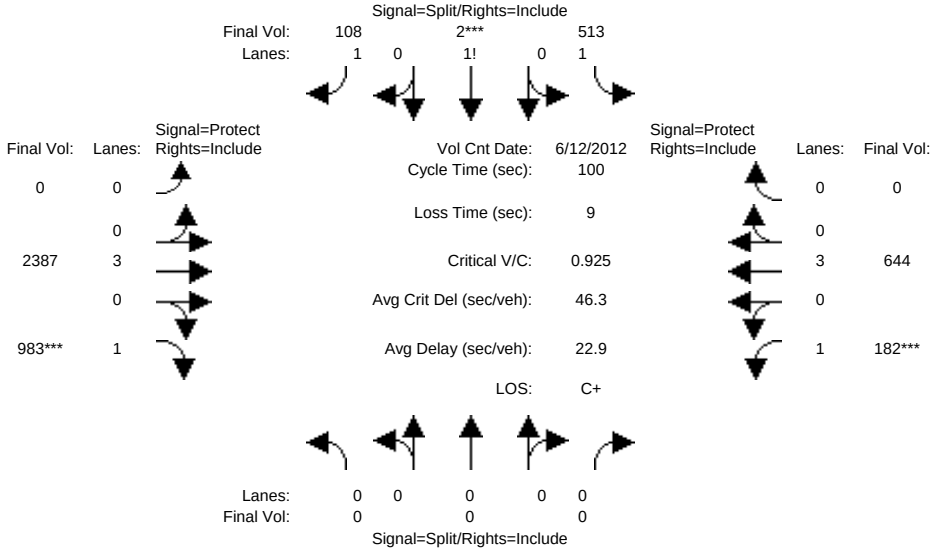
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #20: I-880 SB Ramps and Tasman Dr



Street Name:	I-880 SB Ramps						Tasman Dr					
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	0	0	10	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: 12 Jun 2012 << 8:00:00 AM												
Base Vol:	0	0	0	513	2	108	0	2367	969	182	624	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:	0	0	0	513	2	108	0	2367	969	182	624	0
Added Vol:	0	0	0	0	0	0	0	20	12	0	20	0
Pass-by Div:	0	0	0	0	0	0	0	0	2	0	0	0
Initial Fut:	0	0	0	513	2	108	0	2387	983	182	644	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:	0	0	0	513	2	108	0	2387	983	182	644	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	513	2	108	0	2387	983	182	644	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:	0	0	0	513	2	108	0	2387	983	182	644	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.82	0.01	1.17	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	3228	11	2056	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.18	0.05	0.00	0.42	0.56	0.10	0.11	0.00
Crit Moves:					****				****	****		
Green/Cycle:	0.00	0.00	0.00	0.19	0.19	0.19	0.00	0.61	0.61	0.11	0.72	0.00
Volume/Cap:	0.00	0.00	0.00	0.83	0.93	0.28	0.00	0.69	0.93	0.93	0.16	0.00
Delay/Veh:	0.0	0.0	0.0	46.9	58.5	34.6	0.0	13.9	30.9	87.5	4.5	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:	0.0	0.0	0.0	46.9	58.5	34.6	0.0	13.9	30.9	87.5	4.5	0.0
LOS by Move:	A	A	A	D	E+	C-	A	B	C	F	A	A
HCM2k95thQ:	0	0	0	21	25	6	0	27	45	14	4	0

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

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Cumulative plus Project - PM Peak Hour

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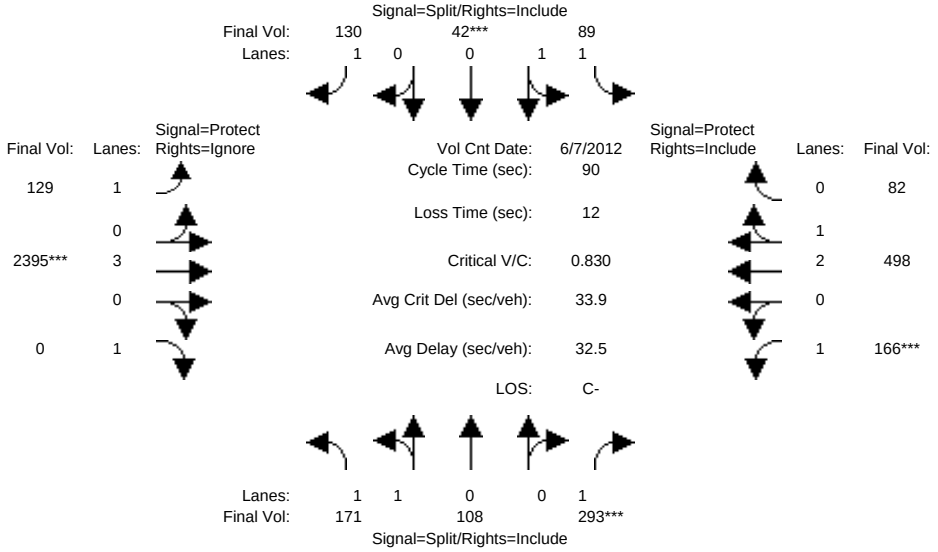
Cumulative PM

Intersection #21: Great Mall Pkwy and Thompson St



Street Name:	Thompson St						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	171	108	293	89	42	130	129	2395	407	166	498	82
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:	171	108	293	89	42	130	129	2395	407	166	498	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	108	293	89	42	130	129	2395	407	166	498	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	171	108	293	89	42	130	129	2395	0	166	498	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	108	293	89	42	130	129	2395	0	166	498	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	171	108	293	89	42	130	129	2395	0	166	498	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.26	0.74	1.00	1.39	0.61	1.00	1.00	3.00	1.00	1.00	2.55	0.45
Final Sat.:	2213	1398	1750	2440	1151	1750	1750	5700	1750	1750	4836	796
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.17	0.04	0.04	0.07	0.07	0.42	0.00	0.09	0.10	0.10
Crit Moves:			****		****			****		****		
Green/Cycle:	0.19	0.19	0.19	0.11	0.11	0.11	0.23	0.47	0.00	0.11	0.34	0.34
Volume/Cap:	0.42	0.42	0.90	0.33	0.33	0.67	0.31	0.90	0.00	0.90	0.31	0.31
Delay/Veh:	32.8	32.8	62.9	37.4	37.4	47.1	28.9	27.0	0.0	80.0	22.3	22.3
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:	32.8	32.8	62.9	37.4	37.4	47.1	28.9	27.0	0.0	80.0	22.3	22.3
LOS by Move:	C-	C-	E	D+	D+	D	C	C	A	F	C+	C+
HCM2k95thQ:	8	8	22	4	4	10	6	36	0	11	8	8

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

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Pacific Mall - Silicon Valley
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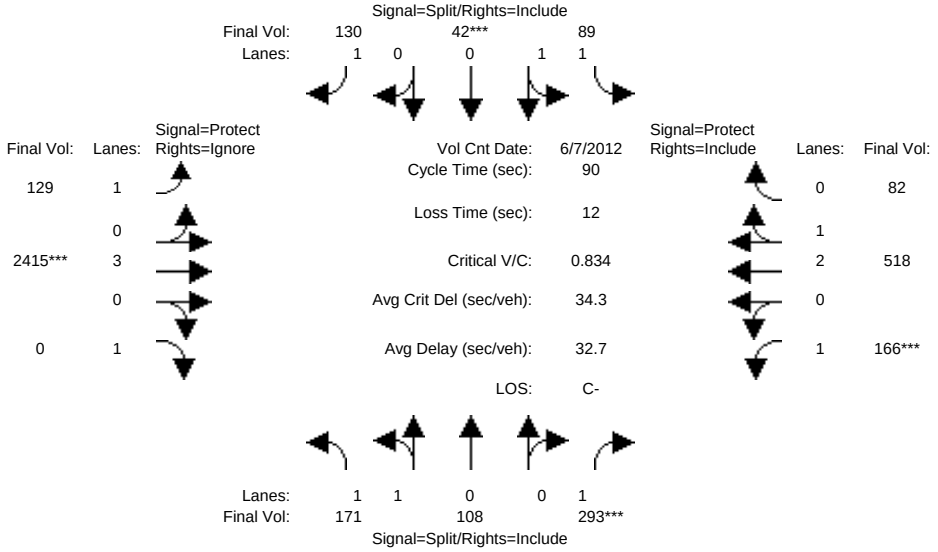
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #21: Great Mall Pkwy and Thompson St

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Street Name:           Thompson St                     Great Mall Pkwy
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 7 Jun 2012 << 8:00:00 AM
Base Vol:     171  108   293    89   42   130   129 2395   407   166  498    82
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:  171  108   293    89   42   130   129 2395   407   166  498    82
Added Vol:      0    0     0     0    0     0     0   20     0     0   20     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  171  108   293    89   42   130   129 2415   407   166  518    82
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:   171  108   293    89   42   130   129 2415     0   166  518    82
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  171  108   293    89   42   130   129 2415     0   166  518    82
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:  171  108   293    89   42   130   129 2415     0   166  518    82
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.93 0.95  0.92  0.93 0.95  0.92  0.92 1.00  0.92  0.92 0.99  0.95
Lanes:       1.24 0.76  1.00  1.37 0.63  1.00  1.00 3.00  1.00  1.00 2.57  0.43
Final Sat.:  2176 1374  1750  2412 1138  1750  1750 5700  1750  1750 4834   765
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.08  0.17  0.04 0.04  0.07  0.07 0.42  0.00  0.09 0.11  0.11
Crit Moves:              ****        ****              ****        ****
Green/Cycle: 0.18 0.18  0.18  0.11 0.11  0.11  0.24 0.47  0.00  0.10 0.34  0.34
Volume/Cap:  0.43 0.43  0.91  0.33 0.33  0.67  0.31 0.91  0.00  0.91 0.32  0.32
Delay/Veh:   32.9 32.9  63.9  37.4 37.4  47.1  28.9 27.3   0.0  81.3 22.3  22.3
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:  32.9 32.9  63.9  37.4 37.4  47.1  28.9 27.3   0.0  81.3 22.3  22.3
LOS by Move:   C-   C-     E    D+   D+     D     C    C     A     F   C+    C+
HCM2k95thQ:     8    8    22     4    4    10     6   37     0    11    8     8
Note: Queue reported is the number of cars per lane.
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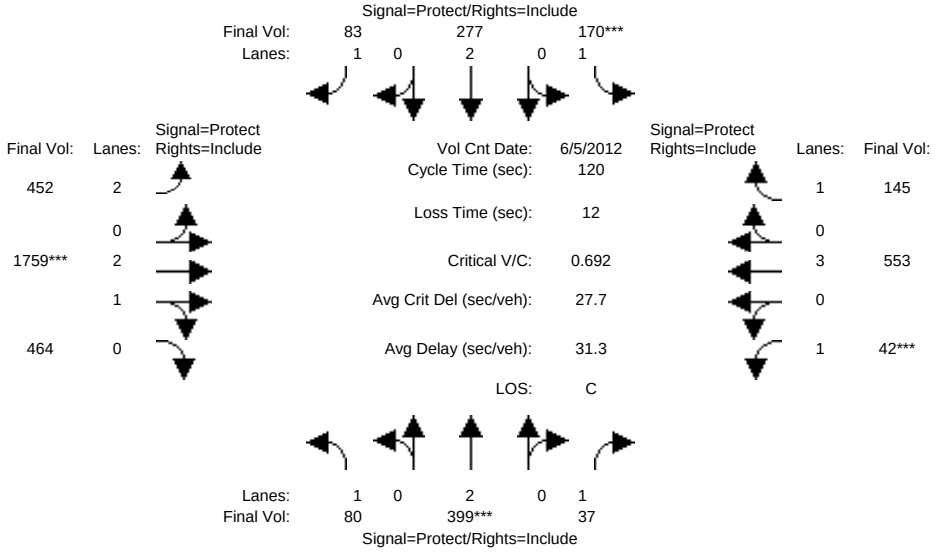
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #22: Abel St and Great Mall Pkwy



Street Name:	Abel Street						Great Mall Pkwy					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	80	399	37	170	277	83	452	1759	464	42	553	145
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:	80	399	37	170	277	83	452	1759	464	42	553	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	399	37	170	277	83	452	1759	464	42	553	145
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:	80	399	37	170	277	83	452	1759	464	42	553	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	399	37	170	277	83	452	1759	464	42	553	145
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:	80	399	37	170	277	83	452	1759	464	42	553	145
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.33	0.67	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4432	1168	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.02	0.10	0.07	0.05	0.14	0.40	0.40	0.02	0.10	0.08
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.15	0.15	0.14	0.17	0.17	0.37	0.56	0.56	0.06	0.25	0.25
Volume/Cap:	0.39	0.71	0.14	0.71	0.44	0.28	0.39	0.71	0.71	0.41	0.39	0.33
Delay/Veh:	50.3	53.0	44.8	59.2	45.4	44.2	28.2	20.3	20.3	57.2	37.7	37.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	53.0	44.8	59.2	45.4	44.2	28.2	20.3	20.3	57.2	37.7	37.4
LOS by Move:	D	D-	D	E+	D	D	C	C+	C+	E+	D+	D+
HCM2k95thQ:	7	16	3	15	10	6	13	33	33	3	11	9

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

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Pacific Mall - Silicon Valley
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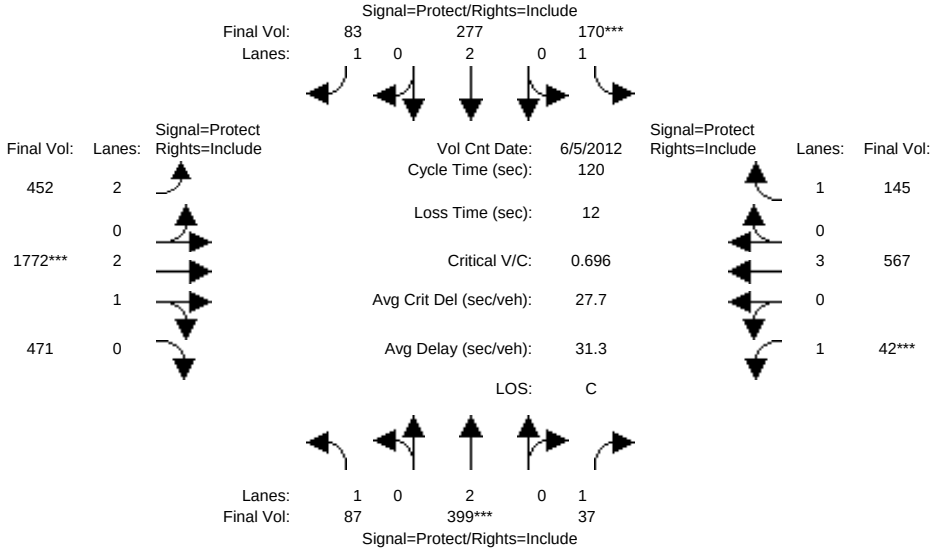
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #22: Abel St and Great Mall Pkwy



Street Name:	Abel Street						Great Mall Pkwy					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	80	399	37	170	277	83	452	1759	464	42	553	145
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:	80	399	37	170	277	83	452	1759	464	42	553	145
Added Vol:	7	0	0	0	0	0	0	13	7	0	14	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	399	37	170	277	83	452	1772	471	42	567	145
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:	87	399	37	170	277	83	452	1772	471	42	567	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	399	37	170	277	83	452	1772	471	42	567	145
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:	87	399	37	170	277	83	452	1772	471	42	567	145
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	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.35	0.65	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4424	1174	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.02	0.10	0.07	0.05	0.14	0.40	0.40	0.02	0.10	0.08
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.15	0.15	0.14	0.17	0.17	0.36	0.56	0.56	0.06	0.25	0.25
Volume/Cap:	0.43	0.72	0.14	0.72	0.44	0.29	0.39	0.72	0.72	0.41	0.39	0.33
Delay/Veh:	50.8	53.3	44.9	59.6	45.5	44.4	28.5	20.2	20.2	57.2	37.4	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:	50.8	53.3	44.9	59.6	45.5	44.4	28.5	20.2	20.2	57.2	37.4	37.0
LOS by Move:	D	D-	D	E+	D	D	C	C+	C+	E+	D+	D+
HCM2k95thQ:	7	16	3	15	10	6	13	33	33	3	11	9

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

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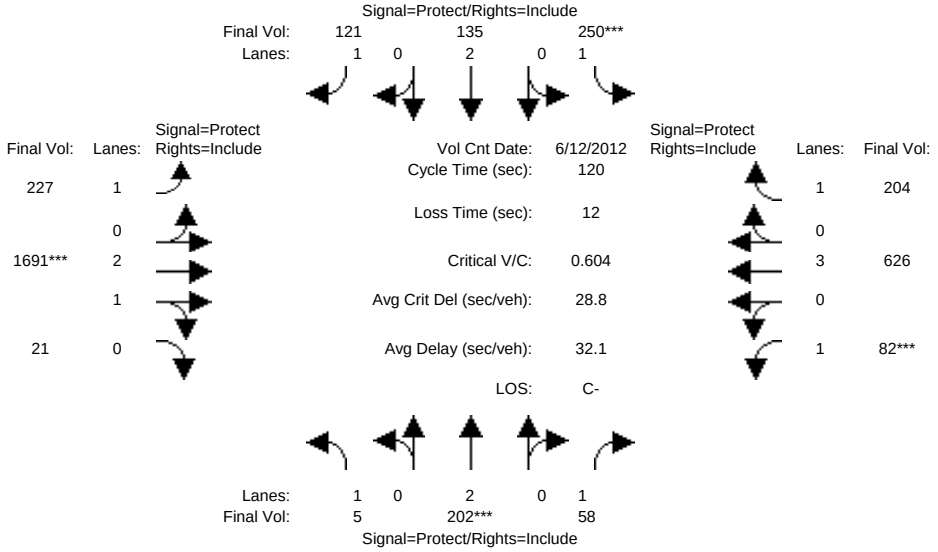
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #23: Main St and Great Mall Pkwy




```
Street Name:            Main Street                     Great Mall Pkwy
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: 12 Jun 2012 << 7:55:00 AM
Base Vol:       5  202    58   250  135   121   227 1691    21    82  626   204
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:    5  202    58   250  135   121   227 1691    21    82  626   204
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    5  202    58   250  135   121   227 1691    21    82  626   204
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:     5  202    58   250  135   121   227 1691    21    82  626   204
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    5  202    58   250  135   121   227 1691    21    82  626   204
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:    5  202    58   250  135   121   227 1691    21    82  626   204
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 2.96  0.04  1.00 3.00  1.00
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 5624    70  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.05  0.03  0.14 0.04  0.07  0.13 0.30  0.30  0.05 0.11  0.12
Crit Moves:        ****        ****                   ****        ****
Green/Cycle: 0.13 0.09  0.09  0.24 0.19  0.19  0.30 0.50  0.50  0.08 0.27  0.27
Volume/Cap:  0.02 0.60  0.38  0.60 0.19  0.36  0.43 0.60  0.60  0.60 0.40  0.43
Delay/Veh:   45.2 55.8  53.2  43.3 40.9  42.9  34.0 22.0  22.0  61.1 35.9  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:  45.2 55.8  53.2  43.3 40.9  42.9  34.0 22.0  22.0  61.1 35.9  36.6
LOS by Move:    D   E+    D-     D    D     D    C-   C+    C+     E   D+    D+
HCM2k95thQ:     0    9     5    18    4     9    13   26    26     8   12    13
Note: Queue reported is the number of cars per lane.
```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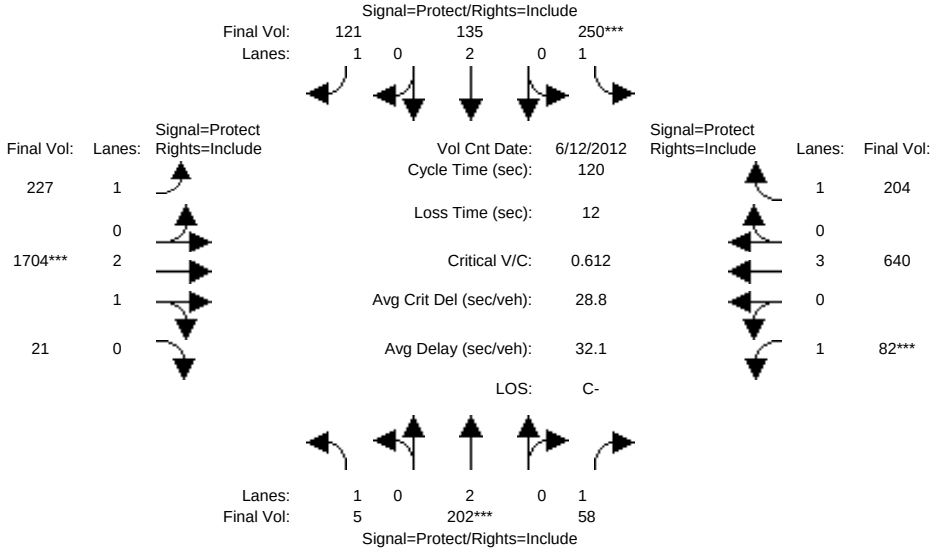
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #23: Main St and Great Mall Pkwy




```
Street Name:            Main Street                     Great Mall Pkwy
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: 12 Jun 2012 << 7:55:00 AM
Base Vol:       5  202    58   250  135   121   227 1691    21    82  626   204
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:    5  202    58   250  135   121   227 1691    21    82  626   204
Added Vol:      0    0     0     0    0     0     0   13     0     0   14     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    5  202    58   250  135   121   227 1704    21    82  640   204
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:     5  202    58   250  135   121   227 1704    21    82  640   204
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    5  202    58   250  135   121   227 1704    21    82  640   204
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:    5  202    58   250  135   121   227 1704    21    82  640   204
------------|---------------||---------------||---------------||---------------|
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 0.98  0.95  0.92 1.00  0.92
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 2.96  0.04  1.00 3.00  1.00
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 5532    68  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.05  0.03  0.14 0.04  0.07  0.13 0.31  0.31  0.05 0.11  0.12
Crit Moves:        ****        ****                   ****        ****
Green/Cycle: 0.13 0.09  0.09  0.23 0.19  0.19  0.31 0.50  0.50  0.08 0.27  0.27
Volume/Cap:  0.02 0.61  0.38  0.61 0.19  0.37  0.42 0.61  0.61  0.61 0.41  0.42
Delay/Veh:   45.4 56.2  53.3  43.9 41.1  43.2  33.8 21.8  21.8  61.8 35.8  36.4
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:  45.4 56.2  53.3  43.9 41.1  43.2  33.8 21.8  21.8  61.8 35.8  36.4
LOS by Move:    D   E+    D-     D    D     D    C-   C+    C+     E   D+    D+
HCM2k95thQ:     0    9     5    18    4     9    13   26    26     8   12    13
Note: Queue reported is the number of cars per lane.
```

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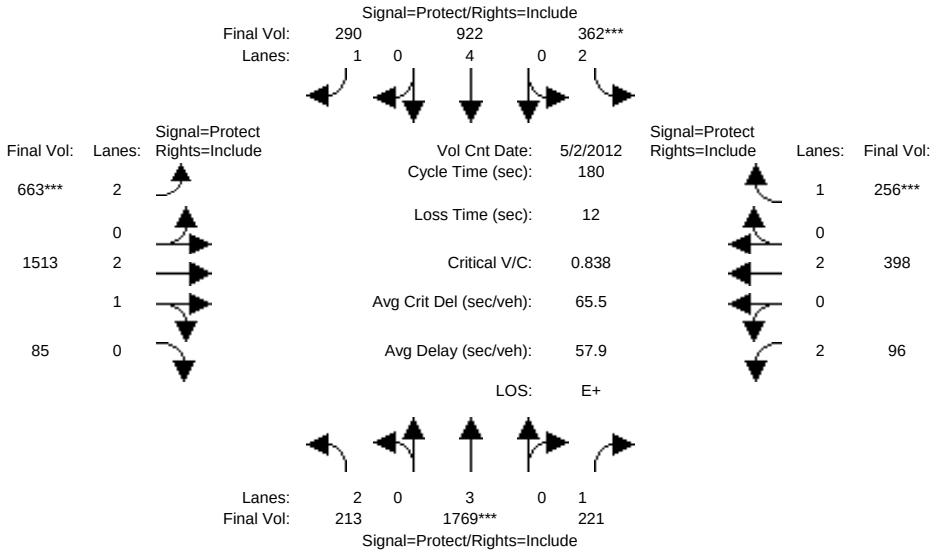
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #24: Great Mall Pkwy and Montague Expwy



Street Name:	Montague Expwy						Great Mall Pkwy					
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 May 2012 << 8:00:00 AM												
Base Vol:	213	1965	221	362	922	290	663	1513	85	96	398	256
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:	213	1965	221	362	922	290	663	1513	85	96	398	256
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	1965	221	362	922	290	663	1513	85	96	398	256
User Adj:	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	1769	221	362	922	290	663	1513	85	96	398	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	1769	221	362	922	290	663	1513	85	96	398	256
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:	213	1769	221	362	922	290	663	1513	85	96	398	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	2.83	0.17	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	7600	1750	3150	5372	302	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.13	0.11	0.12	0.17	0.21	0.28	0.28	0.03	0.10	0.15
Crit Moves:		****		****			****					****
Green/Cycle:	0.15	0.37	0.37	0.14	0.36	0.36	0.25	0.37	0.37	0.05	0.17	0.17
Volume/Cap:	0.46	0.84	0.34	0.84	0.34	0.46	0.84	0.75	0.75	0.59	0.60	0.84
Delay/Veh:	70.9	54.9	41.2	89.2	42.0	44.7	71.8	50.6	50.6	89.1	70.0	89.9
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:	70.9	54.9	41.2	89.2	42.0	44.7	71.8	50.6	50.6	89.1	70.0	89.9
LOS by Move:	E	D-	D	F	D	D	E	D	D	F	E	F
HCM2k95thQ:	13	50	17	25	17	23	38	43	43	6	18	25

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

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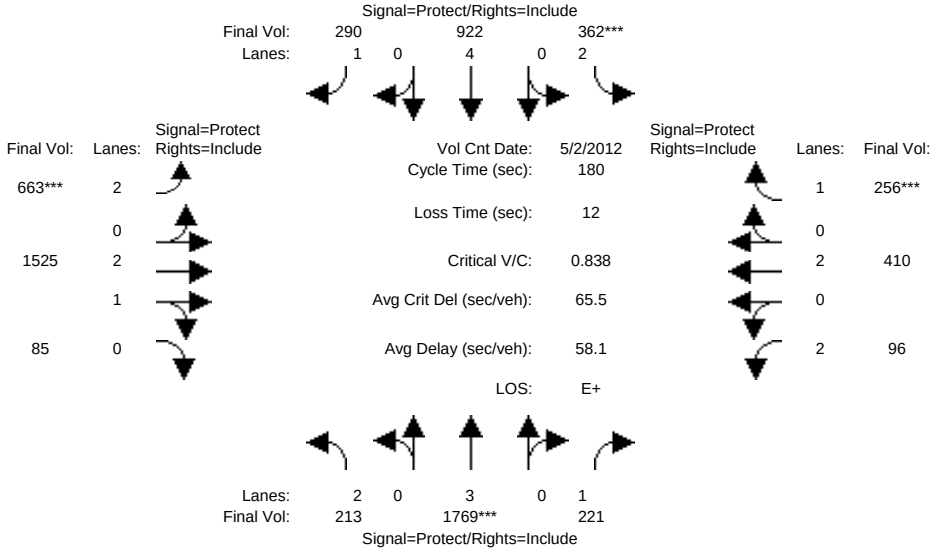
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #24: Great Mall Pkwy and Montague Expwy



Street Name:	Montague Expwy						Great Mall Pkwy					
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 May 2012 << 8:00:00 AM												
Base Vol:	213	1965	221	362	922	290	663	1513	85	96	398	256
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:	213	1965	221	362	922	290	663	1513	85	96	398	256
Added Vol:	0	0	0	0	0	0	0	12	0	0	12	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	1965	221	362	922	290	663	1525	85	96	410	256
User Adj:	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	1769	221	362	922	290	663	1525	85	96	410	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	1769	221	362	922	290	663	1525	85	96	410	256
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:	213	1769	221	362	922	290	663	1525	85	96	410	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	2.84	0.16	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	7600	1750	3150	5304	296	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.13	0.11	0.12	0.17	0.21	0.29	0.29	0.03	0.11	0.15
Crit Moves:		****		****			****					****
Green/Cycle:	0.15	0.37	0.37	0.14	0.36	0.36	0.25	0.38	0.38	0.05	0.17	0.17
Volume/Cap:	0.46	0.84	0.34	0.84	0.34	0.46	0.84	0.77	0.77	0.60	0.62	0.84
Delay/Veh:	70.9	54.9	41.2	89.2	42.0	44.7	71.8	51.1	51.1	89.9	70.5	89.9
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:	70.9	54.9	41.2	89.2	42.0	44.7	71.8	51.1	51.1	89.9	70.5	89.9
LOS by Move:	E	D-	D	F	D	D	E	D-	D-	F	E	F
HCM2k95thQ:	13	50	17	25	17	23	38	44	44	6	18	25

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

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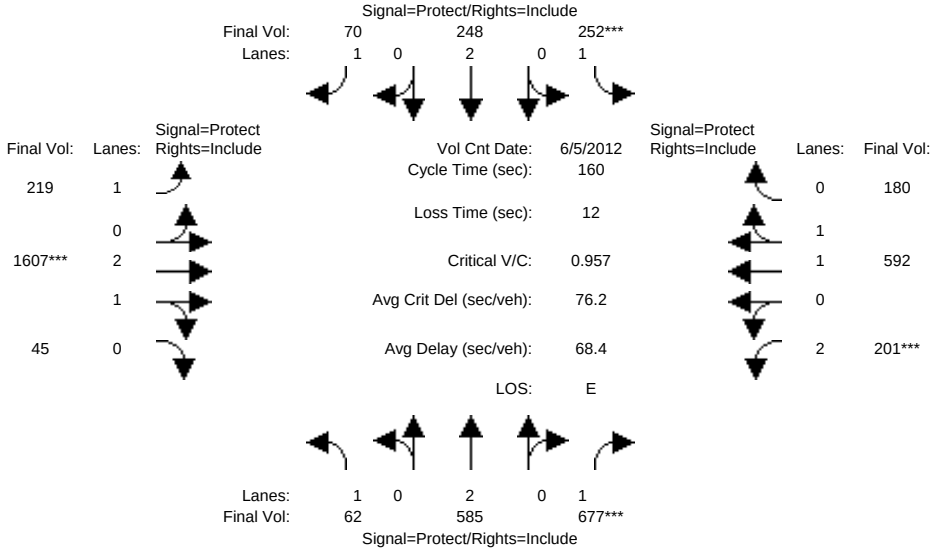
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #25: Trade Zone and Capitol Ave



Street Name:	Trade Zone Blvd						Capitol Ave					
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: 5 Jun 2012 << 7:35:00 AM												
Base Vol:	62	585	677	252	248	70	219	1607	45	201	592	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:	62	585	677	252	248	70	219	1607	45	201	592	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	585	677	252	248	70	219	1607	45	201	592	180
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:	62	585	677	252	248	70	219	1607	45	201	592	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	585	677	252	248	70	219	1607	45	201	592	180
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:	62	585	677	252	248	70	219	1607	45	201	592	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	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.91	0.09	2.00	1.50	0.50
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5532	155	3150	2856	869
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.39	0.14	0.07	0.04	0.13	0.29	0.29	0.06	0.21	0.21
Crit Moves:			****	****				****		****		
Green/Cycle:	0.22	0.40	0.40	0.15	0.33	0.33	0.14	0.30	0.30	0.07	0.23	0.23
Volume/Cap:	0.16	0.38	0.96	0.96	0.20	0.12	0.90	0.96	0.96	0.96	0.90	0.90
Delay/Veh:	50.3	33.7	70.0	111.0	38.3	37.3	99.6	67.6	67.6	124.2	71.9	71.9
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:	50.3	33.7	70.0	111.0	38.3	37.3	99.6	67.6	67.6	124.2	71.9	71.9
LOS by Move:	D	C-	E	F	D+	D+	F	E	E	F	E	E
HCM2k95thQ:	5	18	62	30	8	5	22	46	46	17	36	36

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

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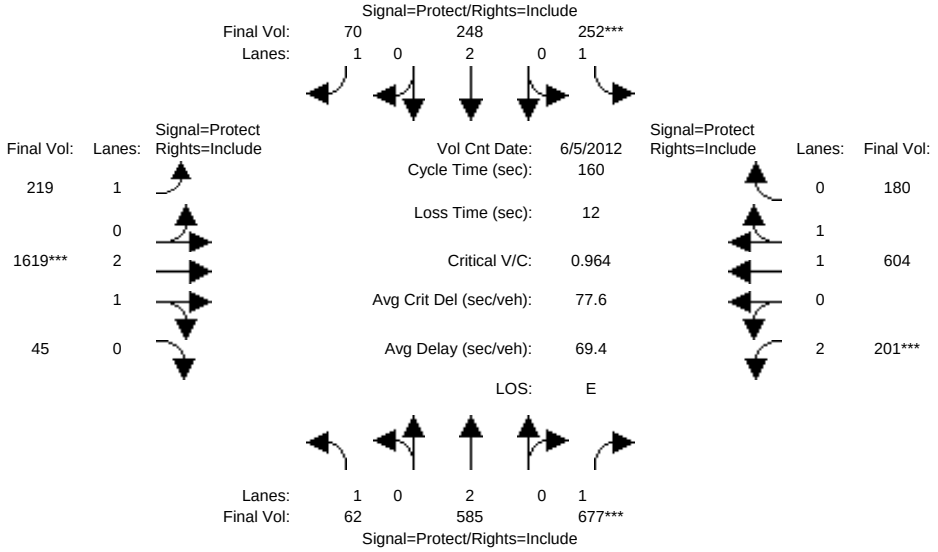
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #25: Trade Zone and Capitol Ave




```
Street Name:         Trade Zone Blvd                    Capitol Ave
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: 5 Jun 2012 << 7:35:00 AM
Base Vol:      62  585   677   252  248    70   219 1607    45   201  592   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:   62  585   677   252  248    70   219 1607    45   201  592   180
Added Vol:      0    0     0     0    0     0     0   12     0     0   12     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   62  585   677   252  248    70   219 1619    45   201  604   180
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:    62  585   677   252  248    70   219 1619    45   201  604   180
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   62  585   677   252  248    70   219 1619    45   201  604   180
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:   62  585   677   252  248    70   219 1619    45   201  604   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  0.92 1.00  0.92  0.92 0.98  0.95  0.83 0.98  0.95
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 2.92  0.08  2.00 1.53  0.47
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 5448   151  3150 2849   850
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.15  0.39  0.14 0.07  0.04  0.13 0.30  0.30  0.06 0.21  0.21
Crit Moves:              ****  ****                   ****        ****
Green/Cycle: 0.22 0.40  0.40  0.15 0.33  0.33  0.14 0.31  0.31  0.07 0.24  0.24
Volume/Cap:  0.16 0.38  0.96  0.96 0.20  0.12  0.90 0.96  0.96  0.96 0.90  0.90
Delay/Veh:   50.5 34.1  72.1 113.2 38.5  37.5 100.3 68.6  68.6 126.4 71.7  71.7
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:  50.5 34.1  72.1 113.2 38.5  37.5 100.3 68.6  68.6 126.4 71.7  71.7
LOS by Move:    D   C-     E     F   D+    D+     F    E     E     F    E     E
HCM2k95thQ:     5   18    63    30    8     5    22   47    47    17   37    37
Note: Queue reported is the number of cars per lane.
```

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Pacific Mall - Silicon Valley
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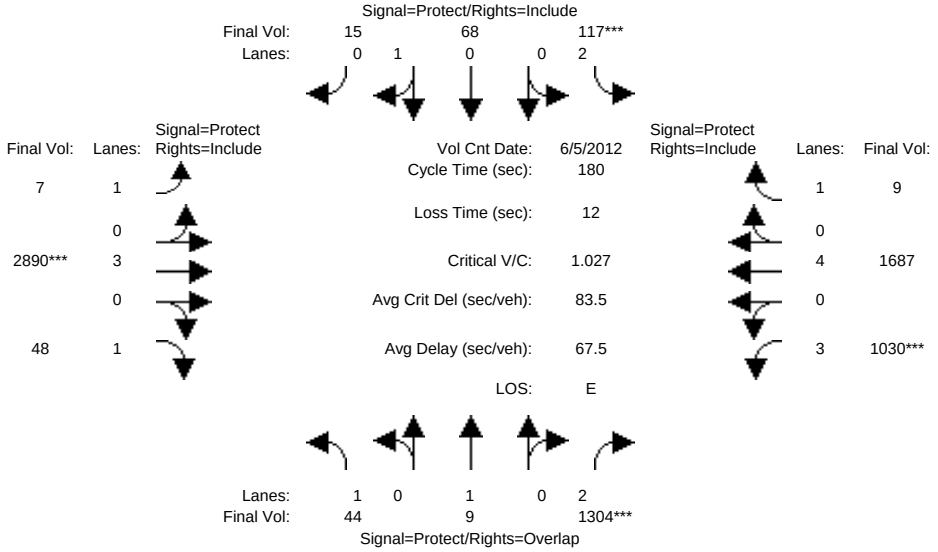
Cumulative plus Project - PM Peak Hour

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

Intersection #26: Montague Expwy and Trimble Rd



Street Name:	Trimble Rd						Montague Expwy					
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: 5 Jun 2012 << 7:55:00 AM												
Base Vol:	44	9	1448	117	68	15	7	3212	48	1030	1687	9
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:	44	9	1448	117	68	15	7	3212	48	1030	1687	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	9	1448	117	68	15	7	3212	48	1030	1687	9
User Adj:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	0.90	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:	44	9	1304	117	68	15	7	2890	48	1030	1687	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	9	1304	117	68	15	7	2890	48	1030	1687	9
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:	44	9	1304	117	68	15	7	2890	48	1030	1687	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.81	0.19	1.00	3.00	1.00	3.00	4.00	1.00
Final Sat.:	1750	1900	3150	3150	1533	338	1750	5700	1750	4551	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.41	0.04	0.04	0.04	0.00	0.51	0.03	0.23	0.22	0.01
Crit Moves:			****	****				****		****		
Green/Cycle:	0.09	0.18	0.40	0.04	0.13	0.13	0.11	0.49	0.49	0.22	0.61	0.61
Volume/Cap:	0.28	0.03	1.03	0.96	0.34	0.34	0.04	1.03	0.06	1.03	0.37	0.01
Delay/Veh:	77.2	60.5	87.0	153.5	72.1	72.1	72.3	70.8	23.9	106.5	18.0	14.0
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:	77.2	60.5	87.0	153.5	72.1	72.1	72.3	70.8	23.9	106.5	18.0	14.0
LOS by Move:	E-	E	F	F	E	E	E	E	C	F	B	B
HCM2k95thQ:	5	1	78	12	9	9	1	93	3	45	20	0

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

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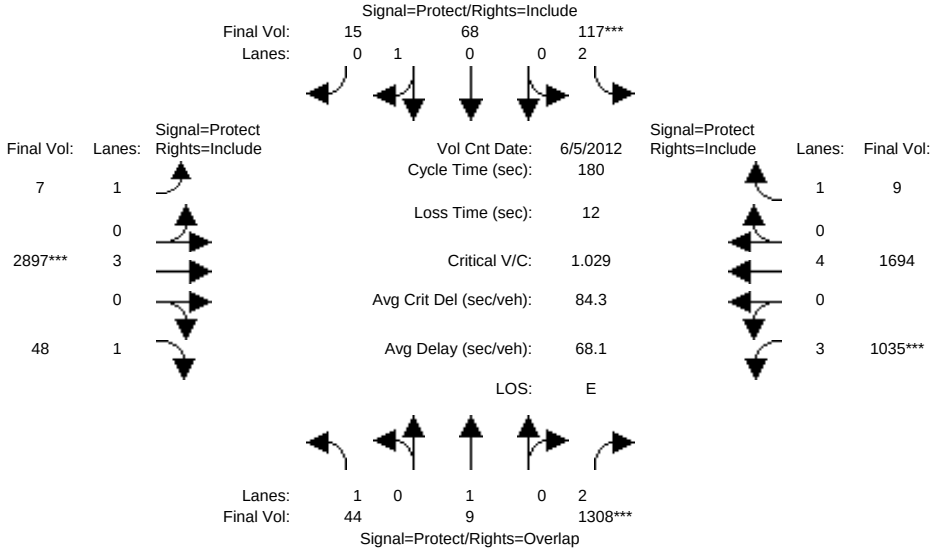
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #26: Montague Expwy and Trimble Rd



Street Name:	Trimble Rd						Montague Expwy					
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: 5 Jun 2012 << 7:55:00 AM												
Base Vol:	44	9	1448	117	68	15	7	3212	48	1030	1687	9
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:	44	9	1448	117	68	15	7	3212	48	1030	1687	9
Added Vol:	0	0	5	0	0	0	0	7	0	5	7	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	9	1453	117	68	15	7	3219	48	1035	1694	9
User Adj:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	0.90	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:	44	9	1308	117	68	15	7	2897	48	1035	1694	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	9	1308	117	68	15	7	2897	48	1035	1694	9
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:	44	9	1308	117	68	15	7	2897	48	1035	1694	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.82	0.18	1.00	3.00	1.00	3.00	4.00	1.00
Final Sat.:	1750	1900	3150	3150	1475	325	1750	5700	1750	4551	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.42	0.04	0.05	0.05	0.00	0.51	0.03	0.23	0.22	0.01
Crit Moves:			****	****				****		****		
Green/Cycle:	0.09	0.18	0.40	0.04	0.13	0.13	0.11	0.49	0.49	0.22	0.61	0.61
Volume/Cap:	0.28	0.03	1.03	0.96	0.35	0.35	0.04	1.03	0.06	1.03	0.37	0.01
Delay/Veh:	77.2	60.5	87.8	153.5	72.4	72.4	72.3	71.7	23.9	107.3	18.0	14.0
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:	77.2	60.5	87.8	153.5	72.4	72.4	72.3	71.7	23.9	107.3	18.0	14.0
LOS by Move:	E-	E	F	F	E	E	E	E	C	F	B	B
HCM2k95thQ:	5	1	78	12	9	9	1	93	3	45	20	0

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

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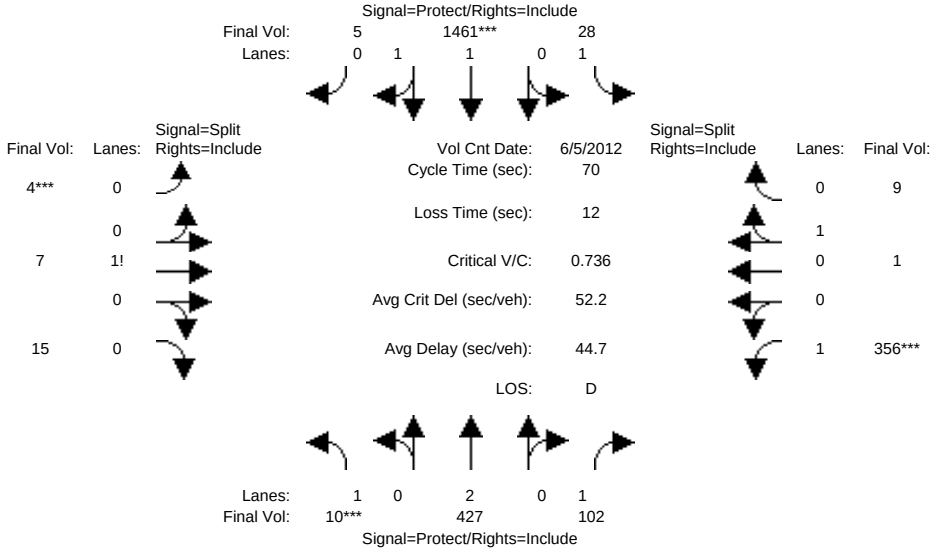
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #27: McCarthy Blvd and Barber Ln



Street Name:	McCarthy Blvd						Barber Ln					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	10	427	102	28	1461	5	4	7	15	356	1	9
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:	10	427	102	28	1461	5	4	7	15	356	1	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	427	102	28	1461	5	4	7	15	356	1	9
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:	10	427	102	28	1461	5	4	7	15	356	1	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	427	102	28	1461	5	4	7	15	356	1	9
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:	10	427	102	28	1461	5	4	7	15	356	1	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.99	0.01	0.16	0.25	0.59	1.00	0.09	0.91
Final Sat.:	1750	3800	1750	1750	3786	13	275	481	1032	1750	176	1588
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.06	0.02	0.39	0.39	0.01	0.01	0.01	0.20	0.01	0.01
Crit Moves:	****				****		****			****		
Green/Cycle:	0.10	0.28	0.28	0.20	0.38	0.38	0.14	0.14	0.14	0.20	0.20	0.20
Volume/Cap:	0.06	0.40	0.20	0.08	1.01	1.01	0.10	0.10	0.10	1.01	0.03	0.03
Delay/Veh:	28.7	20.4	19.2	22.9	46.7	46.7	26.3	26.3	26.3	77.3	22.4	22.4
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:	28.7	20.4	19.2	22.9	46.7	46.7	26.3	26.3	26.3	77.3	22.4	22.4
LOS by Move:	C	C+	B-	C+	D	D	C	C	C	E-	C+	C+
HCM2k95thQ:	0	7	3	1	33	33	1	1	1	26	0	0

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

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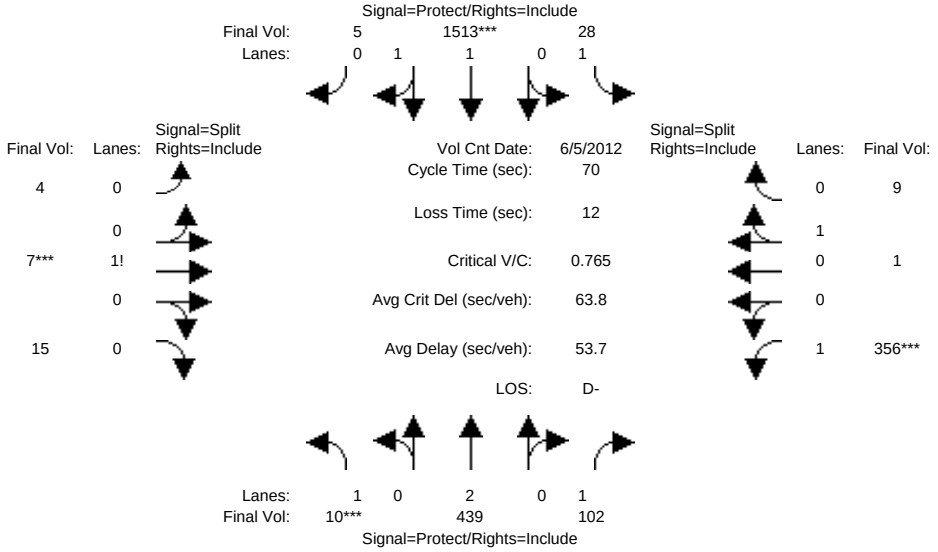
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #27: McCarthy Blvd and Barber Ln



Street Name:	McCarthy Blvd						Barber Ln					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	10	427	102	28	1461	5	4	7	15	356	1	9
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:	10	427	102	28	1461	5	4	7	15	356	1	9
Added Vol:	0	12	0	0	47	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	5	0	0	0	0	0	0	0
Initial Fut:	10	439	102	28	1513	5	4	7	15	356	1	9
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:	10	439	102	28	1513	5	4	7	15	356	1	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	439	102	28	1513	5	4	7	15	356	1	9
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:	10	439	102	28	1513	5	4	7	15	356	1	9
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	0.97	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.99	0.01	0.15	0.27	0.58	1.00	0.10	0.90
Final Sat.:	1750	3800	1750	1750	3688	12	269	471	1010	1750	180	1620
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.06	0.02	0.41	0.41	0.01	0.01	0.01	0.20	0.01	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.29	0.29	0.20	0.39	0.39	0.14	0.14	0.14	0.19	0.19	0.19
Volume/Cap:	0.06	0.40	0.20	0.08	1.05	1.05	0.10	0.10	0.10	1.05	0.03	0.03
Delay/Veh:	28.7	20.2	19.0	22.7	58.5	58.5	26.3	26.3	26.3	90.1	22.9	22.9
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:	28.7	20.2	19.0	22.7	58.5	58.5	26.3	26.3	26.3	90.1	22.9	22.9
LOS by Move:	C	C+	B-	C+	E+	E+	C	C	C	F	C+	C+
HCM2k95thQ:	0	7	3	1	38	38	1	1	1	27	0	0

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

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Pacific Mall - Silicon Valley
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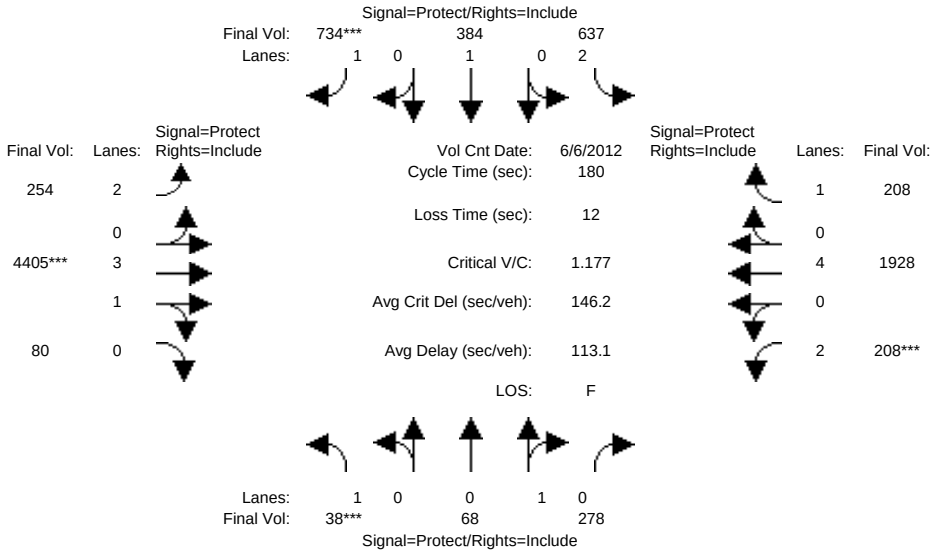
Cumulative plus Project - PM Peak Hour

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

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
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: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	38	68	278	637	384	734	254	4405	80	208	1928	208
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:	38	68	278	637	384	734	254	4405	80	208	1928	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	68	278	637	384	734	254	4405	80	208	1928	208
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:	38	68	278	637	384	734	254	4405	80	208	1928	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	68	278	637	384	734	254	4405	80	208	1928	208
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:	38	68	278	637	384	734	254	4405	80	208	1928	208
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	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.18	0.82	2.00	1.00	1.00	2.00	3.92	0.08	2.00	4.00	1.00
Final Sat.:	1750	349	1428	3150	1900	1750	3150	7453	135	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.20	0.20	0.42	0.08	0.59	0.59	0.07	0.25	0.12
Crit Moves:	****					****		****		****		
Green/Cycle:	0.04	0.19	0.19	0.20	0.35	0.35	0.13	0.49	0.49	0.05	0.41	0.41
Volume/Cap:	0.56	1.02	1.02	1.02	0.58	1.20	0.61	1.20	1.20	1.20	0.61	0.29
Delay/Veh:	95.0	128	128.3	114.7	49.2	165.2	76.5	140	140.2	218.8	41.7	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:	95.0	128	128.3	114.7	49.2	165.2	76.5	140	140.2	218.8	41.7	35.3
LOS by Move:	F	F	F	F	D	F	E-	F	F	F	D	D+
HCM2k95thQ:	6	42	42	36	28	87	14	121	121	21	35	15

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

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Pacific Mall - Silicon Valley
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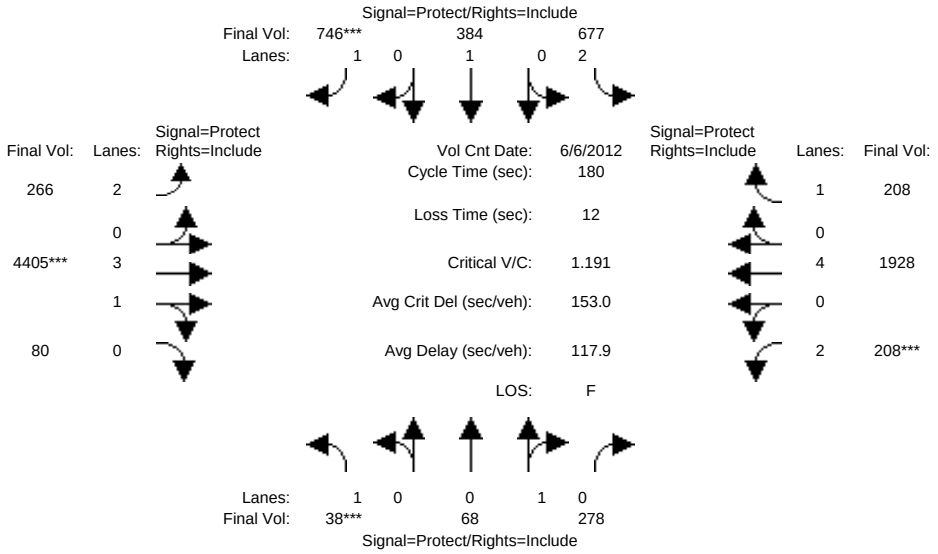
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
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: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	38	68	278	637	384	734	254	4405	80	208	1928	208
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:	38	68	278	637	384	734	254	4405	80	208	1928	208
Added Vol:	0	0	0	35	0	12	12	0	0	0	0	0
Pass-by Div:	0	0	0	5	0	0	0	0	0	0	0	0
Initial Fut:	38	68	278	677	384	746	266	4405	80	208	1928	208
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:	38	68	278	677	384	746	266	4405	80	208	1928	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	68	278	677	384	746	266	4405	80	208	1928	208
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:	38	68	278	677	384	746	266	4405	80	208	1928	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.20	0.80	2.00	1.00	1.00	2.00	3.93	0.07	2.00	4.00	1.00
Final Sat.:	1750	354	1446	3150	1900	1750	3150	7366	134	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.21	0.20	0.43	0.08	0.60	0.60	0.07	0.25	0.12
Crit Moves:	****					****		****		****		
Green/Cycle:	0.04	0.18	0.18	0.21	0.35	0.35	0.14	0.49	0.49	0.05	0.41	0.41
Volume/Cap:	0.56	1.05	1.05	1.05	0.58	1.22	0.62	1.22	1.22	1.22	0.62	0.29
Delay/Veh:	95.0	136	136.1	120.1	49.0	171.4	76.2	147	147.1	225.0	42.6	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:	95.0	136	136.1	120.1	49.0	171.4	76.2	147	147.1	225.0	42.6	35.9
LOS by Move:	F	F	F	F	D	F	E-	F	F	F	D	D+
HCM2k95thQ:	6	43	43	39	28	90	14	125	125	22	35	15

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

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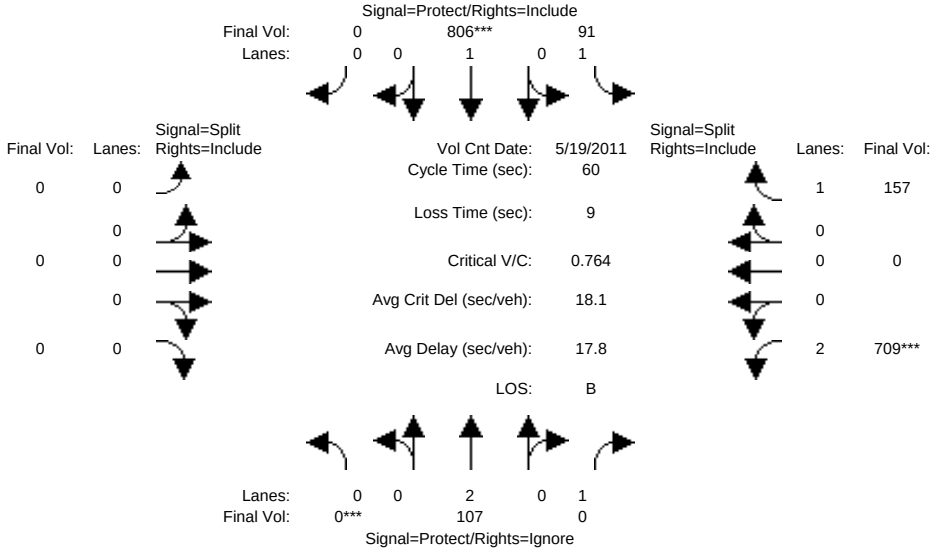
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #29: Zanker Rd and SR-237 WB Ramps



Street Name:	Zanker Rd						SR-237 WB Ramps					
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	0	0	0	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: 19 May 2011 << 8:00:00 AM												
Base Vol:	0	107	703	91	806	0	0	0	0	709	0	157
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	107	703	91	806	0	0	0	0	709	0	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	107	703	91	806	0	0	0	0	709	0	157
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	107	0	91	806	0	0	0	0	709	0	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	107	0	91	806	0	0	0	0	709	0	157
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	107	0	91	806	0	0	0	0	709	0	157
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	2.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	1900	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	0.05	0.42	0.00	0.00	0.00	0.00	0.23	0.00	0.09
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.33	0.00	0.23	0.56	0.00	0.00	0.00	0.00	0.29	0.00	0.29
Volume/Cap:	0.00	0.09	0.00	0.23	0.76	0.00	0.00	0.00	0.00	0.76	0.00	0.30
Delay/Veh:	0.0	14.0	0.0	19.1	13.7	0.0	0.0	0.0	0.0	23.1	0.0	16.7
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	14.0	0.0	19.1	13.7	0.0	0.0	0.0	0.0	23.1	0.0	16.7
LOS by Move:	A	B	A	B-	B	A	A	A	A	C	A	B
HCM2k95thQ:	0	1	0	3	24	0	0	0	0	17	0	5

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

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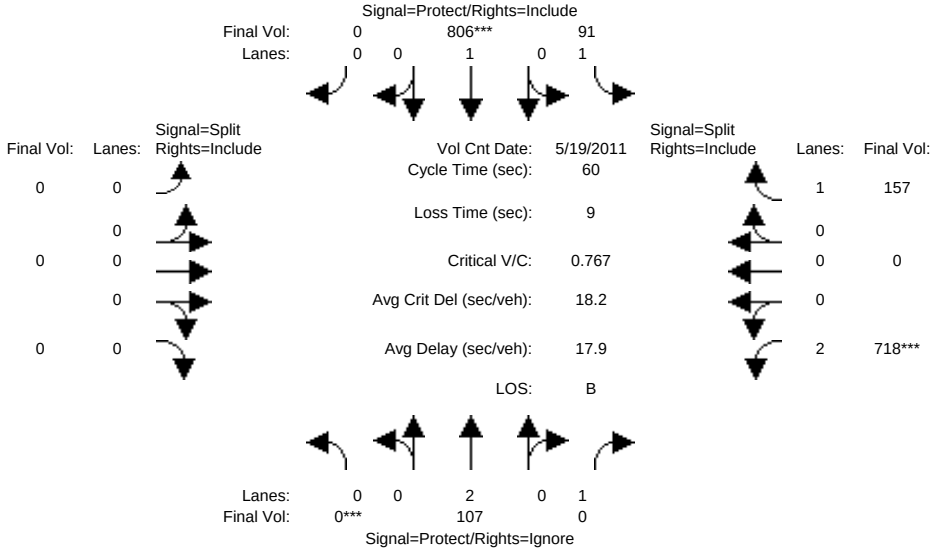
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #29: Zanker Rd and SR-237 WB Ramps

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Street Name:            Zanker Rd                       SR-237 WB Ramps
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     0    0     0    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: 19 May 2011 << 8:00:00 AM
Base Vol:       0  107   703    91  806     0     0    0     0   709    0   157
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  107   703    91  806     0     0    0     0   709    0   157
Added Vol:      0    0     0     0    0     0     0    0     0     9    0     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  107   703    91  806     0     0    0     0   718    0   157
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  107     0    91  806     0     0    0     0   718    0   157
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  107     0    91  806     0     0    0     0   718    0   157
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  107     0    91  806     0     0    0     0   718    0   157
------------|---------------||---------------||---------------||---------------|
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 2.00  1.00  1.00 1.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 3800  1750  1750 1900     0     0    0     0  3150    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.03  0.00  0.05 0.42  0.00  0.00 0.00  0.00  0.23 0.00  0.09
Crit Moves:  ****                  ****                        ****
Green/Cycle: 0.00 0.33  0.00  0.23 0.55  0.00  0.00 0.00  0.00  0.30 0.00  0.30
Volume/Cap:  0.00 0.09  0.00  0.23 0.77  0.00  0.00 0.00  0.00  0.77 0.00  0.30
Delay/Veh:    0.0 14.1   0.0  19.2 13.9   0.0   0.0  0.0   0.0  23.1  0.0  16.6
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 14.1   0.0  19.2 13.9   0.0   0.0  0.0   0.0  23.1  0.0  16.6
LOS by Move:    A    B     A    B-    B     A     A    A     A     C    A     B
HCM2k95thQ:     0    1     0     3   24     0     0    0     0    17    0     5
Note: Queue reported is the number of cars per lane.
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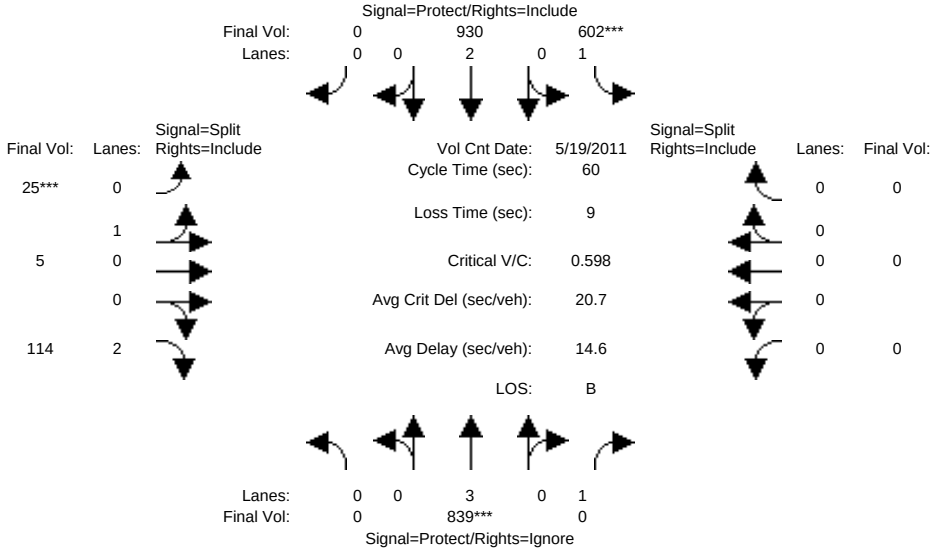
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #30: Zanker Rd and SR-237 EB Ramps



Street Name:	Zanker Rd						SR-237 EB Ramps					
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	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: 19 May 2011 << 8:00:00 AM												
Base Vol:	0	839	857	602	930	0	25	5	114	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:	0	839	857	602	930	0	25	5	114	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	839	857	602	930	0	25	5	114	0	0	0
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	839	0	602	930	0	25	5	114	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	839	0	602	930	0	25	5	114	0	0	0
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	839	0	602	930	0	25	5	114	0	0	0
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	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	0.84	0.16	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	3800	0	1478	296	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.34	0.24	0.00	0.02	0.02	0.04	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.20	0.00	0.48	0.68	0.00	0.17	0.17	0.17	0.00	0.00	0.00
Volume/Cap:	0.00	0.72	0.00	0.72	0.36	0.00	0.10	0.10	0.22	0.00	0.00	0.00
Delay/Veh:	0.0	24.4	0.0	15.5	4.1	0.0	21.3	21.3	21.8	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:	0.0	24.4	0.0	15.5	4.1	0.0	21.3	21.3	21.8	0.0	0.0	0.0
LOS by Move:	A	C	A	B	A	A	C+	C+	C+	A	A	A
HCM2k95thQ:	0	10	0	17	7	0	1	1	3	0	0	0

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

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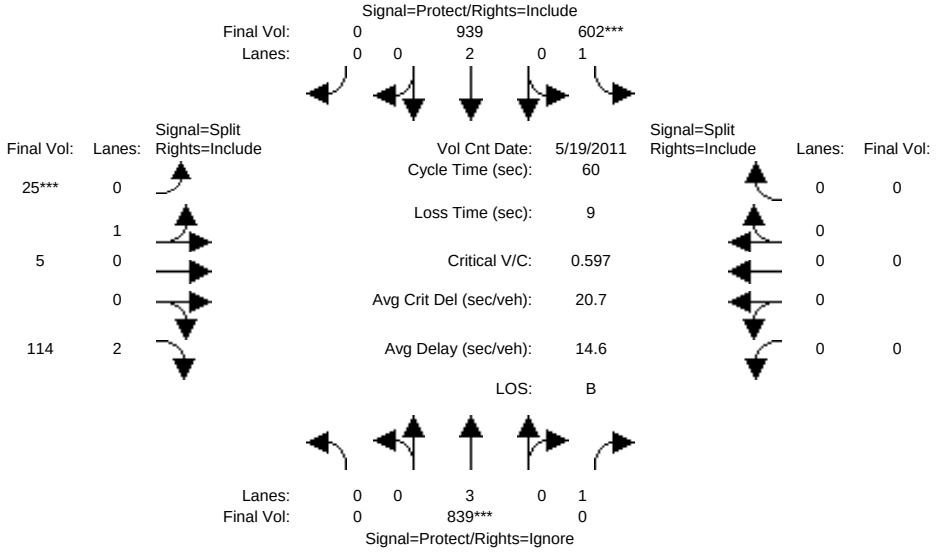
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #30: Zanker Rd and SR-237 EB Ramps



Street Name:	Zanker Rd						SR-237 EB Ramps					
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	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: 19 May 2011 << 8:00:00 AM												
Base Vol:	0	839	857	602	930	0	25	5	114	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:	0	839	857	602	930	0	25	5	114	0	0	0
Added Vol:	0	0	8	0	9	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	839	865	602	939	0	25	5	114	0	0	0
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	839	0	602	939	0	25	5	114	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	839	0	602	939	0	25	5	114	0	0	0
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	839	0	602	939	0	25	5	114	0	0	0
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	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	0.83	0.17	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	3800	0	1500	300	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.34	0.25	0.00	0.02	0.02	0.04	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.20	0.00	0.48	0.68	0.00	0.17	0.17	0.17	0.00	0.00	0.00
Volume/Cap:	0.00	0.72	0.00	0.72	0.36	0.00	0.10	0.10	0.22	0.00	0.00	0.00
Delay/Veh:	0.0	24.4	0.0	15.5	4.1	0.0	21.3	21.3	21.8	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:	0.0	24.4	0.0	15.5	4.1	0.0	21.3	21.3	21.8	0.0	0.0	0.0
LOS by Move:	A	C	A	B	A	A	C+	C+	C+	A	A	A
HCM2k95thQ:	0	9	0	17	7	0	1	1	3	0	0	0

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

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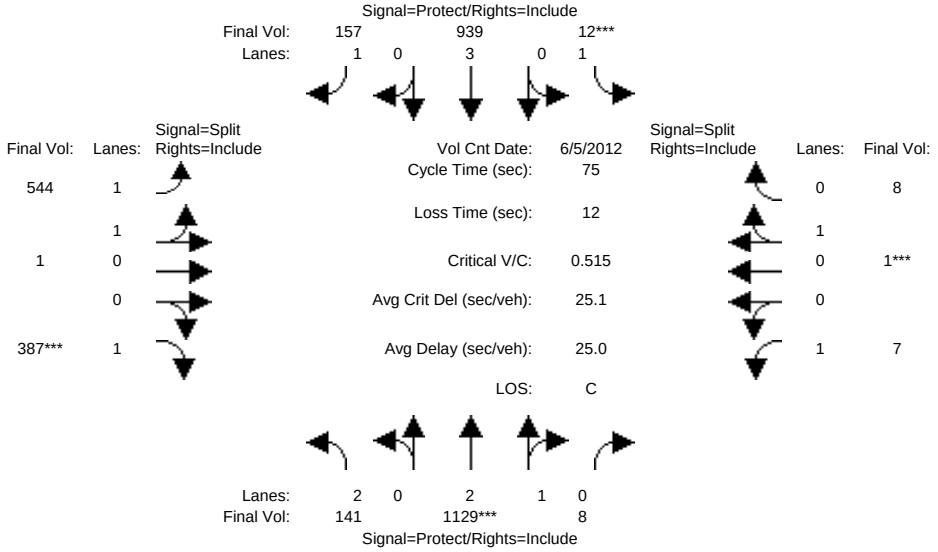
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #31: Holger Way and Zanker Rd



Street Name:	Zanker Rd						Holger Way					
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: 5 Jun 2012 << 7:55:00 AM												
Base Vol:	141	1129	8	12	939	157	544	1	387	7	1	8
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:	141	1129	8	12	939	157	544	1	387	7	1	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	1129	8	12	939	157	544	1	387	7	1	8
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:	141	1129	8	12	939	157	544	1	387	7	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1129	8	12	939	157	544	1	387	7	1	8
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:	141	1129	8	12	939	157	544	1	387	7	1	8
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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.98	0.02	1.00	3.00	1.00	1.99	0.01	1.00	1.00	0.10	0.90
Final Sat.:	3150	5656	40	1750	5700	1750	3494	6	1750	1750	196	1569
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.20	0.01	0.16	0.09	0.16	0.16	0.22	0.00	0.01	0.01
Crit Moves:		****		****					****		****	
Green/Cycle:	0.14	0.29	0.29	0.09	0.25	0.25	0.32	0.32	0.32	0.13	0.13	0.13
Volume/Cap:	0.32	0.69	0.69	0.07	0.67	0.37	0.48	0.48	0.69	0.03	0.04	0.04
Delay/Veh:	29.5	24.8	24.8	31.2	26.9	24.0	20.7	20.7	25.6	28.3	28.4	28.4
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:	29.5	24.8	24.8	31.2	26.9	24.0	20.7	20.7	25.6	28.3	28.4	28.4
LOS by Move:	C	C	C	C	C	C	C+	C+	C	C	C	C
HCM2k95thQ:	4	17	17	1	13	6	11	11	18	0	0	0

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

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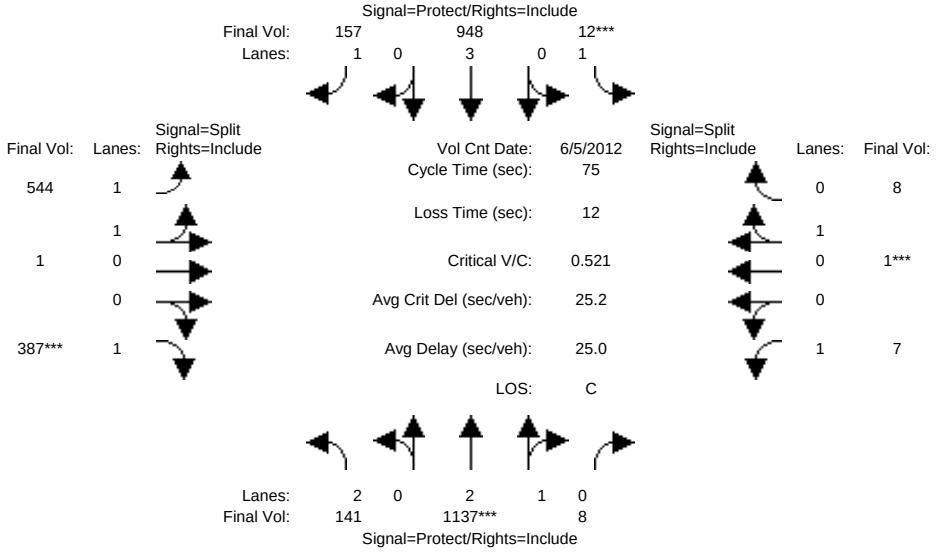
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #31: Holger Way and Zanker Rd



Street Name:	Zanker Rd						Holger Way					
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: 5 Jun 2012 << 7:55:00 AM												
Base Vol:	141	1129	8	12	939	157	544	1	387	7	1	8
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:	141	1129	8	12	939	157	544	1	387	7	1	8
Added Vol:	0	8	0	0	9	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	1137	8	12	948	157	544	1	387	7	1	8
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:	141	1137	8	12	948	157	544	1	387	7	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1137	8	12	948	157	544	1	387	7	1	8
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:	141	1137	8	12	948	157	544	1	387	7	1	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.95	0.95
Lanes:	2.00	2.98	0.02	1.00	3.00	1.00	1.99	0.01	1.00	1.00	0.11	0.89
Final Sat.:	3150	5561	39	1750	5700	1750	3543	7	1750	1750	200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.20	0.01	0.17	0.09	0.15	0.15	0.22	0.00	0.01	0.01
Crit Moves:		****		****					****		****	
Green/Cycle:	0.14	0.29	0.29	0.09	0.25	0.25	0.32	0.32	0.32	0.13	0.13	0.13
Volume/Cap:	0.32	0.69	0.69	0.07	0.67	0.36	0.48	0.48	0.69	0.03	0.04	0.04
Delay/Veh:	29.5	24.8	24.8	31.2	26.7	23.8	20.9	20.9	26.1	28.3	28.4	28.4
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:	29.5	24.8	24.8	31.2	26.7	23.8	20.9	20.9	26.1	28.3	28.4	28.4
LOS by Move:	C	C	C	C	C	C	C+	C+	C	C	C	C
HCM2k95thQ:	4	17	17	1	13	6	11	11	18	0	0	0

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

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Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Existing AM LOS	Existing AM Avg Del (sec)	Existing AM Crit V/C	Existing AM Avg Crit Del (sec)	E+P AM LOS	E+P AM Avg Del (sec)	E+P AM Crit V/C	E+P AM Crit V/C Change	E+P AM Avg Crit Del (sec)	E+P AM Avg Crit Del Change
#1	McCarthy Blvd and Dixon Landing Rd	B+	11.3	0.422	11.9	B+	11.5	0.430	+ 0.008	12.0	+ 0.1
#7	Ranch Drive and Project Entrance	B	13.7	0.075	15.4	B+	11.6	0.119	+ 0.043	14.3	- 1.1
#8	McCarthy Blvd and Ranch Dr (South)	B	17.7	0.413	18.8	B-	18.3	0.441	+ 0.028	20.0	+ 1.2
#9	McCarthy Blvd and SR-237 WB Ramps	B-	19.3	0.557	22.4	B-	19.5	0.611	+ 0.054	23.7	+ 1.4
#16	McCarthy Blvd and Bellew Dr	C+	21.7	0.593	23.4	C+	21.7	0.602	+ 0.009	23.6	+ 0.1
#17	McCarthy Blvd and Alder Dr	B	13.2	0.553	14.6	B	13.4	0.569	+ 0.015	14.9	+ 0.3
#19	Tasman Dr and Alder Dr	B	13.4	0.469	18.5	B	13.5	0.476	+ 0.007	18.8	+ 0.3
#28	McCarthy Blvd and Montague Expwy	C-	32.9	0.789	32.9	C-	33.4	0.796	+ 0.008	33.7	+ 0.8

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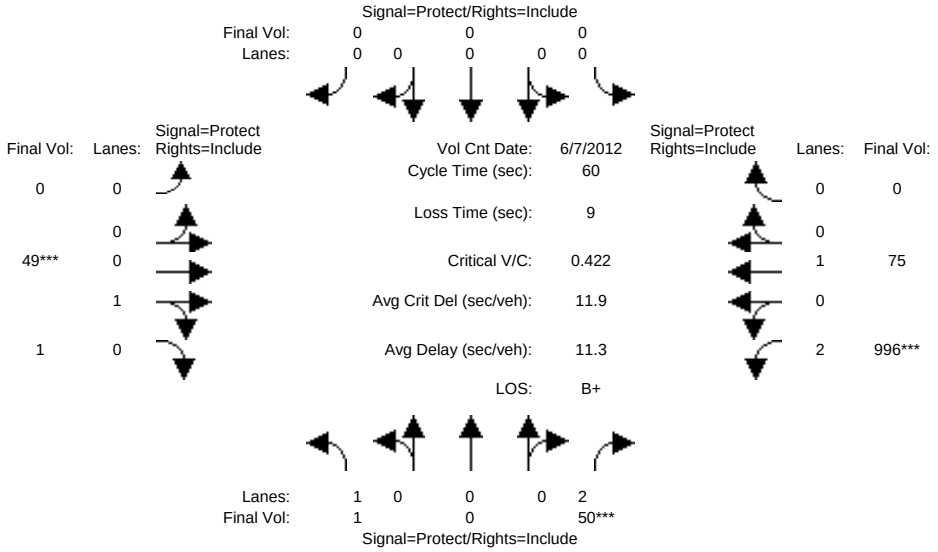
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	1	0	50	0	0	0	0	49	1	996	75	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:	1	0	50	0	0	0	0	49	1	996	75	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	50	0	0	0	0	49	1	996	75	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:	1	0	50	0	0	0	0	49	1	996	75	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	50	0	0	0	0	49	1	996	75	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:	1	0	50	0	0	0	0	49	1	996	75	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.98	0.02	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1859	38	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.03	0.03	0.32	0.04	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.17	0.17	0.52	0.68	0.00
Volume/Cap:	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.16	0.16	0.61	0.06	0.00
Uniform Del:	20.8	0.0	21.2	0.0	0.0	0.0	0.0	21.4	21.4	10.2	3.1	0.0
IncremntDel:	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.2	0.2	0.7	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	20.8	0.0	21.2	0.0	0.0	0.0	0.0	21.6	21.6	10.9	3.2	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:	20.8	0.0	21.2	0.0	0.0	0.0	0.0	21.6	21.6	10.9	3.2	0.0
LOS by Move:	C+	A	C+	A	A	A	A	C+	C+	B+	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	1	8	0	0

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

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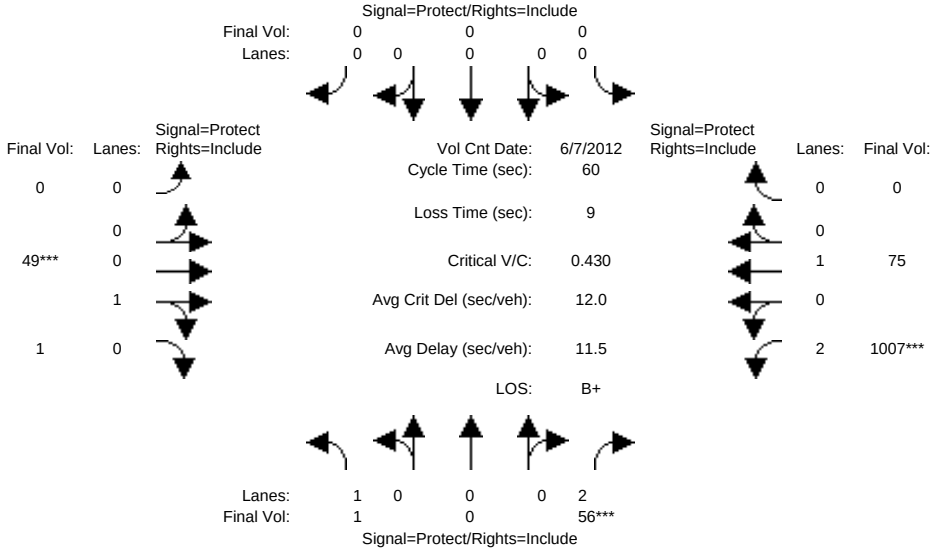
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #1: McCarthy Blvd and Dixon Landing Rd




```
Street Name:          McCarthy Blvd                    Dixon Landing Rd
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: 7 Jun 2012 << 8:00:00 AM
Base Vol:       1    0    50     0    0     0     0   49     1   996   75     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:    1    0    50     0    0     0     0   49     1   996   75     0
Added Vol:      0    0     6     0    0     0     0    0     0    11    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1    0    56     0    0     0     0   49     1  1007   75     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:     1    0    56     0    0     0     0   49     1  1007   75     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1    0    56     0    0     0     0   49     1  1007   75     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:    1    0    56     0    0     0     0   49     1  1007   75     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 1.00  0.92  0.92 0.95  0.95  0.83 1.00  0.92
Lanes:       1.00 0.00  2.00  0.00 0.00  0.00  0.00 0.98  0.02  2.00 1.00  0.00
Final Sat.:  1750    0  3150     0    0     0     0 1764    36  3150 1900     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.02  0.00 0.00  0.00  0.00 0.03  0.03  0.32 0.04  0.00
Crit Moves:              ****                          ****        ****
Green/Cycle: 0.17 0.00  0.17  0.00 0.00  0.00  0.00 0.17  0.17  0.52 0.68  0.00
Volume/Cap:  0.00 0.00  0.11  0.00 0.00  0.00  0.00 0.17  0.17  0.62 0.06  0.00
Delay/Veh:   20.8  0.0  21.3   0.0  0.0   0.0   0.0 21.7  21.7  11.0  3.2   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:  20.8  0.0  21.3   0.0  0.0   0.0   0.0 21.7  21.7  11.0  3.2   0.0
LOS by Move:   C+    A    C+     A    A     A     A   C+    C+    B+    A     A
HCM2kAvgQ:      0    0     1     0    0     0     0    1     1     8    0     0
Note: Queue reported is the number of cars per lane.
```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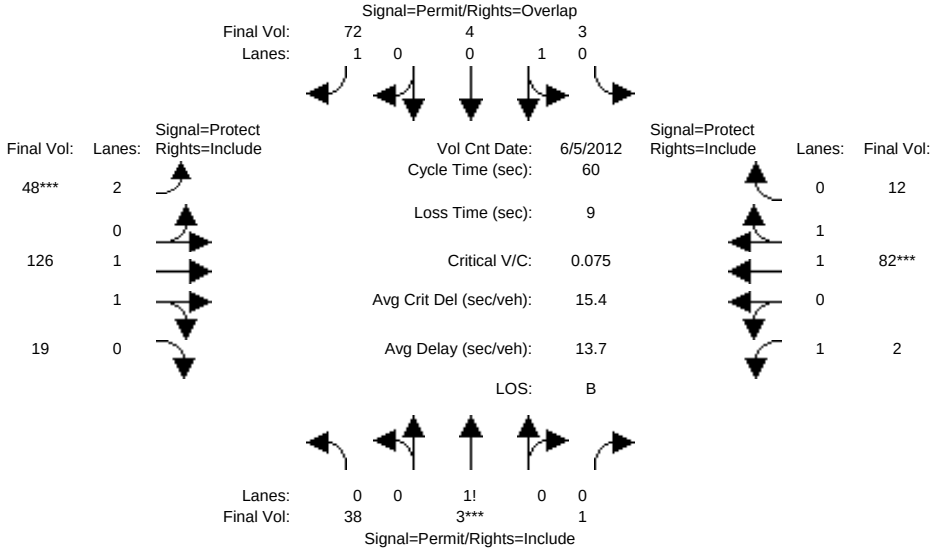
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #7: Ranch Drive and Project Entrance




```
Street Name:         Project Entrance                    Ranch Drive
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 5 Jun 2012 << 8:00:00 AM
Base Vol:      38    3     1     3    4    72    48  126    19     2   82    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:   38    3     1     3    4    72    48  126    19     2   82    12
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   38    3     1     3    4    72    48  126    19     2   82    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:    38    3     1     3    4    72    48  126    19     2   82    12
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   38    3     1     3    4    72    48  126    19     2   82    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:   38    3     1     3    4    72    48  126    19     2   82    12
------------|---------------||---------------||---------------||---------------|
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  0.83 1.00  0.92  0.92 1.00  0.92
Lanes:       0.91 0.07  0.02  0.45 0.55  1.00  2.00 1.72  0.28  1.00 1.73  0.27
Final Sat.:  1592  126    42   785 1047  1750  3150 3265   492  1750 3279   480
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.02  0.02  0.00 0.00  0.04  0.02 0.04  0.04  0.00 0.03  0.03
Crit Moves:        ****                        ****                    ****
Green/Cycle: 0.32 0.32  0.32  0.32 0.32  0.52  0.20 0.31  0.31  0.22 0.33  0.33
Volume/Cap:  0.08 0.08  0.08  0.01 0.01  0.08  0.08 0.12  0.12  0.01 0.08  0.08
Uniform Del: 14.4 14.4  14.4  14.1 14.1   7.3  19.4 14.7  14.7  18.3 13.7  13.7
IncremntDel:  0.1  0.1   0.1   0.0  0.0   0.0   0.1  0.0   0.0   0.0  0.0   0.0
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Delay/Veh:   14.4 14.4  14.4  14.1 14.1   7.3  19.4 14.7  14.7  18.3 13.8  13.8
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:  14.4 14.4  14.4  14.1 14.1   7.3  19.4 14.7  14.7  18.3 13.8  13.8
LOS by Move:    B    B     B     B    B     A    B-    B     B    B-    B     B
HCM2kAvgQ:      1    1     1     0    0     1     0    1     1     0    1     1
Note: Queue reported is the number of cars per lane.
```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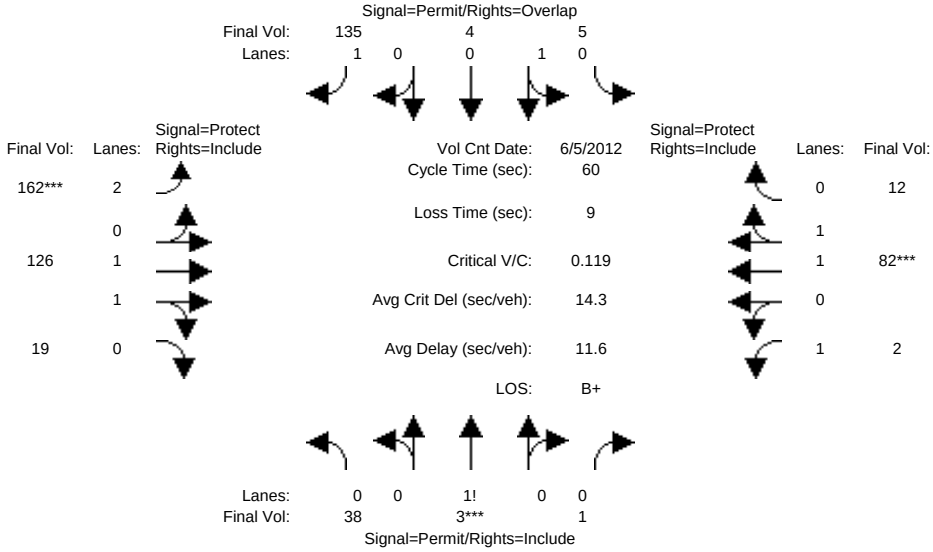
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	38	3	1	3	4	72	48	126	19	2	82	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:	38	3	1	3	4	72	48	126	19	2	82	12
Added Vol:	0	0	0	0	0	59	109	0	0	0	0	0
Pass-by/Div:	0	0	0	2	0	4	5	0	0	0	0	0
Initial Fut:	38	3	1	5	4	135	162	126	19	2	82	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:	38	3	1	5	4	135	162	126	19	2	82	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	3	1	5	4	135	162	126	19	2	82	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:	38	3	1	5	4	135	162	126	19	2	82	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.83	0.98	0.95	0.92	0.98	0.95
Lanes:	0.91	0.07	0.02	0.56	0.44	1.00	2.00	1.73	0.27	1.00	1.74	0.26
Final Sat.:	1583	125	42	1000	800	1750	3150	3215	485	1750	3227	472
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.01	0.01	0.08	0.05	0.04	0.04	0.00	0.03	0.03
Crit Moves:		****					****				****	
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.64	0.43	0.38	0.38	0.27	0.21	0.21
Volume/Cap:	0.12	0.12	0.12	0.02	0.02	0.12	0.12	0.10	0.10	0.00	0.12	0.12
Delay/Veh:	19.7	19.7	19.7	19.2	19.2	4.4	10.2	12.0	12.0	16.2	19.1	19.1
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:	19.7	19.7	19.7	19.2	19.2	4.4	10.2	12.0	12.0	16.2	19.1	19.1
LOS by Move:	B-	B-	B-	B-	B-	A	B+	B+	B+	B	B-	B-
HCM2kAvgQ:	1	1	1	0	0	1	1	1	1	0	1	1

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

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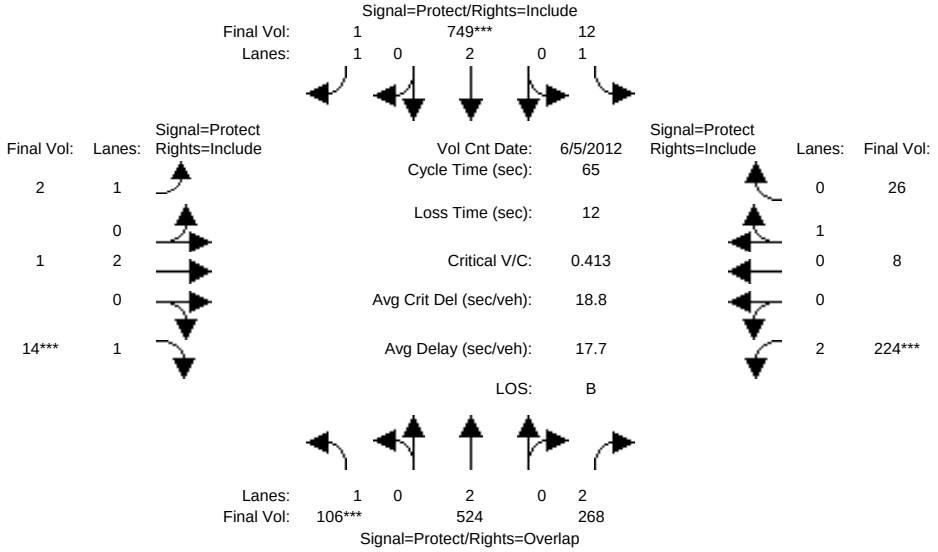
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #8: McCarthy Blvd and Ranch Dr (South)



Street Name:	McCarthy Blvd						Ranch Dr (South)					
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: 5 Jun 2012 << 8:00:00 AM

Base Vol:	106	524	268	12	749	1	2	1	14	224	8	26
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:	106	524	268	12	749	1	2	1	14	224	8	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	524	268	12	749	1	2	1	14	224	8	26
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:	106	524	268	12	749	1	2	1	14	224	8	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	524	268	12	749	1	2	1	14	224	8	26
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:	106	524	268	12	749	1	2	1	14	224	8	26

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.22	0.78
Final Sat.:	1750	3800	3150	1750	3800	1750	1750	3800	1750	3150	420	1364

Capacity Analysis Module:

Vol/Sat:	0.06	0.14	0.09	0.01	0.20	0.00	0.00	0.00	0.01	0.07	0.02	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.12	0.30	0.45	0.21	0.40	0.40	0.12	0.15	0.15	0.14	0.17	0.17
Volume/Cap:	0.50	0.45	0.19	0.03	0.50	0.00	0.01	0.00	0.05	0.50	0.11	0.11
Uniform Del:	26.7	18.2	10.8	20.2	14.7	11.8	25.1	23.3	23.5	25.7	22.6	22.6
IncremntDel:	1.8	0.3	0.1	0.0	0.3	0.0	0.0	0.0	0.1	0.9	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.5	18.5	10.9	20.3	15.0	11.8	25.1	23.3	23.5	26.6	22.7	22.7
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:	28.5	18.5	10.9	20.3	15.0	11.8	25.1	23.3	23.5	26.6	22.7	22.7
LOS by Move:	C	B-	B+	C+	B	B+	C	C	C	C	C+	C+
HCM2kAvgQ:	2	4	2	0	6	0	0	0	0	3	1	1

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

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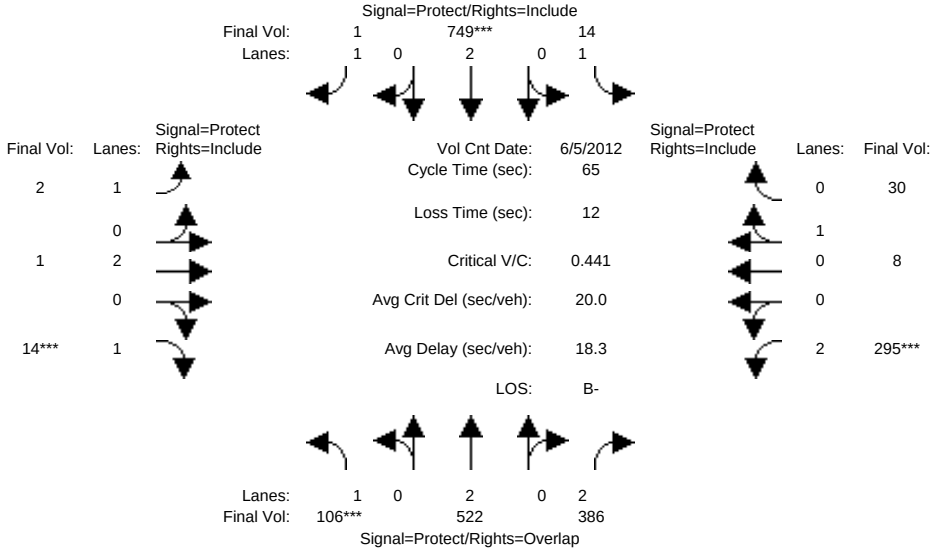
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #8: McCarthy Blvd and Ranch Dr (South)

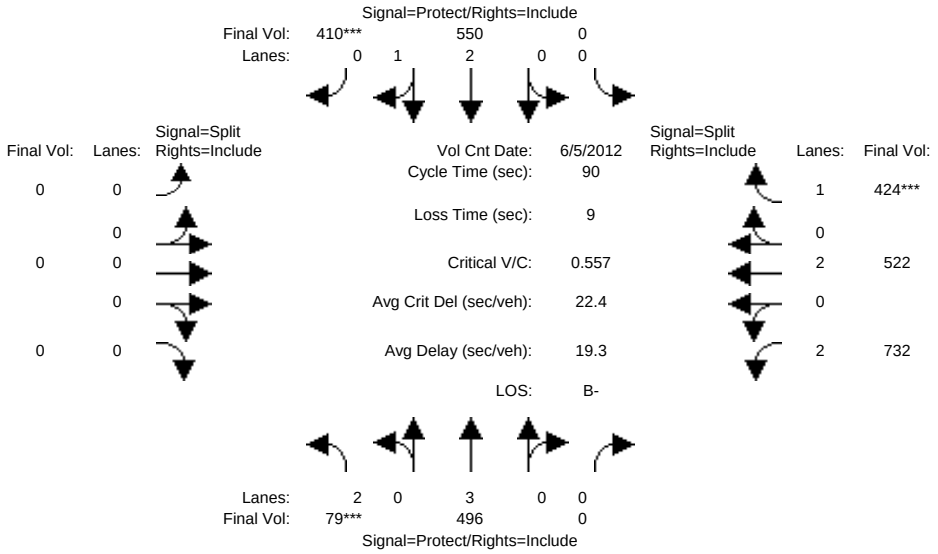



```
Street Name:          McCarthy Blvd                    Ranch Dr (South)
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
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: 5 Jun 2012 << 8:00:00 AM
Base Vol:     106  524   268    12  749     1     2    1    14   224    8    26
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:  106  524   268    12  749     1     2    1    14   224    8    26
Added Vol:      0    0   113     2    0     0     0    0     0    69    0     2
Pass-by/Div:    0   -2     5     0    0     0     0    0     0     2    0     2
Initial Fut:  106  522   386    14  749     1     2    1    14   295    8    30
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:   106  522   386    14  749     1     2    1    14   295    8    30
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  106  522   386    14  749     1     2    1    14   295    8    30
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:  106  522   386    14  749     1     2    1    14   295    8    30
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 1.00  0.92  0.92 1.00  0.92  0.83 0.95  0.95
Lanes:       1.00 2.00  2.00  1.00 2.00  1.00  1.00 2.00  1.00  2.00 0.21  0.79
Final Sat.:  1750 3800  3150  1750 3800  1750  1750 3800  1750  3150  379  1421
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.14  0.12  0.01 0.20  0.00  0.00 0.00  0.01  0.09 0.02  0.02
Crit Moves:  ****                 ****                    ****  ****
Green/Cycle: 0.11 0.29  0.46  0.20 0.37  0.37  0.14 0.15  0.15  0.18 0.19  0.19
Volume/Cap:  0.53 0.48  0.27  0.04 0.53  0.00  0.01 0.00  0.05  0.53 0.11  0.11
Delay/Veh:   29.9 19.6  10.8  21.0 16.4  12.9  24.3 23.3  23.5  25.3 21.7  21.7
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:  29.9 19.6  10.8  21.0 16.4  12.9  24.3 23.3  23.5  25.3 21.7  21.7
LOS by Move:    C   B-    B+    C+    B     B     C    C     C     C   C+    C+
HCM2kAvgQ:      2    4     3     0    6     0     0    0     0     3    1     1
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
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	0	0	0	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	79	496	0	0	550	410	0	0	0	732	522	424
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:	79	496	0	0	550	410	0	0	0	732	522	424
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	496	0	0	550	410	0	0	0	732	522	424
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:	79	496	0	0	550	410	0	0	0	732	522	424
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	496	0	0	550	410	0	0	0	732	522	424
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:	79	496	0	0	550	410	0	0	0	732	522	424
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	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3800	1750	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.00	0.00	0.14	0.23	0.00	0.00	0.00	0.23	0.14	0.24
Crit Moves:	****					****						****
Green/Cycle:	0.08	0.48	0.00	0.00	0.40	0.40	0.00	0.00	0.00	0.42	0.42	0.42
Volume/Cap:	0.32	0.18	0.00	0.00	0.36	0.58	0.00	0.00	0.00	0.56	0.33	0.58
Uniform Del:	39.3	13.2	0.0	0.0	18.7	20.9	0.0	0.0	0.0	19.9	17.7	20.1
IncremntDel:	0.8	0.0	0.0	0.0	0.1	0.5	0.0	0.0	0.0	0.5	0.1	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	40.0	13.3	0.0	0.0	18.8	21.4	0.0	0.0	0.0	20.4	17.8	21.3
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:	40.0	13.3	0.0	0.0	18.8	21.4	0.0	0.0	0.0	20.4	17.8	21.3
LOS by Move:	D	B	A	A	B-	C+	A	A	A	C+	B	C+
HCM2kAvgQ:	1	2	0	0	5	9	0	0	0	9	5	9

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

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Pacific Mall - Silicon Valley
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Existing plus Project - AM Peak Hour

Level Of Service Computation Report
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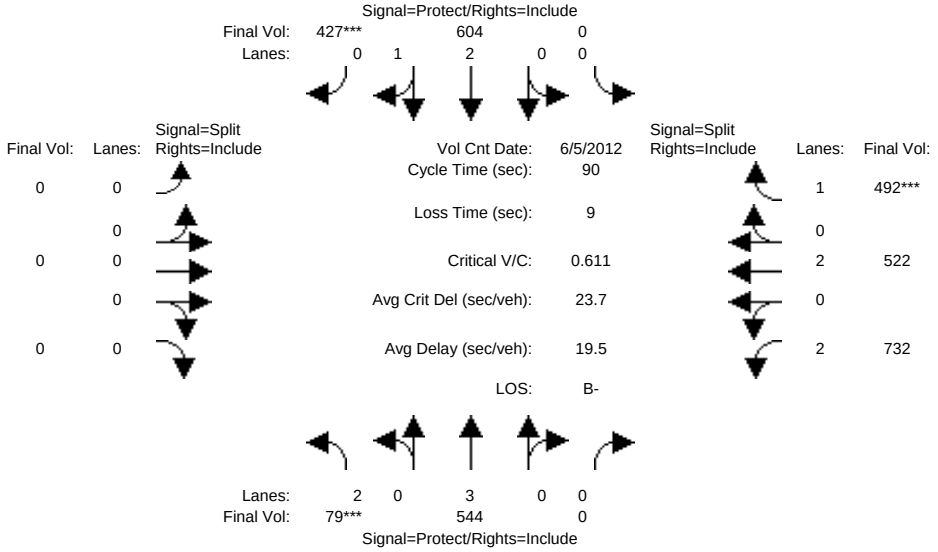
E+P AM

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
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	0	0	0	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	79	496	0	0	550	410	0	0	0	732	522	424
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:	79	496	0	0	550	410	0	0	0	732	522	424
Added Vol:	0	47	0	0	53	16	0	0	0	0	0	66
Pass-by/Div:	0	1	0	0	1	1	0	0	0	0	0	2
Initial Fut:	79	544	0	0	604	427	0	0	0	732	522	492
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:	79	544	0	0	604	427	0	0	0	732	522	492
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	544	0	0	604	427	0	0	0	732	522	492
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:	79	544	0	0	604	427	0	0	0	732	522	492
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	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3800	1750	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.00	0.00	0.16	0.24	0.00	0.00	0.00	0.23	0.14	0.28
Crit Moves:	****					****						****
Green/Cycle:	0.08	0.46	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.44	0.44	0.44
Volume/Cap:	0.32	0.21	0.00	0.00	0.42	0.64	0.00	0.00	0.00	0.53	0.31	0.64
Delay/Veh:	40.0	14.6	0.0	0.0	20.5	23.6	0.0	0.0	0.0	18.8	16.5	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.0	14.6	0.0	0.0	20.5	23.6	0.0	0.0	0.0	18.8	16.5	21.4
LOS by Move:	D	B	A	A	C+	C	A	A	A	B-	B	C+
HCM2kAvgQ:	1	3	0	0	6	10	0	0	0	9	4	11

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

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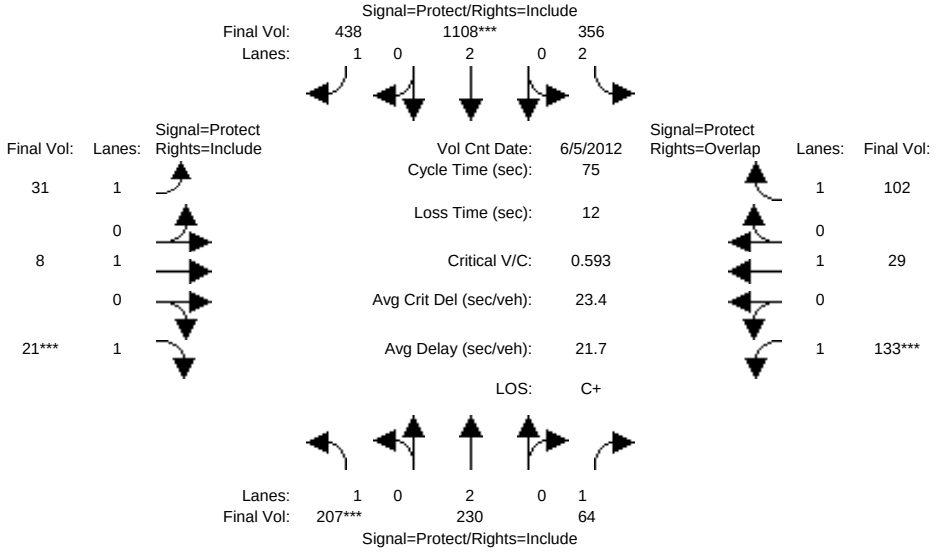
Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	207	230	64	356	1108	438	31	8	21	133	29	102
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:	207	230	64	356	1108	438	31	8	21	133	29	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	230	64	356	1108	438	31	8	21	133	29	102
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:	207	230	64	356	1108	438	31	8	21	133	29	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	230	64	356	1108	438	31	8	21	133	29	102
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:	207	230	64	356	1108	438	31	8	21	133	29	102
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	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.06	0.04	0.11	0.29	0.25	0.02	0.00	0.01	0.08	0.02	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.17	0.32	0.32	0.27	0.42	0.42	0.10	0.13	0.13	0.11	0.14	0.42
Volume/Cap:	0.69	0.19	0.11	0.41	0.69	0.59	0.18	0.03	0.09	0.69	0.11	0.14
Uniform Del:	29.2	18.3	17.9	22.3	17.6	16.6	30.9	28.3	28.5	32.1	27.9	13.5
IncremntDel:	6.5	0.1	0.1	0.3	1.3	1.3	0.5	0.1	0.2	9.9	0.2	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	35.7	18.4	17.9	22.6	18.8	17.9	31.4	28.3	28.7	42.1	28.1	13.6
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:	35.7	18.4	17.9	22.6	18.8	17.9	31.4	28.3	28.7	42.1	28.1	13.6
LOS by Move:	D+	B-	B	C+	B-	B	C	C	C	D	C	B
HCM2kAvgQ:	5	2	1	4	10	8	1	0	1	5	1	2

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

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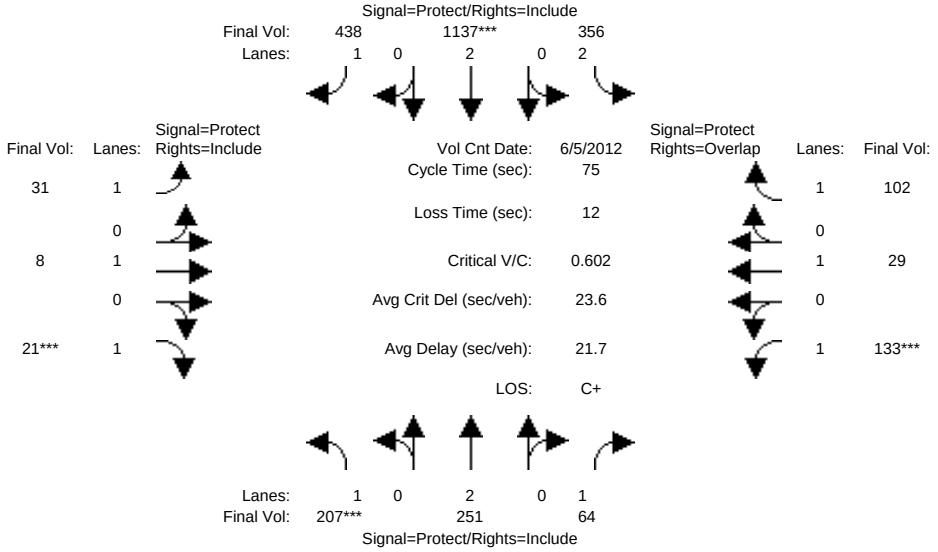
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	207	230	64	356	1108	438	31	8	21	133	29	102
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:	207	230	64	356	1108	438	31	8	21	133	29	102
Added Vol:	0	21	0	0	28	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	207	251	64	356	1137	438	31	8	21	133	29	102
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:	207	251	64	356	1137	438	31	8	21	133	29	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	251	64	356	1137	438	31	8	21	133	29	102
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:	207	251	64	356	1137	438	31	8	21	133	29	102
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	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.07	0.04	0.11	0.30	0.25	0.02	0.00	0.01	0.08	0.02	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.17	0.32	0.32	0.27	0.43	0.43	0.10	0.13	0.13	0.11	0.14	0.42
Volume/Cap:	0.70	0.20	0.11	0.41	0.70	0.58	0.18	0.03	0.09	0.70	0.11	0.14
Delay/Veh:	36.5	18.5	17.9	22.6	18.8	17.5	31.4	28.3	28.7	43.1	28.2	13.6
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:	36.5	18.5	17.9	22.6	18.8	17.5	31.4	28.3	28.7	43.1	28.2	13.6
LOS by Move:	D+	B-	B	C+	B-	B	C	C	C	D	C	B
HCM2kAvgQ:	5	2	1	4	10	8	1	0	1	5	1	2

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

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Pacific Mall - Silicon Valley
SJ12-1361
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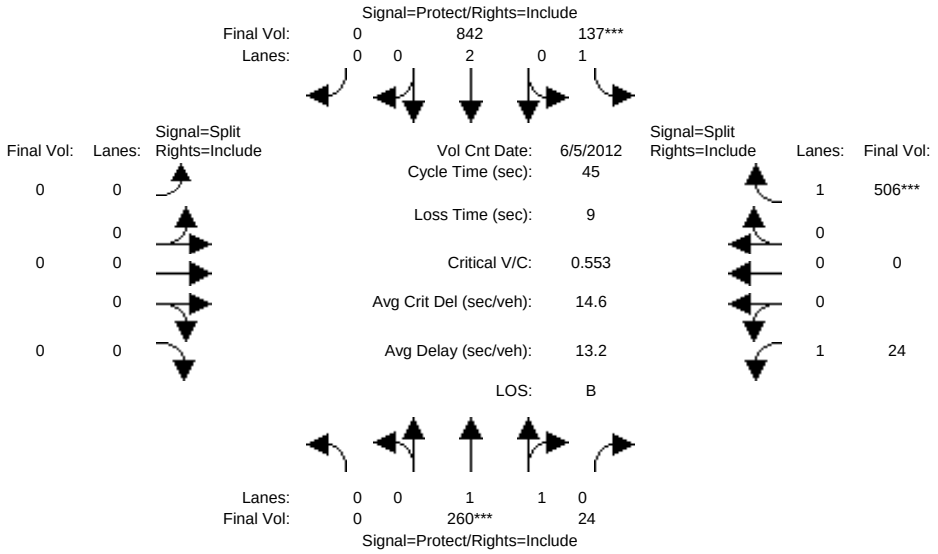
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	0	260	24	137	842	0	0	0	0	24	0	506
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	260	24	137	842	0	0	0	0	24	0	506
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	260	24	137	842	0	0	0	0	24	0	506
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	260	24	137	842	0	0	0	0	24	0	506
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	260	24	137	842	0	0	0	0	24	0	506
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	260	24	137	842	0	0	0	0	24	0	506
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.82	0.18	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3454	319	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.08	0.22	0.00	0.00	0.00	0.00	0.01	0.00	0.29
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.22	0.22	0.16	0.38	0.00	0.00	0.00	0.00	0.42	0.00	0.42
Volume/Cap:	0.00	0.34	0.34	0.50	0.59	0.00	0.00	0.00	0.00	0.03	0.00	0.68
Uniform Del:	0.0	14.7	14.7	17.4	11.2	0.0	0.0	0.0	0.0	7.6	0.0	10.6
IncremntDel:	0.0	0.2	0.2	1.5	0.6	0.0	0.0	0.0	0.0	0.0	0.0	2.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	15.0	15.0	18.9	11.8	0.0	0.0	0.0	0.0	7.6	0.0	13.2
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	15.0	15.0	18.9	11.8	0.0	0.0	0.0	0.0	7.6	0.0	13.2
LOS by Move:	A	B	B	B-	B+	A	A	A	A	A	A	B
HCM2kAvgQ:	0	2	2	2	5	0	0	0	0	0	0	6

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

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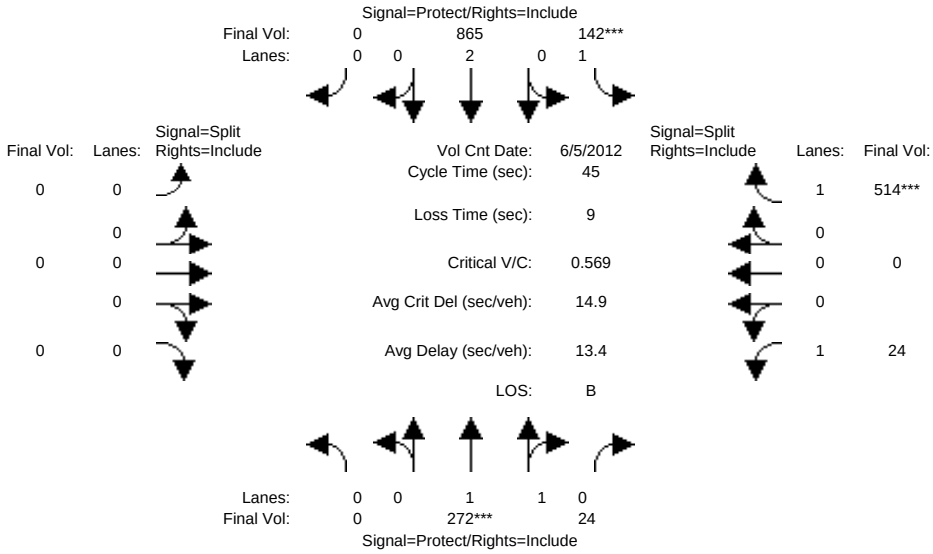
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	0	260	24	137	842	0	0	0	0	24	0	506
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	260	24	137	842	0	0	0	0	24	0	506
Added Vol:	0	12	0	5	22	0	0	0	0	0	0	8
Pass-by/Div:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	0	272	24	142	865	0	0	0	0	24	0	514
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	272	24	142	865	0	0	0	0	24	0	514
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	272	24	142	865	0	0	0	0	24	0	514
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	272	24	142	865	0	0	0	0	24	0	514
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.83	0.17	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3400	300	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.08	0.23	0.00	0.00	0.00	0.00	0.01	0.00	0.29
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.22	0.22	0.16	0.38	0.00	0.00	0.00	0.00	0.42	0.00	0.42
Volume/Cap:	0.00	0.36	0.36	0.52	0.60	0.00	0.00	0.00	0.00	0.03	0.00	0.70
Delay/Veh:	0.0	15.1	15.1	19.3	12.0	0.0	0.0	0.0	0.0	7.6	0.0	13.5
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	15.1	15.1	19.3	12.0	0.0	0.0	0.0	0.0	7.6	0.0	13.5
LOS by Move:	A	B	B	B-	B	A	A	A	A	A	A	B
HCM2kAvgQ:	0	2	2	2	5	0	0	0	0	0	0	6

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

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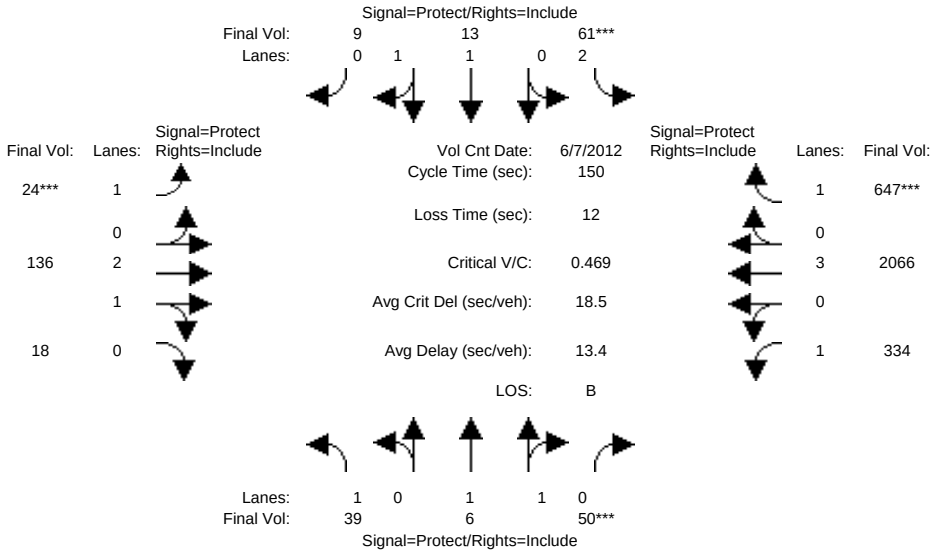
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	39	6	50	61	13	9	24	136	18	334	2066	647
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	6	50	61	13	9	24	136	18	334	2066	647
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	6	50	61	13	9	24	136	18	334	2066	647
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	6	50	61	13	9	24	136	18	334	2066	647
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	6	50	61	13	9	24	136	18	334	2066	647
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	6	50	61	13	9	24	136	18	334	2066	647
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	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.14	0.86	1.00	2.62	0.38	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	2169	1502	1750	4984	660	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.02	0.01	0.01	0.01	0.03	0.03	0.19	0.36	0.37
Crit Moves:			****	****			****					****
Green/Cycle:	0.05	0.07	0.07	0.05	0.07	0.07	0.05	0.21	0.21	0.60	0.76	0.76
Volume/Cap:	0.48	0.05	0.43	0.41	0.09	0.09	0.29	0.13	0.13	0.32	0.48	0.49
Uniform Del:	69.7	65.5	67.3	69.5	65.7	65.7	69.1	48.3	48.3	15.0	6.8	6.9
IncremntDel:	4.4	0.0	2.3	1.9	0.2	0.2	2.0	0.1	0.1	0.2	0.1	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	74.1	65.6	69.5	71.4	65.9	65.9	71.1	48.3	48.3	15.2	6.9	7.1
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:	74.1	65.6	69.5	71.4	65.9	65.9	71.1	48.3	48.3	15.2	6.9	7.1
LOS by Move:	E	E	E	E	E	E	E	D	D	B	A	A
HCM2kAvgQ:	3	0	3	2	0	0	1	2	2	8	11	12

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

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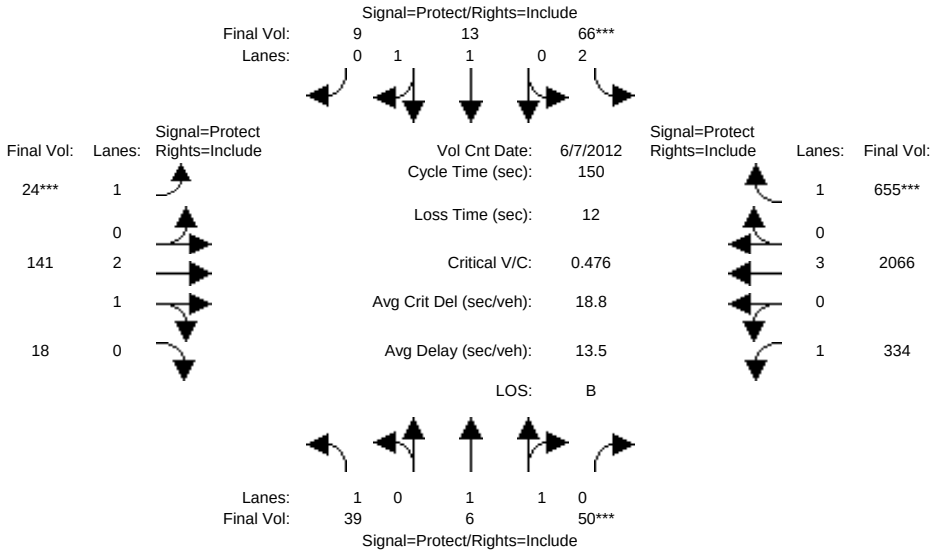
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	39	6	50	61	13	9	24	136	18	334	2066	647
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	6	50	61	13	9	24	136	18	334	2066	647
Added Vol:	0	0	0	5	0	0	0	4	0	0	0	8
Pass-by/Div:	0	0	0	0	0	0	0	1	0	0	0	0
Initial Fut:	39	6	50	66	13	9	24	141	18	334	2066	655
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	6	50	66	13	9	24	141	18	334	2066	655
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	6	50	66	13	9	24	141	18	334	2066	655
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	6	50	66	13	9	24	141	18	334	2066	655
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	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.16	0.84	1.00	2.65	0.35	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	2185	1513	1750	4965	634	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.02	0.01	0.01	0.01	0.03	0.03	0.19	0.36	0.37
Crit Moves:			****	****			****					****
Green/Cycle:	0.05	0.07	0.07	0.05	0.07	0.07	0.05	0.21	0.21	0.60	0.76	0.76
Volume/Cap:	0.48	0.05	0.43	0.45	0.09	0.09	0.29	0.14	0.14	0.32	0.48	0.49
Delay/Veh:	74.1	65.6	69.5	71.8	65.9	65.9	71.1	48.4	48.4	15.2	6.9	7.2
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:	74.1	65.6	69.5	71.8	65.9	65.9	71.1	48.4	48.4	15.2	6.9	7.2
LOS by Move:	E	E	E	E	E	E	E	D	D	B	A	A
HCM2kAvgQ:	3	0	3	2	0	0	1	2	2	8	11	12

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

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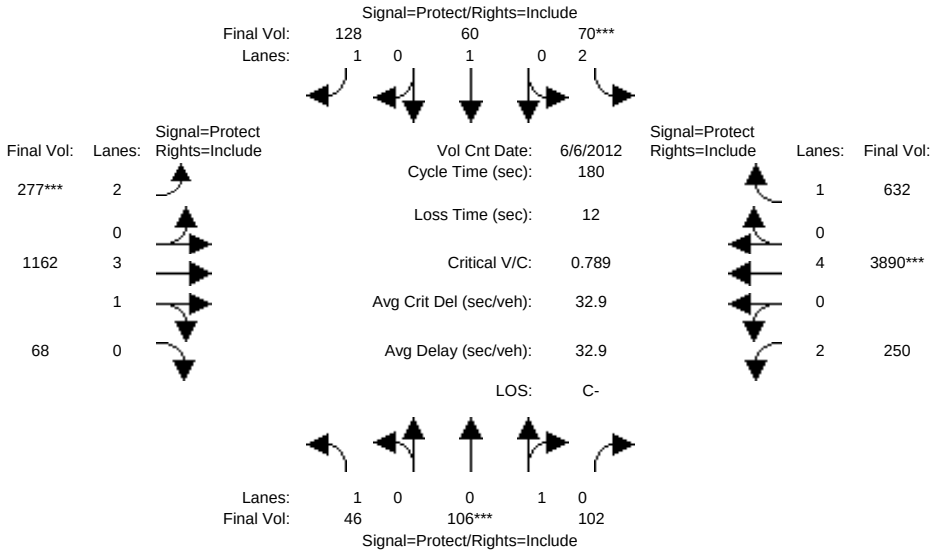
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
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: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	46	106	102	70	60	128	277	1162	68	250	3890	632
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:	46	106	102	70	60	128	277	1162	68	250	3890	632
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	106	102	70	60	128	277	1162	68	250	3890	632
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:	46	106	102	70	60	128	277	1162	68	250	3890	632
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	106	102	70	60	128	277	1162	68	250	3890	632
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:	46	106	102	70	60	128	277	1162	68	250	3890	632
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	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.49	0.51	2.00	1.00	1.00	2.00	3.76	0.24	2.00	4.00	1.00
Final Sat.:	1750	929	894	3150	1900	1750	3150	7146	418	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.02	0.03	0.07	0.09	0.16	0.16	0.08	0.51	0.36
Crit Moves:		****		****			****				****	
Green/Cycle:	0.06	0.14	0.14	0.04	0.12	0.12	0.11	0.51	0.51	0.25	0.64	0.64
Volume/Cap:	0.42	0.80	0.80	0.57	0.27	0.62	0.80	0.32	0.32	0.32	0.80	0.56
Uniform Del:	81.1	74.6	74.6	85.0	72.2	75.4	78.1	26.3	26.3	55.5	23.7	18.1
IncremntDel:	2.5	15.8	15.8	6.3	0.6	5.5	12.2	0.0	0.0	0.2	1.0	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	83.7	90.4	90.4	91.4	72.8	80.9	90.4	26.4	26.4	55.7	24.7	18.8
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:	83.7	90.4	90.4	91.4	72.8	80.9	90.4	26.4	26.4	55.7	24.7	18.8
LOS by Move:	F	F	F	F	E	F	F	C	C	E+	C	B-
HCM2kAvgQ:	3	13	13	2	3	7	9	10	10	7	39	21

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

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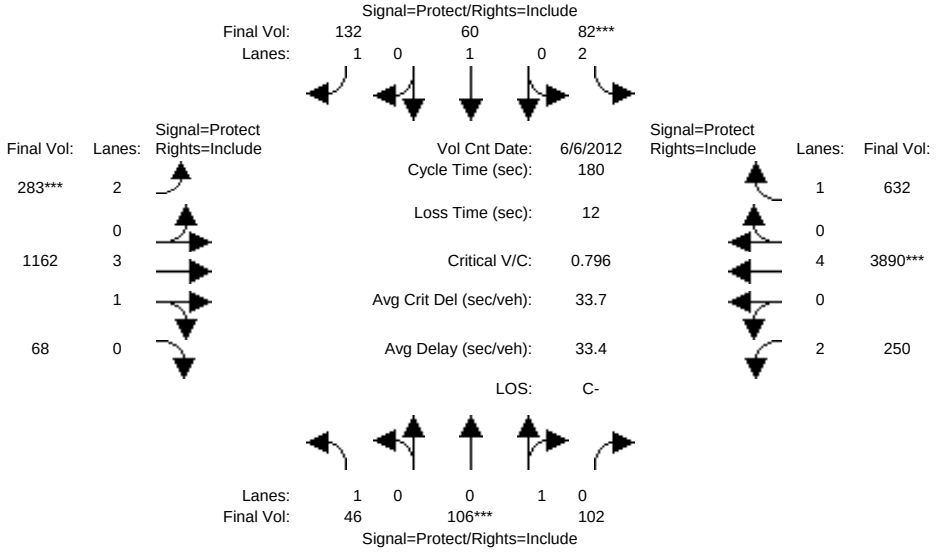
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
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: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	46	106	102	70	60	128	277	1162	68	250	3890	632
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:	46	106	102	70	60	128	277	1162	68	250	3890	632
Added Vol:	0	0	0	11	0	4	6	0	0	0	0	0
Pass-by/Div:	0	0	0	1	0	0	0	0	0	0	0	0
Initial Fut:	46	106	102	82	60	132	283	1162	68	250	3890	632
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:	46	106	102	82	60	132	283	1162	68	250	3890	632
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	106	102	82	60	132	283	1162	68	250	3890	632
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:	46	106	102	82	60	132	283	1162	68	250	3890	632
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.51	0.49	2.00	1.00	1.00	2.00	3.77	0.23	2.00	4.00	1.00
Final Sat.:	1750	917	883	3150	1900	1750	3150	7085	415	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.03	0.03	0.08	0.09	0.16	0.16	0.08	0.51	0.36
Crit Moves:		****		****			****				****	
Green/Cycle:	0.06	0.14	0.14	0.04	0.12	0.12	0.11	0.51	0.51	0.24	0.64	0.64
Volume/Cap:	0.42	0.80	0.80	0.67	0.26	0.62	0.80	0.32	0.32	0.32	0.80	0.57
Delay/Veh:	83.9	90.8	90.8	98.8	72.5	81.0	90.3	26.4	26.4	56.0	25.1	19.1
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:	83.9	90.8	90.8	98.8	72.5	81.0	90.3	26.4	26.4	56.0	25.1	19.1
LOS by Move:	F	F	F	F	E	F	F	C	C	E+	C	B-
HCM2kAvgQ:	3	13	13	3	3	7	10	10	10	7	40	21

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

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Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		???				Existing MID				E+P MID						???			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#7	Ranch Drive and Project Entrance	?	xx.x	x.xxx	xx.x	B	17.7	0.466	16.7	B-	19.1	0.590	+ 0.124	19.1	+ 2.3	?	xx.x	x.xxx	xx.x
#8	McCarthy Blvd and Ranch Dr (South)	?	xx.x	x.xxx	xx.x	C	24.1	0.639	29.4	C	24.8	0.763	+ 0.123	30.4	+ 1.0	?	xx.x	x.xxx	xx.x
#9	McCarthy Blvd and SR-237 WB Ramps	?	xx.x	x.xxx	xx.x	C	25.8	0.884	32.6	E+	55.8	1.080	+ 0.196	76.5	+ 43.9	?	xx.x	x.xxx	xx.x

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Pacific Mall - Silicon Valley
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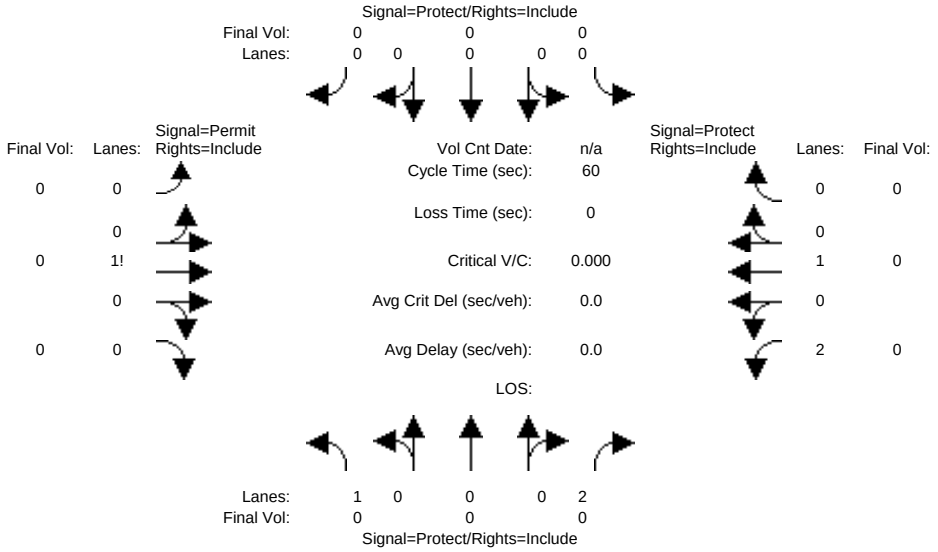
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing MID

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
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	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:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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Pacific Mall - Silicon Valley
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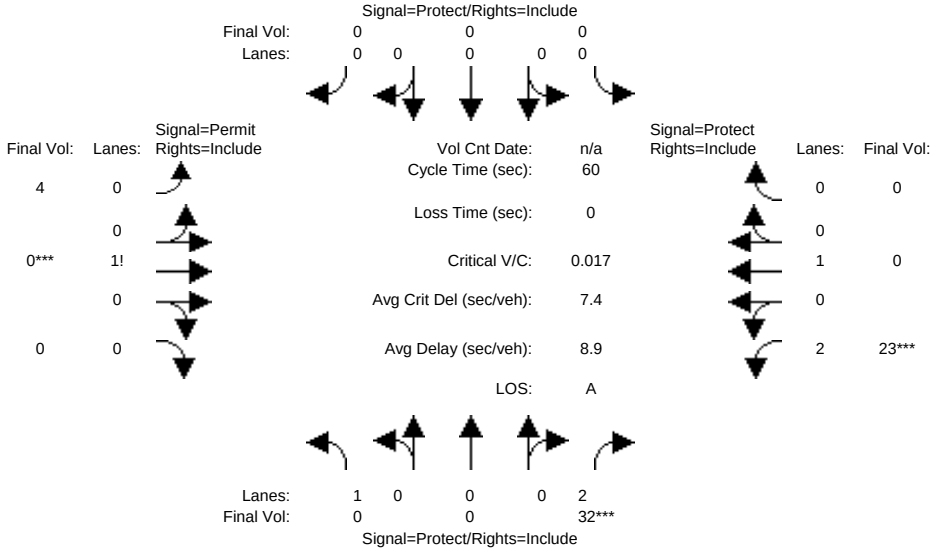
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
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	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:												
Base Vol:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	25	0	0	0	0	0	0	23	0	0
Pass-by/Div:	0	0	7	0	0	0	4	0	0	0	0	0
Initial Fut:	0	0	32	0	0	0	4	0	0	23	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:	0	0	32	0	0	0	4	0	0	23	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	32	0	0	0	4	0	0	23	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:	0	0	32	0	0	0	4	0	0	23	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	1750	0	0	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.00	0.00	0.58	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00
Volume/Cap:	0.00	0.00	0.02	0.00	0.00	0.00	0.03	0.00	0.00	0.02	0.00	0.00
Delay/Veh:	0.0	0.0	5.3	0.0	0.0	0.0	30.1	0.0	0.0	10.2	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:	0.0	0.0	5.3	0.0	0.0	0.0	30.1	0.0	0.0	10.2	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	A	B+	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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Pacific Mall - Silicon Valley
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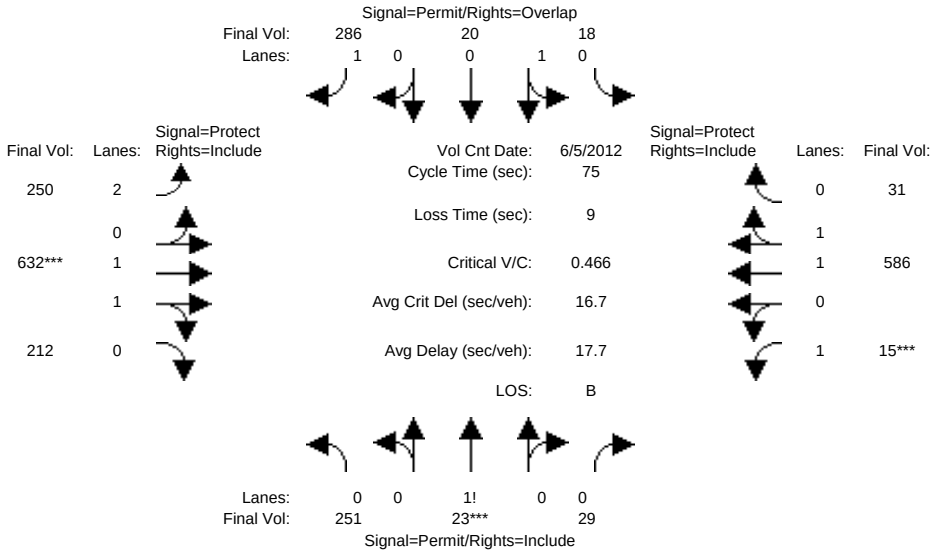
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing MID

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	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: 5 Jun 2012 << 12:15:00 PM												
Base Vol:	251	23	29	18	20	286	250	632	212	15	586	31
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:	251	23	29	18	20	286	250	632	212	15	586	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	251	23	29	18	20	286	250	632	212	15	586	31
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:	251	23	29	18	20	286	250	632	212	15	586	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	251	23	29	18	20	286	250	632	212	15	586	31
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:	251	23	29	18	20	286	250	632	212	15	586	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.83	0.98	0.95	0.92	0.98	0.95
Lanes:	0.83	0.08	0.09	0.47	0.53	1.00	2.00	1.48	0.52	1.00	1.90	0.10
Final Sat.:	1450	133	167	853	947	1750	3150	2770	929	1750	3514	186
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.02	0.02	0.16	0.08	0.23	0.23	0.01	0.17	0.17
Crit Moves:		****						****		****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.53	0.19	0.45	0.45	0.09	0.35	0.35
Volume/Cap:	0.51	0.51	0.51	0.06	0.06	0.31	0.41	0.51	0.51	0.09	0.48	0.48
Delay/Veh:	20.5	20.5	20.5	16.8	16.8	9.9	26.9	15.1	15.1	31.3	19.5	19.5
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:	20.5	20.5	20.5	16.8	16.8	9.9	26.9	15.1	15.1	31.3	19.5	19.5
LOS by Move:	C+	C+	C+	B	B	A	C	B	B	C	B-	B-
HCM2kAvgQ:	6	6	6	1	1	4	3	7	7	0	6	6

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

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Pacific Mall - Silicon Valley
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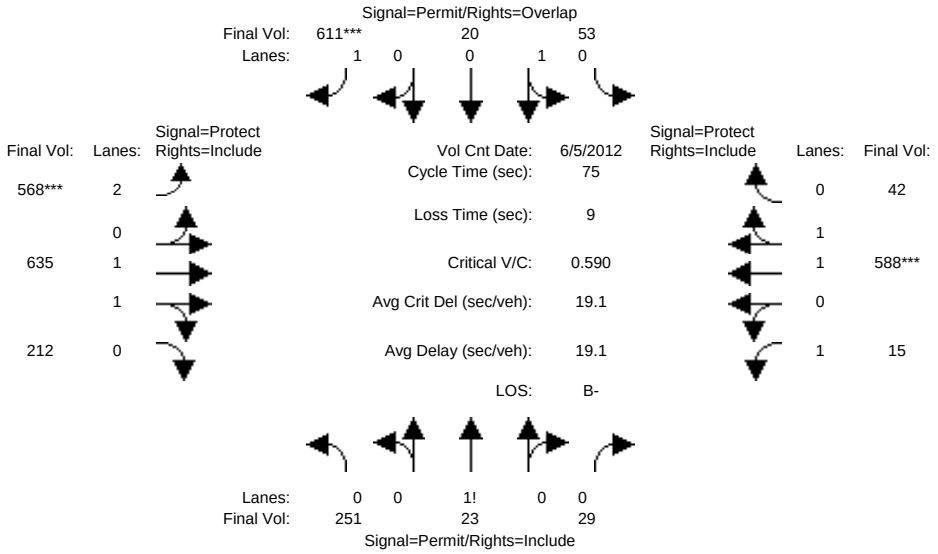
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	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: 5 Jun 2012 << 12:15:00 PM												
Base Vol:	251	23	29	18	20	286	250	632	212	15	586	31
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:	251	23	29	18	20	286	250	632	212	15	586	31
Added Vol:	0	0	0	0	0	273	253	0	0	0	0	0
Pass-by/Div:	0	0	0	35	0	52	65	3	0	0	2	11
Initial Fut:	251	23	29	53	20	611	568	635	212	15	588	42
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:	251	23	29	53	20	611	568	635	212	15	588	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	251	23	29	53	20	611	568	635	212	15	588	42
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:	251	23	29	53	20	611	568	635	212	15	588	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.83	0.98	0.95	0.92	0.98	0.95
Lanes:	0.83	0.08	0.09	0.73	0.27	1.00	2.00	1.49	0.51	1.00	1.86	0.14
Final Sat.:	1450	133	167	1307	493	1750	3150	2773	926	1750	3453	247
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.04	0.04	0.35	0.18	0.23	0.23	0.01	0.17	0.17
Crit Moves:						****	****				****	
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.59	0.31	0.42	0.42	0.17	0.29	0.29
Volume/Cap:	0.61	0.61	0.61	0.14	0.14	0.59	0.59	0.54	0.54	0.05	0.59	0.59
Delay/Veh:	25.2	25.2	25.2	20.1	20.1	10.5	23.0	16.6	16.6	26.0	23.8	23.8
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:	25.2	25.2	25.2	20.1	20.1	10.5	23.0	16.6	16.6	26.0	23.8	23.8
LOS by Move:	C	C	C	C+	C+	B+	C	B	B	C	C	C
HCM2kAvgQ:	7	7	7	1	1	10	7	7	7	0	7	7

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

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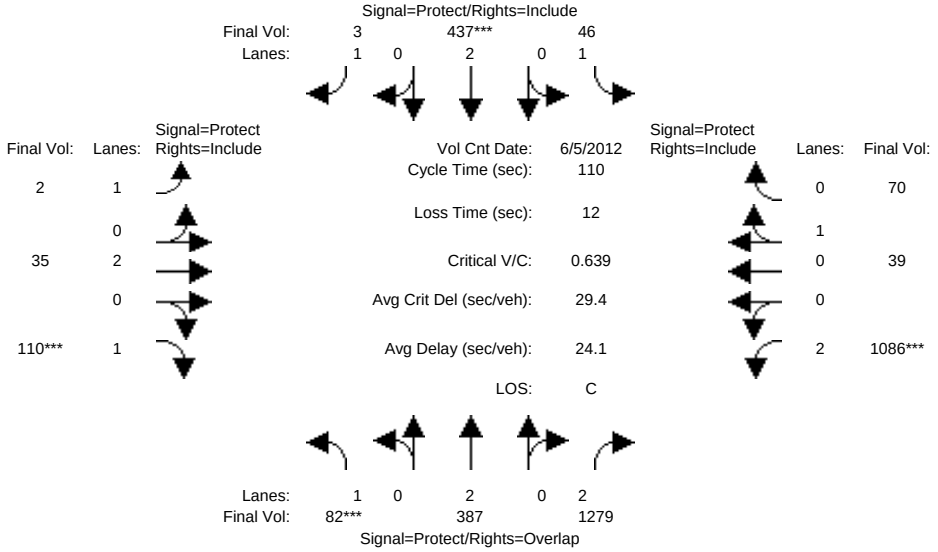
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing MID

Intersection #8: McCarthy Blvd and Ranch Dr (South)



Street Name:	McCarthy Blvd						Ranch Dr (South)					
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: 5 Jun 2012 << 12:10:00 PM												
Base Vol:	82	387	1279	46	437	3	2	35	110	1086	39	70
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:	82	387	1279	46	437	3	2	35	110	1086	39	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	387	1279	46	437	3	2	35	110	1086	39	70
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:	82	387	1279	46	437	3	2	35	110	1086	39	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	387	1279	46	437	3	2	35	110	1086	39	70
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:	82	387	1279	46	437	3	2	35	110	1086	39	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.36	0.64
Final Sat.:	1750	3800	3150	1750	3800	1750	1750	3800	1750	3150	644	1156
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.41	0.03	0.12	0.00	0.00	0.01	0.06	0.34	0.06	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.07	0.16	0.70	0.10	0.18	0.18	0.26	0.10	0.10	0.54	0.38	0.38
Volume/Cap:	0.64	0.65	0.58	0.27	0.64	0.01	0.00	0.09	0.64	0.64	0.16	0.16
Delay/Veh:	59.9	46.3	9.0	46.9	43.8	37.1	29.9	45.2	55.5	18.6	23.0	23.0
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:	59.9	46.3	9.0	46.9	43.8	37.1	29.9	45.2	55.5	18.6	23.0	23.0
LOS by Move:	E+	D	A	D	D	D+	C	D	E+	B-	C+	C+
HCM2kAvgQ:	3	6	13	2	8	0	0	1	5	15	2	2

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

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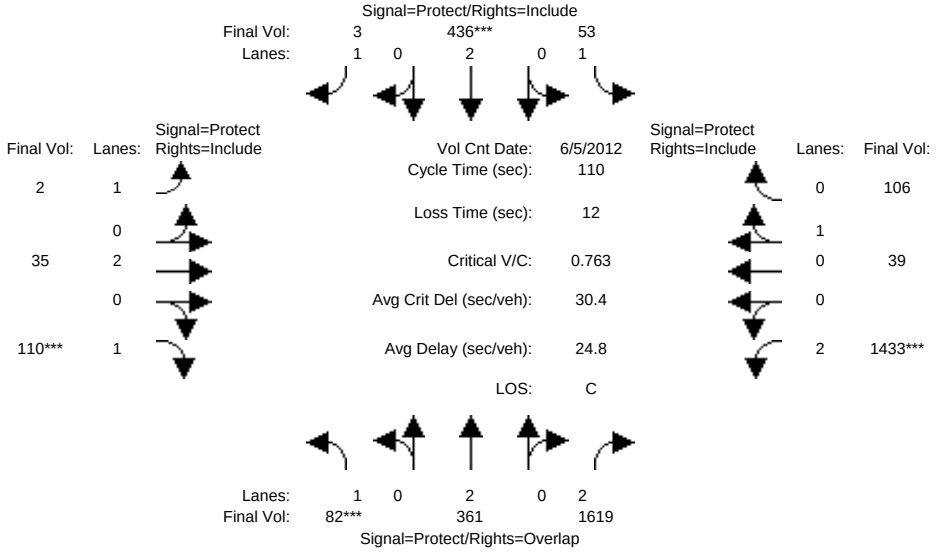
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #8: McCarthy Blvd and Ranch Dr (South)



Street Name:	McCarthy Blvd						Ranch Dr (South)					
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: 5 Jun 2012 << 12:10:00 PM												
Base Vol:	82	387	1279	46	437	3	2	35	110	1086	39	70
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:	82	387	1279	46	437	3	2	35	110	1086	39	70
Added Vol:	0	0	286	6	0	0	0	0	0	317	0	7
Pass-by/Div:	0	-26	54	1	-1	0	0	0	0	30	0	29
Initial Fut:	82	361	1619	53	436	3	2	35	110	1433	39	106
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:	82	361	1619	53	436	3	2	35	110	1433	39	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	361	1619	53	436	3	2	35	110	1433	39	106
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:	82	361	1619	53	436	3	2	35	110	1433	39	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.27	0.73
Final Sat.:	1750	3800	3150	1750	3800	1750	1750	3800	1750	3150	484	1316
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.51	0.03	0.11	0.00	0.00	0.01	0.06	0.45	0.08	0.08
Crit Moves:	****				****				****	****		
Green/Cycle:	0.06	0.13	0.71	0.09	0.15	0.15	0.28	0.09	0.09	0.59	0.40	0.40
Volume/Cap:	0.74	0.75	0.72	0.36	0.77	0.01	0.00	0.10	0.69	0.77	0.20	0.20
Delay/Veh:	73.0	52.7	10.3	48.9	51.7	40.0	28.6	46.0	60.8	19.2	21.7	21.7
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:	73.0	52.7	10.3	48.9	51.7	40.0	28.6	46.0	60.8	19.2	21.7	21.7
LOS by Move:	E	D-	B+	D	D-	D	C	D	E	B-	C+	C+
HCM2kAvgQ:	3	6	20	2	9	0	0	1	5	22	3	3

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

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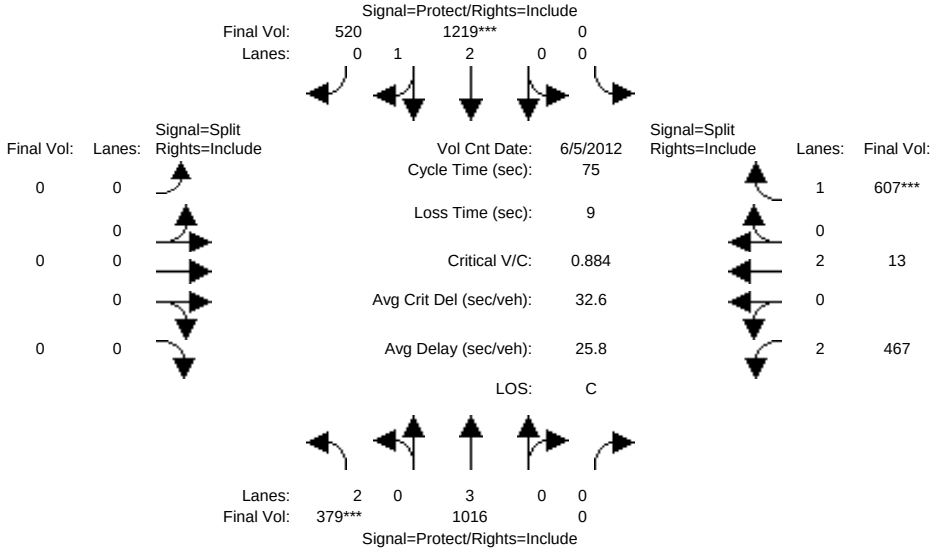
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing MID

Intersection #9: McCarthy Blvd and SR-237 WB Ramps

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Street Name:          McCarthy Blvd                    SR-237 WB Ramps
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     0    0     0    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: 5 Jun 2012 << 12:20:00 PM
Base Vol:     379 1016     0     0 1219   520     0    0     0   467   13   607
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:  379 1016     0     0 1219   520     0    0     0   467   13   607
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  379 1016     0     0 1219   520     0    0     0   467   13   607
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:   379 1016     0     0 1219   520     0    0     0   467   13   607
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  379 1016     0     0 1219   520     0    0     0   467   13   607
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:  379 1016     0     0 1219   520     0    0     0   467   13   607
------------|---------------||---------------||---------------||---------------|
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  0.95  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 3.00  0.00  0.00 2.07  0.93  0.00 0.00  0.00  2.00 2.00  1.00
Final Sat.:  3150 5700     0     0 3923  1674     0    0     0  3150 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.18  0.00  0.00 0.31  0.31  0.00 0.00  0.00  0.15 0.00  0.35
Crit Moves:  ****                   ****                                   ****
Green/Cycle: 0.14 0.49  0.00  0.00 0.35  0.35  0.00 0.00  0.00  0.39 0.39  0.39
Volume/Cap:  0.88 0.37  0.00  0.00 0.88  0.88  0.00 0.00  0.00  0.38 0.01  0.88
Delay/Veh:   50.9 12.1   0.0   0.0 28.0  28.0   0.0  0.0   0.0  16.4 13.9  34.2
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:  50.9 12.1   0.0   0.0 28.0  28.0   0.0  0.0   0.0  16.4 13.9  34.2
LOS by Move:    D    B     A     A    C     C     A    A     A     B    B    C-
HCM2kAvgQ:      6    5     0     0   14    14     0    0     0     4    0    16
Note: Queue reported is the number of cars per lane.
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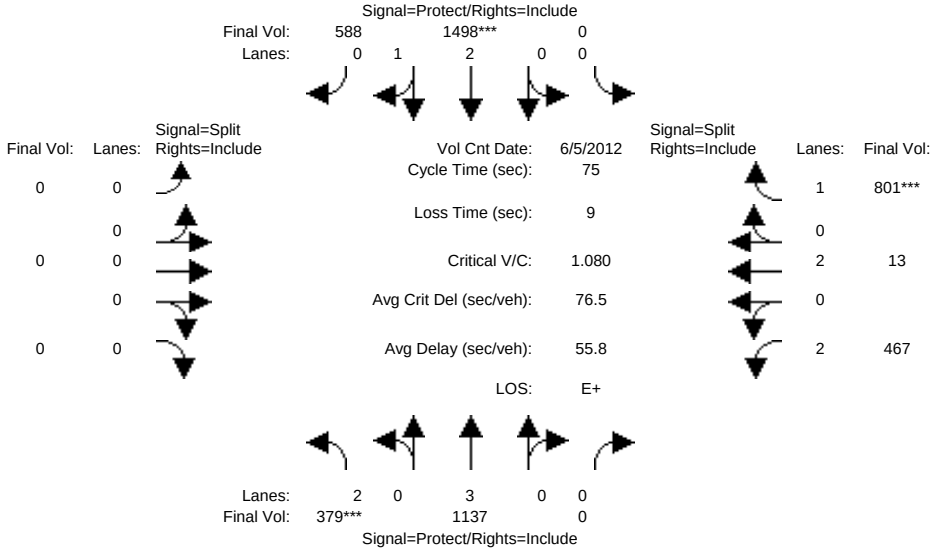
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
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	0	0	0	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: 5 Jun 2012 << 12:20:00 PM												
Base Vol:	379	1016	0	0	1219	520	0	0	0	467	13	607
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:	379	1016	0	0	1219	520	0	0	0	467	13	607
Added Vol:	0	110	0	0	262	56	0	0	0	0	0	176
Pass-by/Div:	0	11	0	0	17	12	0	0	0	0	0	18
Initial Fut:	379	1137	0	0	1498	588	0	0	0	467	13	801
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:	379	1137	0	0	1498	588	0	0	0	467	13	801
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	379	1137	0	0	1498	588	0	0	0	467	13	801
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:	379	1137	0	0	1498	588	0	0	0	467	13	801
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	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.12	0.88	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	4019	1578	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.15	0.00	0.46
Crit Moves:	****				****							****
Green/Cycle:	0.11	0.46	0.00	0.00	0.34	0.34	0.00	0.00	0.00	0.42	0.42	0.42
Volume/Cap:	1.08	0.44	0.00	0.00	1.08	1.08	0.00	0.00	0.00	0.35	0.01	1.08
Delay/Veh:	104.5	14.0	0.0	0.0	70.6	70.6	0.0	0.0	0.0	14.8	12.5	78.5
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:	104.5	14.0	0.0	0.0	70.6	70.6	0.0	0.0	0.0	14.8	12.5	78.5
LOS by Move:	F	B	A	A	E	E	A	A	A	B	B	E-
HCM2kAvgQ:	8	6	0	0	24	24	0	0	0	4	0	31

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

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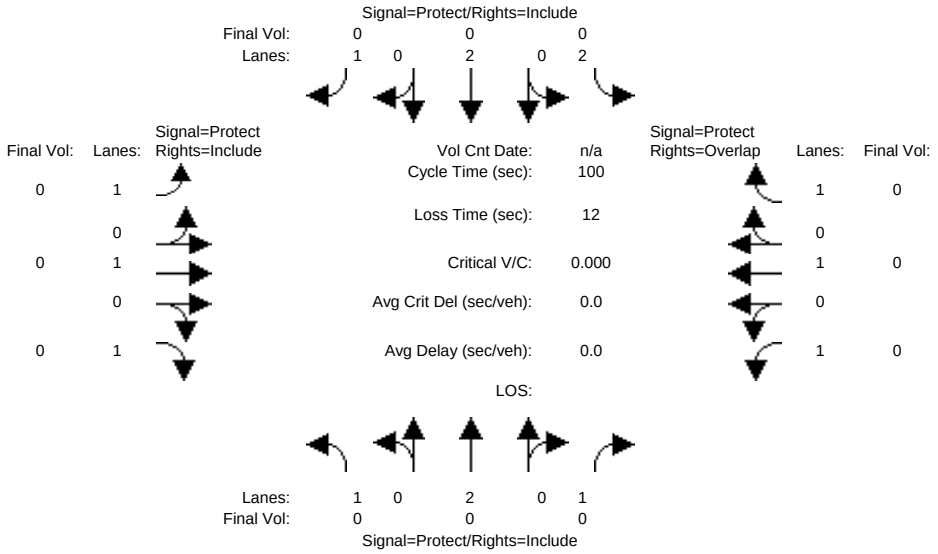
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing MID

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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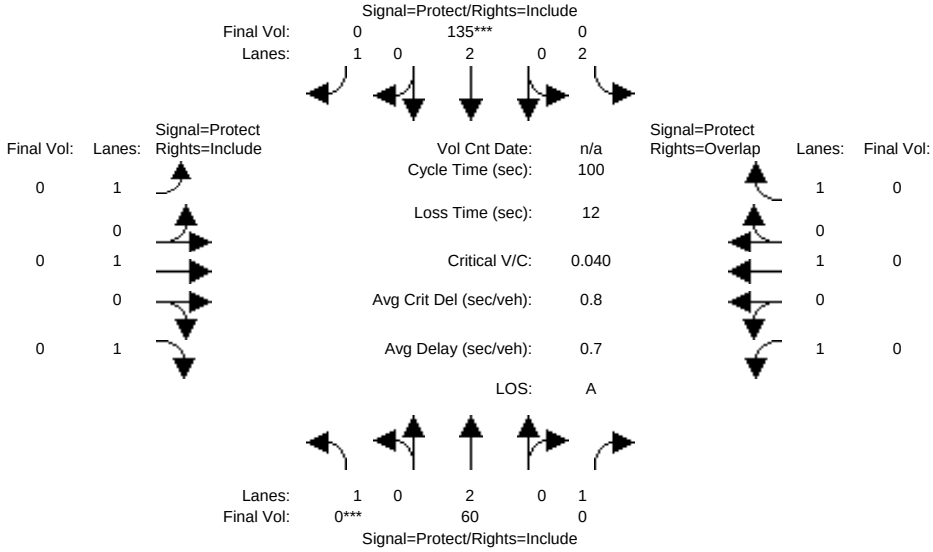
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	60	0	0	135	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	60	0	0	135	0	0	0	0	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:	0	60	0	0	135	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	60	0	0	135	0	0	0	0	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:	0	60	0	0	135	0	0	0	0	0	0	0
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	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.00	0.88	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.02	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.7	0.0	0.0	0.8	0.0	0.0	0.0	0.0	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:	0.0	0.7	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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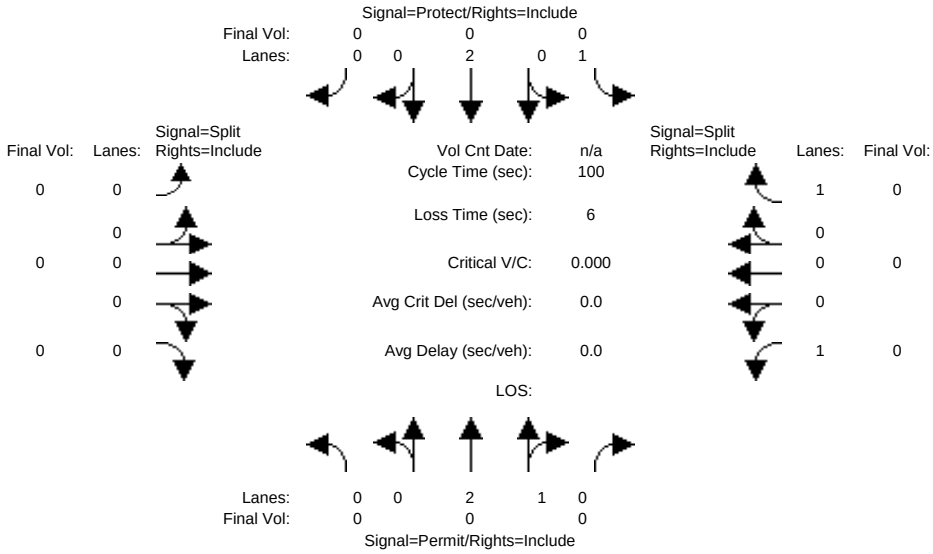
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing MID

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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Existing plus Project - Midday Peak Hour

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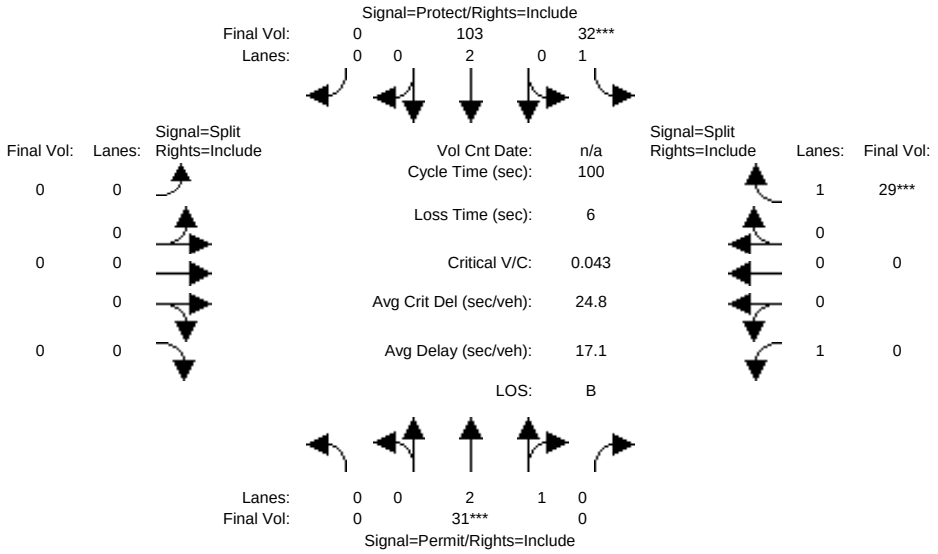
E+P MID

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	31	0	32	103	0	0	0	0	0	0	29
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	31	0	32	103	0	0	0	0	0	0	29
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	31	0	32	103	0	0	0	0	0	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	31	0	32	103	0	0	0	0	0	0	29
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	31	0	32	103	0	0	0	0	0	0	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5600	0	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.02	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.02
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.13	0.00	0.43	0.55	0.00	0.00	0.00	0.00	0.00	0.00	0.39
Volume/Cap:	0.00	0.04	0.00	0.04	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.04
Delay/Veh:	0.0	38.2	0.0	16.8	10.2	0.0	0.0	0.0	0.0	0.0	0.0	19.2
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	38.2	0.0	16.8	10.2	0.0	0.0	0.0	0.0	0.0	0.0	19.2
LOS by Move:	A	D+	A	B	B+	A	A	A	A	A	A	B-
HCM2kAvgQ:	0	0	0	1	1	0	0	0	0	0	0	1

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

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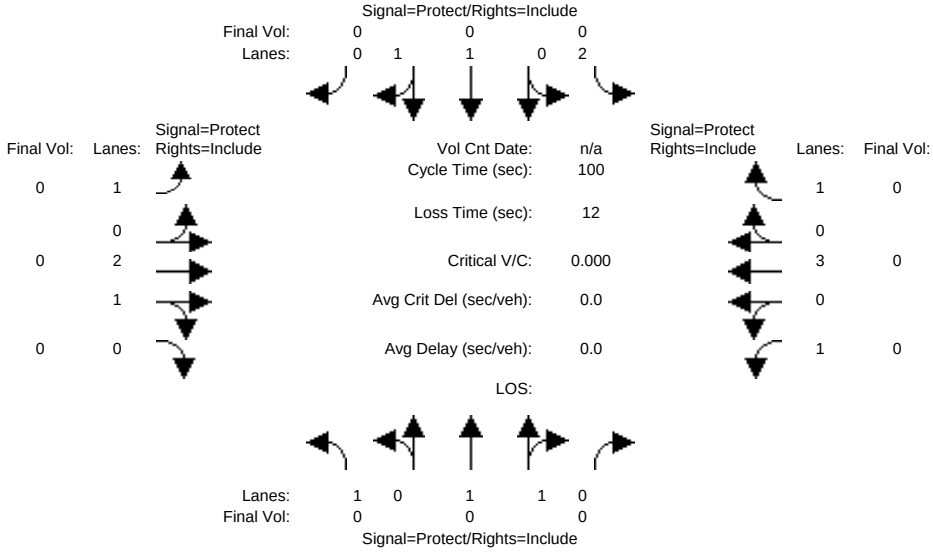
Existing MID

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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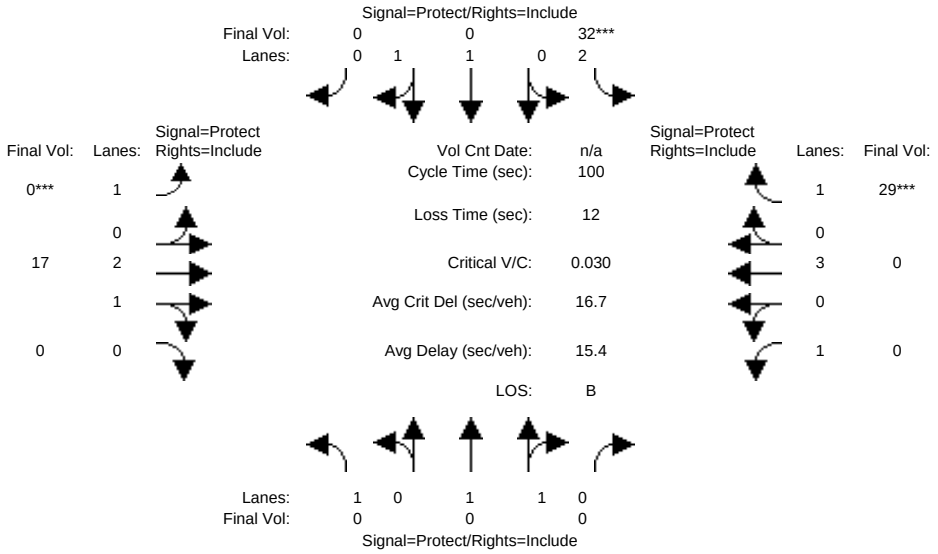
E+P MID

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	32	0	0	0	17	0	0	0	29
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	32	0	0	0	17	0	0	0	29
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	0	0	32	0	0	0	17	0	0	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	32	0	0	0	17	0	0	0	29
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	0	0	32	0	0	0	17	0	0	0	29
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	0.98	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	2.00	2.00	0.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	1750	3800	0	3150	3800	0	1750	5600	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02
Crit Moves:				****			****					****
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.00	0.00	0.55	0.00	0.00	0.00	0.55
Volume/Cap:	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.03
Delay/Veh:	0.0	0.0	0.0	22.4	0.0	0.0	0.0	10.4	0.0	0.0	0.0	10.5
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	0.0	0.0	22.4	0.0	0.0	0.0	10.4	0.0	0.0	0.0	10.5
LOS by Move:	A	A	A	C+	A	A	A	B+	A	A	A	B+
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	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 (Future Volume Alternative)
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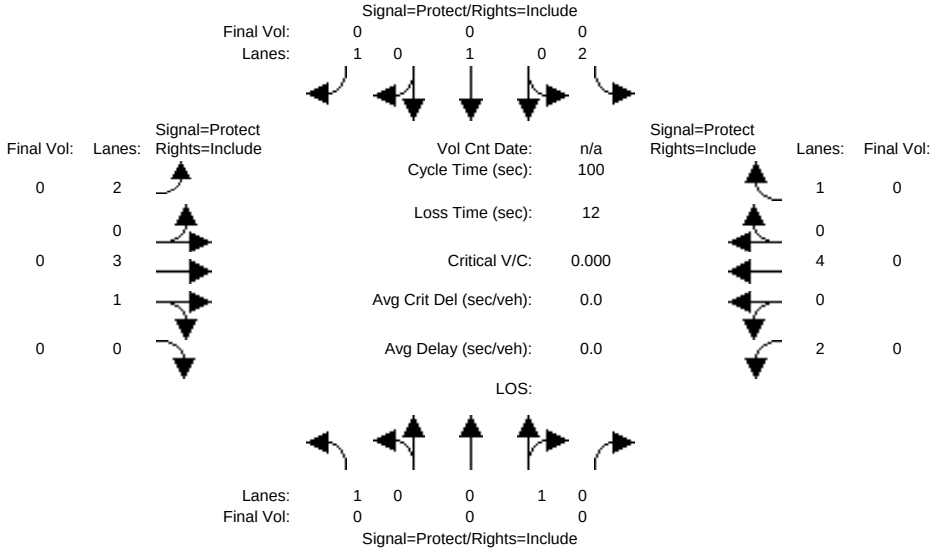
Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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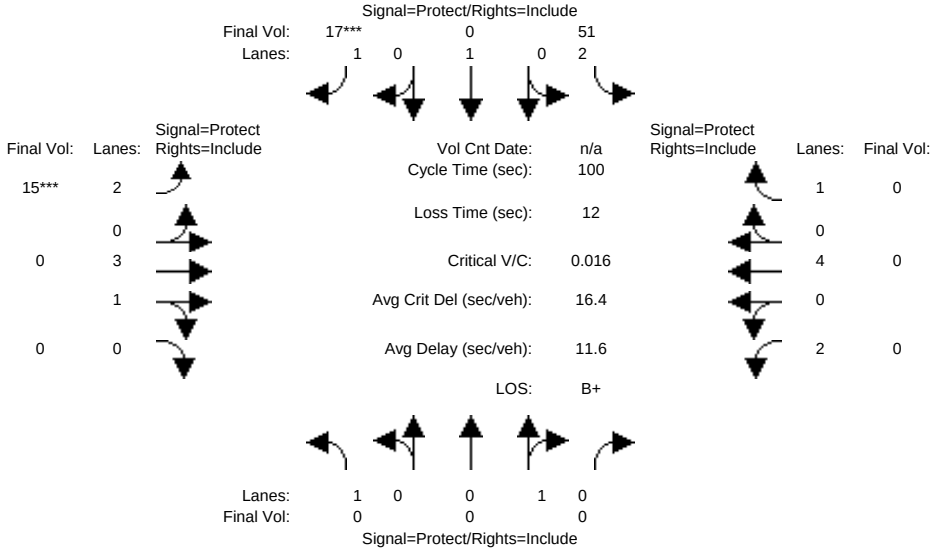
E+P MID

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
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:												
Base Vol:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	51	0	17	15	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	51	0	17	15	0	0	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:	0	0	0	51	0	17	15	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	51	0	17	15	0	0	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:	0	0	0	51	0	17	15	0	0	0	0	0
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	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	0.00	2.00	1.00	1.00	2.00	4.00	0.00	2.00	4.00	1.00
Final Sat.:	1750	1900	0	3150	1900	1750	3150	7600	0	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:						****	****					
Green/Cycle:	0.00	0.00	0.00	0.59	0.00	0.59	0.29	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.03	0.00	0.02	0.02	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	8.5	0.0	8.5	25.4	0.0	0.0	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:	0.0	0.0	0.0	8.5	0.0	8.5	25.4	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

		???				Existing PM				E+P PM						???			
Intersection		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	McCarthy Blvd and Dixon Landing Rd	?	xx.x	x.xxx	xx.x	B	13.1	0.588	13.1	B	13.5	0.605	+ 0.016	13.5	+ 0.4	?	xx.x	x.xxx	xx.x
#7	Ranch Drive and Project Entrance	?	xx.x	x.xxx	xx.x	B+	11.7	0.290	10.4	B	16.8	0.619	+ 0.329	18.0	+ 7.6	?	xx.x	x.xxx	xx.x
#8	McCarthy Blvd and Ranch Dr (South)	?	xx.x	x.xxx	xx.x	C	30.8	0.770	38.1	D+	35.2	0.856	+ 0.085	46.8	+ 8.7	?	xx.x	x.xxx	xx.x
#9	McCarthy Blvd and SR-237 WB Ramps	?	xx.x	x.xxx	xx.x	B	16.5	0.756	21.5	C+	22.8	0.904	+ 0.148	30.3	+ 8.8	?	xx.x	x.xxx	xx.x
#16	McCarthy Blvd and Bellew Dr	?	xx.x	x.xxx	xx.x	D	45.6	0.905	52.2	D	46.5	0.918	+ 0.013	54.1	+ 1.8	?	xx.x	x.xxx	xx.x
#17	McCarthy Blvd and Alder Dr	?	xx.x	x.xxx	xx.x	B-	19.3	0.663	24.2	C+	20.7	0.685	+ 0.021	26.8	+ 2.6	?	xx.x	x.xxx	xx.x
#19	Tasman Dr and Alder Dr	?	xx.x	x.xxx	xx.x	D	40.8	0.806	42.3	D	41.2	0.816	+ 0.010	42.9	+ 0.6	?	xx.x	x.xxx	xx.x
#28	McCarthy Blvd and Montague Expwy	?	xx.x	x.xxx	xx.x	E+	58.9	0.946	63.7	E	61.0	0.960	+ 0.014	66.7	+ 3.0	?	xx.x	x.xxx	xx.x

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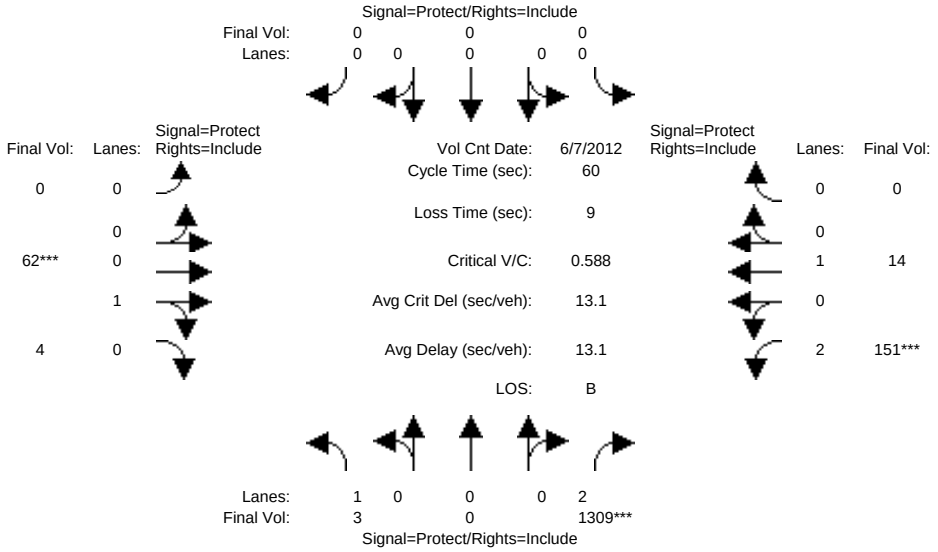
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
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	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: 7 Jun 2012 << 4:55:00 PM												
Base Vol:	3	0	1309	0	0	0	0	62	4	151	14	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:	3	0	1309	0	0	0	0	62	4	151	14	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	1309	0	0	0	0	62	4	151	14	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:	3	0	1309	0	0	0	0	62	4	151	14	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	1309	0	0	0	0	62	4	151	14	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:	3	0	1309	0	0	0	0	62	4	151	14	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.94	0.06	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1691	109	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.04	0.04	0.05	0.01	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.57	0.00	0.57	0.00	0.00	0.00	0.00	0.17	0.17	0.12	0.28	0.00
Volume/Cap:	0.00	0.00	0.73	0.00	0.00	0.00	0.00	0.22	0.22	0.41	0.03	0.00
Delay/Veh:	5.6	0.0	11.2	0.0	0.0	0.0	0.0	22.0	22.0	25.3	15.5	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:	5.6	0.0	11.2	0.0	0.0	0.0	0.0	22.0	22.0	25.3	15.5	0.0
LOS by Move:	A	A	B+	A	A	A	A	C+	C+	C	B	A
HCM2kAvgQ:	0	0	11	0	0	0	0	1	1	2	0	0

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

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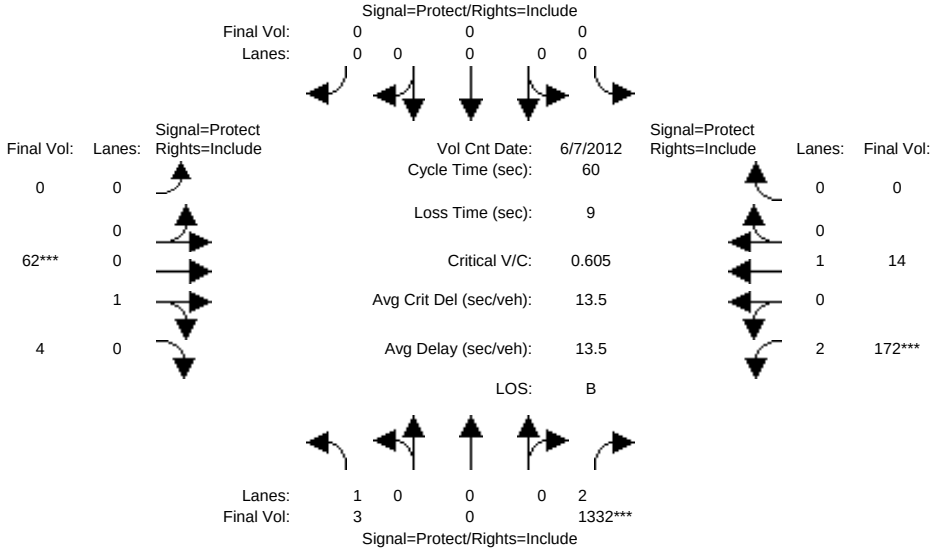
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
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	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: 7 Jun 2012 << 4:55:00 PM												
Base Vol:	3	0	1309	0	0	0	0	62	4	151	14	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:	3	0	1309	0	0	0	0	62	4	151	14	0
Added Vol:	0	0	18	0	0	0	0	0	0	18	0	0
Pass-by/Div:	0	0	5	0	0	0	0	0	0	3	0	0
Initial Fut:	3	0	1332	0	0	0	0	62	4	172	14	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:	3	0	1332	0	0	0	0	62	4	172	14	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	1332	0	0	0	0	62	4	172	14	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:	3	0	1332	0	0	0	0	62	4	172	14	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.94	0.06	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1691	109	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.04	0.04	0.05	0.01	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.57	0.00	0.57	0.00	0.00	0.00	0.00	0.17	0.17	0.12	0.28	0.00
Volume/Cap:	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.22	0.22	0.47	0.03	0.00
Delay/Veh:	5.6	0.0	11.5	0.0	0.0	0.0	0.0	22.0	22.0	25.7	15.5	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:	5.6	0.0	11.5	0.0	0.0	0.0	0.0	22.0	22.0	25.7	15.5	0.0
LOS by Move:	A	A	B+	A	A	A	A	C+	C+	C	B	A
HCM2kAvgQ:	0	0	11	0	0	0	0	1	1	2	0	0

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

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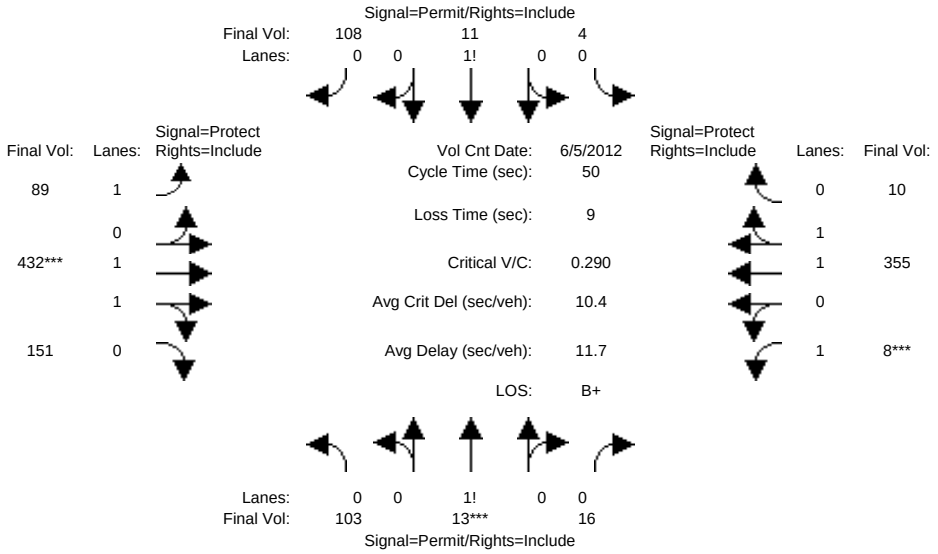
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	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: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	103	13	16	4	11	108	89	432	151	8	355	10
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:	103	13	16	4	11	108	89	432	151	8	355	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	13	16	4	11	108	89	432	151	8	355	10
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:	103	13	16	4	11	108	89	432	151	8	355	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	13	16	4	11	108	89	432	151	8	355	10
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:	103	13	16	4	11	108	89	432	151	8	355	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.78	0.10	0.12	0.03	0.09	0.88	1.00	1.47	0.53	1.00	1.94	0.06
Final Sat.:	1366	172	212	57	157	1537	1750	2741	958	1750	3599	101
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.07	0.07	0.07	0.05	0.16	0.16	0.00	0.10	0.10
Crit Moves:		****						****		****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.25	0.46	0.46	0.14	0.35	0.35
Volume/Cap:	0.34	0.34	0.34	0.32	0.32	0.32	0.21	0.34	0.34	0.03	0.28	0.28
Delay/Veh:	17.0	17.0	17.0	16.8	16.8	16.8	15.2	8.8	8.8	18.6	11.7	11.7
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:	17.0	17.0	17.0	16.8	16.8	16.8	15.2	8.8	8.8	18.6	11.7	11.7
LOS by Move:	B	B	B	B	B	B	B	A	A	B-	B+	B+
HCM2kAvgQ:	2	2	2	2	2	2	1	3	3	0	2	2

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

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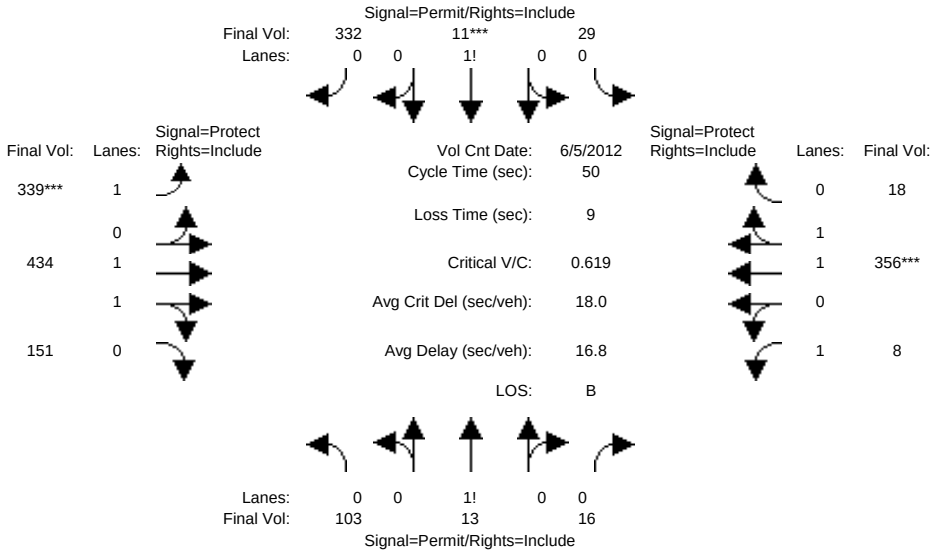
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #7: Ranch Drive and Project Entrance




```
Street Name:         Project Entrance                    Ranch Drive
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 5 Jun 2012 << 5:00:00 PM
Base Vol:     103   13    16     4   11   108    89  432   151     8  355    10
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:  103   13    16     4   11   108    89  432   151     8  355    10
Added Vol:      0    0     0     0    0   186   198    0     0     0    0     0
Pass-by/Div:    0    0     0    25    0    38    52    2     0     0    1     8
Initial Fut:  103   13    16    29   11   332   339  434   151     8  356    18
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   103   13    16    29   11   332   339  434   151     8  356    18
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  103   13    16    29   11   332   339  434   151     8  356    18
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:  103   13    16    29   11   332   339  434   151     8  356    18
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.98  0.95  0.92 0.98  0.95
Lanes:       0.78 0.10  0.12  0.08 0.03  0.89  1.00 1.47  0.53  1.00 1.90  0.10
Final Sat.:  1366  172   212   136   52  1562  1750 2744   955  1750 3522   178
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.08  0.08  0.21 0.21  0.21  0.19 0.16  0.16  0.00 0.10  0.10
Crit Moves:                          ****        ****                 ****
Green/Cycle: 0.32 0.32  0.32  0.32 0.32  0.32  0.30 0.29  0.29  0.20 0.20  0.20
Volume/Cap:  0.23 0.23  0.23  0.66 0.66  0.66  0.66 0.54  0.54  0.02 0.51  0.51
Delay/Veh:   12.6 12.6  12.6  17.3 17.3  17.3  18.4 15.5  15.5  15.9 18.4  18.4
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:  12.6 12.6  12.6  17.3 17.3  17.3  18.4 15.5  15.5  15.9 18.4  18.4
LOS by Move:    B    B     B     B    B     B    B-    B     B     B   B-    B-
HCM2kAvgQ:      2    2     2     7    7     7     5    4     4     0    3     3
Note: Queue reported is the number of cars per lane.
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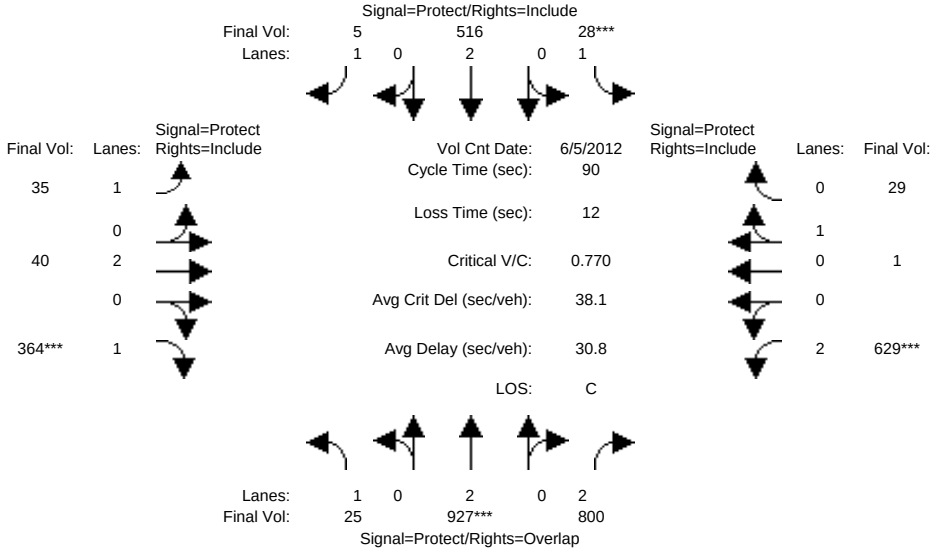
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #8: McCarthy Blvd and Ranch Dr (South)



Street Name:	McCarthy Blvd						Ranch Dr (South)					
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: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	25	927	800	28	516	5	35	40	364	629	1	29
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:	25	927	800	28	516	5	35	40	364	629	1	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	927	800	28	516	5	35	40	364	629	1	29
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:	25	927	800	28	516	5	35	40	364	629	1	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	927	800	28	516	5	35	40	364	629	1	29
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:	25	927	800	28	516	5	35	40	364	629	1	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.03	0.97
Final Sat.:	1750	3800	3150	1750	3800	1750	1750	3800	1750	3150	60	1740
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.25	0.02	0.14	0.00	0.02	0.01	0.21	0.20	0.02	0.02
Crit Moves:		****		****					****	****		
Green/Cycle:	0.14	0.30	0.54	0.08	0.24	0.24	0.20	0.25	0.25	0.24	0.29	0.29
Volume/Cap:	0.11	0.83	0.47	0.21	0.57	0.01	0.10	0.04	0.83	0.83	0.06	0.06
Delay/Veh:	34.3	34.7	13.1	39.6	31.2	26.3	29.3	25.5	43.9	39.7	23.1	23.1
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:	34.3	34.7	13.1	39.6	31.2	26.3	29.3	25.5	43.9	39.7	23.1	23.1
LOS by Move:	C-	C-	B	D	C	C	C	C	D	D	C	C
HCM2kAvgQ:	1	13	8	1	7	0	1	0	13	11	1	1

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

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Pacific Mall - Silicon Valley
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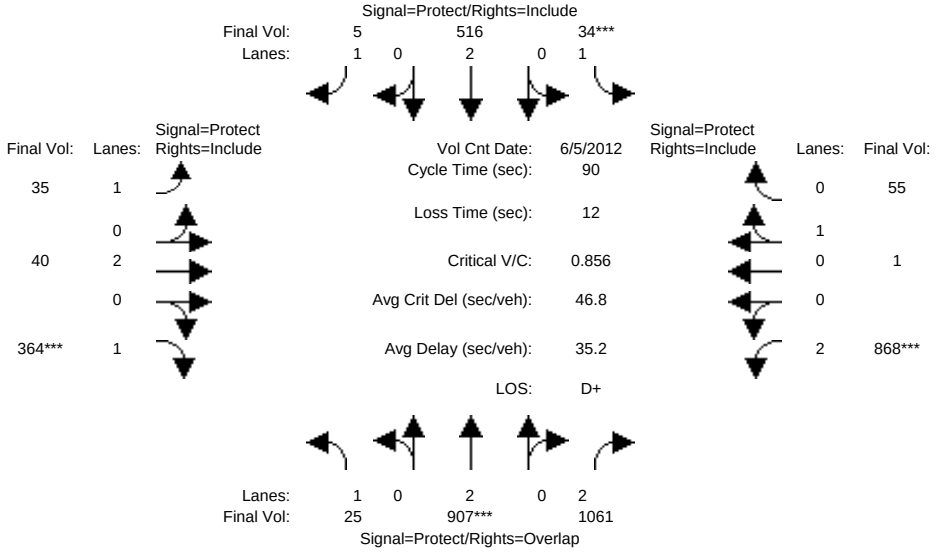
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #8: McCarthy Blvd and Ranch Dr (South)



Street Name:	McCarthy Blvd						Ranch Dr (South)					
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: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	25	927	800	28	516	5	35	40	364	629	1	29
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:	25	927	800	28	516	5	35	40	364	629	1	29
Added Vol:	0	0	219	5	0	0	0	0	0	217	0	5
Pass-by/Div:	0	-20	42	1	0	0	0	0	0	22	0	21
Initial Fut:	25	907	1061	34	516	5	35	40	364	868	1	55
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:	25	907	1061	34	516	5	35	40	364	868	1	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	907	1061	34	516	5	35	40	364	868	1	55
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:	25	907	1061	34	516	5	35	40	364	868	1	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.02	0.98
Final Sat.:	1750	3800	3150	1750	3800	1750	1750	3800	1750	3150	32	1768
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.34	0.02	0.14	0.00	0.02	0.01	0.21	0.28	0.03	0.03
Crit Moves:		****		****					****	****		
Green/Cycle:	0.12	0.26	0.56	0.08	0.22	0.22	0.22	0.23	0.23	0.30	0.31	0.31
Volume/Cap:	0.12	0.92	0.60	0.25	0.63	0.01	0.09	0.05	0.92	0.92	0.10	0.10
Delay/Veh:	35.3	45.1	13.6	40.0	33.7	27.8	28.2	27.2	59.4	43.6	22.1	22.1
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:	35.3	45.1	13.6	40.0	33.7	27.8	28.2	27.2	59.4	43.6	22.1	22.1
LOS by Move:	D+	D	B	D	C-	C	C	C	E+	D	C+	C+
HCM2kAvgQ:	1	14	11	1	7	0	1	0	15	16	1	1

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

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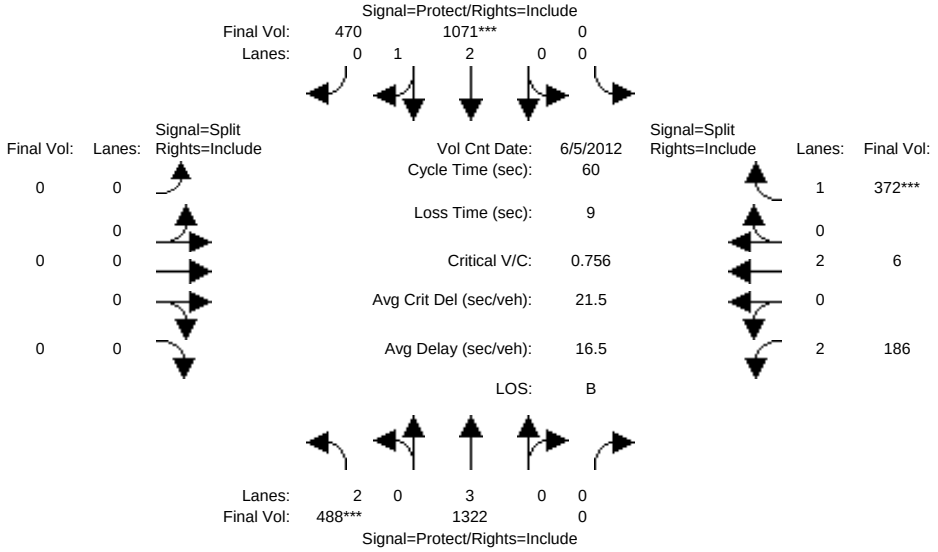
Existing PM

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
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	0	0	0	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: 5 Jun 2012 << 4:50:00 PM												
Base Vol:	488	1322	0	0	1071	470	0	0	0	186	6	372
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:	488	1322	0	0	1071	470	0	0	0	186	6	372
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	488	1322	0	0	1071	470	0	0	0	186	6	372
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:	488	1322	0	0	1071	470	0	0	0	186	6	372
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	488	1322	0	0	1071	470	0	0	0	186	6	372
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:	488	1322	0	0	1071	470	0	0	0	186	6	372
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	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.05	0.95	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3890	1707	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.23	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.06	0.00	0.21
Crit Moves:	****				****							****
Green/Cycle:	0.20	0.57	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.28	0.28	0.28
Volume/Cap:	0.76	0.41	0.00	0.00	0.76	0.76	0.00	0.00	0.00	0.21	0.01	0.76
Delay/Veh:	27.6	7.3	0.0	0.0	18.4	18.4	0.0	0.0	0.0	16.6	15.5	26.3
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:	27.6	7.3	0.0	0.0	18.4	18.4	0.0	0.0	0.0	16.6	15.5	26.3
LOS by Move:	C	A	A	A	B-	B-	A	A	A	B	B	C
HCM2kAvgQ:	5	4	0	0	9	9	0	0	0	2	0	7

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

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Pacific Mall - Silicon Valley
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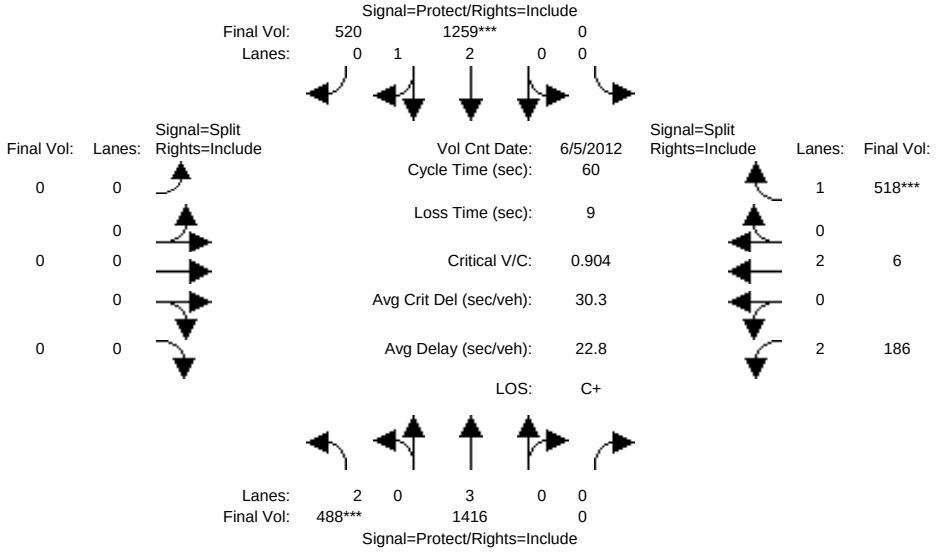
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
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	0	0	0	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: 5 Jun 2012 << 4:50:00 PM												
Base Vol:	488	1322	0	0	1071	470	0	0	0	186	6	372
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:	488	1322	0	0	1071	470	0	0	0	186	6	372
Added Vol:	0	86	0	0	176	41	0	0	0	0	0	132
Pass-by/Div:	0	8	0	0	12	9	0	0	0	0	0	14
Initial Fut:	488	1416	0	0	1259	520	0	0	0	186	6	518
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:	488	1416	0	0	1259	520	0	0	0	186	6	518
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	488	1416	0	0	1259	520	0	0	0	186	6	518
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:	488	1416	0	0	1259	520	0	0	0	186	6	518
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	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.09	0.91	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3961	1636	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.25	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.06	0.00	0.30
Crit Moves:	****				****							****
Green/Cycle:	0.17	0.52	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.33	0.33	0.33
Volume/Cap:	0.90	0.48	0.00	0.00	0.90	0.90	0.00	0.00	0.00	0.18	0.00	0.90
Delay/Veh:	43.0	9.2	0.0	0.0	24.9	24.9	0.0	0.0	0.0	14.5	13.6	37.1
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:	43.0	9.2	0.0	0.0	24.9	24.9	0.0	0.0	0.0	14.5	13.6	37.1
LOS by Move:	D	A	A	A	C	C	A	A	A	B	B	D+
HCM2kAvgQ:	6	5	0	0	12	12	0	0	0	1	0	12

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

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Pacific Mall - Silicon Valley
SJ12-1361
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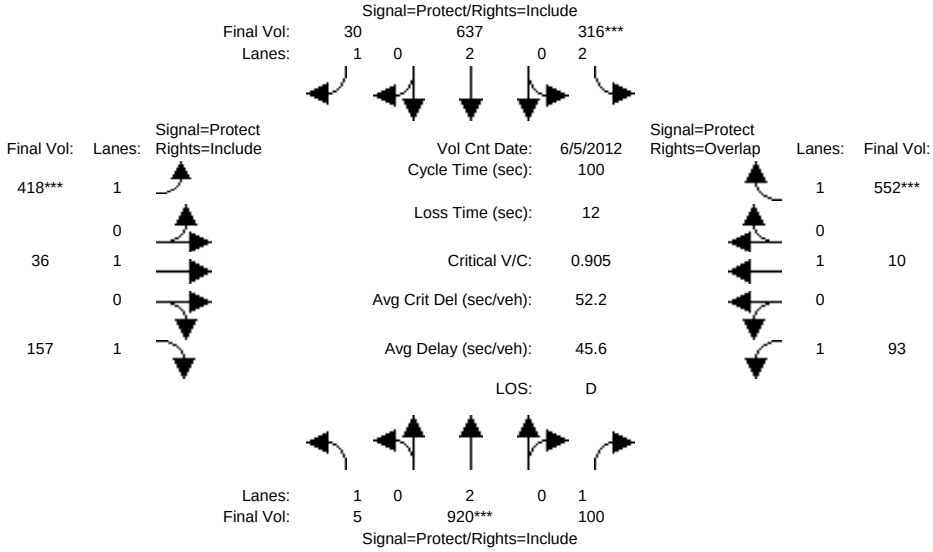
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
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: 5 Jun 2012 << 5:00:00 PM

Base Vol:	5	920	100	316	637	30	418	36	157	93	10	552
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:	5	920	100	316	637	30	418	36	157	93	10	552
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	920	100	316	637	30	418	36	157	93	10	552
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:	5	920	100	316	637	30	418	36	157	93	10	552
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	920	100	316	637	30	418	36	157	93	10	552
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:	5	920	100	316	637	30	418	36	157	93	10	552

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	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:

Vol/Sat:	0.00	0.24	0.06	0.10	0.17	0.02	0.24	0.02	0.09	0.05	0.01	0.32
Crit Moves:		****		****			****					****
Green/Cycle:	0.11	0.27	0.27	0.11	0.27	0.27	0.26	0.30	0.30	0.21	0.24	0.35
Volume/Cap:	0.03	0.90	0.21	0.90	0.63	0.06	0.90	0.06	0.30	0.26	0.02	0.90
Delay/Veh:	39.6	46.7	28.7	69.9	33.5	27.4	56.7	25.4	27.6	33.6	29.2	48.0
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:	39.6	46.7	28.7	69.9	33.5	27.4	56.7	25.4	27.6	33.6	29.2	48.0
LOS by Move:	D	D	C	E	C-	C	E+	C	C	C-	C	D
HCM2kAvgQ:	0	14	2	7	9	1	17	1	4	3	0	21

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

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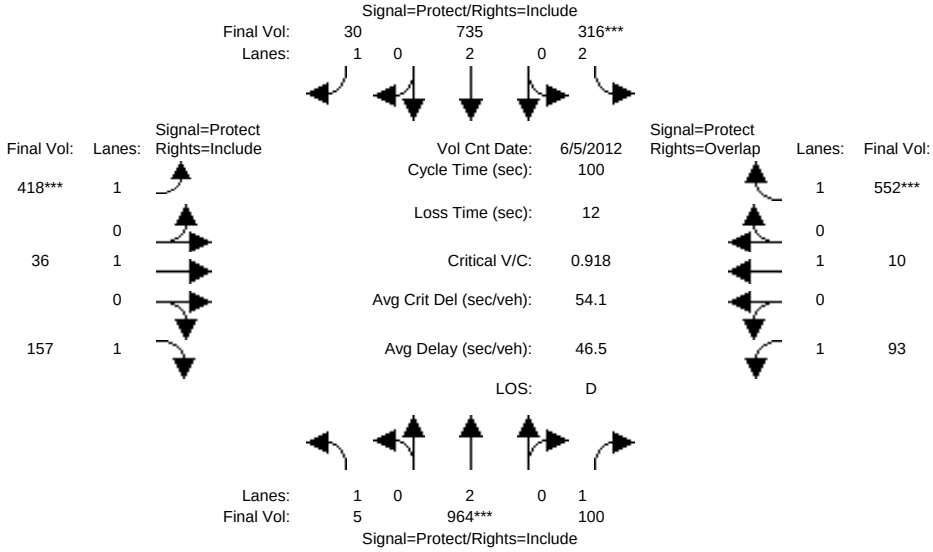
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
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: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	5	920	100	316	637	30	418	36	157	93	10	552
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:	5	920	100	316	637	30	418	36	157	93	10	552
Added Vol:	0	44	0	0	91	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	7	0	0	0	0	0	0	0
Initial Fut:	5	964	100	316	735	30	418	36	157	93	10	552
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:	5	964	100	316	735	30	418	36	157	93	10	552
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	964	100	316	735	30	418	36	157	93	10	552
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:	5	964	100	316	735	30	418	36	157	93	10	552
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	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.06	0.10	0.19	0.02	0.24	0.02	0.09	0.05	0.01	0.32
Crit Moves:		****		****			****					****
Green/Cycle:	0.10	0.28	0.28	0.11	0.28	0.28	0.26	0.29	0.29	0.20	0.23	0.34
Volume/Cap:	0.03	0.92	0.21	0.92	0.68	0.06	0.92	0.07	0.31	0.26	0.02	0.92
Delay/Veh:	40.5	47.6	28.0	72.8	33.7	26.2	59.5	25.7	28.0	33.9	29.5	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:	40.5	47.6	28.0	72.8	33.7	26.2	59.5	25.7	28.0	33.9	29.5	50.7
LOS by Move:	D	D	C	E	C-	C	E+	C	C	C-	C	D
HCM2kAvgQ:	0	15	2	7	10	1	18	1	4	3	0	22

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

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Pacific Mall - Silicon Valley
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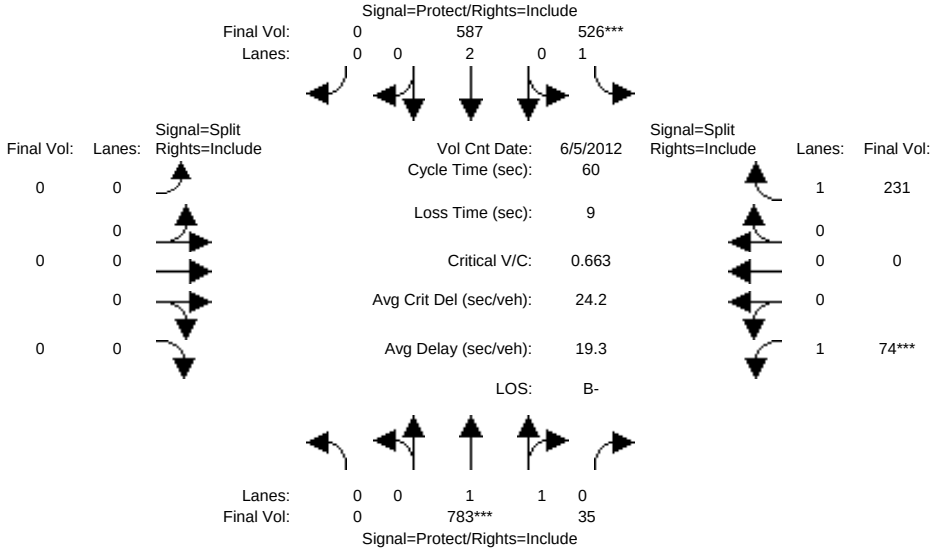
Existing plus Project - PM Peak Hour

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

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	0	783	35	526	587	0	0	0	0	74	0	231
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	783	35	526	587	0	0	0	0	74	0	231
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	783	35	526	587	0	0	0	0	74	0	231
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	783	35	526	587	0	0	0	0	74	0	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	783	35	526	587	0	0	0	0	74	0	231
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	783	35	526	587	0	0	0	0	74	0	231
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.91	0.09	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3542	158	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.30	0.15	0.00	0.00	0.00	0.00	0.04	0.00	0.13
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.28	0.28	0.38	0.65	0.00	0.00	0.00	0.00	0.20	0.00	0.20
Volume/Cap:	0.00	0.80	0.80	0.80	0.24	0.00	0.00	0.00	0.00	0.21	0.00	0.66
Delay/Veh:	0.0	24.8	24.8	23.7	4.4	0.0	0.0	0.0	0.0	20.4	0.0	26.9
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	24.8	24.8	23.7	4.4	0.0	0.0	0.0	0.0	20.4	0.0	26.9
LOS by Move:	A	C	C	C	A	A	A	A	A	C+	A	C
HCM2kAvgQ:	0	8	8	10	2	0	0	0	0	1	0	4

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

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Pacific Mall - Silicon Valley
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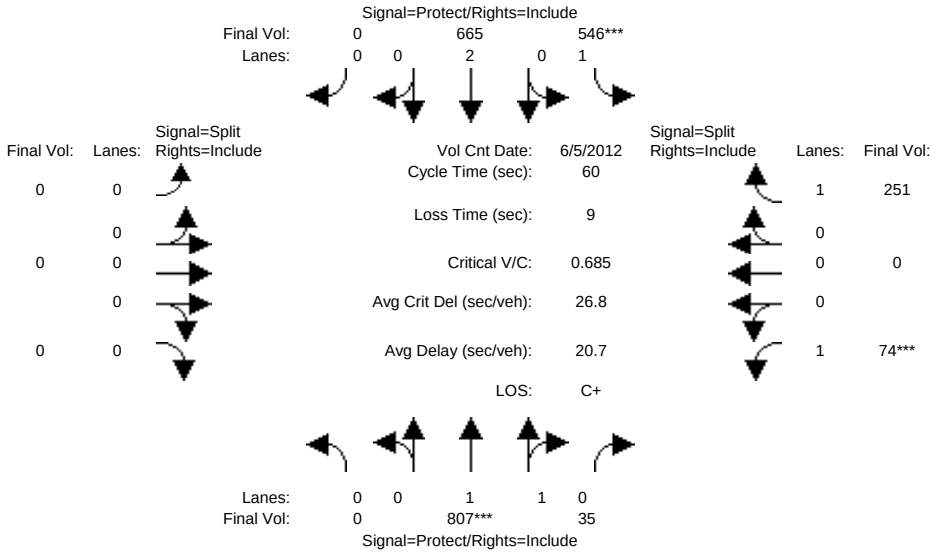
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	0	783	35	526	587	0	0	0	0	74	0	231
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	783	35	526	587	0	0	0	0	74	0	231
Added Vol:	0	24	0	20	71	0	0	0	0	0	0	20
Pass-by/Div:	0	0	0	0	7	0	0	0	0	0	0	0
Initial Fut:	0	807	35	546	665	0	0	0	0	74	0	251
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	807	35	546	665	0	0	0	0	74	0	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	807	35	546	665	0	0	0	0	74	0	251
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	807	35	546	665	0	0	0	0	74	0	251
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.91	0.09	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3546	154	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.31	0.17	0.00	0.00	0.00	0.00	0.04	0.00	0.14
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.27	0.27	0.37	0.64	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Volume/Cap:	0.00	0.84	0.84	0.84	0.27	0.00	0.00	0.00	0.00	0.20	0.00	0.68
Delay/Veh:	0.0	27.3	27.3	27.1	4.8	0.0	0.0	0.0	0.0	19.8	0.0	27.2
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	27.3	27.3	27.1	4.8	0.0	0.0	0.0	0.0	19.8	0.0	27.2
LOS by Move:	A	C	C	C	A	A	A	A	A	B-	A	C
HCM2kAvgQ:	0	8	8	10	3	0	0	0	0	1	0	5

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

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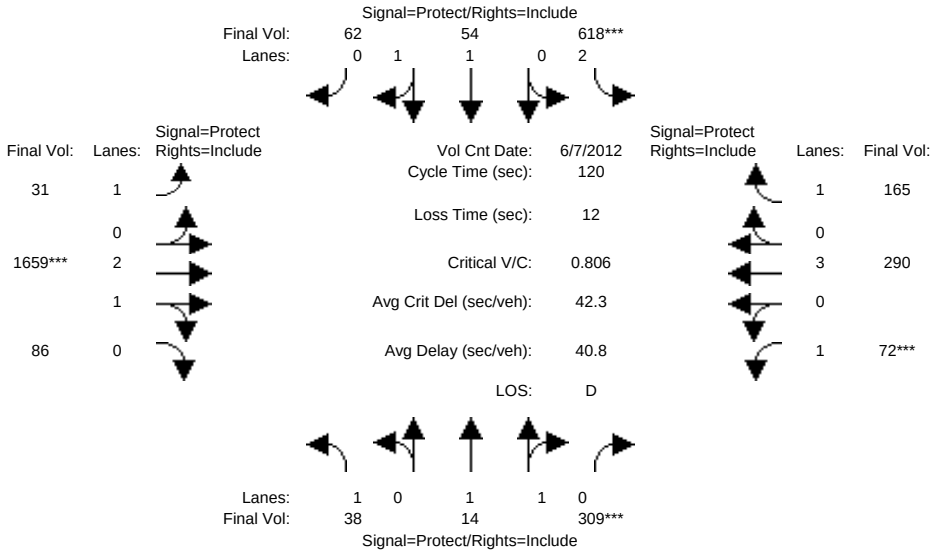
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
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: 7 Jun 2012 << 5:00:00 PM												
Base Vol:	38	14	309	618	54	62	31	1659	86	72	290	165
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:	38	14	309	618	54	62	31	1659	86	72	290	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	14	309	618	54	62	31	1659	86	72	290	165
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:	38	14	309	618	54	62	31	1659	86	72	290	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	14	309	618	54	62	31	1659	86	72	290	165
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:	38	14	309	618	54	62	31	1659	86	72	290	165
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.85	0.15	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5324	276	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.18	0.20	0.03	0.04	0.02	0.31	0.31	0.04	0.05	0.09
Crit Moves:			****	****				****		****		
Green/Cycle:	0.19	0.22	0.22	0.24	0.27	0.27	0.17	0.38	0.38	0.06	0.27	0.27
Volume/Cap:	0.12	0.03	0.81	0.81	0.11	0.13	0.10	0.81	0.81	0.71	0.19	0.35
Delay/Veh:	40.5	37.0	56.7	49.7	33.0	33.2	42.4	35.6	35.6	75.6	33.5	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:	40.5	37.0	56.7	49.7	33.0	33.2	42.4	35.6	35.6	75.6	33.5	35.5
LOS by Move:	D	D+	E+	D	C-	C-	D	D+	D+	E-	C-	D+
HCM2kAvgQ:	1	0	14	14	1	2	1	20	20	3	3	5

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

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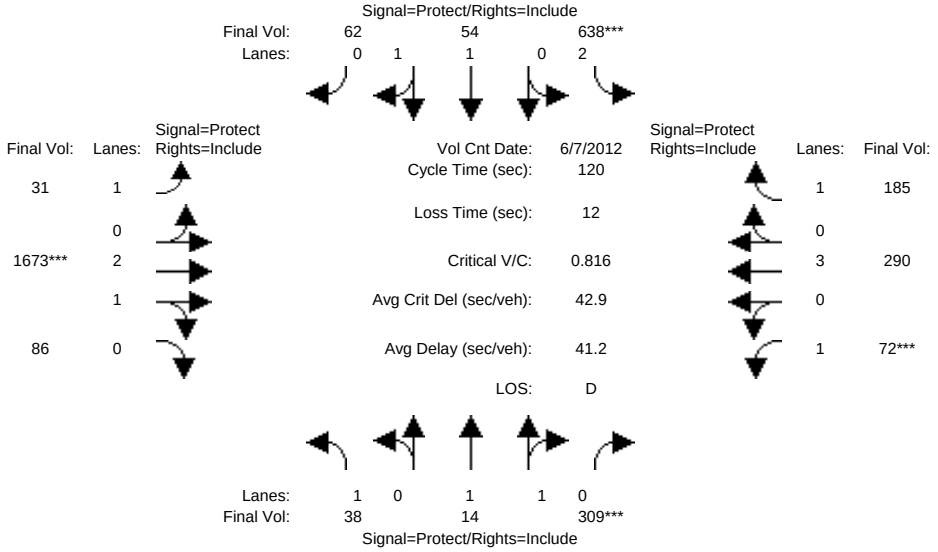
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
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: 7 Jun 2012 << 5:00:00 PM												
Base Vol:	38	14	309	618	54	62	31	1659	86	72	290	165
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:	38	14	309	618	54	62	31	1659	86	72	290	165
Added Vol:	0	0	0	20	0	0	0	12	0	0	0	20
Pass-by/Div:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	38	14	309	638	54	62	31	1673	86	72	290	185
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:	38	14	309	638	54	62	31	1673	86	72	290	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	14	309	638	54	62	31	1673	86	72	290	185
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:	38	14	309	638	54	62	31	1673	86	72	290	185
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.85	0.15	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5326	274	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.18	0.20	0.03	0.04	0.02	0.31	0.31	0.04	0.05	0.11
Crit Moves:			****	****				****		****		
Green/Cycle:	0.19	0.21	0.21	0.25	0.27	0.27	0.16	0.38	0.38	0.06	0.28	0.28
Volume/Cap:	0.11	0.03	0.82	0.82	0.10	0.13	0.11	0.82	0.82	0.71	0.18	0.37
Delay/Veh:	40.4	37.3	58.2	49.9	32.9	33.1	43.7	36.2	36.2	75.6	32.5	34.9
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:	40.4	37.3	58.2	49.9	32.9	33.1	43.7	36.2	36.2	75.6	32.5	34.9
LOS by Move:	D	D+	E+	D	C-	C-	D	D+	D+	E-	C-	C-
HCM2kAvgQ:	1	0	14	14	1	2	1	20	20	3	3	6

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

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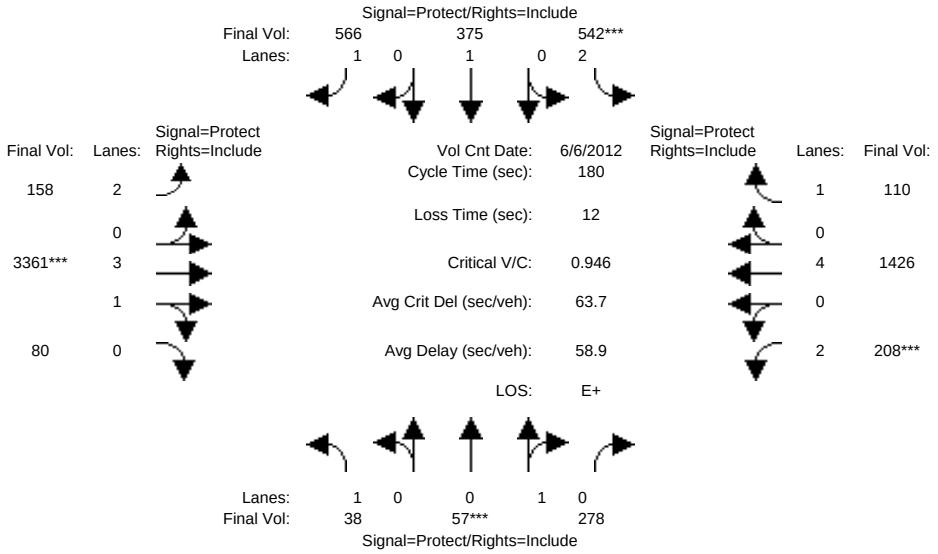
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
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: 6 Jun 2012 << 5:00:00 PM												
Base Vol:	38	57	278	542	375	566	158	3361	80	208	1426	110
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:	38	57	278	542	375	566	158	3361	80	208	1426	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	57	278	542	375	566	158	3361	80	208	1426	110
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:	38	57	278	542	375	566	158	3361	80	208	1426	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	57	278	542	375	566	158	3361	80	208	1426	110
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:	38	57	278	542	375	566	158	3361	80	208	1426	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.17	0.83	2.00	1.00	1.00	2.00	3.90	0.10	2.00	4.00	1.00
Final Sat.:	1750	306	1494	3150	1900	1750	3150	7325	174	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.17	0.20	0.32	0.05	0.46	0.46	0.07	0.19	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.04	0.20	0.20	0.18	0.34	0.34	0.12	0.48	0.48	0.07	0.44	0.44
Volume/Cap:	0.53	0.95	0.95	0.95	0.58	0.96	0.43	0.95	0.95	0.95	0.43	0.14
Delay/Veh:	92.4	105	105.3	97.6	50.5	84.9	74.7	50.4	50.4	129.0	35.1	30.4
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:	92.4	105	105.3	97.6	50.5	84.9	74.7	50.4	50.4	129.0	35.1	30.4
LOS by Move:	F	F	F	F	D	F	E	D	D	F	D+	C
HCM2kAvgQ:	3	23	23	18	16	33	5	46	46	10	13	4

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

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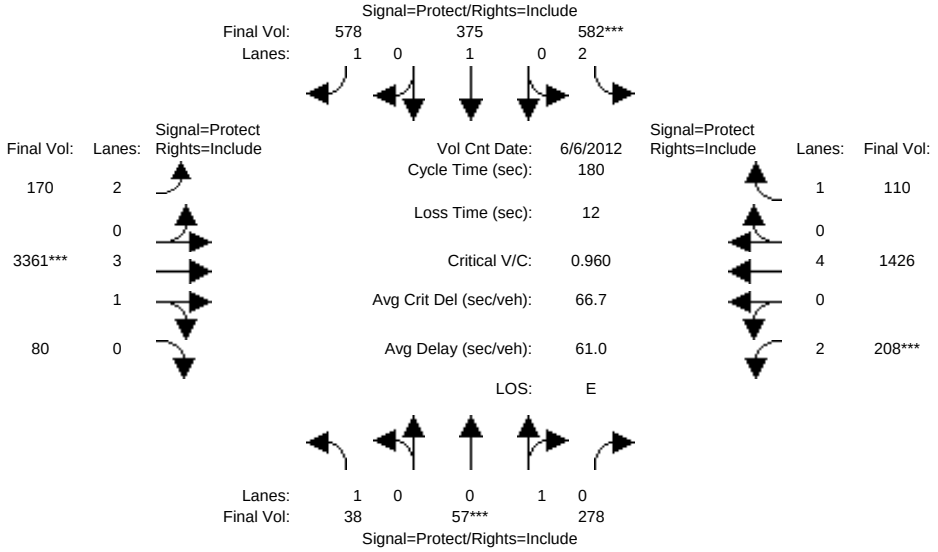
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
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: 6 Jun 2012 << 5:00:00 PM												
Base Vol:	38	57	278	542	375	566	158	3361	80	208	1426	110
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:	38	57	278	542	375	566	158	3361	80	208	1426	110
Added Vol:	0	0	0	35	0	12	12	0	0	0	0	0
Pass-by/Div:	0	0	0	5	0	0	0	0	0	0	0	0
Initial Fut:	38	57	278	582	375	578	170	3361	80	208	1426	110
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:	38	57	278	582	375	578	170	3361	80	208	1426	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	57	278	582	375	578	170	3361	80	208	1426	110
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:	38	57	278	582	375	578	170	3361	80	208	1426	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.17	0.83	2.00	1.00	1.00	2.00	3.90	0.10	2.00	4.00	1.00
Final Sat.:	1750	306	1494	3150	1900	1750	3150	7325	174	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.18	0.20	0.33	0.05	0.46	0.46	0.07	0.19	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.04	0.19	0.19	0.19	0.35	0.35	0.12	0.48	0.48	0.07	0.42	0.42
Volume/Cap:	0.53	0.96	0.96	0.96	0.57	0.96	0.44	0.96	0.96	0.96	0.44	0.15
Delay/Veh:	92.3	109	109.3	98.7	49.2	83.4	74.1	53.1	53.1	133.1	36.8	31.9
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:	92.3	109	109.3	98.7	49.2	83.4	74.1	53.1	53.1	133.1	36.8	31.9
LOS by Move:	F	F	F	F	D	F	E	D-	D-	F	D+	C
HCM2kAvgQ:	3	23	23	19	16	33	5	48	48	10	13	4

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

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Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Background AM				B+P AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	McCarthy Blvd and Dixon Landing Rd	B	14.9	0.554	15.5	B	15.1	0.560	+ 0.006	15.7	+ 0.2
#7	Ranch Drive and Project Entrance	B	15.8	0.134	16.0	B	12.5	0.137	+ 0.003	15.3	- 0.7
#8	McCarthy Blvd and Ranch Dr (South)	B-	18.7	0.520	19.9	B-	19.5	0.548	+ 0.028	22.2	+ 2.4
#9	McCarthy Blvd and SR-237 WB Ramps	C	23.5	0.845	33.7	C+	20.9	0.663	- 0.183	24.9	- 8.8
#16	McCarthy Blvd and Bellew Dr	C	26.2	0.704	28.5	C	25.0	0.717	+ 0.014	29.0	+ 0.5
#17	McCarthy Blvd and Alder Dr	D	45.9	0.791	50.9	D	47.2	0.804	+ 0.012	53.5	+ 2.6
#19	Tasman Dr and Alder Dr	B-	18.4	0.751	29.4	B	17.6	0.743	- 0.008	27.6	- 1.7
#28	McCarthy Blvd and Montague Expwy	D	44.0	0.980	50.5	D+	39.0	0.951	- 0.029	43.7	- 6.7

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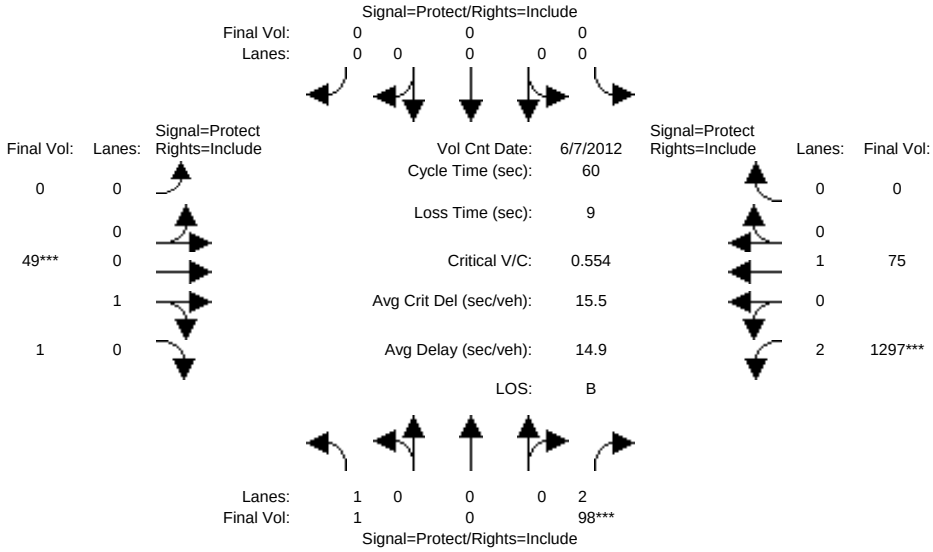
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	1	0	98	0	0	0	0	49	1	1297	75	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:	1	0	98	0	0	0	0	49	1	1297	75	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	98	0	0	0	0	49	1	1297	75	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:	1	0	98	0	0	0	0	49	1	1297	75	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	98	0	0	0	0	49	1	1297	75	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:	1	0	98	0	0	0	0	49	1	1297	75	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.98	0.02	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1764	36	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.03	0.03	0.41	0.04	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.17	0.17	0.52	0.68	0.00
Volume/Cap:	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.17	0.17	0.80	0.06	0.00
Delay/Veh:	20.8	0.0	21.7	0.0	0.0	0.0	0.0	21.7	21.7	14.8	3.2	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:	20.8	0.0	21.7	0.0	0.0	0.0	0.0	21.7	21.7	14.8	3.2	0.0
LOS by Move:	C+	A	C+	A	A	A	A	C+	C+	B	A	A
HCM2kAvgQ:	0	0	1	0	0	0	0	1	1	12	0	0

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

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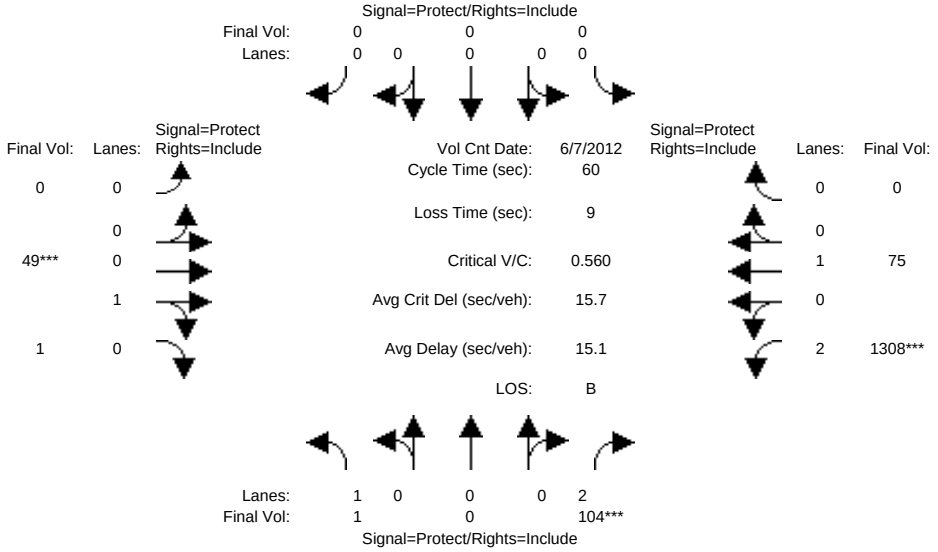
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	1	0	98	0	0	0	0	49	1	1297	75	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:	1	0	98	0	0	0	0	49	1	1297	75	0
Added Vol:	0	0	6	0	0	0	0	0	0	11	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	104	0	0	0	0	49	1	1308	75	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:	1	0	104	0	0	0	0	49	1	1308	75	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	104	0	0	0	0	49	1	1308	75	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:	1	0	104	0	0	0	0	49	1	1308	75	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.98	0.02	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1764	36	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.03	0.03	0.42	0.04	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.17	0.17	0.52	0.68	0.00
Volume/Cap:	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.17	0.17	0.80	0.06	0.00
Delay/Veh:	20.8	0.0	21.7	0.0	0.0	0.0	0.0	21.7	21.7	15.0	3.2	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:	20.8	0.0	21.7	0.0	0.0	0.0	0.0	21.7	21.7	15.0	3.2	0.0
LOS by Move:	C+	A	C+	A	A	A	A	C+	C+	B	A	A
HCM2kAvgQ:	0	0	1	0	0	0	0	1	1	12	0	0

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

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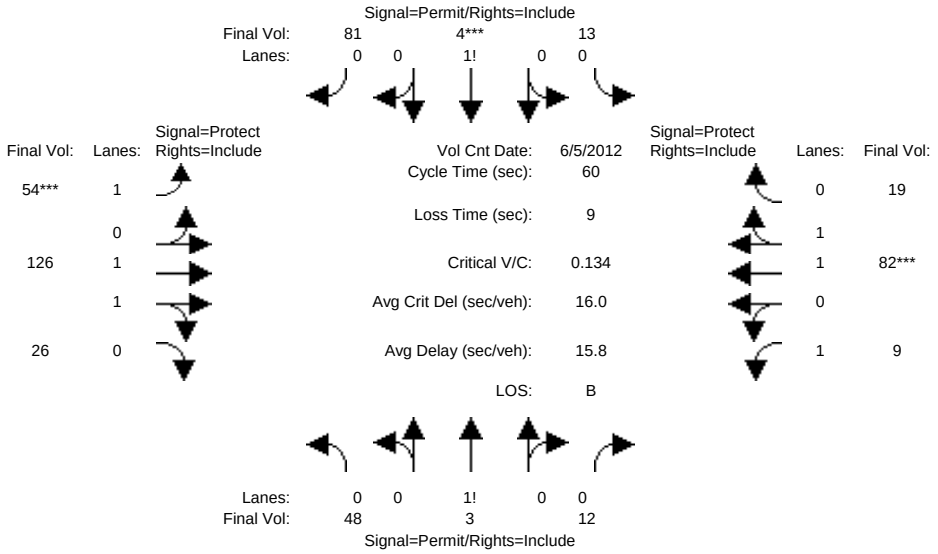
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #7: Ranch Drive and Project Entrance

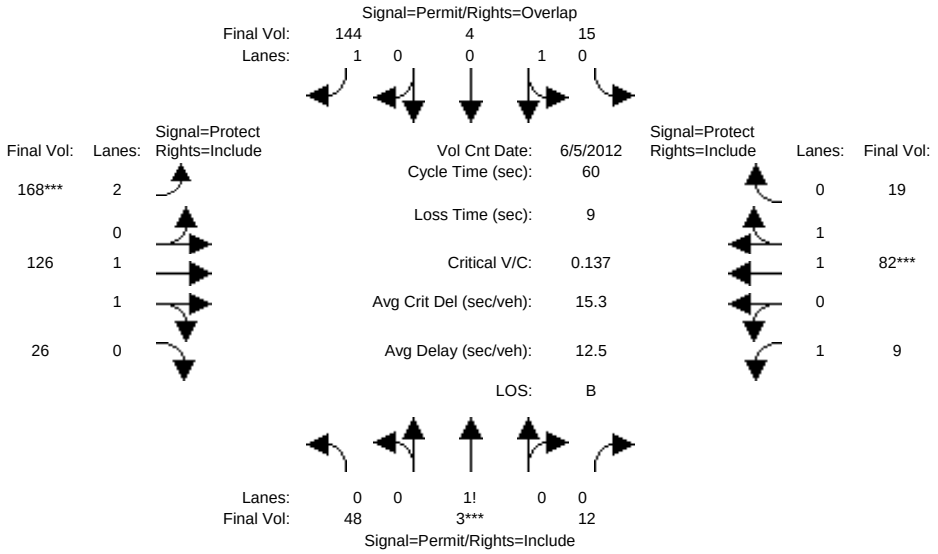



```
Street Name:         Project Entrance                    Ranch Drive
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   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: 5 Jun 2012 << 8:00:00 AM
Base Vol:      48    3    12    13    4    81    54  126    26     9   82    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:   48    3    12    13    4    81    54  126    26     9   82    19
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   48    3    12    13    4    81    54  126    26     9   82    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:    48    3    12    13    4    81    54  126    26     9   82    19
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   48    3    12    13    4    81    54  126    26     9   82    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:   48    3    12    13    4    81    54  126    26     9   82    19
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.98  0.95  0.92 0.98  0.95
Lanes:       0.76 0.05  0.19  0.13 0.04  0.83  1.00 1.65  0.35  1.00 1.61  0.39
Final Sat.:  1333   83   333   232   71  1446  1750 3067   633  1750 3003   696
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.04  0.04  0.06 0.06  0.06  0.03 0.04  0.04  0.01 0.03  0.03
Crit Moves:                          ****        ****                 ****
Green/Cycle: 0.42 0.42  0.42  0.42 0.42  0.42  0.23 0.25  0.25  0.18 0.20  0.20
Volume/Cap:  0.09 0.09  0.09  0.13 0.13  0.13  0.13 0.16  0.16  0.03 0.13  0.13
Delay/Veh:   10.6 10.6  10.6  10.9 10.9  10.9  18.5 17.5  17.5  20.4 19.7  19.7
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:  10.6 10.6  10.6  10.9 10.9  10.9  18.5 17.5  17.5  20.4 19.7  19.7
LOS by Move:   B+   B+    B+    B+   B+    B+    B-    B     B    C+   B-    B-
HCM2kAvgQ:      1    1     1     1    1     1     1    1     1     0    1     1
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	48	3	12	13	4	81	54	126	26	9	82	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:	48	3	12	13	4	81	54	126	26	9	82	19
Added Vol:	0	0	0	0	0	59	109	0	0	0	0	0
Pass-by Div:	0	0	0	2	0	4	5	0	0	0	0	0
Initial Fut:	48	3	12	15	4	144	168	126	26	9	82	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:	48	3	12	15	4	144	168	126	26	9	82	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	3	12	15	4	144	168	126	26	9	82	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:	48	3	12	15	4	144	168	126	26	9	82	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.83	0.98	0.95	0.92	0.98	0.95
Lanes:	0.76	0.05	0.19	0.79	0.21	1.00	2.00	1.65	0.35	1.00	1.61	0.39
Final Sat.:	1333	83	333	1421	379	1750	3150	3067	633	1750	3003	696
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.01	0.01	0.08	0.05	0.04	0.04	0.01	0.03	0.03
Crit Moves:		****					****				****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.65	0.39	0.35	0.35	0.24	0.20	0.20
Volume/Cap:	0.14	0.14	0.14	0.04	0.04	0.13	0.14	0.12	0.12	0.02	0.14	0.14
Delay/Veh:	17.1	17.1	17.1	16.5	16.5	4.0	11.9	13.4	13.4	17.3	19.9	19.9
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:	17.1	17.1	17.1	16.5	16.5	4.0	11.9	13.4	13.4	17.3	19.9	19.9
LOS by Move:	B	B	B	B	B	A	B+	B	B	B	B-	B-
HCM2kAvgQ:	1	1	1	0	0	1	1	1	1	0	1	1

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

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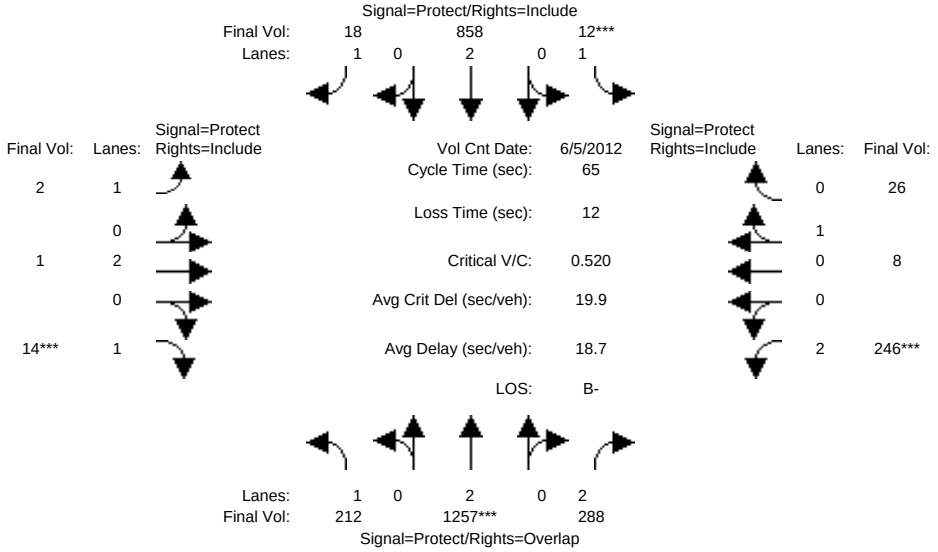
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #8: McCarthy Blvd and Ranch Dr (South)




```
Street Name:          McCarthy Blvd                    Ranch Dr (South)
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: 5 Jun 2012 << 8:00:00 AM
Base Vol:     212 1257   288    12  858    18     2    1    14   246    8    26
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:  212 1257   288    12  858    18     2    1    14   246    8    26
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  212 1257   288    12  858    18     2    1    14   246    8    26
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:   212 1257   288    12  858    18     2    1    14   246    8    26
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  212 1257   288    12  858    18     2    1    14   246    8    26
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:  212 1257   288    12  858    18     2    1    14   246    8    26
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 1.00  0.92  0.92 1.00  0.92  0.83 0.95  0.95
Lanes:       1.00 2.00  2.00  1.00 2.00  1.00  1.00 2.00  1.00  2.00 0.24  0.76
Final Sat.:  1750 3800  3150  1750 3800  1750  1750 3800  1750  3150  424  1376
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.33  0.09  0.01 0.23  0.01  0.00 0.00  0.01  0.08 0.02  0.02
Crit Moves:        ****        ****                        ****  ****
Green/Cycle: 0.19 0.45  0.55  0.11 0.36  0.36  0.11 0.15  0.15  0.11 0.15  0.15
Volume/Cap:  0.63 0.74  0.17  0.06 0.63  0.03  0.01 0.00  0.05  0.73 0.12  0.12
Delay/Veh:   27.7 16.7   7.2  26.2 18.1  13.4  25.9 23.3  23.5  35.7 23.9  23.9
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:  27.7 16.7   7.2  26.2 18.1  13.4  25.9 23.3  23.5  35.7 23.9  23.9
LOS by Move:    C    B     A     C   B-     B     C    C     C    D+    C     C
HCM2kAvgQ:      4   11     2     0    8     0     0    0     0     3    1     1
Note: Queue reported is the number of cars per lane.
```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Pacific Mall - Silicon Valley
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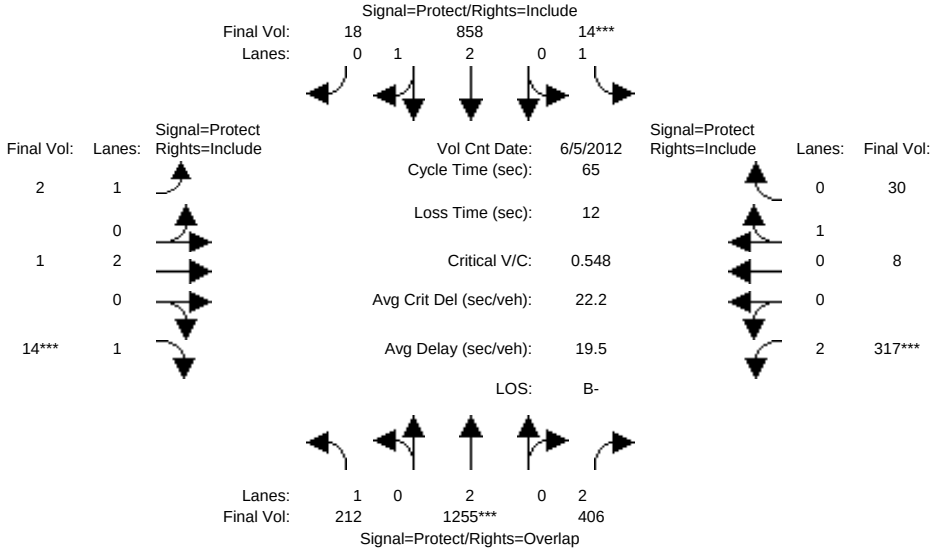
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #8: McCarthy Blvd and Ranch Dr (South)




```
Street Name:          McCarthy Blvd                    Ranch Dr (South)
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: 5 Jun 2012 << 8:00:00 AM
Base Vol:     212 1257   288    12  858    18     2    1    14   246    8    26
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:  212 1257   288    12  858    18     2    1    14   246    8    26
Added Vol:      0    0   113     2    0     0     0    0     0    69    0     2
Pass-by Div:    0   -2     5     0    0     0     0    0     0     2    0     2
Initial Fut:  212 1255   406    14  858    18     2    1    14   317    8    30
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:   212 1255   406    14  858    18     2    1    14   317    8    30
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  212 1255   406    14  858    18     2    1    14   317    8    30
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:  212 1255   406    14  858    18     2    1    14   317    8    30
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 0.98  0.95  0.92 1.00  0.92  0.83 0.95  0.95
Lanes:       1.00 2.00  2.00  1.00 2.94  0.06  1.00 2.00  1.00  2.00 0.21  0.79
Final Sat.:  1750 3800  3150  1750 5485   115  1750 3800  1750  3150  379  1421
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.33  0.13  0.01 0.16  0.16  0.00 0.00  0.01  0.10 0.02  0.02
Crit Moves:        ****        ****                        ****  ****
Green/Cycle: 0.23 0.42  0.55  0.11 0.30  0.30  0.12 0.15  0.15  0.13 0.17  0.17
Volume/Cap:  0.52 0.78  0.23  0.07 0.52  0.52  0.01 0.00  0.05  0.78 0.13  0.13
Delay/Veh:   23.0 18.5   7.5  26.3 19.2  19.2  25.4 23.3  23.5  36.6 23.3  23.3
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:  23.0 18.5   7.5  26.3 19.2  19.2  25.4 23.3  23.5  36.6 23.3  23.3
LOS by Move:    C   B-     A     C   B-     B-     C    C     C    D+    C     C
HCM2kAvgQ:      4   11     2     0    6     6     0    0     0     4    1     1
Note: Queue reported is the number of cars per lane.
```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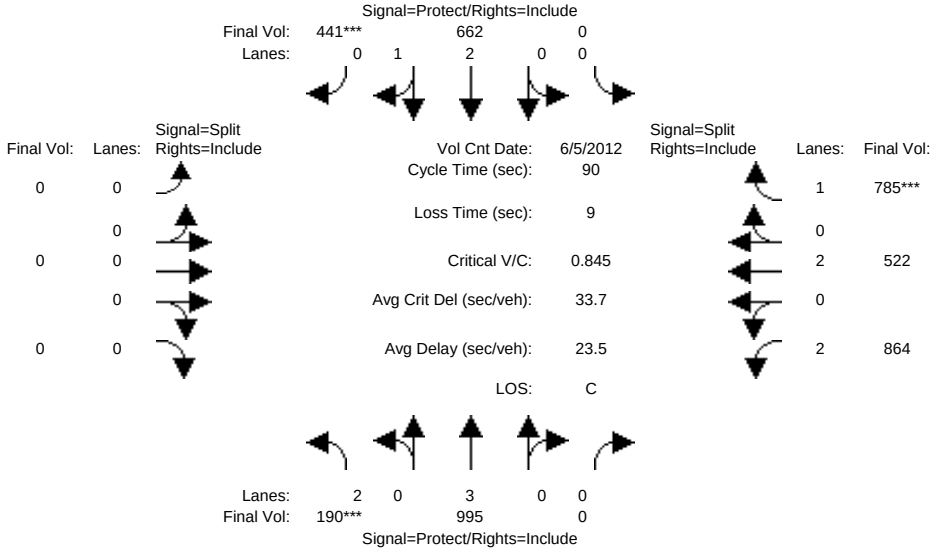
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
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	0	0	0	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	190	995	0	0	662	441	0	0	0	864	522	785
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:	190	995	0	0	662	441	0	0	0	864	522	785
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	995	0	0	662	441	0	0	0	864	522	785
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:	190	995	0	0	662	441	0	0	0	864	522	785
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	995	0	0	662	441	0	0	0	864	522	785
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:	190	995	0	0	662	441	0	0	0	864	522	785
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	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3800	1750	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.00	0.00	0.17	0.25	0.00	0.00	0.00	0.27	0.14	0.45
Crit Moves:	****					****						****
Green/Cycle:	0.08	0.37	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.53	0.53	0.53
Volume/Cap:	0.78	0.47	0.00	0.00	0.59	0.85	0.00	0.00	0.00	0.52	0.26	0.85
Delay/Veh:	55.1	21.6	0.0	0.0	27.5	35.5	0.0	0.0	0.0	14.2	11.8	26.0
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:	55.1	21.6	0.0	0.0	27.5	35.5	0.0	0.0	0.0	14.2	11.8	26.0
LOS by Move:	E+	C+	A	A	C	D+	A	A	A	B	B+	C
HCM2kAvgQ:	3	7	0	0	8	13	0	0	0	9	4	20

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

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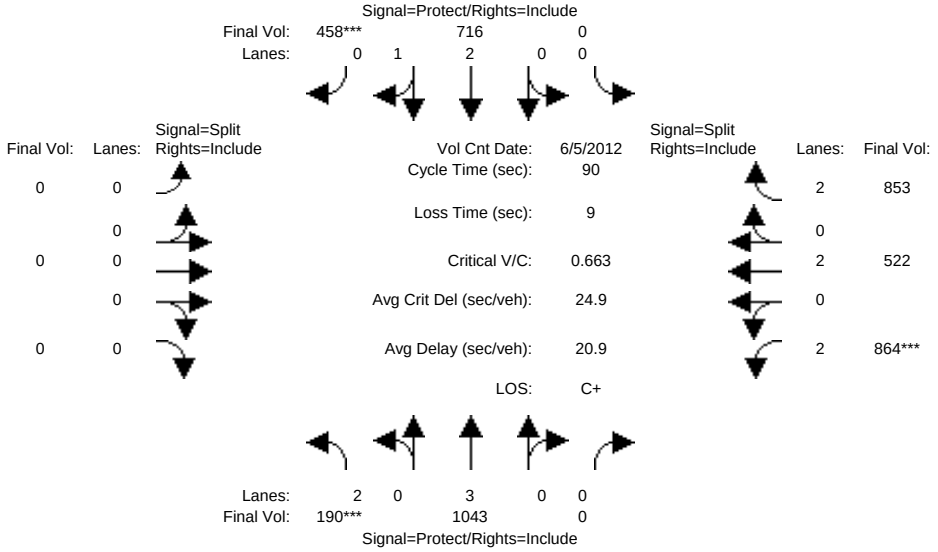
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
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	0	0	0	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	190	995	0	0	662	441	0	0	0	864	522	785
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:	190	995	0	0	662	441	0	0	0	864	522	785
Added Vol:	0	47	0	0	53	16	0	0	0	0	0	66
Pass-by Div:	0	1	0	0	1	1	0	0	0	0	0	2
Initial Fut:	190	1043	0	0	716	458	0	0	0	864	522	853
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:	190	1043	0	0	716	458	0	0	0	864	522	853
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1043	0	0	716	458	0	0	0	864	522	853
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:	190	1043	0	0	716	458	0	0	0	864	522	853
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	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	2.00	2.00
Final Sat.:	3150	5700	0	0	3800	1750	0	0	0	3150	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.00	0.00	0.19	0.26	0.00	0.00	0.00	0.27	0.14	0.27
Crit Moves:	****					****				****		
Green/Cycle:	0.09	0.49	0.00	0.00	0.39	0.39	0.00	0.00	0.00	0.41	0.41	0.41
Volume/Cap:	0.66	0.38	0.00	0.00	0.48	0.66	0.00	0.00	0.00	0.66	0.33	0.65
Delay/Veh:	45.3	14.6	0.0	0.0	20.4	23.3	0.0	0.0	0.0	22.6	18.0	22.4
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:	45.3	14.6	0.0	0.0	20.4	23.3	0.0	0.0	0.0	22.6	18.0	22.4
LOS by Move:	D	B	A	A	C+	C	A	A	A	C+	B-	C+
HCM2kAvgQ:	3	6	0	0	7	11	0	0	0	11	5	11

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

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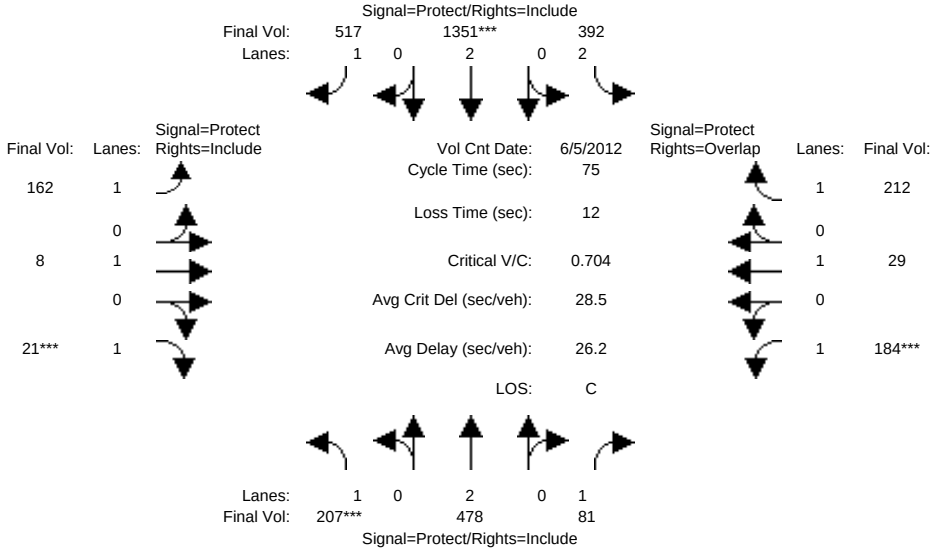
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	207	478	81	392	1351	517	162	8	21	184	29	212
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:	207	478	81	392	1351	517	162	8	21	184	29	212
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	478	81	392	1351	517	162	8	21	184	29	212
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:	207	478	81	392	1351	517	162	8	21	184	29	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	478	81	392	1351	517	162	8	21	184	29	212
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:	207	478	81	392	1351	517	162	8	21	184	29	212
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	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.05	0.12	0.36	0.30	0.09	0.00	0.01	0.11	0.02	0.12
Crit Moves:	****				****				****	****		
Green/Cycle:	0.14	0.30	0.30	0.28	0.43	0.43	0.11	0.13	0.13	0.13	0.15	0.43
Volume/Cap:	0.82	0.42	0.15	0.45	0.82	0.68	0.86	0.03	0.09	0.82	0.10	0.28
Delay/Veh:	49.8	21.3	19.5	22.6	22.0	19.6	63.4	28.3	28.7	52.4	27.4	13.9
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:	49.8	21.3	19.5	22.6	22.0	19.6	63.4	28.3	28.7	52.4	27.4	13.9
LOS by Move:	D	C+	B-	C+	C+	B-	E	C	C	D-	C	B
HCM2kAvgQ:	5	4	1	4	13	10	7	0	1	7	1	3

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

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Pacific Mall - Silicon Valley
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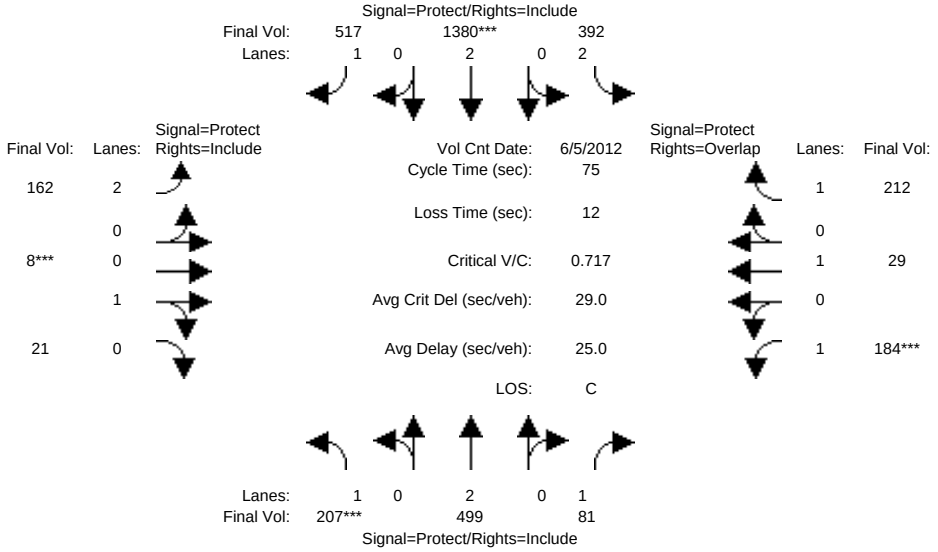
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	207	478	81	392	1351	517	162	8	21	184	29	212
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:	207	478	81	392	1351	517	162	8	21	184	29	212
Added Vol:	0	21	0	0	28	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	207	499	81	392	1380	517	162	8	21	184	29	212
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:	207	499	81	392	1380	517	162	8	21	184	29	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	499	81	392	1380	517	162	8	21	184	29	212
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:	207	499	81	392	1380	517	162	8	21	184	29	212
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	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	0.28	0.72	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	497	1303	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.05	0.12	0.36	0.30	0.05	0.02	0.02	0.11	0.02	0.12
Crit Moves:	****				****			****		****		
Green/Cycle:	0.14	0.30	0.30	0.28	0.44	0.44	0.11	0.13	0.13	0.13	0.15	0.43
Volume/Cap:	0.83	0.44	0.15	0.44	0.83	0.68	0.48	0.12	0.12	0.83	0.10	0.28
Delay/Veh:	51.6	21.4	19.4	22.6	22.3	19.2	32.6	28.9	28.9	54.3	27.5	13.9
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:	51.6	21.4	19.4	22.6	22.3	19.2	32.6	28.9	28.9	54.3	27.5	13.9
LOS by Move:	D-	C+	B-	C+	C+	B-	C-	C	C	D-	C	B
HCM2kAvgQ:	6	5	1	4	14	10	3	1	1	7	1	3

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

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Pacific Mall - Silicon Valley
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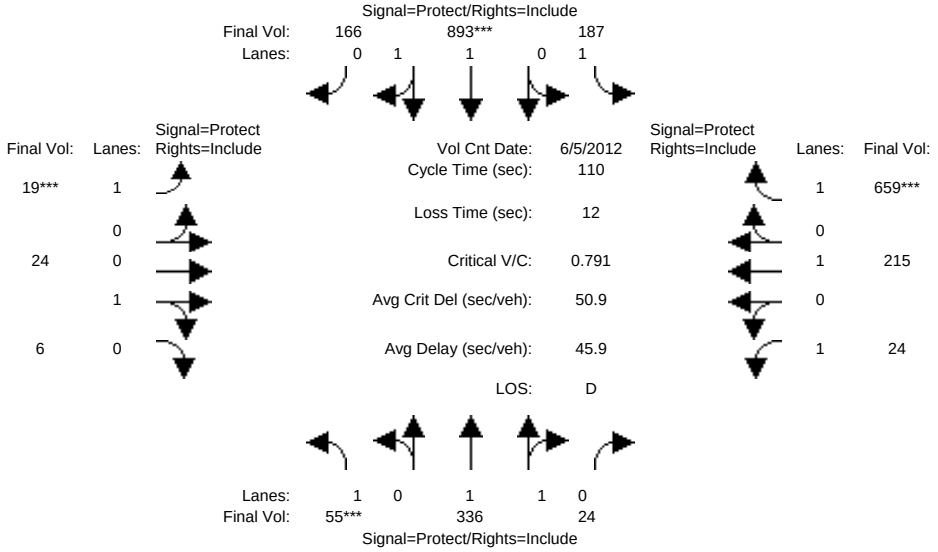
Background plus Project - AM Peak Hour

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

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	55	336	24	187	893	166	19	24	6	24	215	659
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:	55	336	24	187	893	166	19	24	6	24	215	659
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	336	24	187	893	166	19	24	6	24	215	659
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:	55	336	24	187	893	166	19	24	6	24	215	659
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	336	24	187	893	166	19	24	6	24	215	659
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:	55	336	24	187	893	166	19	24	6	24	215	659
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	1.00	0.92
Lanes:	1.00	1.86	0.14	1.00	1.68	0.32	1.00	0.80	0.20	1.00	1.00	1.00
Final Sat.:	1750	3453	247	1750	3120	580	1750	1440	360	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.11	0.29	0.29	0.01	0.02	0.02	0.01	0.11	0.38
Crit Moves:	****				****		****					****
Green/Cycle:	0.09	0.19	0.19	0.21	0.31	0.31	0.09	0.25	0.25	0.25	0.40	0.40
Volume/Cap:	0.35	0.51	0.51	0.51	0.93	0.93	0.12	0.07	0.07	0.06	0.28	0.93
Delay/Veh:	48.2	40.7	40.7	39.9	50.9	50.9	46.3	31.8	31.8	31.7	22.3	51.1
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:	48.2	40.7	40.7	39.9	50.9	50.9	46.3	31.8	31.8	31.7	22.3	51.1
LOS by Move:	D	D	D	D	D	D	D	C	C	C	C+	D-
HCM2kAvgQ:	2	5	5	6	19	19	1	1	1	1	5	26

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

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Pacific Mall - Silicon Valley
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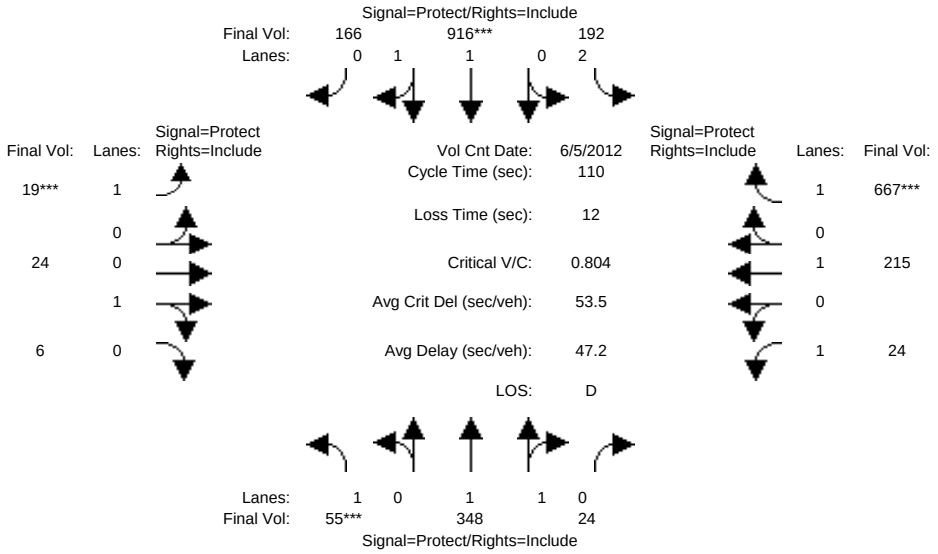
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	55	336	24	187	893	166	19	24	6	24	215	659
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:	55	336	24	187	893	166	19	24	6	24	215	659
Added Vol:	0	12	0	5	22	0	0	0	0	0	0	8
Pass-by Div:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	55	348	24	192	916	166	19	24	6	24	215	667
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:	55	348	24	192	916	166	19	24	6	24	215	667
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	348	24	192	916	166	19	24	6	24	215	667
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:	55	348	24	192	916	166	19	24	6	24	215	667
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.87	0.13	2.00	1.68	0.32	1.00	0.80	0.20	1.00	1.00	1.00
Final Sat.:	1750	3461	239	3150	3132	568	1750	1440	360	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.06	0.29	0.29	0.01	0.02	0.02	0.01	0.11	0.38
Crit Moves:	****				****		****					****
Green/Cycle:	0.09	0.24	0.24	0.15	0.31	0.31	0.09	0.25	0.25	0.25	0.40	0.40
Volume/Cap:	0.35	0.41	0.41	0.39	0.95	0.95	0.12	0.07	0.07	0.06	0.28	0.95
Delay/Veh:	48.2	35.2	35.2	42.4	53.3	53.3	46.3	31.9	31.9	31.8	22.4	54.3
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:	48.2	35.2	35.2	42.4	53.3	53.3	46.3	31.9	31.9	31.8	22.4	54.3
LOS by Move:	D	D+	D+	D	D-	D-	D	C	C	C	C+	D-
HCM2kAvgQ:	2	5	5	3	19	19	1	1	1	1	5	27

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

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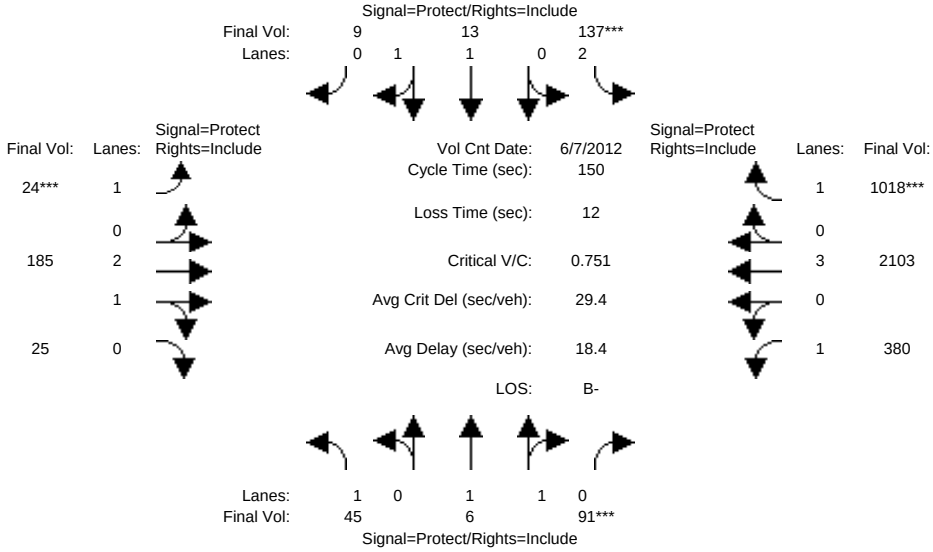
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	45	6	91	137	13	9	24	185	25	380	2103	1018
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:	45	6	91	137	13	9	24	185	25	380	2103	1018
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	6	91	137	13	9	24	185	25	380	2103	1018
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:	45	6	91	137	13	9	24	185	25	380	2103	1018
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	6	91	137	13	9	24	185	25	380	2103	1018
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:	45	6	91	137	13	9	24	185	25	380	2103	1018
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	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.16	0.84	1.00	2.63	0.37	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	2185	1513	1750	4932	667	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.05	0.04	0.01	0.01	0.01	0.04	0.04	0.22	0.37	0.58
Crit Moves:			****	****			****					****
Green/Cycle:	0.05	0.07	0.07	0.06	0.07	0.07	0.05	0.19	0.19	0.61	0.75	0.75
Volume/Cap:	0.51	0.05	0.78	0.78	0.08	0.08	0.29	0.20	0.20	0.36	0.49	0.78
Delay/Veh:	74.1	65.5	94.5	89.0	65.0	65.0	71.1	51.6	51.6	14.8	7.5	14.2
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:	74.1	65.5	94.5	89.0	65.0	65.0	71.1	51.6	51.6	14.8	7.5	14.2
LOS by Move:	E	E	F	F	E	E	E	D-	D-	B	A	B
HCM2kAvgQ:	3	0	6	4	0	0	1	3	3	9	12	29

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

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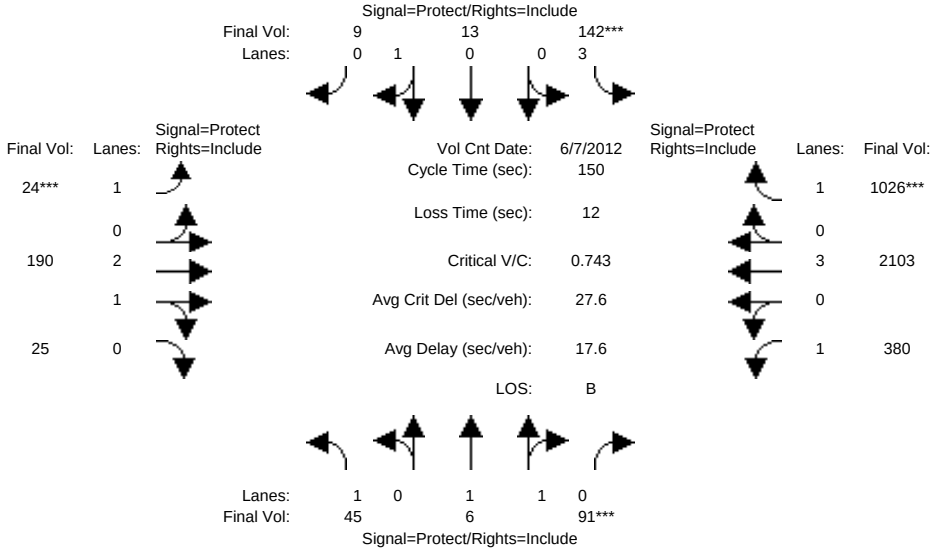
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	45	6	91	137	13	9	24	185	25	380	2103	1018
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:	45	6	91	137	13	9	24	185	25	380	2103	1018
Added Vol:	0	0	0	5	0	0	0	4	0	0	0	8
Pass-by Div:	0	0	0	0	0	0	0	1	0	0	0	0
Initial Fut:	45	6	91	142	13	9	24	190	25	380	2103	1026
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:	45	6	91	142	13	9	24	190	25	380	2103	1026
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	6	91	142	13	9	24	190	25	380	2103	1026
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:	45	6	91	142	13	9	24	190	25	380	2103	1026
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.80	0.95	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	3.00	0.59	0.41	1.00	2.64	0.36	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	4551	1064	736	1750	4948	651	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.05	0.03	0.01	0.01	0.01	0.04	0.04	0.22	0.37	0.59
Crit Moves:			****	****			****					****
Green/Cycle:	0.05	0.07	0.07	0.05	0.07	0.07	0.05	0.19	0.19	0.62	0.76	0.76
Volume/Cap:	0.55	0.05	0.77	0.67	0.18	0.18	0.29	0.20	0.20	0.35	0.49	0.77
Delay/Veh:	77.5	65.5	93.8	78.3	66.8	66.8	71.1	51.4	51.4	14.3	7.0	13.4
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:	77.5	65.5	93.8	78.3	66.8	66.8	71.1	51.4	51.4	14.3	7.0	13.4
LOS by Move:	E-	E	F	E-	E	E	E	D-	D-	B	A	B
HCM2kAvgQ:	3	0	6	3	1	1	1	3	3	9	12	28

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

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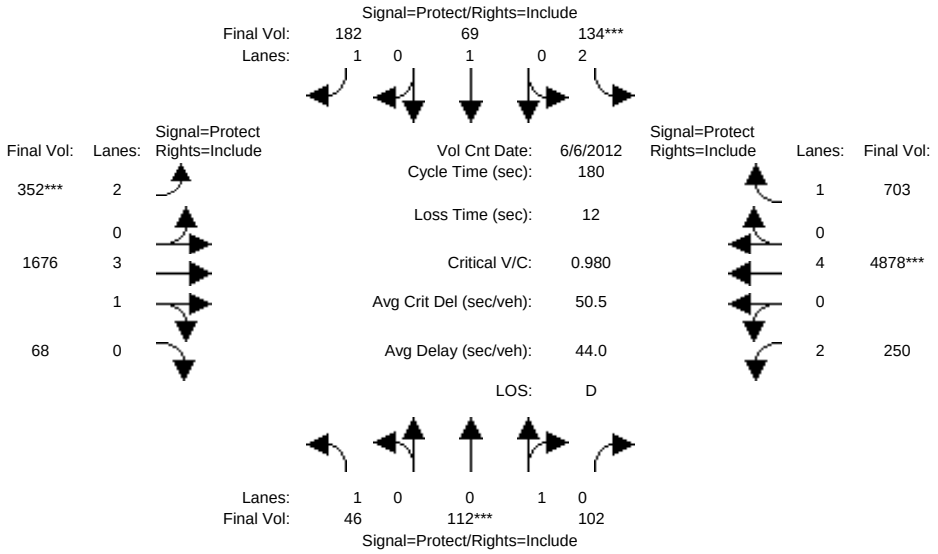
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
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: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	46	112	102	134	69	182	352	1676	68	250	4878	703
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:	46	112	102	134	69	182	352	1676	68	250	4878	703
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	112	102	134	69	182	352	1676	68	250	4878	703
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:	46	112	102	134	69	182	352	1676	68	250	4878	703
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	112	102	134	69	182	352	1676	68	250	4878	703
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:	46	112	102	134	69	182	352	1676	68	250	4878	703
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.52	0.48	2.00	1.00	1.00	2.00	3.84	0.16	2.00	4.00	1.00
Final Sat.:	1750	942	858	3150	1900	1750	3150	7207	292	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.04	0.04	0.10	0.11	0.23	0.23	0.08	0.64	0.40
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.12	0.12	0.04	0.12	0.12	0.11	0.57	0.57	0.20	0.65	0.65
Volume/Cap:	0.59	0.98	0.98	0.98	0.30	0.87	0.98	0.41	0.41	0.41	0.98	0.61
Delay/Veh:	95.4	134	134.0	156.7	73.1	107.5	121.6	21.4	21.4	63.7	38.7	18.9
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:	95.4	134	134.0	156.7	73.1	107.5	121.6	21.4	21.4	63.7	38.7	18.9
LOS by Move:	F	F	F	F	E	F	F	C+	C+	E	D+	B-
HCM2kAvgQ:	4	16	16	5	3	12	13	13	13	7	70	24

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

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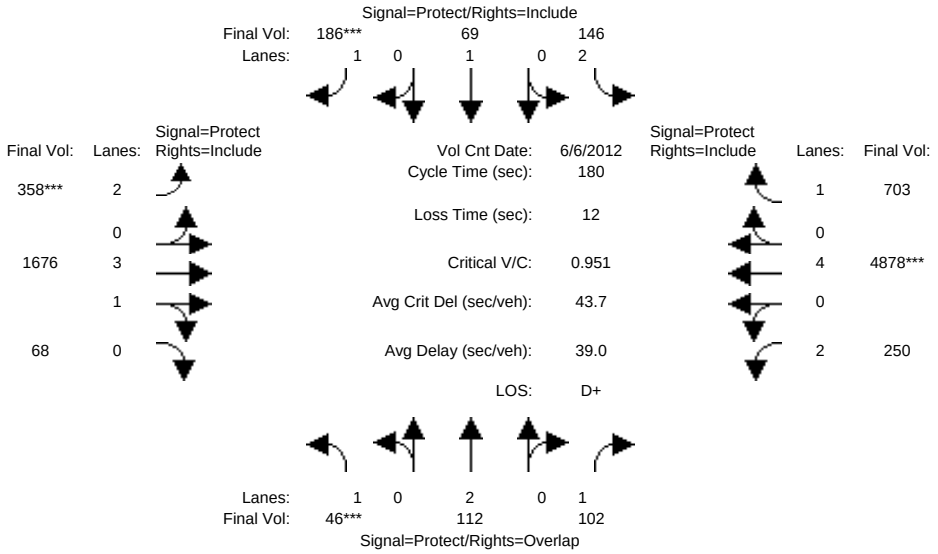
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
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: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	46	112	102	134	69	182	352	1676	68	250	4878	703
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:	46	112	102	134	69	182	352	1676	68	250	4878	703
Added Vol:	0	0	0	11	0	4	6	0	0	0	0	0
Pass-by Div:	0	0	0	1	0	0	0	0	0	0	0	0
Initial Fut:	46	112	102	146	69	186	358	1676	68	250	4878	703
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:	46	112	102	146	69	186	358	1676	68	250	4878	703
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	112	102	146	69	186	358	1676	68	250	4878	703
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:	46	112	102	146	69	186	358	1676	68	250	4878	703
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	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	2.00	3.84	0.16	2.00	4.00	1.00
Final Sat.:	1750	3800	1750	3150	1900	1750	3150	7207	292	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.06	0.05	0.04	0.11	0.11	0.23	0.23	0.08	0.64	0.40
Crit Moves:	****					****	****				****	
Green/Cycle:	0.04	0.08	0.28	0.07	0.11	0.11	0.12	0.58	0.58	0.20	0.67	0.67
Volume/Cap:	0.68	0.36	0.21	0.68	0.33	0.96	0.96	0.40	0.40	0.40	0.96	0.60
Delay/Veh:	109.2	79.0	49.6	90.8	74.8	133.7	116.0	20.3	20.3	63.1	34.4	17.7
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:	109.2	79.0	49.6	90.8	74.8	133.7	116.0	20.3	20.3	63.1	34.4	17.7
LOS by Move:	F	E-	D	F	E	F	F	C+	C+	E	C-	B
HCM2kAvgQ:	4	3	4	5	3	13	13	12	12	7	67	23

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

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Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Background PM				B+P PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	McCarthy Blvd and Dixon Landing Rd	B-	18.8	0.710	18.8	B-	19.9	0.729	+ 0.018	19.9	+ 1.1
#7	Ranch Drive and Project Entrance	B+	11.9	0.296	10.7	B	12.6	0.353	+ 0.057	14.5	+ 3.9
#8	McCarthy Blvd and Ranch Dr (South)	D	47.0	0.929	63.9	D	49.3	0.954	+ 0.025	70.9	+ 7.0
#9	McCarthy Blvd and SR-237 WB Ramps	D+	35.6	1.019	49.3	C	30.9	0.998	- 0.021	41.7	- 7.6
#16	McCarthy Blvd and Bellew Dr	F	81.8	1.111	107.2	D-	53.1	0.987	- 0.124	65.7	- 41.5
#17	McCarthy Blvd and Alder Dr	F	81.5	1.077	102.1	D	43.3	0.863	- 0.215	48.9	- 53.2
#19	Tasman Dr and Alder Dr	F	90.6	1.098	103.3	E	60.1	0.985	- 0.114	66.3	- 37.0
#28	McCarthy Blvd and Montague Expwy	F	103.3	1.137	127.4	F	101.4	1.152	+ 0.015	134.1	+ 6.7

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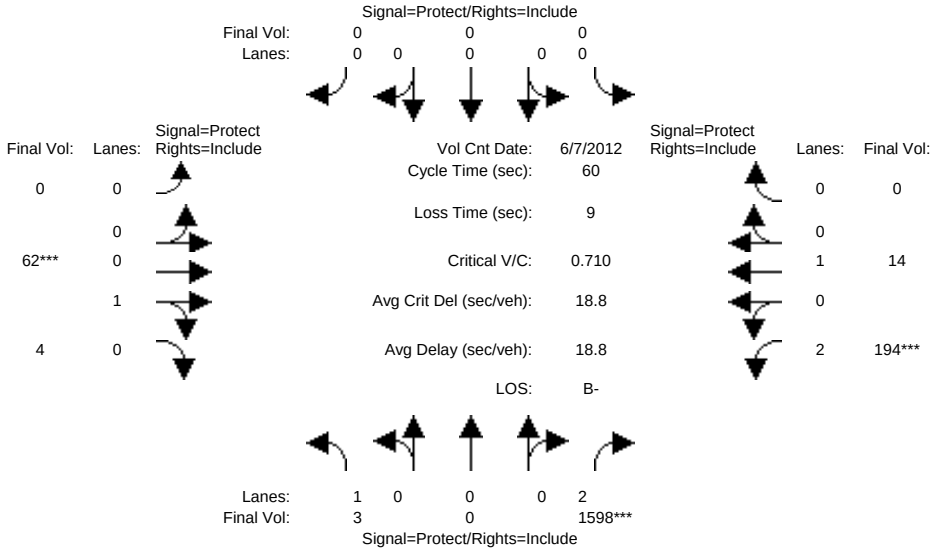
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
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	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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	3	0	1598	0	0	0	0	62	4	194	14	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:	3	0	1598	0	0	0	0	62	4	194	14	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	1598	0	0	0	0	62	4	194	14	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:	3	0	1598	0	0	0	0	62	4	194	14	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	1598	0	0	0	0	62	4	194	14	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:	3	0	1598	0	0	0	0	62	4	194	14	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.93	0.07	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1776	115	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.03	0.03	0.06	0.01	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.57	0.00	0.57	0.00	0.00	0.00	0.00	0.17	0.17	0.12	0.28	0.00
Volume/Cap:	0.00	0.00	0.90	0.00	0.00	0.00	0.00	0.21	0.21	0.53	0.03	0.00
Delay/Veh:	5.6	0.0	17.8	0.0	0.0	0.0	0.0	21.9	21.9	26.4	15.5	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:	5.6	0.0	17.8	0.0	0.0	0.0	0.0	21.9	21.9	26.4	15.5	0.0
LOS by Move:	A	A	B	A	A	A	A	C+	C+	C	B	A
HCM2kAvgQ:	0	0	17	0	0	0	0	1	1	2	0	0

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

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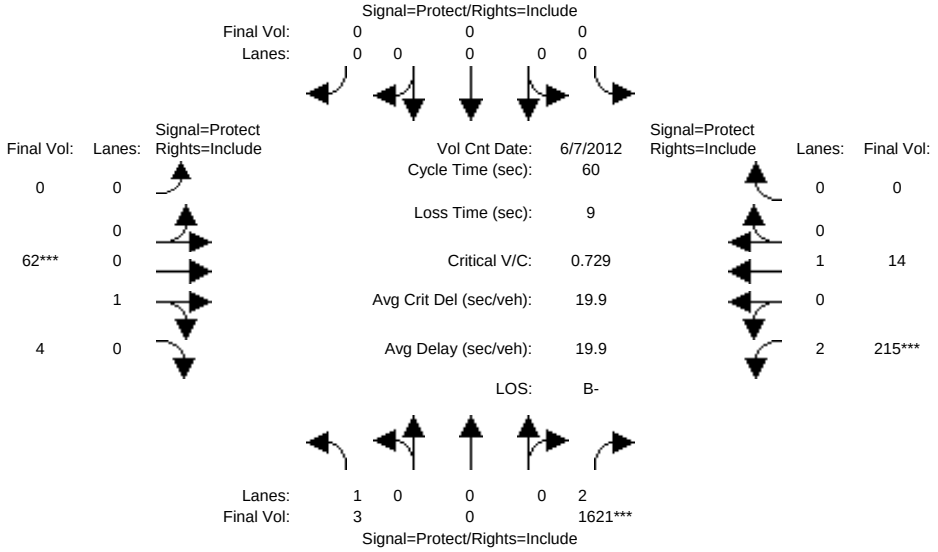
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #1: McCarthy Blvd and Dixon Landing Rd

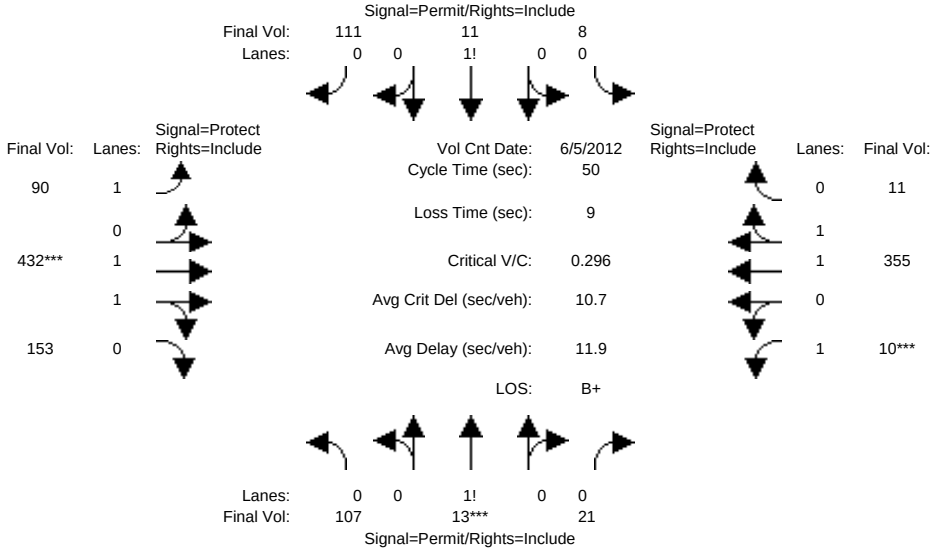



```
Street Name:          McCarthy Blvd                    Dixon Landing Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10   10   10    10     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: 7 Jun 2012 << 8:00:00 AM
Base Vol:       3    0  1598     0    0     0    0   62     4   194   14     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:    3    0  1598     0    0     0    0   62     4   194   14     0
Added Vol:      0    0    18     0    0     0    0    0     0    18    0     0
Pass-by Div:    0    0     5     0    0     0    0    0     0     3    0     0
Initial Fut:    3    0  1621     0    0     0    0   62     4   215   14     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:     3    0  1621     0    0     0    0   62     4   215   14     0
Reduct Vol:     0    0     0     0    0     0    0    0     0     0    0     0
Reduced Vol:    3    0  1621     0    0     0    0   62     4   215   14     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:    3    0  1621     0    0     0    0   62     4   215   14     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900 1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 1.00  0.92 0.92 0.95  0.95  0.83 1.00  0.92
Lanes:       1.00 0.00  2.00  0.00 0.00  0.00 0.00 0.94  0.06  2.00 1.00  0.00
Final Sat.:  1750    0  3150     0    0     0    0 1691   109  3150 1900     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.51  0.00 0.00  0.00 0.00 0.04  0.04  0.07 0.01  0.00
Crit Moves:             ****                        ****        ****
Green/Cycle: 0.57 0.00  0.57  0.00 0.00  0.00 0.00 0.17  0.17  0.12 0.28  0.00
Volume/Cap:  0.00 0.00  0.91  0.00 0.00  0.00 0.00 0.22  0.22  0.59 0.03  0.00
Delay/Veh:    5.6  0.0  18.8   0.0  0.0   0.0  0.0 22.0  22.0  27.6 15.5   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:   5.6  0.0  18.8   0.0  0.0   0.0  0.0 22.0  22.0  27.6 15.5   0.0
LOS by Move:    A    A    B-     A    A     A    A   C+    C+     C    B     A
HCM2kAvgQ:      0    0    18     0    0     0    0    1     1     2    0     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	107	13	21	8	11	111	90	432	153	10	355	11
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:	107	13	21	8	11	111	90	432	153	10	355	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	13	21	8	11	111	90	432	153	10	355	11
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:	107	13	21	8	11	111	90	432	153	10	355	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	13	21	8	11	111	90	432	153	10	355	11
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:	107	13	21	8	11	111	90	432	153	10	355	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.76	0.09	0.15	0.06	0.08	0.86	1.00	1.44	0.56	1.00	1.93	0.07
Final Sat.:	1338	163	263	108	149	1504	1750	2745	972	1750	3676	114
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.07	0.07	0.07	0.05	0.16	0.16	0.01	0.10	0.10
Crit Moves:		****						****		****		
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.24	0.45	0.45	0.14	0.35	0.35
Volume/Cap:	0.35	0.35	0.35	0.32	0.32	0.32	0.21	0.35	0.35	0.04	0.28	0.28
Delay/Veh:	16.7	16.7	16.7	16.5	16.5	16.5	15.3	9.1	9.1	18.7	11.9	11.9
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:	16.7	16.7	16.7	16.5	16.5	16.5	15.3	9.1	9.1	18.7	11.9	11.9
LOS by Move:	B	B	B	B	B	B	B	A	A	B-	B+	B+
HCM2kAvgQ:	2	2	2	2	2	2	1	3	3	0	2	2

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

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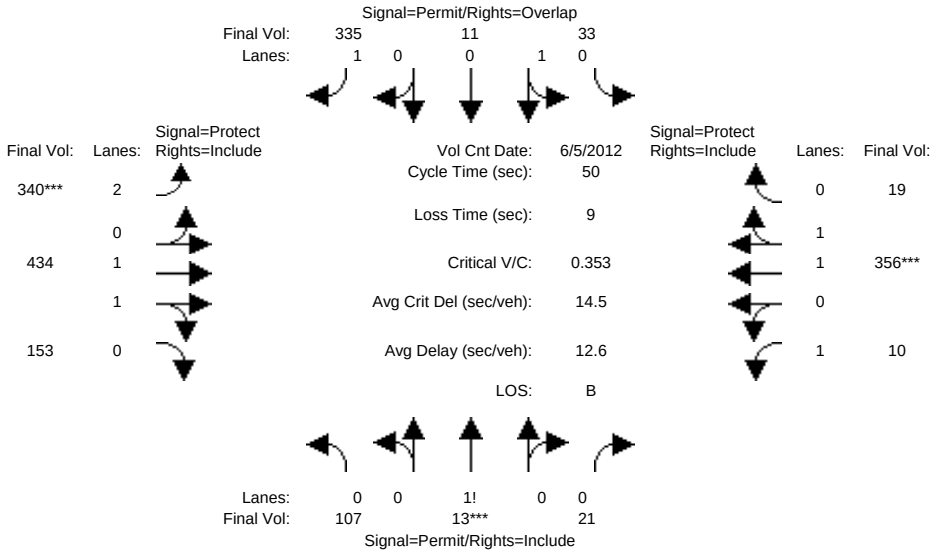
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	107	13	21	8	11	111	90	432	153	10	355	11
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:	107	13	21	8	11	111	90	432	153	10	355	11
Added Vol:	0	0	0	0	0	186	198	0	0	0	0	0
Pass-by Div:	0	0	0	25	0	38	52	2	0	0	1	8
Initial Fut:	107	13	21	33	11	335	340	434	153	10	356	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:	107	13	21	33	11	335	340	434	153	10	356	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	13	21	33	11	335	340	434	153	10	356	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:	107	13	21	33	11	335	340	434	153	10	356	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.83	0.98	0.95	0.92	0.98	0.95
Lanes:	0.76	0.09	0.15	0.75	0.25	1.00	2.00	1.46	0.54	1.00	1.90	0.10
Final Sat.:	1328	161	261	1350	450	1750	3150	2735	964	1750	3512	187
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.02	0.02	0.19	0.11	0.16	0.16	0.01	0.10	0.10
Crit Moves:		****					****				****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.53	0.31	0.35	0.35	0.24	0.29	0.29
Volume/Cap:	0.35	0.35	0.35	0.11	0.11	0.36	0.35	0.46	0.46	0.02	0.35	0.35
Delay/Veh:	16.8	16.8	16.8	15.4	15.4	7.0	13.7	12.9	12.9	14.4	14.4	14.4
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:	16.8	16.8	16.8	15.4	15.4	7.0	13.7	12.9	12.9	14.4	14.4	14.4
LOS by Move:	B	B	B	B	B	A	B	B	B	B	B	B
HCM2kAvgQ:	2	2	2	1	1	3	2	4	4	0	3	3

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

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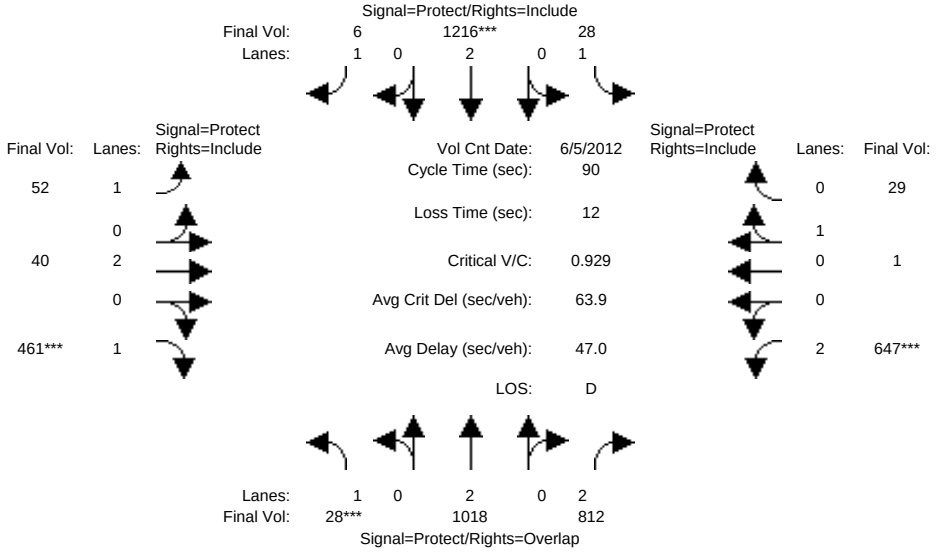
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #8: McCarthy Blvd and Ranch Dr (South)



Street Name:	McCarthy Blvd						Ranch Dr (South)					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	28	1018	812	28	1216	6	52	40	461	647	1	29
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:	28	1018	812	28	1216	6	52	40	461	647	1	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	1018	812	28	1216	6	52	40	461	647	1	29
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:	28	1018	812	28	1216	6	52	40	461	647	1	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1018	812	28	1216	6	52	40	461	647	1	29
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:	28	1018	812	28	1216	6	52	40	461	647	1	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.03	0.97
Final Sat.:	1750	3800	3150	1750	3800	1750	1750	3800	1750	3150	58	1696
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.26	0.02	0.32	0.00	0.03	0.01	0.26	0.21	0.02	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.31	0.51	0.09	0.32	0.32	0.19	0.26	0.26	0.21	0.28	0.28
Volume/Cap:	0.21	0.87	0.50	0.18	1.00	0.01	0.15	0.04	1.00	1.00	0.06	0.06
Delay/Veh:	39.6	36.6	14.6	38.5	56.4	20.9	30.4	24.7	75.0	71.1	24.1	24.1
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:	39.6	36.6	14.6	38.5	56.4	20.9	30.4	24.7	75.0	71.1	24.1	24.1
LOS by Move:	D	D+	B	D+	E+	C+	C	C	E-	E	C	C
HCM2kAvgQ:	1	14	9	1	24	0	1	0	20	14	1	1

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

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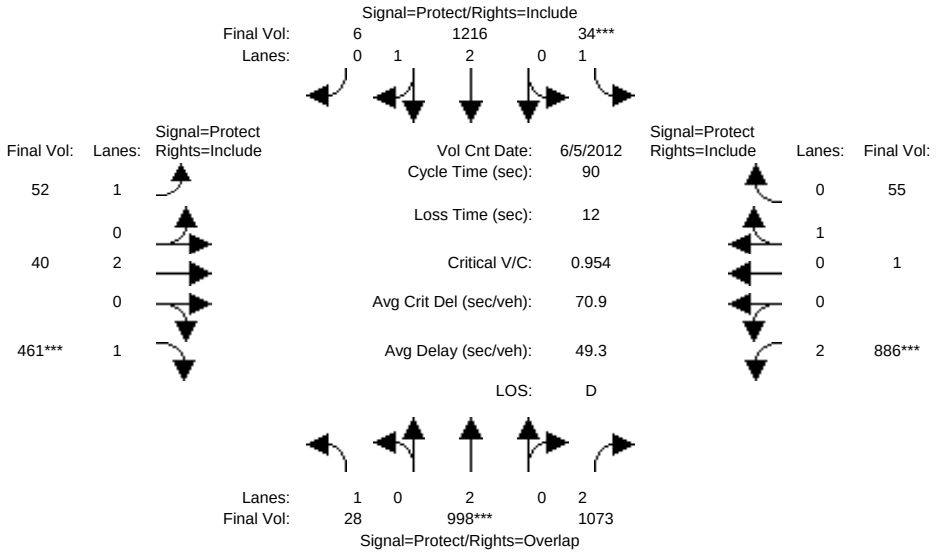
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #8: McCarthy Blvd and Ranch Dr (South)



Street Name:	McCarthy Blvd						Ranch Dr (South)					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	28	1018	812	28	1216	6	52	40	461	647	1	29
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:	28	1018	812	28	1216	6	52	40	461	647	1	29
Added Vol:	0	0	219	5	0	0	0	0	0	217	0	5
Pass-by Div:	0	-20	42	1	0	0	0	0	0	22	0	21
Initial Fut:	28	998	1073	34	1216	6	52	40	461	886	1	55
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:	28	998	1073	34	1216	6	52	40	461	886	1	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	998	1073	34	1216	6	52	40	461	886	1	55
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:	28	998	1073	34	1216	6	52	40	461	886	1	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	2.00	1.00	2.98	0.02	1.00	2.00	1.00	2.00	0.02	0.98
Final Sat.:	1750	3800	3150	1750	5572	27	1750	3800	1750	3150	32	1768
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.34	0.02	0.22	0.22	0.03	0.01	0.26	0.28	0.03	0.03
Crit Moves:		****		****					****	****		
Green/Cycle:	0.09	0.26	0.53	0.08	0.25	0.25	0.22	0.26	0.26	0.27	0.31	0.31
Volume/Cap:	0.18	1.02	0.64	0.25	0.89	0.89	0.14	0.04	1.02	1.02	0.10	0.10
Delay/Veh:	38.6	68.3	15.8	40.0	39.9	39.9	28.4	25.1	81.9	69.3	22.0	22.0
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	68.3	15.8	40.0	39.9	39.9	28.4	25.1	81.9	69.3	22.0	22.0
LOS by Move:	D+	E	B	D	D	D	C	C	F	E	C+	C+
HCM2kAvgQ:	1	18	13	1	15	15	1	0	21	20	1	1

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

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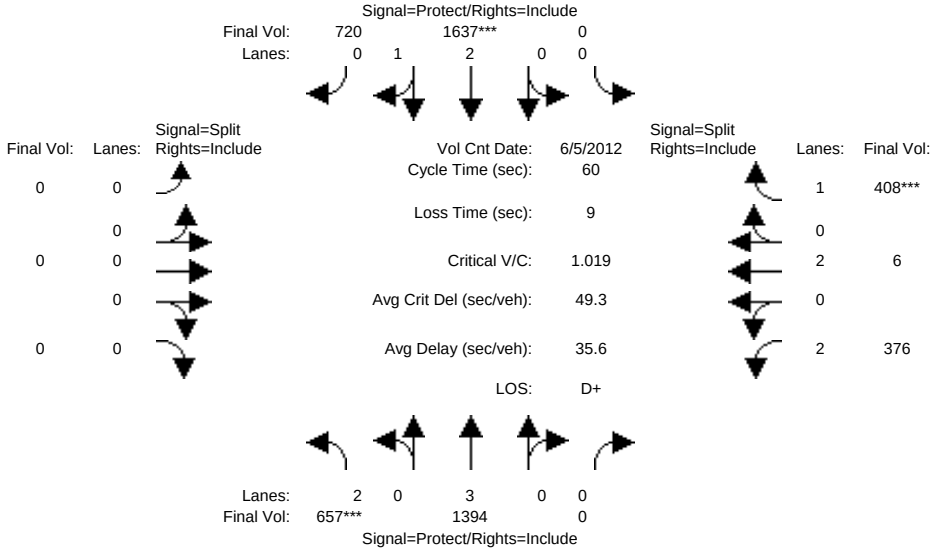
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
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	0	0	0	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	657	1394	0	0	1637	720	0	0	0	376	6	408
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:	657	1394	0	0	1637	720	0	0	0	376	6	408
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	657	1394	0	0	1637	720	0	0	0	376	6	408
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:	657	1394	0	0	1637	720	0	0	0	376	6	408
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	657	1394	0	0	1637	720	0	0	0	376	6	408
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:	657	1394	0	0	1637	720	0	0	0	376	6	408
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	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.03	0.97	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3858	1697	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.24	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.12	0.00	0.23
Crit Moves:	****				****							****
Green/Cycle:	0.20	0.62	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.23	0.23	0.23
Volume/Cap:	1.02	0.39	0.00	0.00	1.02	1.02	0.00	0.00	0.00	0.52	0.01	1.02
Delay/Veh:	64.1	5.8	0.0	0.0	41.1	41.1	0.0	0.0	0.0	21.0	17.9	73.0
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:	64.1	5.8	0.0	0.0	41.1	41.1	0.0	0.0	0.0	21.0	17.9	73.0
LOS by Move:	E	A	A	A	D	D	A	A	A	C+	B	E
HCM2kAvgQ:	9	4	0	0	17	17	0	0	0	4	0	12

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

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Pacific Mall - Silicon Valley
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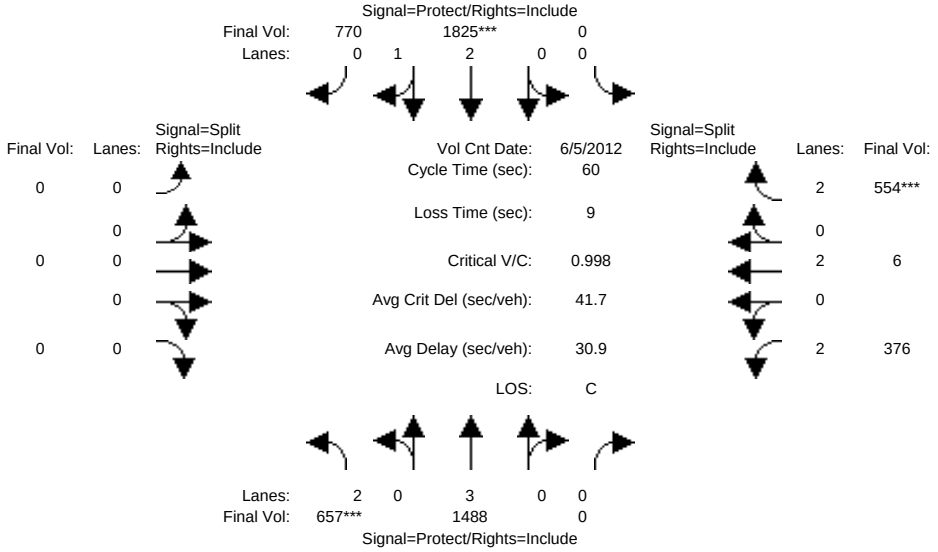
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
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	0	0	0	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	657	1394	0	0	1637	720	0	0	0	376	6	408
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:	657	1394	0	0	1637	720	0	0	0	376	6	408
Added Vol:	0	86	0	0	176	41	0	0	0	0	0	132
Pass-by Div:	0	8	0	0	12	9	0	0	0	0	0	14
Initial Fut:	657	1488	0	0	1825	770	0	0	0	376	6	554
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:	657	1488	0	0	1825	770	0	0	0	376	6	554
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	657	1488	0	0	1825	770	0	0	0	376	6	554
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:	657	1488	0	0	1825	770	0	0	0	376	6	554
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	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	2.00	3.00	0.00	0.00	2.08	0.92	0.00	0.00	0.00	2.00	2.00	2.00
Final Sat.:	3150	5700	0	0	3936	1661	0	0	0	3150	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.21	0.26	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.12	0.00	0.18
Crit Moves:	****				****							****
Green/Cycle:	0.21	0.67	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.18	0.18	0.18
Volume/Cap:	1.00	0.39	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.68	0.01	1.00
Delay/Veh:	58.2	4.4	0.0	0.0	33.1	33.1	0.0	0.0	0.0	26.5	20.4	62.3
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:	58.2	4.4	0.0	0.0	33.1	33.1	0.0	0.0	0.0	26.5	20.4	62.3
LOS by Move:	E+	A	A	A	C-	C-	A	A	A	C	C+	E
HCM2kAvgQ:	8	4	0	0	19	19	0	0	0	4	0	9

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

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Pacific Mall - Silicon Valley
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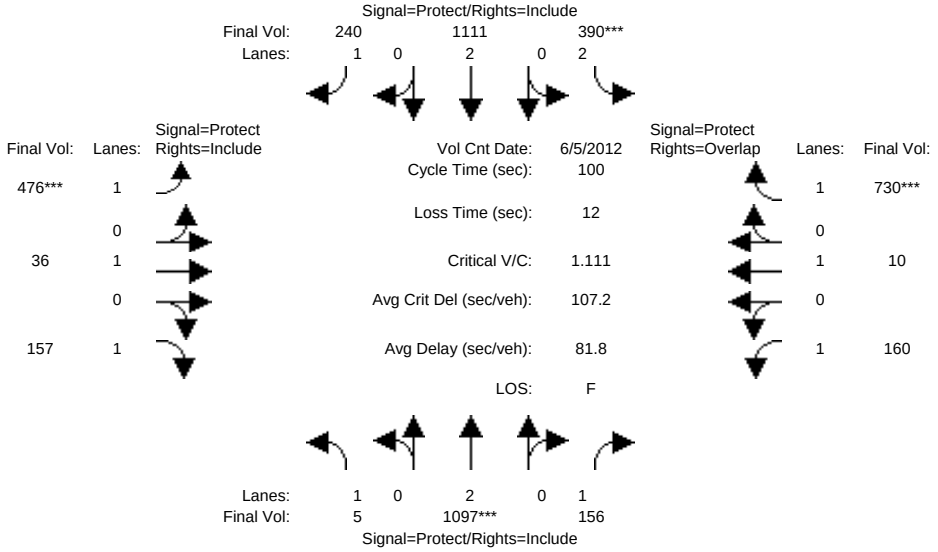
Background plus Project - PM Peak Hour

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

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	5	1097	156	390	1111	240	476	36	157	160	10	730
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:	5	1097	156	390	1111	240	476	36	157	160	10	730
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	1097	156	390	1111	240	476	36	157	160	10	730
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:	5	1097	156	390	1111	240	476	36	157	160	10	730
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1097	156	390	1111	240	476	36	157	160	10	730
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:	5	1097	156	390	1111	240	476	36	157	160	10	730
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	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.09	0.12	0.29	0.14	0.27	0.02	0.09	0.09	0.01	0.42
Crit Moves:		****		****			****					****
Green/Cycle:	0.07	0.26	0.26	0.11	0.30	0.30	0.24	0.27	0.27	0.24	0.26	0.38
Volume/Cap:	0.04	1.11	0.34	1.11	0.98	0.46	1.11	0.07	0.34	0.38	0.02	1.11
Delay/Veh:	43.3	101	30.5	125.9	55.7	29.1	115.0	27.5	30.0	32.1	27.2	100.9
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:	43.3	101	30.5	125.9	55.7	29.1	115.0	27.5	30.0	32.1	27.2	100.9
LOS by Move:	D	F	C	F	E+	C	F	C	C	C-	C	F
HCM2kAvgQ:	0	23	4	11	20	6	26	1	4	5	0	38

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

Pacific Mall - Silicon Valley
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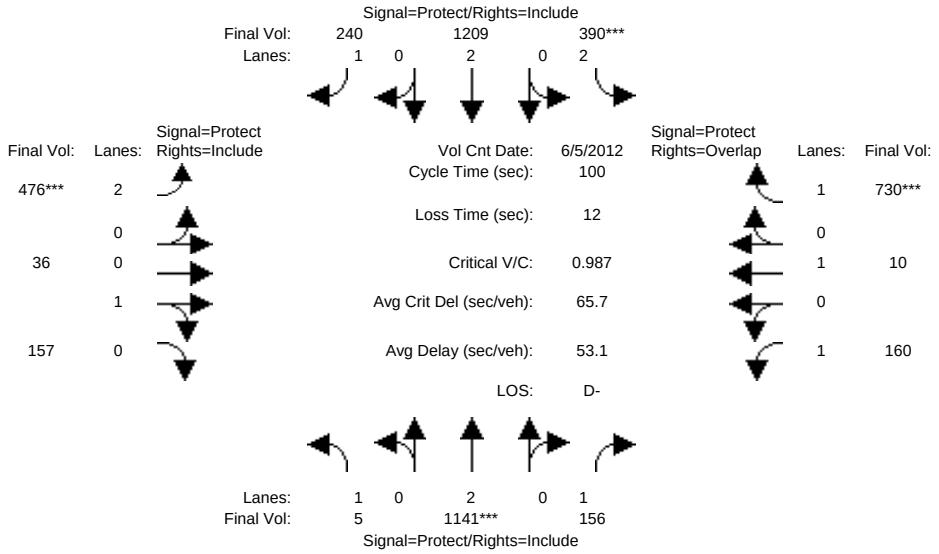
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	5	1097	156	390	1111	240	476	36	157	160	10	730
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:	5	1097	156	390	1111	240	476	36	157	160	10	730
Added Vol:	0	44	0	0	91	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	7	0	0	0	0	0	0	0
Initial Fut:	5	1141	156	390	1209	240	476	36	157	160	10	730
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:	5	1141	156	390	1209	240	476	36	157	160	10	730
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1141	156	390	1209	240	476	36	157	160	10	730
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:	5	1141	156	390	1209	240	476	36	157	160	10	730
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	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	0.19	0.81	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	336	1464	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.09	0.12	0.32	0.14	0.15	0.11	0.11	0.09	0.01	0.42
Crit Moves:		****		****			****					****
Green/Cycle:	0.08	0.30	0.30	0.13	0.35	0.35	0.15	0.24	0.24	0.21	0.30	0.42
Volume/Cap:	0.04	0.99	0.29	0.99	0.90	0.39	0.99	0.44	0.44	0.44	0.02	0.99
Delay/Veh:	42.8	57.8	26.9	85.3	39.6	24.7	79.7	32.8	32.8	35.4	24.8	58.3
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:	42.8	57.8	26.9	85.3	39.6	24.7	79.7	32.8	32.8	35.4	24.8	58.3
LOS by Move:	D	E+	C	F	D	C	E-	C-	C-	D+	C	E+
HCM2kAvgQ:	0	19	4	9	19	6	14	6	6	5	0	31

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

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Pacific Mall - Silicon Valley
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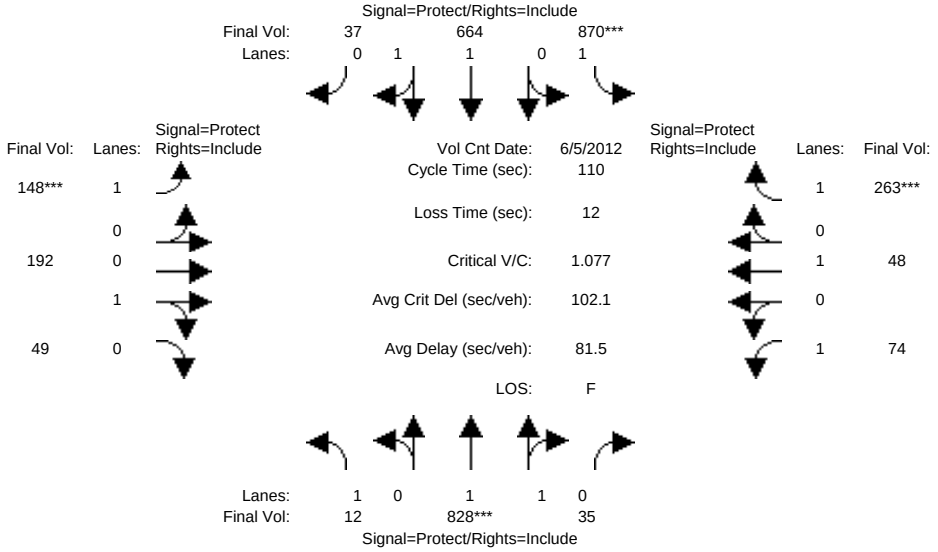
Background plus Project - PM Peak Hour

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

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	12	828	35	870	664	37	148	192	49	74	48	263
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:	12	828	35	870	664	37	148	192	49	74	48	263
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	828	35	870	664	37	148	192	49	74	48	263
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:	12	828	35	870	664	37	148	192	49	74	48	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	828	35	870	664	37	148	192	49	74	48	263
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:	12	828	35	870	664	37	148	192	49	74	48	263
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.91	0.09	1.00	1.89	0.11	1.00	0.78	0.22	1.00	1.00	1.00
Final Sat.:	1750	3633	154	1750	3583	200	1750	1488	380	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.23	0.50	0.19	0.19	0.08	0.13	0.13	0.04	0.03	0.15
Crit Moves:		****		****			****					****
Green/Cycle:	0.22	0.21	0.21	0.45	0.44	0.44	0.09	0.13	0.13	0.09	0.14	0.14
Volume/Cap:	0.03	1.09	1.09	1.09	0.42	0.42	0.93	0.96	0.96	0.45	0.18	1.09
Delay/Veh:	33.9	104	104.4	90.7	21.0	21.0	100.7	94.0	94.0	49.0	42.3	132.9
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:	33.9	104	104.4	90.7	21.0	21.0	100.7	94.0	94.0	49.0	42.3	132.9
LOS by Move:	C-	F	F	F	C+	C+	F	F	F	D	D	F
HCM2kAvgQ:	0	21	21	40	7	7	9	12	12	3	1	14

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

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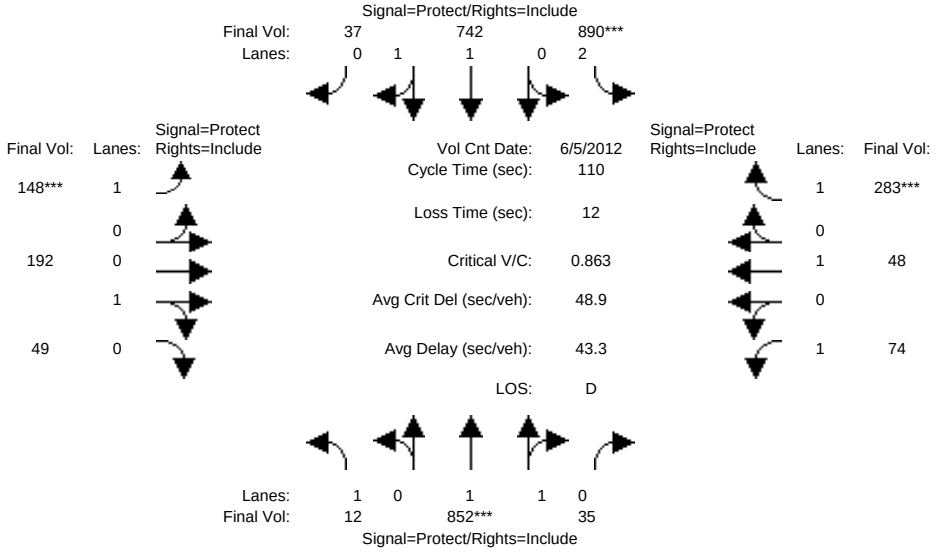
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	12	828	35	870	664	37	148	192	49	74	48	263
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:	12	828	35	870	664	37	148	192	49	74	48	263
Added Vol:	0	24	0	20	71	0	0	0	0	0	0	20
Pass-by Div:	0	0	0	0	7	0	0	0	0	0	0	0
Initial Fut:	12	852	35	890	742	37	148	192	49	74	48	283
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:	12	852	35	890	742	37	148	192	49	74	48	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	852	35	890	742	37	148	192	49	74	48	283
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:	12	852	35	890	742	37	148	192	49	74	48	283
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.97	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	2.00	1.90	0.10	1.00	0.80	0.20	1.00	1.00	1.00
Final Sat.:	1750	3554	146	3150	3524	176	1750	1434	366	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.24	0.28	0.21	0.21	0.08	0.13	0.13	0.04	0.03	0.16
Crit Moves:		****		****			****					****
Green/Cycle:	0.18	0.28	0.28	0.33	0.42	0.42	0.10	0.17	0.17	0.12	0.19	0.19
Volume/Cap:	0.04	0.86	0.86	0.86	0.50	0.50	0.86	0.79	0.79	0.37	0.13	0.86
Delay/Veh:	37.1	45.4	45.4	42.3	23.5	23.5	82.3	56.5	56.5	46.1	37.4	63.6
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	45.4	45.4	42.3	23.5	23.5	82.3	56.5	56.5	46.1	37.4	63.6
LOS by Move:	D+	D	D	D	C	C	F	E+	E+	D	D+	E
HCM2kAvgQ:	0	16	16	16	9	9	8	10	10	2	1	11

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

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Pacific Mall - Silicon Valley
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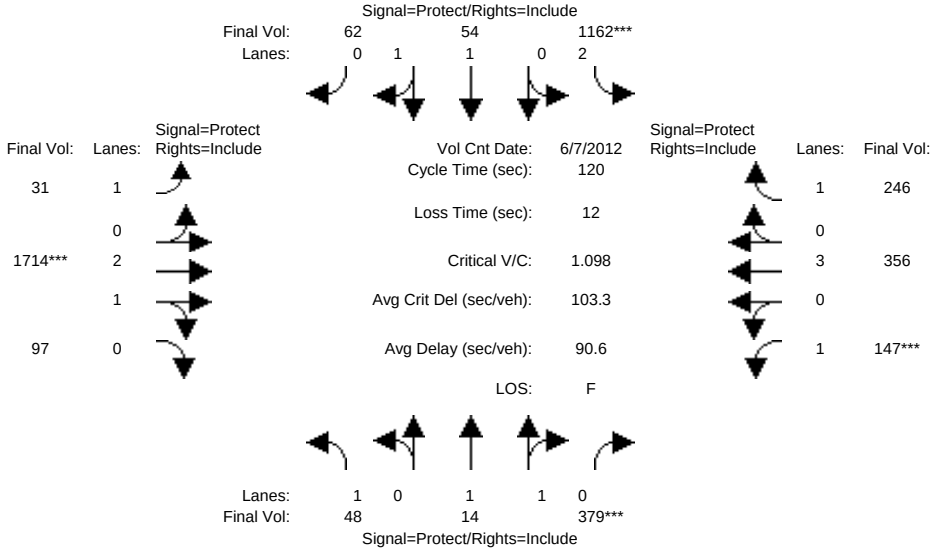
Background plus Project - PM Peak Hour

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

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	48	14	379	1162	54	62	31	1714	97	147	356	246
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:	48	14	379	1162	54	62	31	1714	97	147	356	246
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	14	379	1162	54	62	31	1714	97	147	356	246
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:	48	14	379	1162	54	62	31	1714	97	147	356	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	14	379	1162	54	62	31	1714	97	147	356	246
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:	48	14	379	1162	54	62	31	1714	97	147	356	246
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	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.83	0.17	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5370	304	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.22	0.37	0.03	0.04	0.02	0.32	0.32	0.08	0.06	0.14
Crit Moves:			****	****				****		****		
Green/Cycle:	0.22	0.20	0.20	0.34	0.31	0.31	0.11	0.29	0.29	0.08	0.26	0.26
Volume/Cap:	0.12	0.04	1.10	1.10	0.09	0.11	0.16	1.10	1.10	1.10	0.24	0.54
Delay/Veh:	37.7	39.0	124.9	98.5	29.1	29.4	49.1	96.8	96.8	162.1	35.2	39.6
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:	37.7	39.0	124.9	98.5	29.1	29.4	49.1	96.8	96.8	162.1	35.2	39.6
LOS by Move:	D+	D+	F	F	C	C	D	F	F	F	D+	D
HCM2kAvgQ:	2	0	24	35	1	2	1	30	30	9	3	8

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

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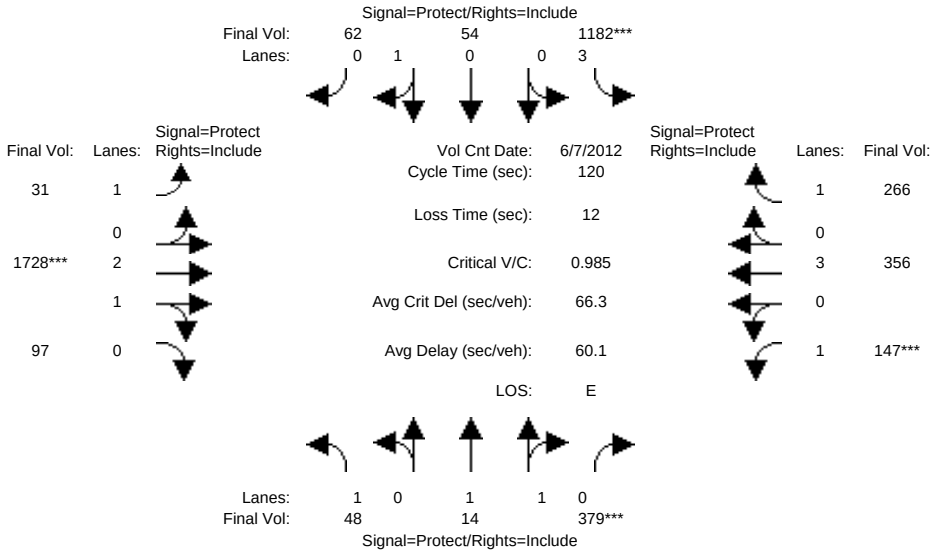
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	48	14	379	1162	54	62	31	1714	97	147	356	246
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:	48	14	379	1162	54	62	31	1714	97	147	356	246
Added Vol:	0	0	0	20	0	0	0	12	0	0	0	20
Pass-by Div:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	48	14	379	1182	54	62	31	1728	97	147	356	266
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:	48	14	379	1182	54	62	31	1728	97	147	356	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	14	379	1182	54	62	31	1728	97	147	356	266
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:	48	14	379	1182	54	62	31	1728	97	147	356	266
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.80	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	3.00	0.47	0.53	1.00	2.83	0.17	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	4551	838	962	1750	5302	298	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.22	0.26	0.06	0.06	0.02	0.33	0.33	0.08	0.06	0.15
Crit Moves:			****	****				****		****		
Green/Cycle:	0.20	0.22	0.22	0.26	0.28	0.28	0.12	0.33	0.33	0.09	0.30	0.30
Volume/Cap:	0.14	0.03	0.98	0.98	0.23	0.23	0.15	0.98	0.98	0.98	0.21	0.51
Delay/Veh:	39.7	36.8	87.4	66.2	33.1	33.1	48.1	57.2	57.2	123.6	31.3	35.4
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:	39.7	36.8	87.4	66.2	33.1	33.1	48.1	57.2	57.2	123.6	31.3	35.4
LOS by Move:	D	D+	F	E	C-	C-	D	E+	E+	F	C	D+
HCM2kAvgQ:	2	0	20	21	3	3	1	25	25	7	3	9

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

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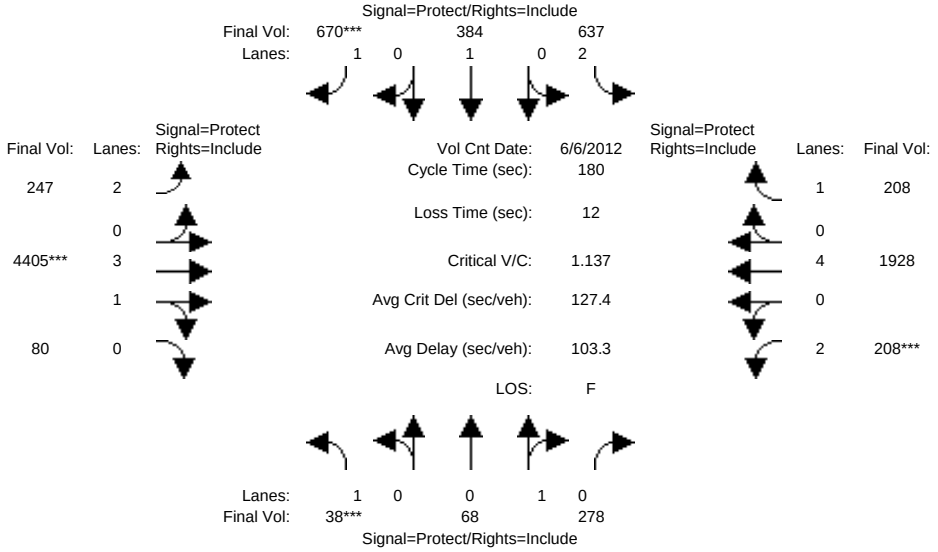
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
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: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	38	68	278	637	384	670	247	4405	80	208	1928	208
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:	38	68	278	637	384	670	247	4405	80	208	1928	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	68	278	637	384	670	247	4405	80	208	1928	208
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:	38	68	278	637	384	670	247	4405	80	208	1928	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	68	278	637	384	670	247	4405	80	208	1928	208
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:	38	68	278	637	384	670	247	4405	80	208	1928	208
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	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.18	0.82	2.00	1.00	1.00	2.00	3.92	0.08	2.00	4.00	1.00
Final Sat.:	1750	349	1428	3150	1900	1750	3150	7453	135	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.20	0.20	0.38	0.08	0.59	0.59	0.07	0.25	0.12
Crit Moves:	****					****		****		****		
Green/Cycle:	0.04	0.18	0.18	0.19	0.33	0.33	0.13	0.51	0.51	0.06	0.43	0.43
Volume/Cap:	0.56	1.08	1.08	1.08	0.61	1.16	0.59	1.16	1.16	1.16	0.59	0.28
Delay/Veh:	95.0	146	146.3	132.9	52.6	151.5	75.5	121	120.6	202.7	39.2	33.2
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:	95.0	146	146.3	132.9	52.6	151.5	75.5	121	120.6	202.7	39.2	33.2
LOS by Move:	F	F	F	F	D-	F	E-	F	F	F	D	C-
HCM2kAvgQ:	3	27	27	24	16	50	7	76	76	11	20	8

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

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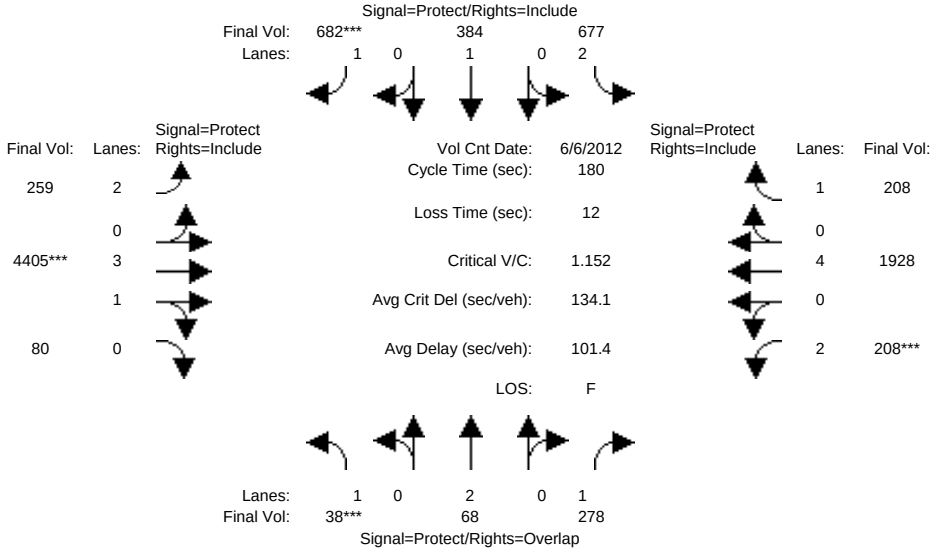
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
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: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	38	68	278	637	384	670	247	4405	80	208	1928	208
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:	38	68	278	637	384	670	247	4405	80	208	1928	208
Added Vol:	0	0	0	35	0	12	12	0	0	0	0	0
Pass-by Div:	0	0	0	5	0	0	0	0	0	0	0	0
Initial Fut:	38	68	278	677	384	682	259	4405	80	208	1928	208
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:	38	68	278	677	384	682	259	4405	80	208	1928	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	68	278	677	384	682	259	4405	80	208	1928	208
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:	38	68	278	677	384	682	259	4405	80	208	1928	208
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	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	2.00	3.93	0.07	2.00	4.00	1.00
Final Sat.:	1750	3800	1750	3150	1900	1750	3150	7366	134	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.16	0.21	0.20	0.39	0.08	0.60	0.60	0.07	0.25	0.12
Crit Moves:	****					****		****		****		
Green/Cycle:	0.04	0.11	0.17	0.26	0.33	0.33	0.14	0.51	0.51	0.06	0.43	0.43
Volume/Cap:	0.56	0.16	0.95	0.83	0.61	1.18	0.60	1.18	1.18	1.18	0.60	0.28
Delay/Veh:	95.0	72.5	112.8	70.4	52.3	157.4	75.1	127	127.5	208.8	40.1	33.9
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:	95.0	72.5	112.8	70.4	52.3	157.4	75.1	127	127.5	208.8	40.1	33.9
LOS by Move:	F	E	F	E	D-	F	E-	F	F	F	D	C-
HCM2kAvgQ:	3	2	20	20	16	51	7	79	79	12	20	8

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

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Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Cumulative AM LOS	Cumulative AM Avg Del (sec)	Cumulative AM Crit V/C	Cumulative AM Avg Crit Del (sec)	C+P AM LOS	C+P AM Avg Del (sec)	C+P AM Crit V/C	C+P AM Crit V/C Change	C+P AM Avg Crit Del (sec)	C+P AM Avg Crit Del Change
#1	McCarthy Blvd and Dixon Landing Rd	F	158.9	0.931	163.7	D	43.6	0.885	- 0.046	44.8	- 118.8
#7	Ranch Drive and Project Entrance	B	15.8	0.134	16.0	B	12.4	0.137	+ 0.003	15.3	- 0.7
#8	McCarthy Blvd and Ranch Dr (South)	D-	51.9	0.728	75.3	D-	51.8	0.756	+ 0.028	77.1	+ 1.9
#9	McCarthy Blvd and SR-237 WB Ramps	D+	36.3	1.030	69.1	C+	22.1	0.778	- 0.252	28.0	- 41.1
#16	McCarthy Blvd and Bellew Dr	C	26.2	0.707	28.7	C+	22.6	0.637	- 0.070	30.5	+ 1.7
#17	McCarthy Blvd and Alder Dr	D	47.8	0.804	53.6	D	49.0	0.816	+ 0.012	56.6	+ 2.9
#19	Tasman Dr and Alder Dr	B-	18.8	0.765	30.0	B	18.0	0.757	- 0.009	28.2	- 1.9
#28	McCarthy Blvd and Montague Expwy	D	49.6	1.003	58.3	D	45.2	0.981	- 0.022	53.1	- 5.2

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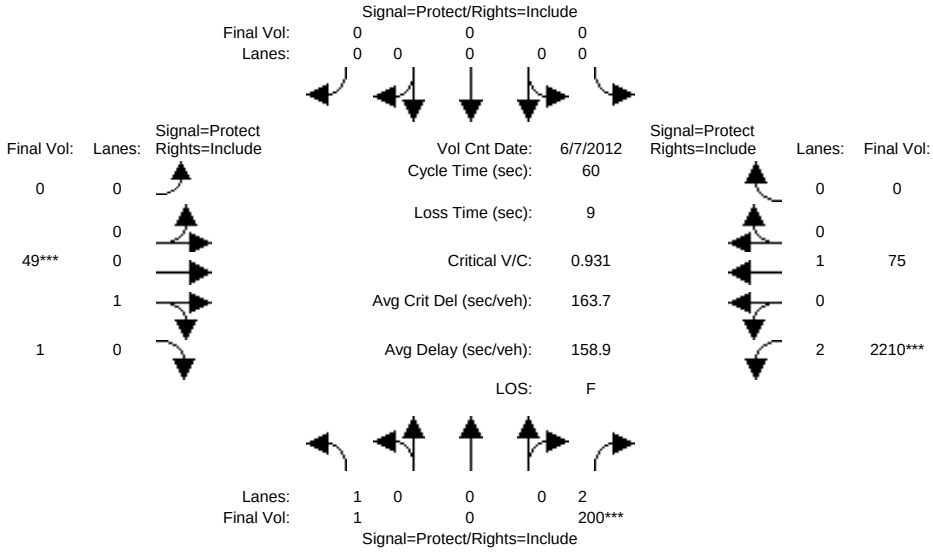
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	1	0	200	0	0	0	0	49	1	2210	75	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:	1	0	200	0	0	0	0	49	1	2210	75	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	200	0	0	0	0	49	1	2210	75	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:	1	0	200	0	0	0	0	49	1	2210	75	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	200	0	0	0	0	49	1	2210	75	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:	1	0	200	0	0	0	0	49	1	2210	75	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.98	0.02	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1859	38	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.03	0.03	0.70	0.04	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.17	0.17	0.52	0.68	0.00
Volume/Cap:	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.16	0.16	1.36	0.06	0.00
Delay/Veh:	20.8	0.0	22.7	0.0	0.0	0.0	0.0	21.6	21.6	179.7	3.2	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:	20.8	0.0	22.7	0.0	0.0	0.0	0.0	21.6	21.6	179.7	3.2	0.0
LOS by Move:	C+	A	C+	A	A	A	A	C+	C+	F	A	A
HCM2kAvgQ:	0	0	2	0	0	0	0	1	1	66	0	0

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

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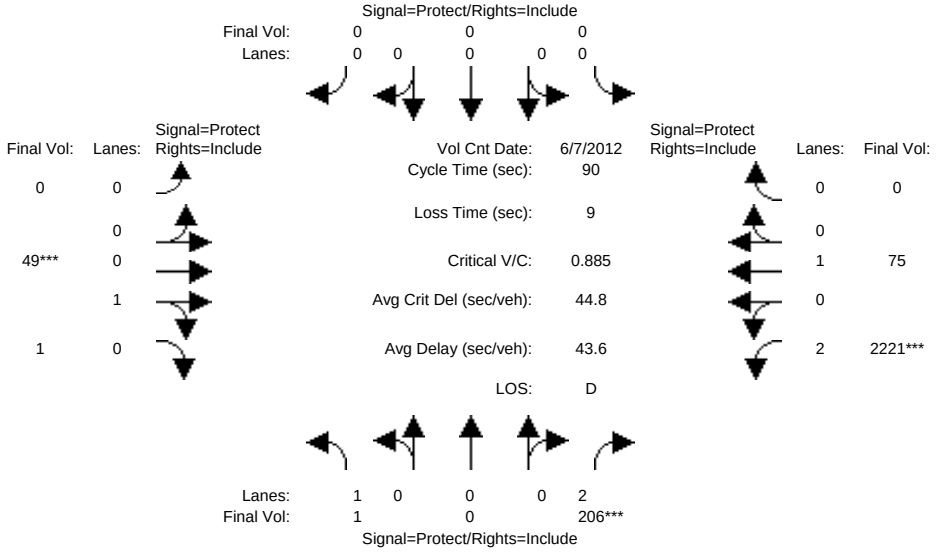
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	1	0	200	0	0	0	0	49	1	2210	75	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:	1	0	200	0	0	0	0	49	1	2210	75	0
Added Vol:	0	0	6	0	0	0	0	0	0	11	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	206	0	0	0	0	49	1	2221	75	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:	1	0	206	0	0	0	0	49	1	2221	75	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	206	0	0	0	0	49	1	2221	75	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:	1	0	206	0	0	0	0	49	1	2221	75	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.98	0.02	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1859	38	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.07	0.00	0.00	0.00	0.00	0.03	0.03	0.71	0.04	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.11	0.11	0.68	0.79	0.00
Volume/Cap:	0.01	0.00	0.59	0.00	0.00	0.00	0.00	0.24	0.24	1.04	0.05	0.00
Delay/Veh:	35.6	0.0	40.7	0.0	0.0	0.0	0.0	37.1	37.1	45.4	2.1	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:	35.6	0.0	40.7	0.0	0.0	0.0	0.0	37.1	37.1	45.4	2.1	0.0
LOS by Move:	D+	A	D	A	A	A	A	D+	D+	D	A	A
HCM2kAvgQ:	0	0	3	0	0	0	0	1	1	41	0	0

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

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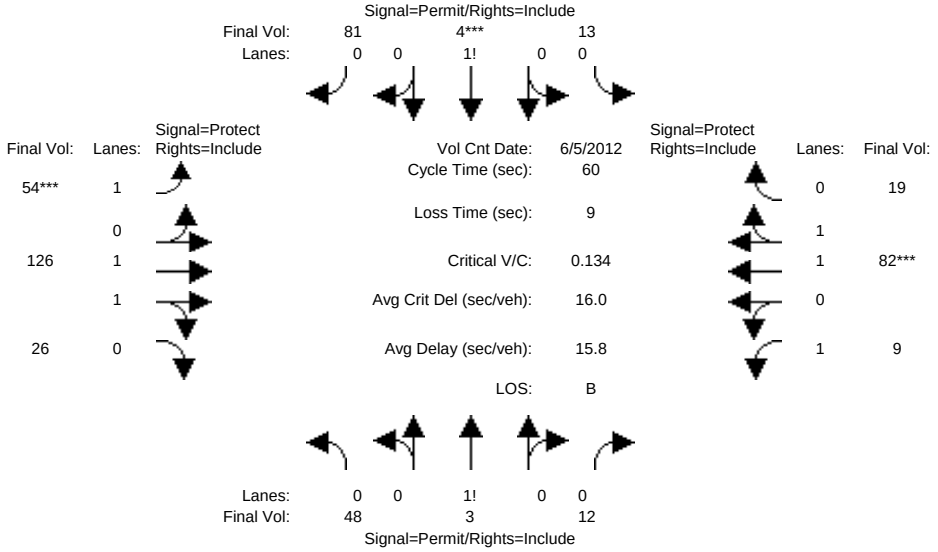
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	48	3	12	13	4	81	54	126	26	9	82	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:	48	3	12	13	4	81	54	126	26	9	82	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	3	12	13	4	81	54	126	26	9	82	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:	48	3	12	13	4	81	54	126	26	9	82	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	3	12	13	4	81	54	126	26	9	82	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:	48	3	12	13	4	81	54	126	26	9	82	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.77	0.04	0.19	0.13	0.04	0.83	1.00	1.63	0.37	1.00	1.60	0.40
Final Sat.:	1338	84	335	233	72	1451	1750	3104	641	1750	3036	704
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.06	0.06	0.06	0.03	0.04	0.04	0.01	0.03	0.03
Crit Moves:					****		****				****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.23	0.25	0.25	0.18	0.20	0.20
Volume/Cap:	0.09	0.09	0.09	0.13	0.13	0.13	0.13	0.16	0.16	0.03	0.13	0.13
Delay/Veh:	10.6	10.6	10.6	10.9	10.9	10.9	18.5	17.5	17.5	20.4	19.7	19.7
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:	10.6	10.6	10.6	10.9	10.9	10.9	18.5	17.5	17.5	20.4	19.7	19.7
LOS by Move:	B+	B+	B+	B+	B+	B+	B-	B	B	C+	B-	B-
HCM2kAvgQ:	1	1	1	1	1	1	1	1	1	0	1	1

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

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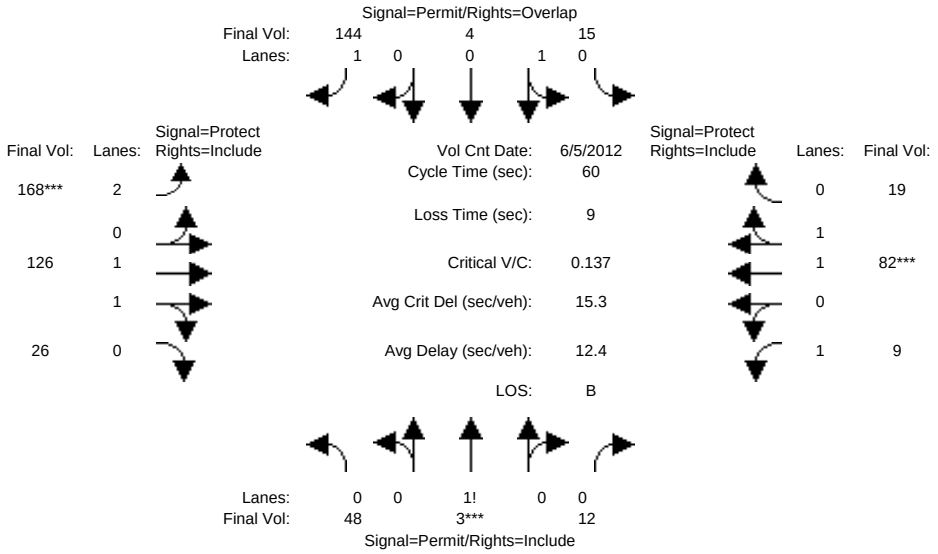
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	48	3	12	13	4	81	54	126	26	9	82	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:	48	3	12	13	4	81	54	126	26	9	82	19
Added Vol:	0	0	0	0	0	59	109	0	0	0	0	0
Pass-by Div:	0	0	0	2	0	4	5	0	0	0	0	0
Initial Fut:	48	3	12	15	4	144	168	126	26	9	82	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:	48	3	12	15	4	144	168	126	26	9	82	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	3	12	15	4	144	168	126	26	9	82	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:	48	3	12	15	4	144	168	126	26	9	82	19
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.77	0.04	0.19	0.80	0.20	1.00	2.00	1.63	0.37	1.00	1.60	0.40
Final Sat.:	1338	84	335	1405	375	1750	3150	3104	641	1750	3036	704
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.01	0.01	0.08	0.05	0.04	0.04	0.01	0.03	0.03
Crit Moves:		****					****				****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.65	0.39	0.35	0.35	0.24	0.20	0.20
Volume/Cap:	0.14	0.14	0.14	0.04	0.04	0.13	0.14	0.12	0.12	0.02	0.14	0.14
Delay/Veh:	17.1	17.1	17.1	16.5	16.5	4.0	11.8	13.4	13.4	17.3	19.9	19.9
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:	17.1	17.1	17.1	16.5	16.5	4.0	11.8	13.4	13.4	17.3	19.9	19.9
LOS by Move:	B	B	B	B	B	A	B+	B	B	B	B-	B-
HCM2kAvgQ:	1	1	1	0	0	1	1	1	1	0	1	1

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

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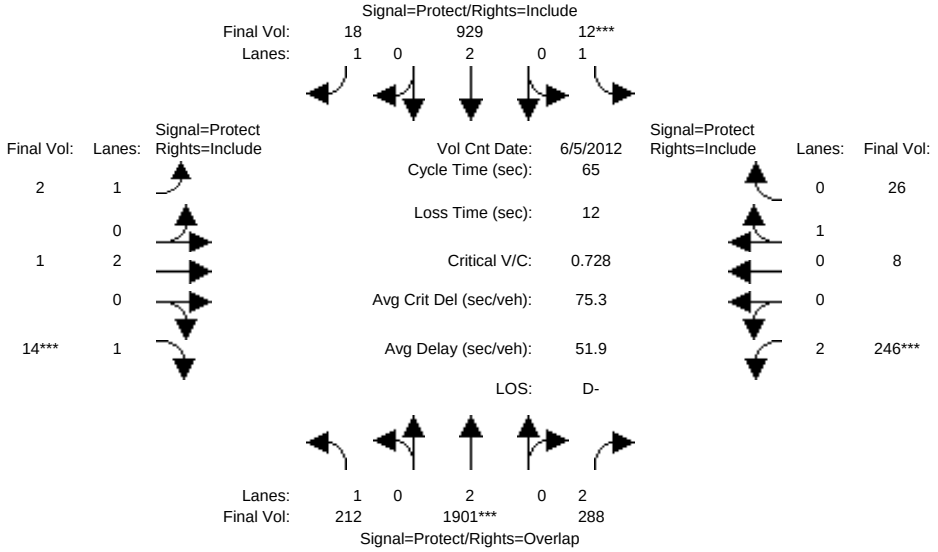
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #8: McCarthy Blvd and Ranch Dr (South)

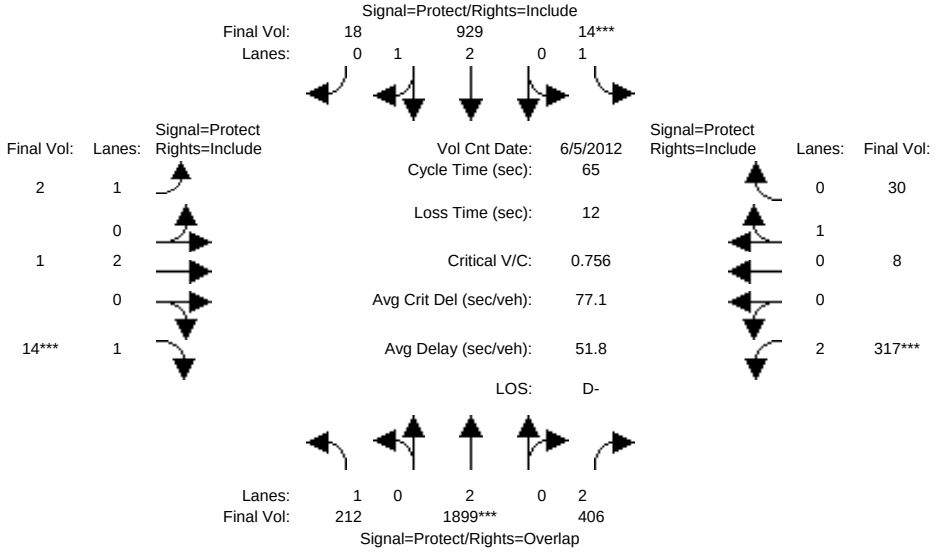



```
Street Name:          McCarthy Blvd                    Ranch Dr (South)
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
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: 5 Jun 2012 << 8:00:00 AM
Base Vol:     212 1901   288    12  929    18     2    1    14   246    8    26
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:  212 1901   288    12  929    18     2    1    14   246    8    26
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  212 1901   288    12  929    18     2    1    14   246    8    26
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:   212 1901   288    12  929    18     2    1    14   246    8    26
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  212 1901   288    12  929    18     2    1    14   246    8    26
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:  212 1901   288    12  929    18     2    1    14   246    8    26
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       1.00 2.00  2.00  1.00 2.00  1.00  1.00 2.00  1.00  2.00 0.22  0.78
Final Sat.:  1750 3800  3150  1750 3800  1750  1750 3800  1750  3150  420  1364
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.50  0.09  0.01 0.24  0.01  0.00 0.00  0.01  0.08 0.02  0.02
Crit Moves:        ****        ****                        ****  ****
Green/Cycle: 0.18 0.45  0.55  0.11 0.37  0.37  0.11 0.15  0.15  0.11 0.15  0.15
Volume/Cap:  0.66 1.12  0.17  0.06 0.66  0.03  0.01 0.00  0.05  0.73 0.12  0.12
Delay/Veh:   29.7 81.1   7.2  26.2 18.2  13.0  25.9 23.3  23.5  35.7 23.9  23.9
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:  29.7 81.1   7.2  26.2 18.2  13.0  25.9 23.3  23.5  35.7 23.9  23.9
LOS by Move:    C    F     A     C   B-     B     C    C     C    D+    C     C
HCM2kAvgQ:      4   33     2     0    9     0     0    0     0     3    1     1
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #8: McCarthy Blvd and Ranch Dr (South)

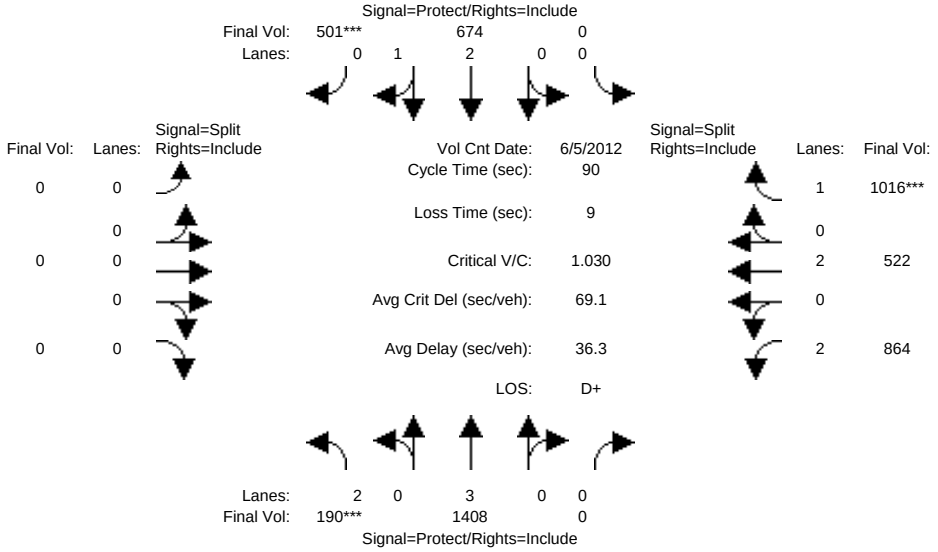



```
Street Name:          McCarthy Blvd                    Ranch Dr (South)
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
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: 5 Jun 2012 << 8:00:00 AM
Base Vol:     212 1901   288    12  929    18     2    1    14   246    8    26
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:  212 1901   288    12  929    18     2    1    14   246    8    26
Added Vol:      0    0   113     2    0     0     0    0     0    69    0     2
Pass-by Div:    0   -2     5     0    0     0     0    0     0     2    0     2
Initial Fut:  212 1899   406    14  929    18     2    1    14   317    8    30
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:   212 1899   406    14  929    18     2    1    14   317    8    30
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  212 1899   406    14  929    18     2    1    14   317    8    30
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:  212 1899   406    14  929    18     2    1    14   317    8    30
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       1.00 2.00  2.00  1.00 2.94  0.06  1.00 2.00  1.00  2.00 0.20  0.80
Final Sat.:  1750 3800  3150  1750 5583   108  1750 3800  1750  3150  375  1405
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.50  0.13  0.01 0.17  0.17  0.00 0.00  0.01  0.10 0.02  0.02
Crit Moves:        ****        ****                        ****  ****
Green/Cycle: 0.23 0.45  0.55  0.11 0.32  0.32  0.11 0.15  0.15  0.11 0.15  0.15
Volume/Cap:  0.52 1.12  0.23  0.07 0.52  0.52  0.01 0.00  0.05  0.93 0.14  0.14
Delay/Veh:   22.9 80.6   7.5  26.3 18.3  18.3  25.9 23.3  23.5  61.1 24.0  24.0
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:  22.9 80.6   7.5  26.3 18.3  18.3  25.9 23.3  23.5  61.1 24.0  24.0
LOS by Move:   C+    F     A     C   B-    B-     C    C     C     E    C     C
HCM2kAvgQ:      4   33     2     0    6     6     0    0     0     5    1     1
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #9: McCarthy Blvd and SR-237 WB Ramps




```
Street Name:          McCarthy Blvd                    SR-237 WB Ramps
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     0    0     0    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: 5 Jun 2012 << 8:00:00 AM
Base Vol:     190 1408     0     0  674   501     0    0     0   864  522  1016
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:  190 1408     0     0  674   501     0    0     0   864  522  1016
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  190 1408     0     0  674   501     0    0     0   864  522  1016
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:   190 1408     0     0  674   501     0    0     0   864  522  1016
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  190 1408     0     0  674   501     0    0     0   864  522  1016
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:  190 1408     0     0  674   501     0    0     0   864  522  1016
------------|---------------||---------------||---------------||---------------|
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  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 3.00  0.00  0.00 2.00  1.00  0.00 0.00  0.00  2.00 2.00  1.00
Final Sat.:  3150 5700     0     0 3800  1750     0    0     0  3150 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.25  0.00  0.00 0.18  0.29  0.00 0.00  0.00  0.27 0.14  0.58
Crit Moves:  ****                         ****                              ****
Green/Cycle: 0.08 0.35  0.00  0.00 0.27  0.27  0.00 0.00  0.00  0.55 0.55  0.55
Volume/Cap:  0.78 0.71  0.00  0.00 0.65  1.05  0.00 0.00  0.00  0.50 0.25  1.05
Delay/Veh:   55.1 26.5   0.0   0.0 29.9  75.3   0.0  0.0   0.0  12.7 10.6  64.6
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:  55.1 26.5   0.0   0.0 29.9  75.3   0.0  0.0   0.0  12.7 10.6  64.6
LOS by Move:   E+    C     A     A    C    E-     A    A     A     B   B+     E
HCM2kAvgQ:      3   11     0     0    8    20     0    0     0     8    4    39
Note: Queue reported is the number of cars per lane.
```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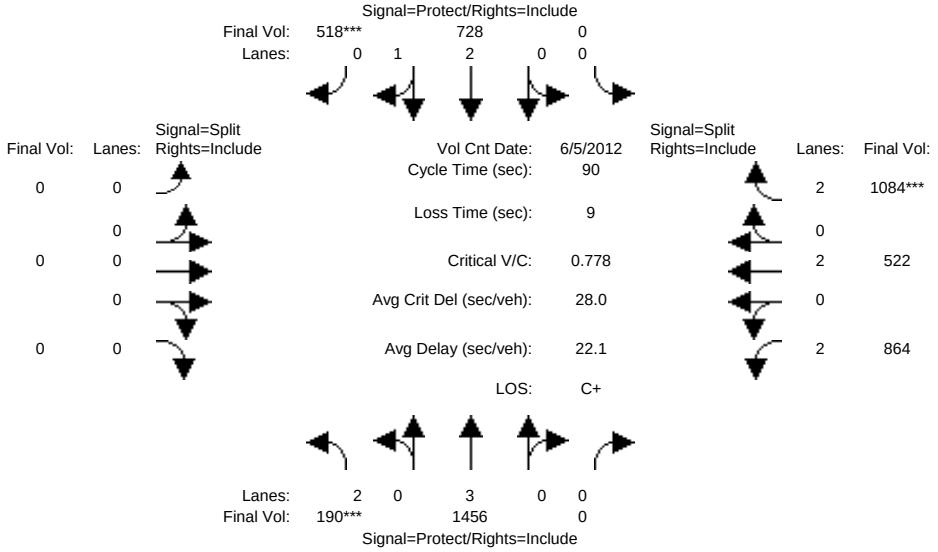
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
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	0	0	0	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	190	1408	0	0	674	501	0	0	0	864	522	1016
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:	190	1408	0	0	674	501	0	0	0	864	522	1016
Added Vol:	0	47	0	0	53	16	0	0	0	0	0	66
Pass-by Div:	0	1	0	0	1	1	0	0	0	0	0	2
Initial Fut:	190	1456	0	0	728	518	0	0	0	864	522	1084
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:	190	1456	0	0	728	518	0	0	0	864	522	1084
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1456	0	0	728	518	0	0	0	864	522	1084
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:	190	1456	0	0	728	518	0	0	0	864	522	1084
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	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	2.00	2.00
Final Sat.:	3150	5700	0	0	3800	1750	0	0	0	3150	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.00	0.00	0.19	0.30	0.00	0.00	0.00	0.27	0.14	0.34
Crit Moves:	****					****						****
Green/Cycle:	0.08	0.46	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.44	0.44	0.44
Volume/Cap:	0.78	0.56	0.00	0.00	0.50	0.78	0.00	0.00	0.00	0.62	0.31	0.78
Delay/Veh:	55.1	18.0	0.0	0.0	21.6	27.1	0.0	0.0	0.0	20.2	16.3	24.2
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:	55.1	18.0	0.0	0.0	21.6	27.1	0.0	0.0	0.0	20.2	16.3	24.2
LOS by Move:	E+	B-	A	A	C+	C	A	A	A	C+	B	C
HCM2kAvgQ:	3	9	0	0	7	14	0	0	0	11	4	15

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

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Pacific Mall - Silicon Valley
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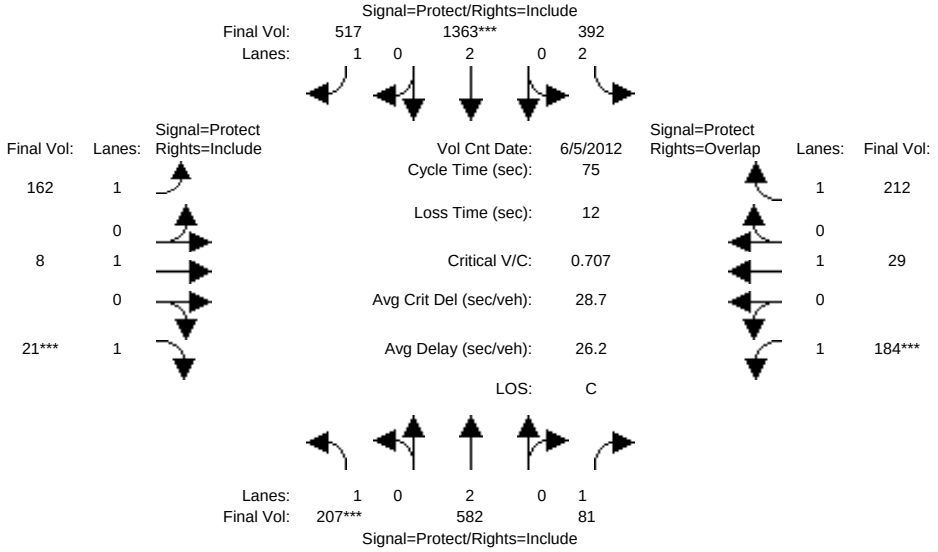
Cumulative plus Project - AM Peak Hour

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

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	207	582	81	392	1363	517	162	8	21	184	29	212
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:	207	582	81	392	1363	517	162	8	21	184	29	212
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	582	81	392	1363	517	162	8	21	184	29	212
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:	207	582	81	392	1363	517	162	8	21	184	29	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	582	81	392	1363	517	162	8	21	184	29	212
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:	207	582	81	392	1363	517	162	8	21	184	29	212
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	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.05	0.12	0.36	0.30	0.09	0.00	0.01	0.11	0.02	0.12
Crit Moves:	****				****				****	****		
Green/Cycle:	0.14	0.32	0.32	0.26	0.44	0.44	0.11	0.13	0.13	0.13	0.15	0.41
Volume/Cap:	0.82	0.48	0.14	0.48	0.82	0.68	0.86	0.03	0.09	0.82	0.10	0.29
Delay/Veh:	50.5	20.8	18.3	23.9	22.1	19.4	63.9	28.3	28.7	53.2	27.4	14.9
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:	50.5	20.8	18.3	23.9	22.1	19.4	63.9	28.3	28.7	53.2	27.4	14.9
LOS by Move:	D	C+	B-	C	C+	B-	E	C	C	D-	C	B
HCM2kAvgQ:	5	5	1	4	14	10	7	0	1	7	1	4

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

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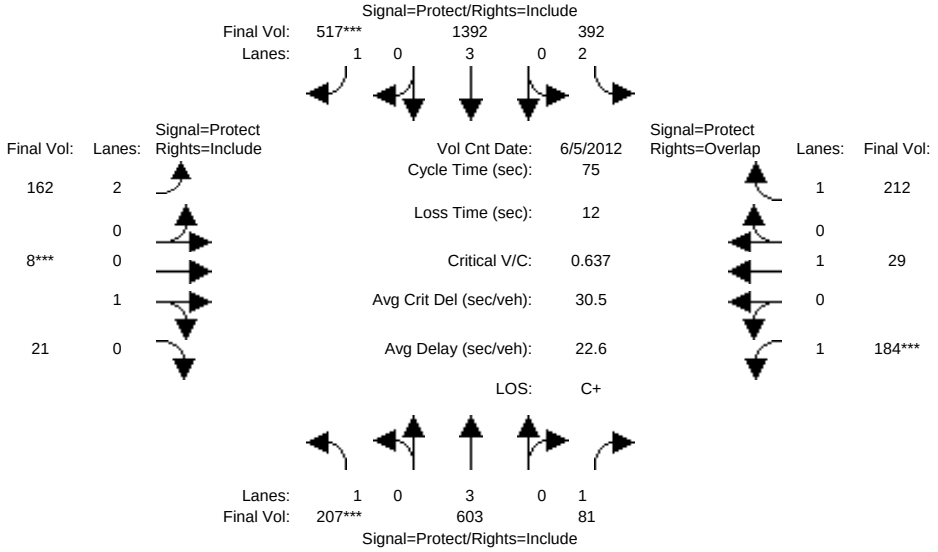
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	207	582	81	392	1363	517	162	8	21	184	29	212
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:	207	582	81	392	1363	517	162	8	21	184	29	212
Added Vol:	0	21	0	0	28	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	207	603	81	392	1392	517	162	8	21	184	29	212
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:	207	603	81	392	1392	517	162	8	21	184	29	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	603	81	392	1392	517	162	8	21	184	29	212
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:	207	603	81	392	1392	517	162	8	21	184	29	212
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	0.26	0.74	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	494	1295	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.11	0.05	0.12	0.24	0.30	0.05	0.02	0.02	0.11	0.02	0.12
Crit Moves:	****					****		****		****		
Green/Cycle:	0.16	0.29	0.29	0.27	0.40	0.40	0.11	0.13	0.13	0.14	0.16	0.43
Volume/Cap:	0.73	0.36	0.16	0.46	0.61	0.73	0.45	0.12	0.12	0.73	0.09	0.28
Delay/Veh:	39.5	21.2	19.9	23.1	18.2	23.0	31.9	28.9	28.9	41.5	26.8	13.8
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:	39.5	21.2	19.9	23.1	18.2	23.0	31.9	28.9	28.9	41.5	26.8	13.8
LOS by Move:	D	C+	B-	C	B-	C	C	C	C	D	C	B
HCM2kAvgQ:	5	4	1	4	8	11	3	1	1	6	1	3

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

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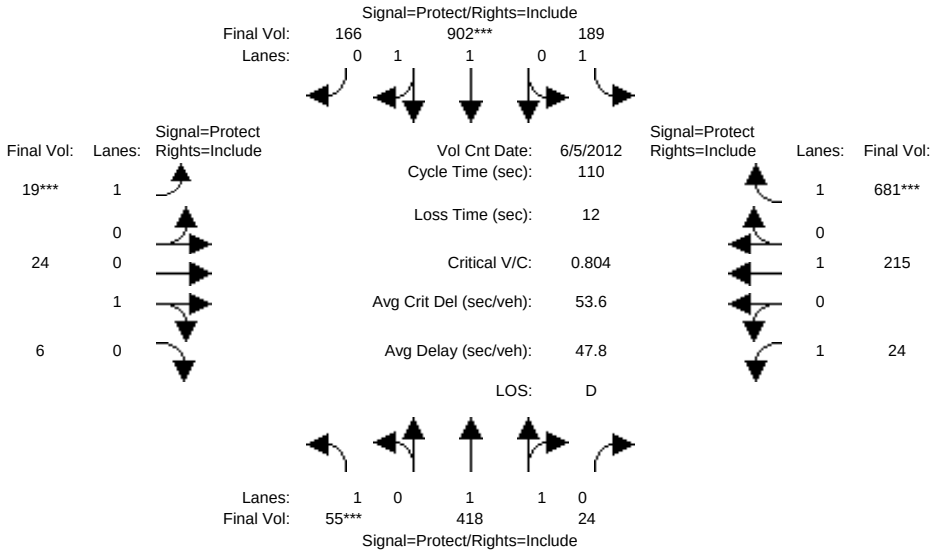
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	55	418	24	189	902	166	19	24	6	24	215	681
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:	55	418	24	189	902	166	19	24	6	24	215	681
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	418	24	189	902	166	19	24	6	24	215	681
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:	55	418	24	189	902	166	19	24	6	24	215	681
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	418	24	189	902	166	19	24	6	24	215	681
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:	55	418	24	189	902	166	19	24	6	24	215	681
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	1.00	1.67	0.33	1.00	0.79	0.21	1.00	1.00	1.00
Final Sat.:	1750	3577	205	1750	3167	583	1750	1494	374	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.11	0.28	0.28	0.01	0.02	0.02	0.01	0.11	0.39
Crit Moves:	****				****		****					****
Green/Cycle:	0.09	0.20	0.20	0.19	0.30	0.30	0.09	0.25	0.25	0.25	0.41	0.41
Volume/Cap:	0.35	0.58	0.58	0.58	0.95	0.95	0.12	0.06	0.06	0.05	0.28	0.95
Delay/Veh:	48.2	40.6	40.6	43.2	54.0	54.0	46.3	31.5	31.5	31.4	21.8	53.6
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:	48.2	40.6	40.6	43.2	54.0	54.0	46.3	31.5	31.5	31.4	21.8	53.6
LOS by Move:	D	D	D	D	D-	D-	D	C	C	C	C+	D-
HCM2kAvgQ:	2	7	7	6	19	19	1	1	1	1	5	27

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

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Pacific Mall - Silicon Valley
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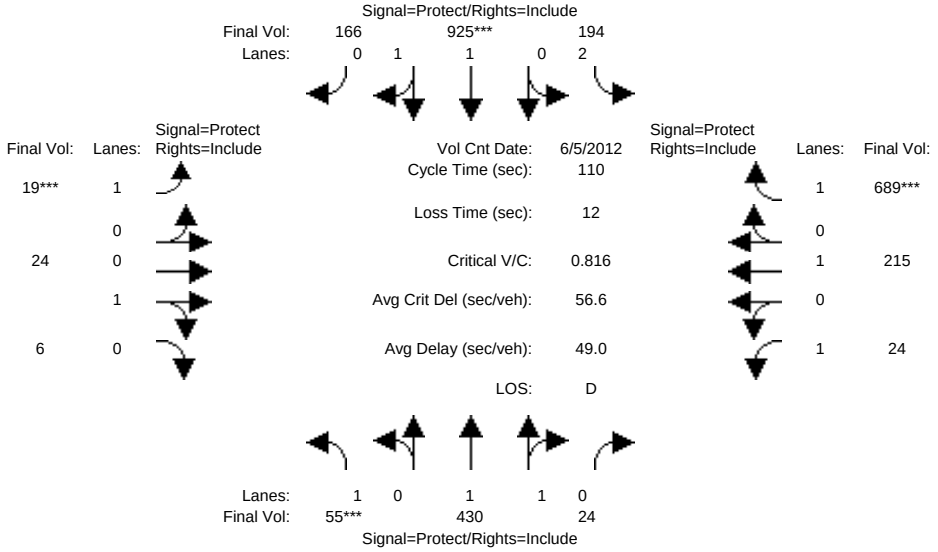
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	55	418	24	189	902	166	19	24	6	24	215	681
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:	55	418	24	189	902	166	19	24	6	24	215	681
Added Vol:	0	12	0	5	22	0	0	0	0	0	0	8
Pass-by Div:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	55	430	24	194	925	166	19	24	6	24	215	689
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:	55	430	24	194	925	166	19	24	6	24	215	689
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	430	24	194	925	166	19	24	6	24	215	689
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:	55	430	24	194	925	166	19	24	6	24	215	689
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	0.92	1.00	0.92
Lanes:	1.00	1.89	0.11	2.00	1.67	0.33	1.00	0.79	0.21	1.00	1.00	1.00
Final Sat.:	1750	3583	200	3150	3180	571	1750	1494	374	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.06	0.29	0.29	0.01	0.02	0.02	0.01	0.11	0.39
Crit Moves:	****				****		****					****
Green/Cycle:	0.09	0.26	0.26	0.14	0.30	0.30	0.09	0.25	0.25	0.25	0.41	0.41
Volume/Cap:	0.35	0.47	0.47	0.45	0.97	0.97	0.12	0.06	0.06	0.05	0.28	0.97
Delay/Veh:	48.2	34.9	34.9	44.5	56.8	56.8	46.3	31.6	31.6	31.5	21.9	57.1
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:	48.2	34.9	34.9	44.5	56.8	56.8	46.3	31.6	31.6	31.5	21.9	57.1
LOS by Move:	D	C-	C-	D	E+	E+	D	C	C	C	C+	E+
HCM2kAvgQ:	2	6	6	4	21	21	1	1	1	1	5	28

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

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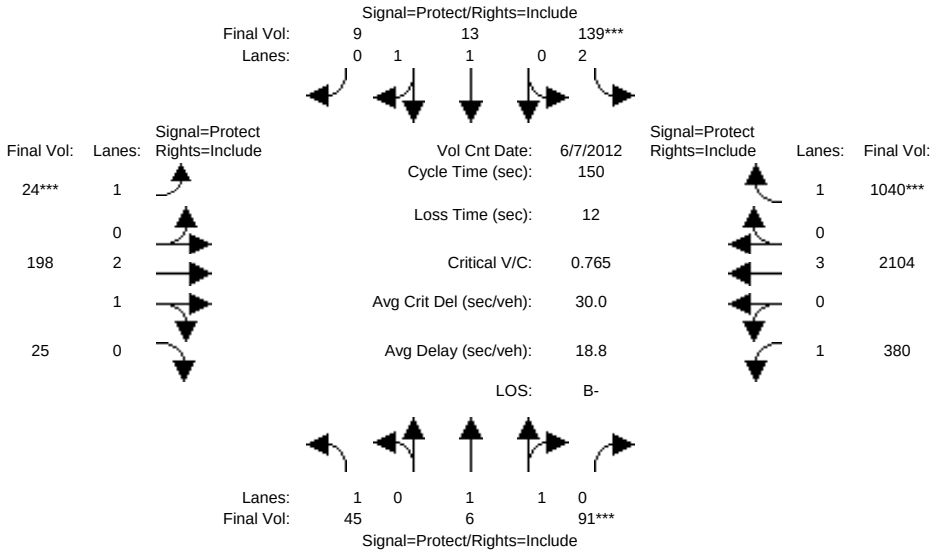
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	45	6	91	139	13	9	24	198	25	380	2104	1040
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:	45	6	91	139	13	9	24	198	25	380	2104	1040
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	6	91	139	13	9	24	198	25	380	2104	1040
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:	45	6	91	139	13	9	24	198	25	380	2104	1040
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	6	91	139	13	9	24	198	25	380	2104	1040
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:	45	6	91	139	13	9	24	198	25	380	2104	1040
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	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.14	0.86	1.00	2.64	0.36	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	2169	1502	1750	5013	633	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.05	0.04	0.01	0.01	0.01	0.04	0.04	0.22	0.37	0.59
Crit Moves:			****	****			****					****
Green/Cycle:	0.05	0.07	0.07	0.06	0.07	0.07	0.05	0.19	0.19	0.61	0.75	0.75
Volume/Cap:	0.51	0.05	0.78	0.79	0.08	0.08	0.29	0.21	0.21	0.36	0.49	0.79
Delay/Veh:	74.3	65.5	95.3	91.1	65.1	65.1	71.1	51.7	51.7	14.8	7.5	14.8
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:	74.3	65.5	95.3	91.1	65.1	65.1	71.1	51.7	51.7	14.8	7.5	14.8
LOS by Move:	E	E	F	F	E	E	E	D-	D-	B	A	B
HCM2kAvgQ:	3	0	6	4	0	0	1	3	3	9	12	30

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

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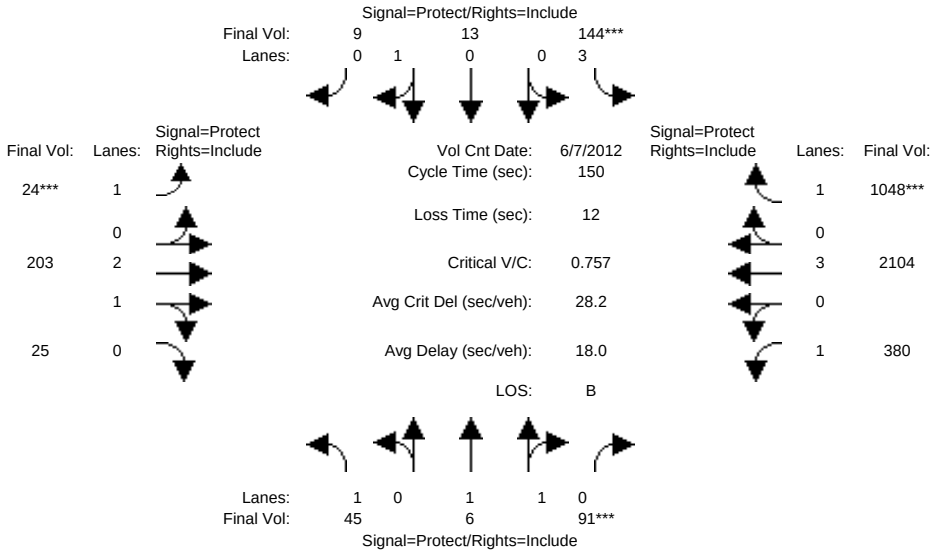
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	45	6	91	139	13	9	24	198	25	380	2104	1040
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:	45	6	91	139	13	9	24	198	25	380	2104	1040
Added Vol:	0	0	0	5	0	0	0	4	0	0	0	8
Pass-by Div:	0	0	0	0	0	0	0	1	0	0	0	0
Initial Fut:	45	6	91	144	13	9	24	203	25	380	2104	1048
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:	45	6	91	144	13	9	24	203	25	380	2104	1048
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	6	91	144	13	9	24	203	25	380	2104	1048
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:	45	6	91	144	13	9	24	203	25	380	2104	1048
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	3.00	0.57	0.43	1.00	2.65	0.35	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	4551	1085	751	1750	5028	619	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.05	0.03	0.01	0.01	0.01	0.04	0.04	0.22	0.37	0.60
Crit Moves:			****	****			****					****
Green/Cycle:	0.05	0.07	0.07	0.05	0.07	0.07	0.05	0.19	0.19	0.62	0.76	0.76
Volume/Cap:	0.55	0.05	0.78	0.68	0.18	0.18	0.29	0.21	0.21	0.35	0.49	0.79
Delay/Veh:	77.8	65.5	95.3	78.9	66.8	66.8	71.1	51.4	51.4	14.2	6.9	14.0
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:	77.8	65.5	95.3	78.9	66.8	66.8	71.1	51.4	51.4	14.2	6.9	14.0
LOS by Move:	E-	E	F	E-	E	E	E	D-	D-	B	A	B
HCM2kAvgQ:	3	0	6	3	1	1	1	3	3	9	11	30

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

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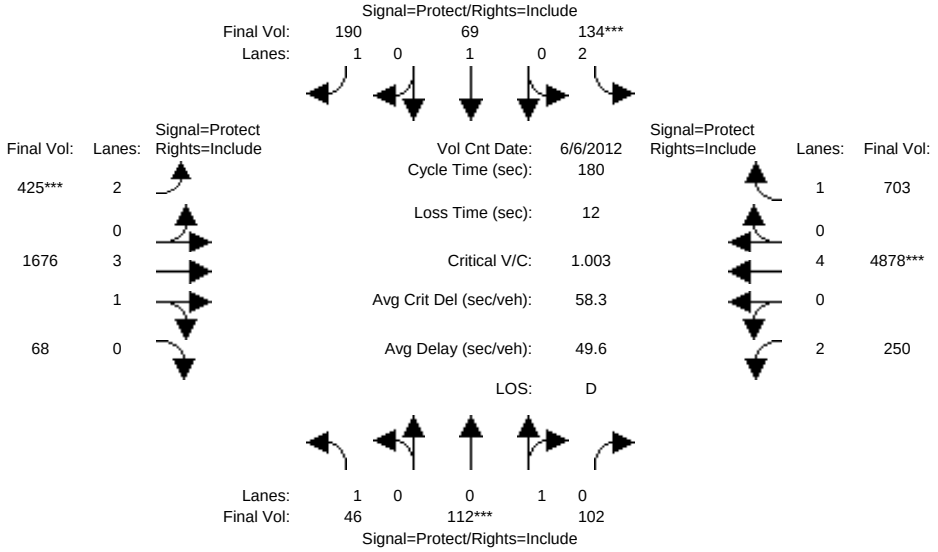
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
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: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	46	112	102	134	69	190	425	1676	68	250	4878	703
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:	46	112	102	134	69	190	425	1676	68	250	4878	703
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	112	102	134	69	190	425	1676	68	250	4878	703
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:	46	112	102	134	69	190	425	1676	68	250	4878	703
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	112	102	134	69	190	425	1676	68	250	4878	703
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:	46	112	102	134	69	190	425	1676	68	250	4878	703
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	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.50	0.50	2.00	1.00	1.00	2.00	3.83	0.17	2.00	4.00	1.00
Final Sat.:	1750	955	870	3150	1900	1750	3150	7279	295	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.04	0.04	0.11	0.13	0.23	0.23	0.08	0.64	0.40
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.12	0.12	0.04	0.12	0.12	0.13	0.58	0.58	0.20	0.64	0.64
Volume/Cap:	0.63	1.00	1.00	1.00	0.31	0.93	1.00	0.40	0.40	0.40	1.00	0.63
Delay/Veh:	100.6	142	142.0	165.0	73.6	121.2	122.5	21.1	21.1	63.2	46.2	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	100.6	142	142.0	165.0	73.6	121.2	122.5	21.1	21.1	63.2	46.2	20.7
LOS by Move:	F	F	F	F	E	F	F	C+	C+	E	D	C+
HCM2kAvgQ:	4	16	16	6	3	13	16	13	13	7	74	25

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

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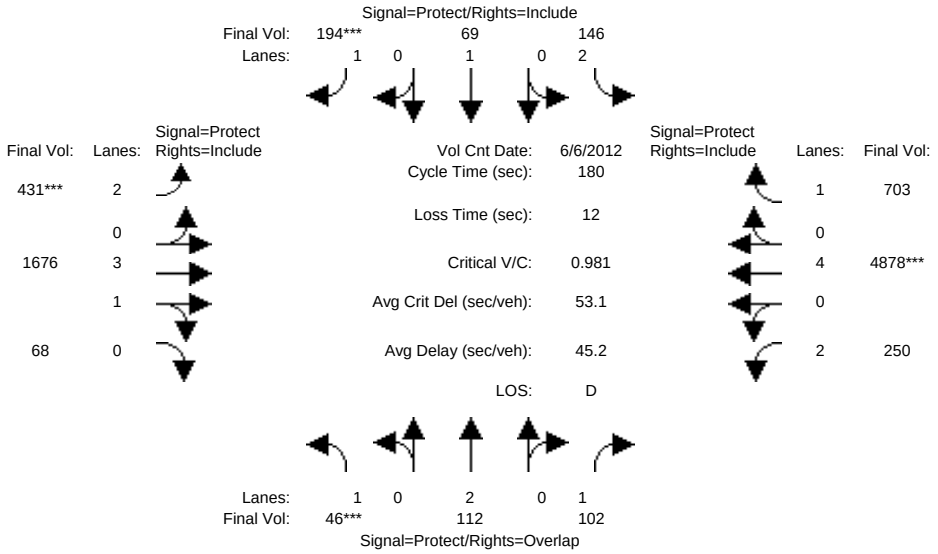
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
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: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	46	112	102	134	69	190	425	1676	68	250	4878	703
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:	46	112	102	134	69	190	425	1676	68	250	4878	703
Added Vol:	0	0	0	11	0	4	6	0	0	0	0	0
Pass-by Div:	0	0	0	1	0	0	0	0	0	0	0	0
Initial Fut:	46	112	102	146	69	194	431	1676	68	250	4878	703
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:	46	112	102	146	69	194	431	1676	68	250	4878	703
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	112	102	146	69	194	431	1676	68	250	4878	703
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:	46	112	102	146	69	194	431	1676	68	250	4878	703
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	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	2.00	3.83	0.17	2.00	4.00	1.00
Final Sat.:	1750	3800	1750	3150	1900	1750	3150	7279	295	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.06	0.05	0.04	0.11	0.14	0.23	0.23	0.08	0.64	0.40
Crit Moves:	****					****	****				****	
Green/Cycle:	0.04	0.08	0.28	0.07	0.11	0.11	0.14	0.58	0.58	0.20	0.65	0.65
Volume/Cap:	0.68	0.36	0.21	0.68	0.33	0.99	0.99	0.40	0.40	0.40	0.99	0.62
Delay/Veh:	109.2	78.9	49.4	90.3	74.6	142.7	119.3	20.5	20.5	62.9	43.2	20.0
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:	109.2	78.9	49.4	90.3	74.6	142.7	119.3	20.5	20.5	62.9	43.2	20.0
LOS by Move:	F	E-	D	F	E	F	F	C+	C+	E	D	C+
HCM2kAvgQ:	4	3	4	5	3	14	16	12	12	7	72	24

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

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Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Cumulative PM LOS	Cumulative PM Avg Del (sec)	Cumulative PM Crit V/C	Cumulative PM Avg Crit Del (sec)	C+P PM LOS	C+P PM Avg Del (sec)	C+P PM Crit V/C	C+P PM Crit V/C Change	C+P PM Avg Crit Del (sec)	C+P PM Avg Crit Del Change
#1	McCarthy Blvd and Dixon Landing Rd	F	152.7	1.042	153.6	D-	53.8	0.982	- 0.060	54.0	- 99.6
#7	Ranch Drive and Project Entrance	B+	11.9	0.296	10.7	B	12.6	0.353	+ 0.057	14.5	+ 3.9
#8	McCarthy Blvd and Ranch Dr (South)	F	83.2	1.100	126.3	E	65.8	1.015	- 0.085	90.0	- 36.2
#9	McCarthy Blvd and SR-237 WB Ramps	E-	78.2	1.336	175.2	E	71.7	1.295	- 0.040	164.8	- 10.5
#16	McCarthy Blvd and Bellew Dr	F	86.6	1.114	108.2	D	40.6	0.875	- 0.239	45.3	- 62.9
#17	McCarthy Blvd and Alder Dr	F	84.2	1.093	108.0	D	43.5	0.873	- 0.220	49.9	- 58.1
#19	Tasman Dr and Alder Dr	F	92.6	1.105	105.8	E	61.0	0.990	- 0.116	67.5	- 38.4
#28	McCarthy Blvd and Montague Expwy	F	113.1	1.177	146.2	F	112.6	1.191	+ 0.015	153.0	+ 6.8

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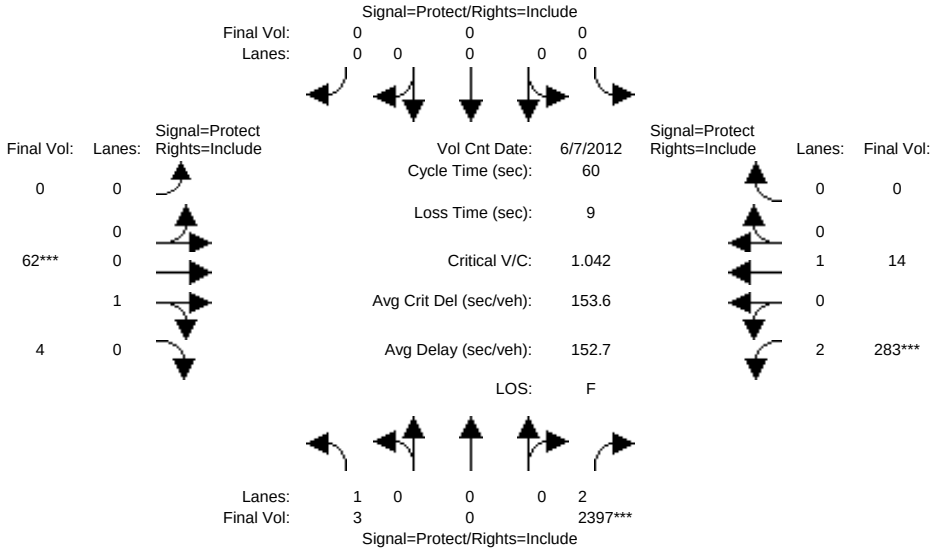
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
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	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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	3	0	2397	0	0	0	0	62	4	283	14	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:	3	0	2397	0	0	0	0	62	4	283	14	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	2397	0	0	0	0	62	4	283	14	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:	3	0	2397	0	0	0	0	62	4	283	14	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	2397	0	0	0	0	62	4	283	14	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:	3	0	2397	0	0	0	0	62	4	283	14	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.93	0.07	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1776	115	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.76	0.00	0.00	0.00	0.00	0.03	0.03	0.09	0.01	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.57	0.00	0.57	0.00	0.00	0.00	0.00	0.17	0.17	0.12	0.28	0.00
Volume/Cap:	0.00	0.00	1.34	0.00	0.00	0.00	0.00	0.21	0.21	0.77	0.03	0.00
Delay/Veh:	5.6	0.0	171.1	0.0	0.0	0.0	0.0	21.9	21.9	35.3	15.5	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:	5.6	0.0	171.1	0.0	0.0	0.0	0.0	21.9	21.9	35.3	15.5	0.0
LOS by Move:	A	A	F	A	A	A	A	C+	C+	D+	B	A
HCM2kAvgQ:	0	0	72	0	0	0	0	1	1	3	0	0

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

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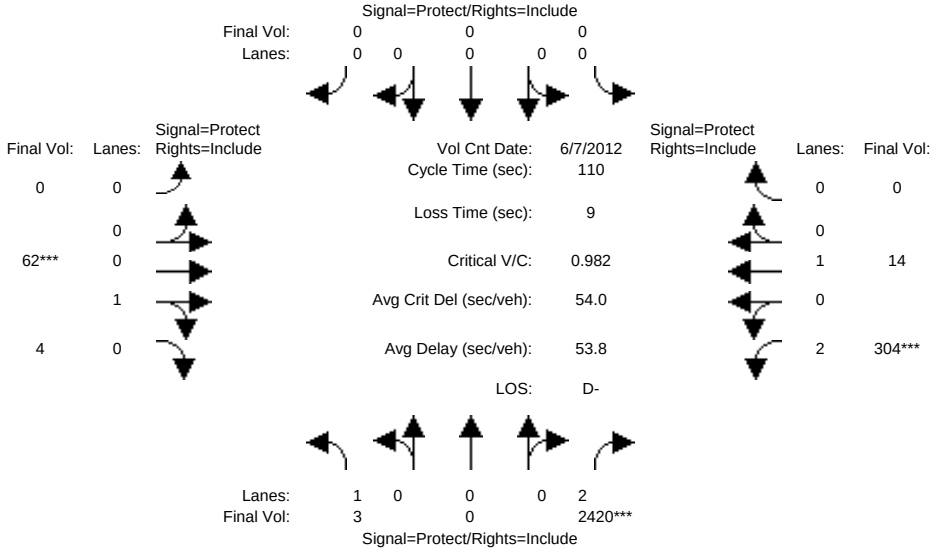
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
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	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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	3	0	2397	0	0	0	0	62	4	283	14	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:	3	0	2397	0	0	0	0	62	4	283	14	0
Added Vol:	0	0	18	0	0	0	0	0	0	18	0	0
Pass-by Div:	0	0	5	0	0	0	0	0	0	3	0	0
Initial Fut:	3	0	2420	0	0	0	0	62	4	304	14	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:	3	0	2420	0	0	0	0	62	4	304	14	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	2420	0	0	0	0	62	4	304	14	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:	3	0	2420	0	0	0	0	62	4	304	14	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.94	0.06	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1691	109	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.77	0.00	0.00	0.00	0.00	0.04	0.04	0.10	0.01	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.73	0.00	0.73	0.00	0.00	0.00	0.00	0.09	0.09	0.09	0.18	0.00
Volume/Cap:	0.00	0.00	1.05	0.00	0.00	0.00	0.00	0.40	0.40	1.05	0.04	0.00
Delay/Veh:	3.9	0.0	46.4	0.0	0.0	0.0	0.0	48.8	48.8	115.0	37.0	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:	3.9	0.0	46.4	0.0	0.0	0.0	0.0	48.8	48.8	115.0	37.0	0.0
LOS by Move:	A	A	D	A	A	A	A	D	D	F	D+	A
HCM2kAvgQ:	0	0	60	0	0	0	0	3	3	9	0	0

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

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Pacific Mall - Silicon Valley
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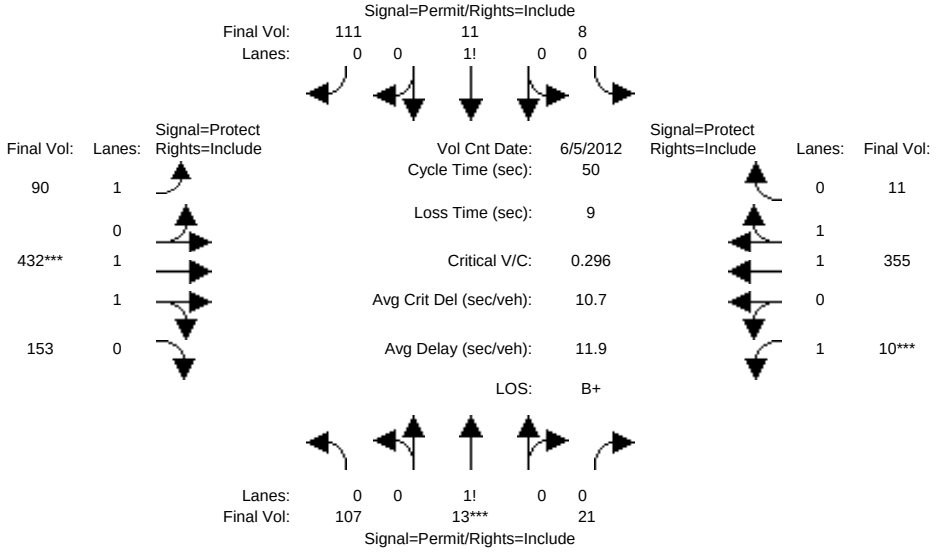
Cumulative plus Project - PM Peak Hour

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

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	107	13	21	8	11	111	90	432	153	10	355	11
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:	107	13	21	8	11	111	90	432	153	10	355	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	13	21	8	11	111	90	432	153	10	355	11
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:	107	13	21	8	11	111	90	432	153	10	355	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	13	21	8	11	111	90	432	153	10	355	11
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:	107	13	21	8	11	111	90	432	153	10	355	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.76	0.09	0.15	0.06	0.08	0.86	1.00	1.44	0.56	1.00	1.93	0.07
Final Sat.:	1338	163	263	108	149	1504	1750	2745	972	1750	3676	114
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.07	0.07	0.07	0.05	0.16	0.16	0.01	0.10	0.10
Crit Moves:		****						****		****		
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.24	0.45	0.45	0.14	0.35	0.35
Volume/Cap:	0.35	0.35	0.35	0.32	0.32	0.32	0.21	0.35	0.35	0.04	0.28	0.28
Delay/Veh:	16.7	16.7	16.7	16.5	16.5	16.5	15.3	9.1	9.1	18.7	11.9	11.9
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:	16.7	16.7	16.7	16.5	16.5	16.5	15.3	9.1	9.1	18.7	11.9	11.9
LOS by Move:	B	B	B	B	B	B	B	A	A	B-	B+	B+
HCM2kAvgQ:	2	2	2	2	2	2	1	3	3	0	2	2

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

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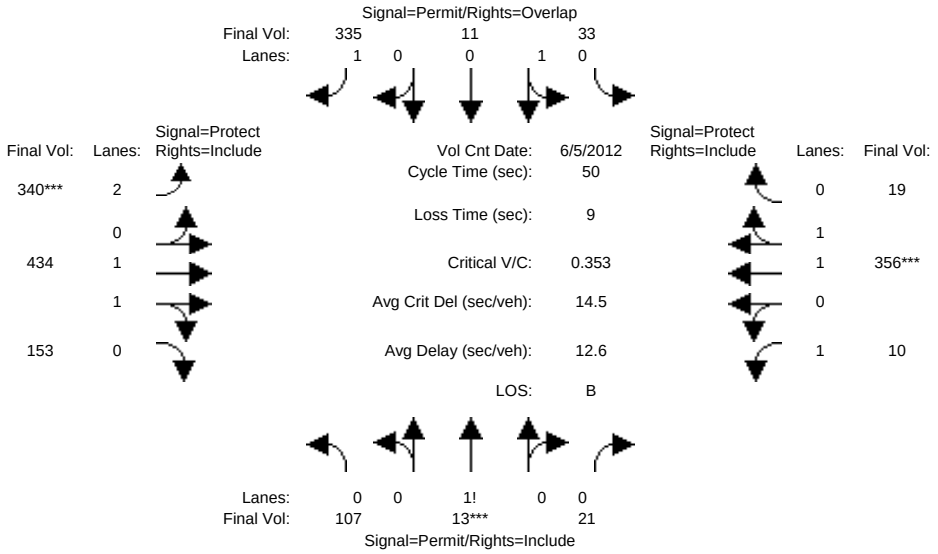
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	107	13	21	8	11	111	90	432	153	10	355	11
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:	107	13	21	8	11	111	90	432	153	10	355	11
Added Vol:	0	0	0	0	0	186	198	0	0	0	0	0
Pass-by Div:	0	0	0	25	0	38	52	2	0	0	1	8
Initial Fut:	107	13	21	33	11	335	340	434	153	10	356	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:	107	13	21	33	11	335	340	434	153	10	356	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	13	21	33	11	335	340	434	153	10	356	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:	107	13	21	33	11	335	340	434	153	10	356	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.83	0.98	0.95	0.92	0.98	0.95
Lanes:	0.76	0.09	0.15	0.75	0.25	1.00	2.00	1.46	0.54	1.00	1.90	0.10
Final Sat.:	1328	161	261	1350	450	1750	3150	2735	964	1750	3512	187
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.02	0.02	0.19	0.11	0.16	0.16	0.01	0.10	0.10
Crit Moves:		****					****				****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.53	0.31	0.35	0.35	0.24	0.29	0.29
Volume/Cap:	0.35	0.35	0.35	0.11	0.11	0.36	0.35	0.46	0.46	0.02	0.35	0.35
Delay/Veh:	16.8	16.8	16.8	15.4	15.4	7.0	13.7	12.9	12.9	14.4	14.4	14.4
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:	16.8	16.8	16.8	15.4	15.4	7.0	13.7	12.9	12.9	14.4	14.4	14.4
LOS by Move:	B	B	B	B	B	A	B	B	B	B	B	B
HCM2kAvgQ:	2	2	2	1	1	3	2	4	4	0	3	3

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

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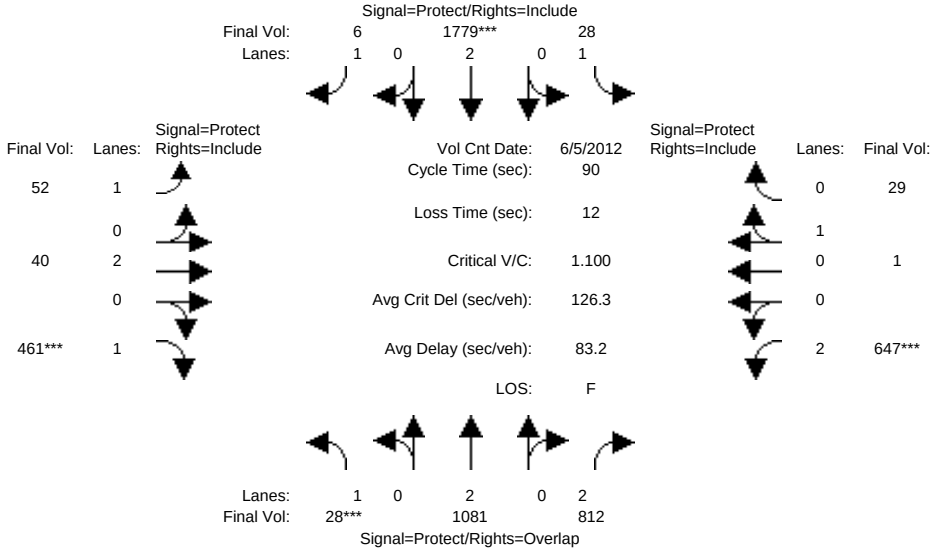
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #8: McCarthy Blvd and Ranch Dr (South)



Street Name:	McCarthy Blvd						Ranch Dr (South)					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	28	1081	812	28	1779	6	52	40	461	647	1	29
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:	28	1081	812	28	1779	6	52	40	461	647	1	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	1081	812	28	1779	6	52	40	461	647	1	29
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:	28	1081	812	28	1779	6	52	40	461	647	1	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1081	812	28	1779	6	52	40	461	647	1	29
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:	28	1081	812	28	1779	6	52	40	461	647	1	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.03	0.97
Final Sat.:	1750	3800	3150	1750	3800	1750	1750	3800	1750	3150	58	1696
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.26	0.02	0.47	0.00	0.03	0.01	0.26	0.21	0.02	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.37	0.54	0.10	0.39	0.39	0.16	0.22	0.22	0.17	0.23	0.23
Volume/Cap:	0.21	0.77	0.47	0.16	1.19	0.01	0.18	0.05	1.19	1.19	0.07	0.07
Delay/Veh:	39.6	27.5	12.8	37.4	119	16.6	32.8	27.6	142.5	139.0	27.1	27.1
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:	39.6	27.5	12.8	37.4	119	16.6	32.8	27.6	142.5	139.0	27.1	27.1
LOS by Move:	D	C	B	D+	F	B	C-	C	F	F	C	C
HCM2kAvgQ:	1	13	8	1	45	0	1	0	27	19	1	1

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

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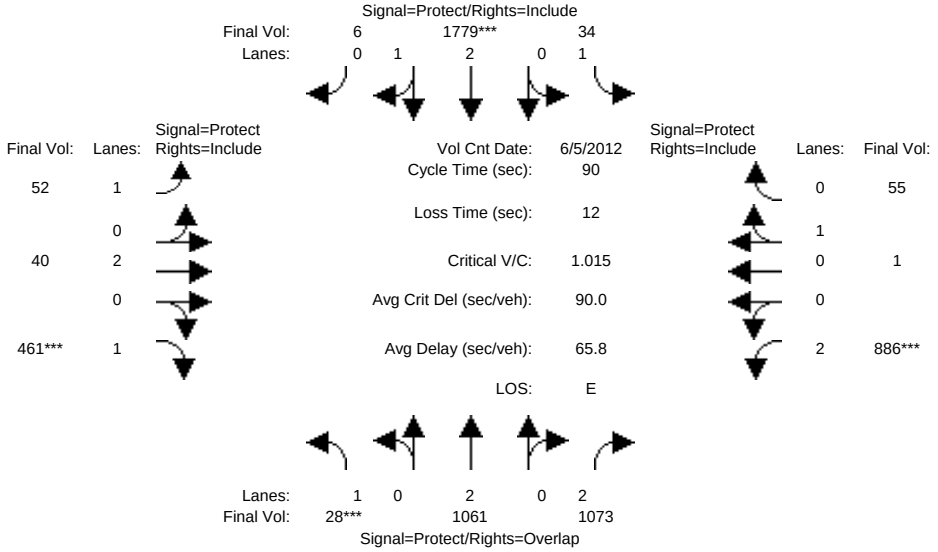
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #8: McCarthy Blvd and Ranch Dr (South)



Street Name:	McCarthy Blvd						Ranch Dr (South)					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	28	1081	812	28	1779	6	52	40	461	647	1	29
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:	28	1081	812	28	1779	6	52	40	461	647	1	29
Added Vol:	0	0	219	5	0	0	0	0	0	217	0	5
Pass-by Div:	0	-20	42	1	0	0	0	0	0	22	0	21
Initial Fut:	28	1061	1073	34	1779	6	52	40	461	886	1	55
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:	28	1061	1073	34	1779	6	52	40	461	886	1	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1061	1073	34	1779	6	52	40	461	886	1	55
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:	28	1061	1073	34	1779	6	52	40	461	886	1	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	2.00	1.00	2.99	0.01	1.00	2.00	1.00	2.00	0.02	0.98
Final Sat.:	1750	3800	3150	1750	5581	19	1750	3800	1750	3150	32	1768
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.34	0.02	0.32	0.32	0.03	0.01	0.26	0.28	0.03	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.29	0.55	0.08	0.29	0.29	0.20	0.24	0.24	0.26	0.29	0.29
Volume/Cap:	0.21	0.97	0.62	0.24	1.09	1.09	0.15	0.04	1.09	1.09	0.11	0.11
Delay/Veh:	39.6	51.3	14.8	39.7	84.7	84.7	29.5	26.2	106.0	94.0	23.3	23.3
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:	39.6	51.3	14.8	39.7	84.7	84.7	29.5	26.2	106.0	94.0	23.3	23.3
LOS by Move:	D	D-	B	D	F	F	C	C	F	F	C	C
HCM2kAvgQ:	1	18	12	1	28	28	1	0	24	22	1	1

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

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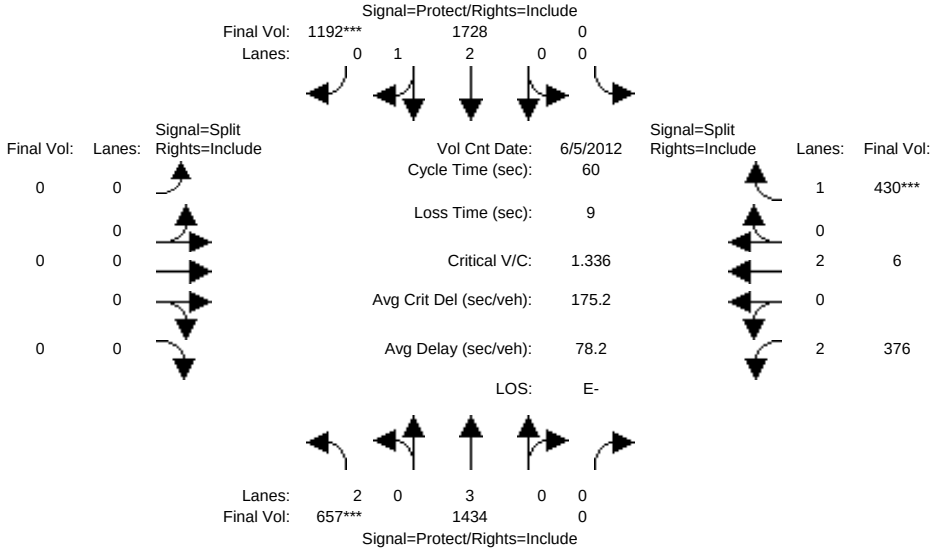
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
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	0	0	0	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	657	1434	0	0	1728	1192	0	0	0	376	6	430
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:	657	1434	0	0	1728	1192	0	0	0	376	6	430
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	657	1434	0	0	1728	1192	0	0	0	376	6	430
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:	657	1434	0	0	1728	1192	0	0	0	376	6	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	657	1434	0	0	1728	1192	0	0	0	376	6	430
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:	657	1434	0	0	1728	1192	0	0	0	376	6	430
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	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3800	1750	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.25	0.00	0.00	0.45	0.68	0.00	0.00	0.00	0.12	0.00	0.25
Crit Moves:	****					****						****
Green/Cycle:	0.16	0.67	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.18	0.18	0.18
Volume/Cap:	1.34	0.38	0.00	0.00	0.89	1.34	0.00	0.00	0.00	0.65	0.01	1.34
Delay/Veh:	189.8	4.5	0.0	0.0	16.7	169.0	0.0	0.0	0.0	25.3	20.0	195.3
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:	189.8	4.5	0.0	0.0	16.7	169.0	0.0	0.0	0.0	25.3	20.0	195.3
LOS by Move:	F	A	A	A	B	F	A	A	A	C	C+	F
HCM2kAvgQ:	19	4	0	0	13	62	0	0	0	4	0	23

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

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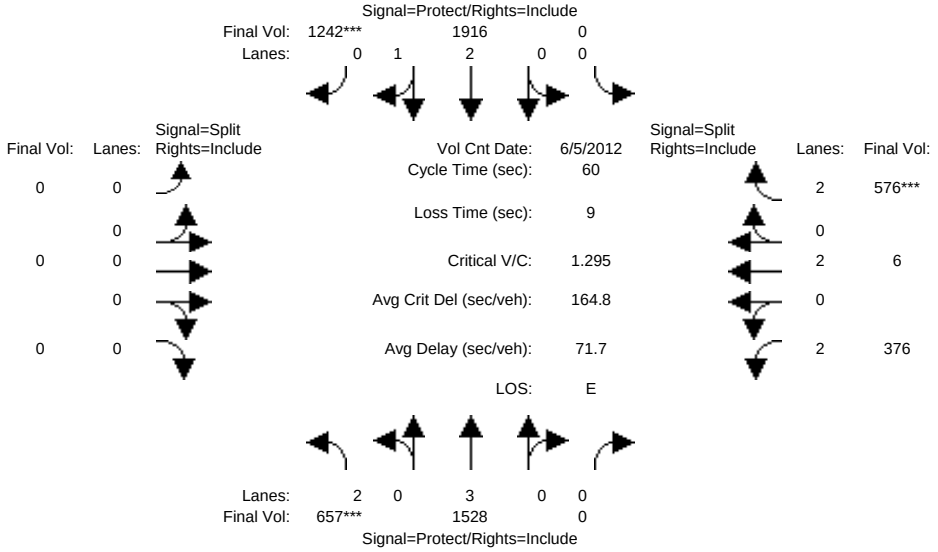
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #9: McCarthy Blvd and SR-237 WB Ramps

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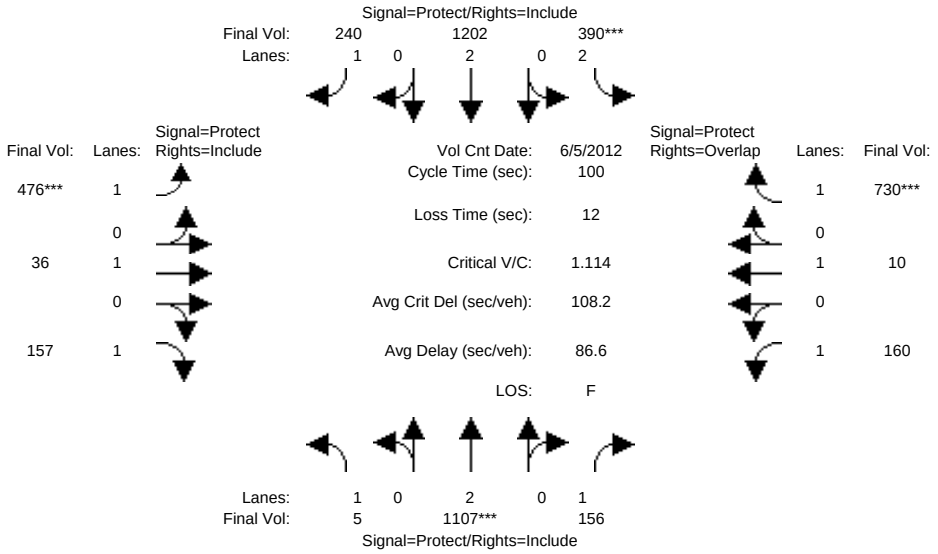
Street Name:          McCarthy Blvd                    SR-237 WB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     0    0     0    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: 5 Jun 2012 << 8:00:00 AM
Base Vol:     657 1434     0     0 1728  1192     0    0     0   376    6   430
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:  657 1434     0     0 1728  1192     0    0     0   376    6   430
Added Vol:      0   86     0     0  176    41     0    0     0     0    0   132
Pass-by Div:    0    8     0     0   12     9     0    0     0     0    0    14
Initial Fut:  657 1528     0     0 1916  1242     0    0     0   376    6   576
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:   657 1528     0     0 1916  1242     0    0     0   376    6   576
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  657 1528     0     0 1916  1242     0    0     0   376    6   576
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:  657 1528     0     0 1916  1242     0    0     0   376    6   576
------------|---------------||---------------||---------------||---------------|
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  0.92 1.00  0.92  0.83 1.00  0.83
Lanes:       2.00 3.00  0.00  0.00 2.00  1.00  0.00 0.00  0.00  2.00 2.00  2.00
Final Sat.:  3150 5700     0     0 3800  1750     0    0     0  3150 3800  3150
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.27  0.00  0.00 0.50  0.71  0.00 0.00  0.00  0.12 0.00  0.18
Crit Moves:  ****                         ****                              ****
Green/Cycle: 0.16 0.68  0.00  0.00 0.53  0.53  0.00 0.00  0.00  0.17 0.17  0.17
Volume/Cap:  1.34 0.39  0.00  0.00 0.95  1.34  0.00 0.00  0.00  0.72 0.01  1.10
Delay/Veh:  193.3  4.2   0.0   0.0 21.2 171.8   0.0  0.0   0.0  28.4 20.9  93.4
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: 193.3  4.2   0.0   0.0 21.2 171.8   0.0  0.0   0.0  28.4 20.9  93.4
LOS by Move:    F    A     A     A   C+     F     A    A     A     C   C+     F
HCM2kAvgQ:     19    4     0     0   16    66     0    0     0     4    0    12
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
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: 5 Jun 2012 << 8:00:00 AM

Base Vol:	5	1107	156	390	1202	240	476	36	157	160	10	730
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:	5	1107	156	390	1202	240	476	36	157	160	10	730
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	1107	156	390	1202	240	476	36	157	160	10	730
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:	5	1107	156	390	1202	240	476	36	157	160	10	730
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1107	156	390	1202	240	476	36	157	160	10	730
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:	5	1107	156	390	1202	240	476	36	157	160	10	730

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	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:

Vol/Sat:	0.00	0.29	0.09	0.12	0.32	0.14	0.27	0.02	0.09	0.09	0.01	0.42
Crit Moves:		****		****			****					****
Green/Cycle:	0.07	0.26	0.26	0.11	0.30	0.30	0.24	0.27	0.27	0.24	0.26	0.37
Volume/Cap:	0.04	1.11	0.34	1.11	1.05	0.45	1.11	0.07	0.34	0.38	0.02	1.11
Delay/Veh:	43.5	102	30.4	127.0	74.1	28.8	116.1	27.6	30.1	32.2	27.3	102.1
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:	43.5	102	30.4	127.0	74.1	28.8	116.1	27.6	30.1	32.2	27.3	102.1
LOS by Move:	D	F	C	F	E	C	F	C	C	C-	C	F
HCM2kAvgQ:	0	23	4	11	25	6	26	1	4	5	0	38

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

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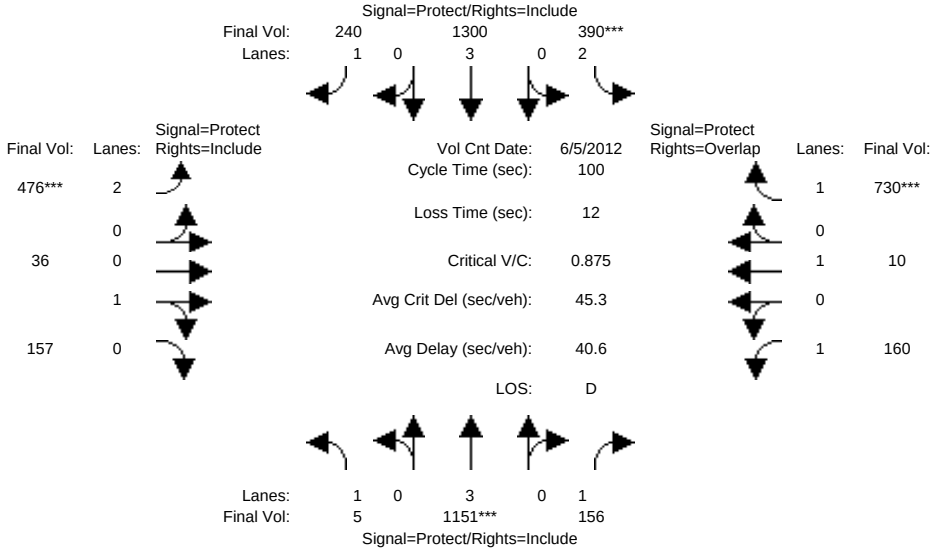
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	5	1107	156	390	1202	240	476	36	157	160	10	730
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:	5	1107	156	390	1202	240	476	36	157	160	10	730
Added Vol:	0	44	0	0	91	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	7	0	0	0	0	0	0	0
Initial Fut:	5	1151	156	390	1300	240	476	36	157	160	10	730
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:	5	1151	156	390	1300	240	476	36	157	160	10	730
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1151	156	390	1300	240	476	36	157	160	10	730
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:	5	1151	156	390	1300	240	476	36	157	160	10	730
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	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	0.19	0.81	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	336	1464	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.09	0.12	0.23	0.14	0.15	0.11	0.11	0.09	0.01	0.42
Crit Moves:		****		****			****					****
Green/Cycle:	0.09	0.23	0.23	0.14	0.28	0.28	0.17	0.27	0.27	0.23	0.34	0.48
Volume/Cap:	0.03	0.88	0.39	0.88	0.80	0.48	0.88	0.39	0.39	0.39	0.02	0.88
Delay/Veh:	41.8	43.9	33.1	59.4	36.1	30.4	55.0	30.0	30.0	32.9	22.2	33.7
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:	41.8	43.9	33.1	59.4	36.1	30.4	55.0	30.0	30.0	32.9	22.2	33.7
LOS by Move:	D	D	C-	E+	D+	C	E+	C	C	C-	C+	C-
HCM2kAvgQ:	0	11	4	8	13	6	12	5	5	5	0	25

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

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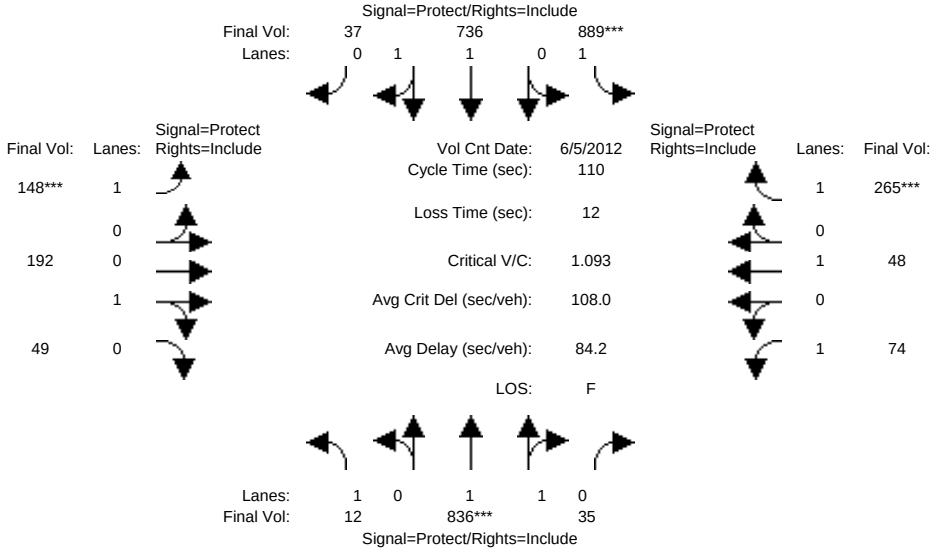
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	12	836	35	889	736	37	148	192	49	74	48	265
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:	12	836	35	889	736	37	148	192	49	74	48	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	836	35	889	736	37	148	192	49	74	48	265
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:	12	836	35	889	736	37	148	192	49	74	48	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	836	35	889	736	37	148	192	49	74	48	265
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:	12	836	35	889	736	37	148	192	49	74	48	265
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.91	0.09	1.00	1.90	0.10	1.00	0.78	0.22	1.00	1.00	1.00
Final Sat.:	1750	3635	152	1750	3603	181	1750	1488	380	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.23	0.51	0.20	0.20	0.08	0.13	0.13	0.04	0.03	0.15
Crit Moves:		****		****			****					****
Green/Cycle:	0.20	0.21	0.21	0.46	0.46	0.46	0.09	0.13	0.13	0.09	0.14	0.14
Volume/Cap:	0.03	1.11	1.11	1.11	0.44	0.44	0.93	0.97	0.97	0.45	0.19	1.11
Delay/Veh:	35.1	111	111.0	97.0	20.4	20.4	100.7	95.5	95.5	49.1	42.4	139.1
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:	35.1	111	111.0	97.0	20.4	20.4	100.7	95.5	95.5	49.1	42.4	139.1
LOS by Move:	D+	F	F	F	C+	C+	F	F	F	D	D	F
HCM2kAvgQ:	0	21	21	42	8	8	9	13	13	3	1	15

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

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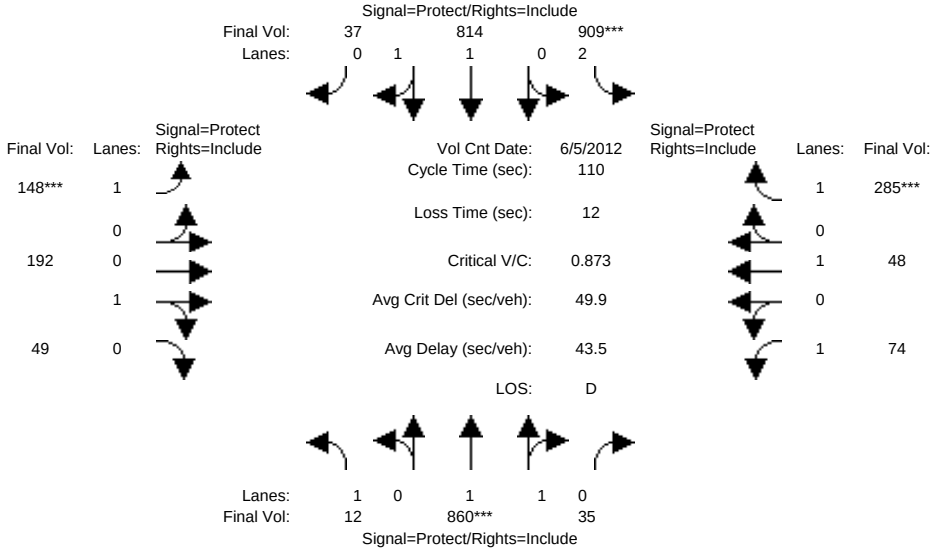
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	12	836	35	889	736	37	148	192	49	74	48	265
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:	12	836	35	889	736	37	148	192	49	74	48	265
Added Vol:	0	24	0	20	71	0	0	0	0	0	0	20
Pass-by Div:	0	0	0	0	7	0	0	0	0	0	0	0
Initial Fut:	12	860	35	909	814	37	148	192	49	74	48	285
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:	12	860	35	909	814	37	148	192	49	74	48	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	860	35	909	814	37	148	192	49	74	48	285
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:	12	860	35	909	814	37	148	192	49	74	48	285
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.97	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	2.00	1.91	0.09	1.00	0.80	0.20	1.00	1.00	1.00
Final Sat.:	1750	3555	145	3150	3539	161	1750	1434	366	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.24	0.29	0.23	0.23	0.08	0.13	0.13	0.04	0.03	0.16
Crit Moves:		****		****			****					****
Green/Cycle:	0.17	0.28	0.28	0.33	0.44	0.44	0.10	0.17	0.17	0.11	0.19	0.19
Volume/Cap:	0.04	0.87	0.87	0.87	0.53	0.53	0.87	0.79	0.79	0.37	0.14	0.87
Delay/Veh:	38.0	46.3	46.3	42.9	23.1	23.1	84.8	57.2	57.2	46.2	37.5	65.4
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:	38.0	46.3	46.3	42.9	23.1	23.1	84.8	57.2	57.2	46.2	37.5	65.4
LOS by Move:	D+	D	D	D	C	C	F	E+	E+	D	D+	E
HCM2kAvgQ:	0	16	16	17	10	10	8	10	10	2	1	11

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

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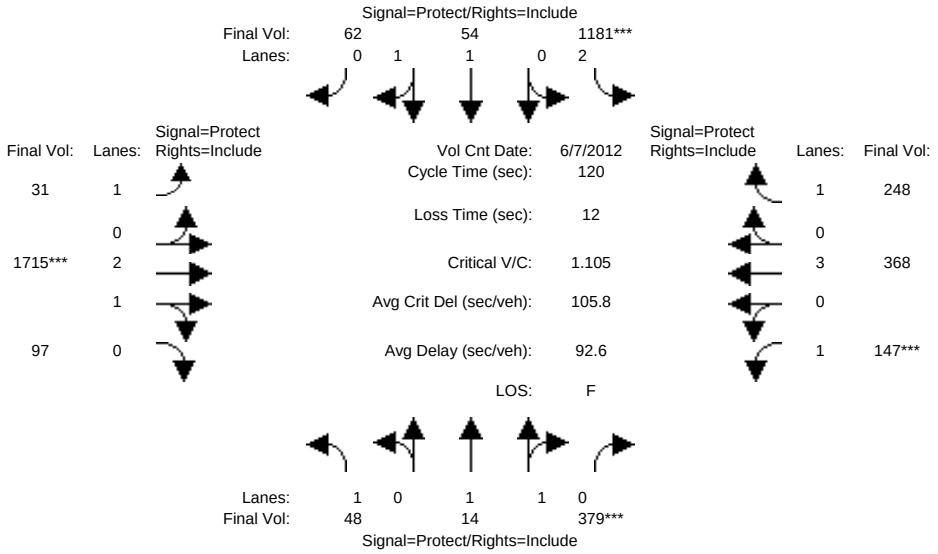
Cumulative plus Project - PM Peak Hour

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

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	48	14	379	1181	54	62	31	1715	97	147	368	248
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:	48	14	379	1181	54	62	31	1715	97	147	368	248
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	14	379	1181	54	62	31	1715	97	147	368	248
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:	48	14	379	1181	54	62	31	1715	97	147	368	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	14	379	1181	54	62	31	1715	97	147	368	248
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:	48	14	379	1181	54	62	31	1715	97	147	368	248
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	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.83	0.17	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5370	304	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.22	0.37	0.03	0.04	0.02	0.32	0.32	0.08	0.06	0.14
Crit Moves:			****	****				****		****		
Green/Cycle:	0.22	0.20	0.20	0.34	0.31	0.31	0.11	0.29	0.29	0.08	0.26	0.26
Volume/Cap:	0.12	0.04	1.11	1.11	0.09	0.11	0.17	1.11	1.11	1.11	0.25	0.55
Delay/Veh:	37.6	39.1	127.5	100.8	29.0	29.3	49.2	99.7	99.7	164.6	35.4	39.9
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:	37.6	39.1	127.5	100.8	29.0	29.3	49.2	99.7	99.7	164.6	35.4	39.9
LOS by Move:	D+	D	F	F	C	C	D	F	F	F	D+	D
HCM2kAvgQ:	2	0	24	36	1	2	1	30	30	9	3	8

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

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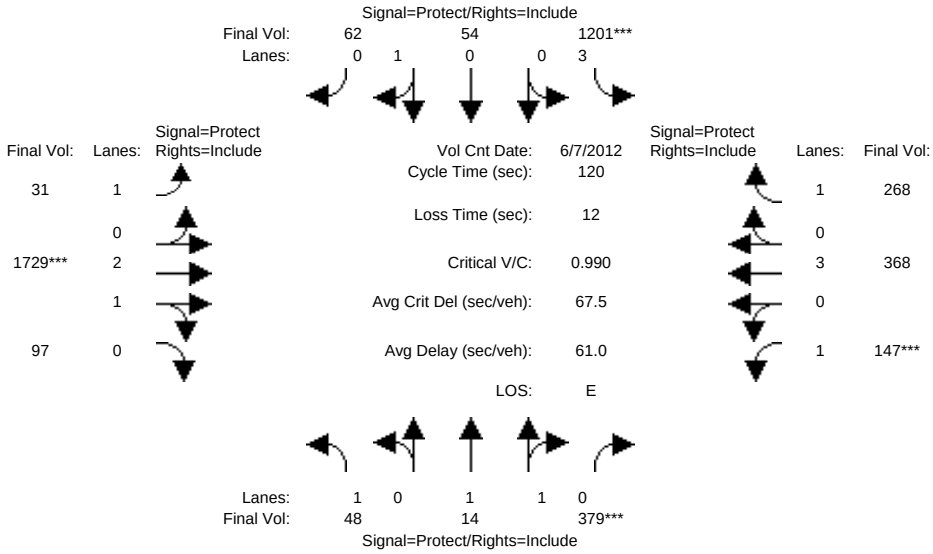
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
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: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	48	14	379	1181	54	62	31	1715	97	147	368	248
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:	48	14	379	1181	54	62	31	1715	97	147	368	248
Added Vol:	0	0	0	20	0	0	0	12	0	0	0	20
Pass-by Div:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	48	14	379	1201	54	62	31	1729	97	147	368	268
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:	48	14	379	1201	54	62	31	1729	97	147	368	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	14	379	1201	54	62	31	1729	97	147	368	268
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:	48	14	379	1201	54	62	31	1729	97	147	368	268
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.80	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	3.00	0.47	0.53	1.00	2.83	0.17	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	4551	838	962	1750	5302	297	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.22	0.26	0.06	0.06	0.02	0.33	0.33	0.08	0.06	0.15
Crit Moves:			****	****				****		****		
Green/Cycle:	0.20	0.22	0.22	0.27	0.29	0.29	0.11	0.33	0.33	0.08	0.30	0.30
Volume/Cap:	0.14	0.03	0.99	0.99	0.23	0.23	0.15	0.99	0.99	0.99	0.22	0.51
Delay/Veh:	39.7	36.9	89.0	67.1	33.0	33.0	48.3	58.5	58.5	125.4	31.5	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:	39.7	36.9	89.0	67.1	33.0	33.0	48.3	58.5	58.5	125.4	31.5	35.5
LOS by Move:	D	D+	F	E	C-	C-	D	E+	E+	F	C	D+
HCM2kAvgQ:	2	0	21	22	3	3	1	26	26	8	3	9

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

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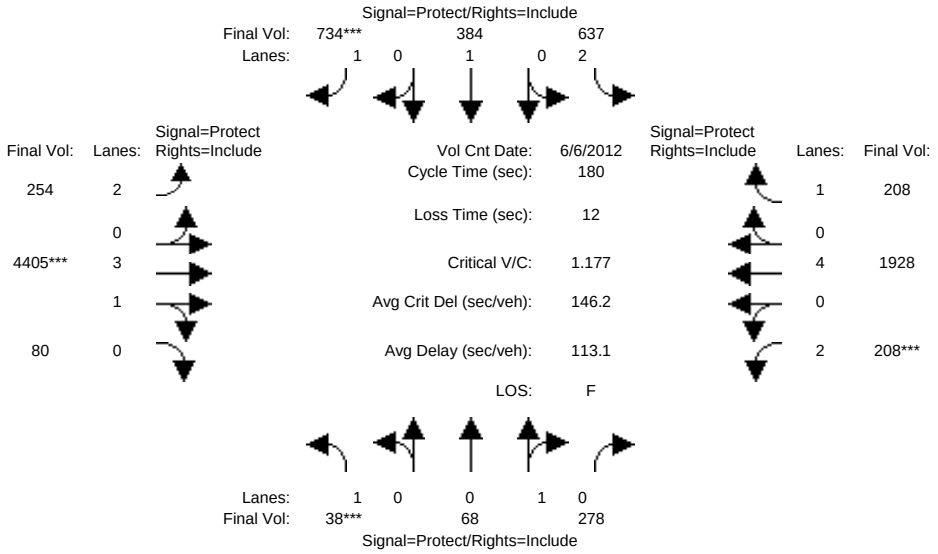
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
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: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	38	68	278	637	384	734	254	4405	80	208	1928	208
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:	38	68	278	637	384	734	254	4405	80	208	1928	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	68	278	637	384	734	254	4405	80	208	1928	208
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:	38	68	278	637	384	734	254	4405	80	208	1928	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	68	278	637	384	734	254	4405	80	208	1928	208
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:	38	68	278	637	384	734	254	4405	80	208	1928	208
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	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.18	0.82	2.00	1.00	1.00	2.00	3.92	0.08	2.00	4.00	1.00
Final Sat.:	1750	349	1428	3150	1900	1750	3150	7453	135	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.20	0.20	0.42	0.08	0.59	0.59	0.07	0.25	0.12
Crit Moves:	****					****		****		****		
Green/Cycle:	0.04	0.19	0.19	0.20	0.35	0.35	0.13	0.49	0.49	0.05	0.41	0.41
Volume/Cap:	0.56	1.02	1.02	1.02	0.58	1.20	0.61	1.20	1.20	1.20	0.61	0.29
Delay/Veh:	95.0	128	128.3	114.7	49.2	165.2	76.5	140	140.2	218.8	41.7	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:	95.0	128	128.3	114.7	49.2	165.2	76.5	140	140.2	218.8	41.7	35.3
LOS by Move:	F	F	F	F	D	F	E-	F	F	F	D	D+
HCM2kAvgQ:	3	26	26	21	16	57	7	80	80	12	20	8

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

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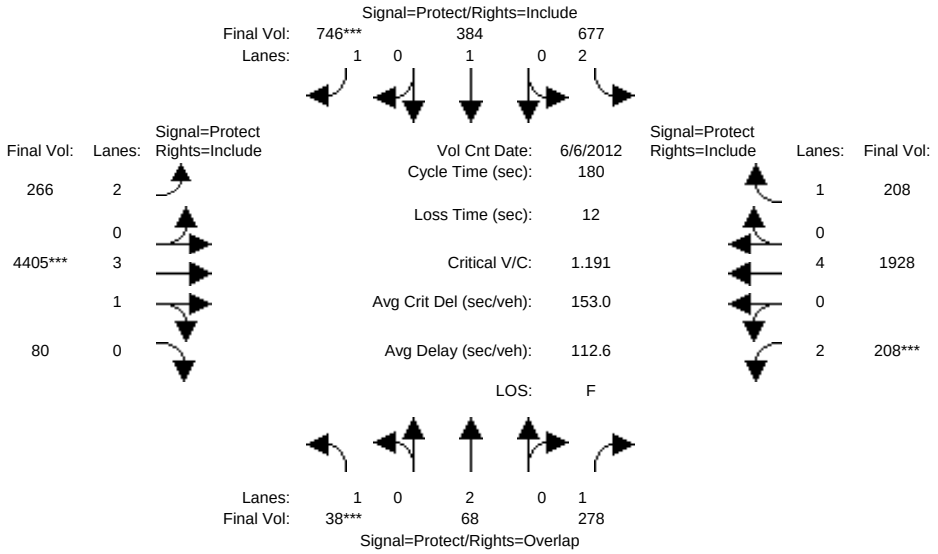
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
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: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	38	68	278	637	384	734	254	4405	80	208	1928	208
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:	38	68	278	637	384	734	254	4405	80	208	1928	208
Added Vol:	0	0	0	35	0	12	12	0	0	0	0	0
Pass-by Div:	0	0	0	5	0	0	0	0	0	0	0	0
Initial Fut:	38	68	278	677	384	746	266	4405	80	208	1928	208
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:	38	68	278	677	384	746	266	4405	80	208	1928	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	68	278	677	384	746	266	4405	80	208	1928	208
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:	38	68	278	677	384	746	266	4405	80	208	1928	208
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	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	2.00	3.93	0.07	2.00	4.00	1.00
Final Sat.:	1750	3800	1750	3150	1900	1750	3150	7366	134	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.16	0.21	0.20	0.43	0.08	0.60	0.60	0.07	0.25	0.12
Crit Moves:	****					****		****		****		
Green/Cycle:	0.04	0.12	0.17	0.27	0.35	0.35	0.14	0.49	0.49	0.05	0.41	0.41
Volume/Cap:	0.56	0.15	0.93	0.79	0.58	1.22	0.62	1.22	1.22	1.22	0.62	0.29
Delay/Veh:	95.0	71.6	106.8	65.9	49.0	171.4	76.2	147	147.1	225.0	42.6	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:	95.0	71.6	106.8	65.9	49.0	171.4	76.2	147	147.1	225.0	42.6	35.9
LOS by Move:	F	E	F	E	D	F	E-	F	F	F	D	D+
HCM2kAvgQ:	3	2	20	19	16	59	8	83	83	12	21	8

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

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APPENDIX C:
TRIP GENERATION SURVEY DATA

APPENDIX C TRIP GENERATION SURVEY DATA

Location	Size	Morning				Midday				Evening				Midday /Morning	Midday /Evening
		In	Out	Total	Rate	In	Out	Total	Rate	In	Out	Total	Rate		
Surveyed Volumes and Rates															
Ranch 99	162.2 ksf	50	24	74	**0.46**	534	816	1,350	**8.32**	359	294	653	**4.03**	**18.09**	**2.06**
		67%	33%			40%	60%			55%	45%				
Grand Century	170 ksf	204	98	302	**1.78**	598	505	1,103	**6.49**	375	360	735	**4.32**	**3.65**	**1.50**
		68%	32%			54%	46%			51%	49%				
Average	166.1 ksf	128	60	188	**1.13**	577	650	1,227	**7.39**	368	326	694	**4.18**	**6.54**	**1.77**
		68%	33%			47%	53%			53%	47%				
Beverley Heritage Hotel	236 Total Rooms	20	115	135	**0.57**	40	41	81	**0.34**	61	61	122	**0.52**	**0.60**	**0.65**
		15%	85%			50%	50%			50%	50%				
ITE Trip Generation Rates															
Ranch 99	162.2 ksf	126	80	206	**1.26**	622	933	1,555	***9.59***[1]	434	452	886	**5.42**		
		61%	39%			*40%*[3]	*60%*			49%	51%				
Grand Century	170 ksf	129	82	211	**1.24**	868	739	1,607	***9.45***[1]	445	463	908	**5.34**		
		61%	39%			*54%*[2]	*46%*			49%	51%				
Beverley Heritage Hotel	236 Total Rooms	81	51	132	**0.56**	45	45	90	***0.38***[2]	74	65	139	**0.59**		
		61%	39%			*50%*[2]	*50%*			53%	47%				

Notes:

Ranch 99 driveway survey conducted on Tuesday, 6/5/12 and Wednesday, 6/6/12.
Grand Century driveway survey conducted on Tuesday, 6/5/12 and Wednesday, 6/6/12.
Beverley Heritage Hotel driveway survey conducted on Tuesday, 6/5/12 and Wednesday, 6/6/12.

1. Applied the Average Rate from Mid to Evening Survey Proportion
2. Applied the Mid to Evening Survey Proportion
3. Survey Split

APPENDIX D:
FREEWAY CAPACITY ANALYSIS

Appendix D - Freeway Capacity Analysis

Freeway	Segment	Direction	Peak Hour	Lanes		Capacity[1]		Project Trips		Project Impact		>=1% of Capacity?	
				Mixed Flow	HOV	Mixed Flow	HOV	Mixed Flow	HOV	Mixed Flow	HOV	Mixed Flow	HOV
SR 237	N. First St to Zanker Rd	EB	AM	2	1	4600	1650	20	4	0.43%	0.24%	NO	NO
			PM	2	1	4600	1650	29	5	0.63%	0.30%	NO	NO
SR 237	Zanker Rd to McCarthy Blvd	EB	AM	2	1	4600	1650	24	3	0.52%	0.18%	NO	NO
			PM	2	1	4600	1650	37	6	0.80%	0.36%	NO	NO
SR 237	McCarthy Blvd to I-880	EB	AM	2	1	4600	1650	25	0	0.54%	0.00%	NO	NO
			PM	2	1	4600	1650	90	0	1.96%	0.00%	**YES**	NO
SR 237	I-880 to McCarthy Blvd	WB	AM	3		6900		68	0	0.99%		NO	
			PM	3		6900		146	0	2.12%		**YES**	
SR 237	McCarthy Blvd to Zanker Rd	WB	AM	2	1	5520	1650	14	2	0.25%	0.12%	NO	NO
			PM	2	1	5520	1650	35	6	0.63%	0.36%	NO	NO
SR 237	Zanker Rd to N. First St	WB	AM	2	1	4600	1650	12	2	0.26%	0.12%	NO	NO
			PM	2	1	4600	1650	28	5	0.61%	0.30%	NO	NO
I-680	Berryessa Rd to Hostetter Rd	NB	AM	4		9200		19	0	0.21%		NO	
			PM	4		9200		36	0	0.39%		NO	
I-680	Hostetter Rd to Capitol Ave	NB	AM	4		9200		19	0	0.21%		NO	
			PM	4		9200		36	0	0.39%		NO	
I-680	Capitol Ave to Montague Expwy	NB	AM	4		9200		19	0	0.21%		NO	
			PM	4		9200		36	0	0.39%		NO	
I-680	Montague Expwy to Yosemite Dr	NB	AM	4		9200		19	0	0.21%		NO	
			PM	4		9200		36	0	0.39%		NO	
I-680	Yosemite Dr to Calaveras Blvd / SR 237	NB	AM	4		8050		19	0	0.24%		NO	
			PM	4		8050		36	0	0.45%		NO	
I-680	Calaveras Blvd / SR 237 to Jacklin Rd	NB	AM	3		6900		6	0	0.09%		NO	
			PM	3		6900		19	0	0.28%		NO	
I-680	Jacklin Rd to Scott Creek Rd	NB	AM	3		6900		6	0	0.09%		NO	
			PM	3		6900		19	0	0.28%		NO	
I-680	Scott Creek Rd to Jacklin Rd	SB	AM	3	1	6900	1650	9	1	0.13%	0.06%	NO	NO
			PM	3	1	6900	1650	18	1	0.26%	0.06%	NO	NO
I-680	Jacklin Rd to Calaveras Blvd / SR 237	SB	AM	3	1	6900	1650	9	1	0.13%	0.06%	NO	NO
			PM	3	1	6900	1650	18	1	0.26%	0.06%	NO	NO
I-680	Calaveras Blvd / SR 237 to Yosemite Dr	SB	AM	4		9200		11	0	0.12%		NO	
			PM	4		9200		35	0	0.38%		NO	
I-680	Yosemite Dr to Montague Expwy	SB	AM	4		9200		11	0	0.12%		NO	
			PM	4		9200		35	0	0.38%		NO	
I-680	Montague Expwy to Capitol Ave	SB	AM	4		9200		11	0	0.12%		NO	
			PM	4		9200		35	0	0.38%		NO	
I-680	Capitol Ave to Hostetter Rd	SB	AM	4		9200		11	0	0.12%		NO	
			PM	4		9200		35	0	0.38%		NO	
I-680	Hostetter Rd to Berryessa Rd	SB	AM	4		9200		11	0	0.12%		NO	
			PM	4		9200		35	0	0.38%		NO	
I-880	E. Brokaw Rd to Montague Expwy	NB	AM	3		6900		25	0	0.36%		NO	
			PM	3		6900		47	0	0.68%		NO	
I-880	Montague Expwy to Great Mall Pkwy	NB	AM	3		6900		25	0	0.36%		NO	
			PM	3		6900		47	0	0.68%		NO	
I-880	Great Mall Pkwy to SR 237	NB	AM	3		6900		25	0	0.36%		NO	
			PM	3		6900		47	0	0.68%		NO	
I-880	SR 237 to Dixon Landing	NB	AM	4	1	8280	1650	4	1	0.05%	0.06%	NO	NO
			PM	4	1	8280	1650	11	2	0.13%	0.12%	NO	NO
I-880	Dixon Landing to Mission Blvd	NB	AM	4	1	9200	1650	8	2	0.09%	0.12%	NO	NO
			PM	4	1	9200	1650	23	4	0.25%	0.24%	NO	NO
I-880	Mission Blvd to Dixon Landing	SB	AM	4	1	9200	1650	14	2	0.15%	0.12%	NO	NO
			PM	4	1	9200	1650	23	4	0.25%	0.24%	NO	NO
I-880	Dixon Landing to SR 237	SB	AM	4	1	9200	1650	7	1	0.08%	0.06%	NO	NO
			PM	4	1	9200	1650	12	2	0.13%	0.12%	NO	NO
I-880	SR 237 to Great Mall Pkwy	SB	AM	3		6900		0	0	0.00%		NO	
			PM	3		6900		0	0	0.00%		NO	
I-880	Great Mall Pkwy to Montague Expwy	SB	AM	3		6900		4	0	0.06%		NO	
			PM	3		6900		12	0	0.17%		NO	
I-880	Montague Expwy to E. Brokaw Rd	SB	AM	3		6900		15	0	0.22%		NO	
			PM	3		6900		47	0	0.68%		NO	

Notes:

1. Information from VTA's *Monitoring & Conformance Report 2011*

APPENDIX E:
APPROVED AND PENDING TRIP INVENTORY LIST

APPROVED AND PENDING PROJECT LIST

Project	Size
Approved Projects	
Shea Residential	204 Residential Units
Sinclair Horizon Residential Project	82 Residential Units
Walmart Expansion	150,000 s.f. of Retail
Robson Homes	88 Residential Units
Piper Montague	942 Residential Units
Murphy Ranch Residential Project	659 Residential Units
Landmark Towers Mixed Use Project	375 Condo Units, 148,000 s.f. of Retail
Contour	134 Residential Units
Elmwood Residential & Commercial	722 Residential Units, 180,000 s.f. Auto Dealer
Campus at McCarthy Ranch	1,000,000 s.f. of Office Space
Peery Arriaga	238,400 s.f. of Office Space
Pending Projects	
Preston Properties	220 Residential Units
Waterstone Properties	84 Residential Units
McCarthy Ranch	1,200,000 s.f. of Office Space

Source: City of Milpitas ATI List, September, 2012.

APPENDIX F:
SHARED PARKING ANALYSIS WORKSHEETS

Description: Shared Parking between Hotel and Mall

ksf = thousand square feet

Projected Parking Supply:	1610				Mode Adjustment				Noncaptive Ratio			
			Max Parking Spaces		Weekday		Weekend		Weekday		Weekend	
Land Use	**Quantity**		**Weekday**	**Weekend**	**Daytime**	**Evening**	**Daytime**	**Evening**	**Daytime**	**Evening**	**Daytime**	**Evening**
Retail	292,000	sf GLA	847	934	100%	100%	100%	100%	100%	100%	100%	100%
Employee			204	234	100%	100%	100%	100%	100%	100%	100%	100%
Hotel-Leisure	250	rooms	225	250	100%	100%	100%	100%	100%	100%	100%	100%
Employee			63	45	100%	100%	100%	100%	100%	100%	100%	100%
Subtotal Customer/Guest Spaces			1072	1184								
Subtotal Employee/Resident Spaces			267	279								
Subtotal Reserved Spaces			0	0								
Total Parking Spaces			1339	1463								

Time-of-Day Factors for Weekday Demand																				
		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Shopping Center-Typical	Customer	1%	5%	15%	35%	65%	85%	95%	100%	95%	90%	90%	95%	95%	95%	80%	50%	30%	10%	0%
December	Customer	1%	5%	15%	30%	55%	75%	90%	100%	100%	100%	95%	85%	80%	75%	65%	50%	30%	10%	0%
Late December	Customer	1%	5%	10%	20%	40%	65%	90%	100%	100%	100%	95%	85%	70%	55%	40%	25%	15%	5%	0%
	Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	95%	95%	90%	75%	40%	15%	0%
Hotel-Leisure	Guest	95%	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%	95%	95%	100%	100%
Restaurant/Lounge	Customer		10%	30%	10%	10%	5%	100%	100%	33%	10%	10%	30%	55%	60%	70%	67%	60%	40%	30%
Conference Ctr/Banquet (20 to 50 sq	Customer			30%	60%	60%	60%	65%	65%	65%	65%	65%	100%	100%	100%	100%	100%	50%		
Convention Space (>50 sq ft/guest ro	Customer			50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%			
	Employee	5%	30%	90%	90%	100%	100%	100%	100%	100%	100%	90%	70%	40%	20%	20%	20%	20%	10%	5%

Time-of-Day Factors for Weekend Demand																				
		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Shopping Center-Typical	Customer	1%	5%	10%	30%	50%	65%	80%	90%	100%	100%	95%	90%	80%	75%	65%	50%	35%	15%	0%
December	Customer	1%	5%	10%	35%	60%	70%	85%	95%	100%	100%	95%	90%	80%	75%	65%	50%	35%	15%	0%
Late December	Customer	1%	5%	10%	20%	40%	60%	80%	95%	100%	100%	95%	85%	70%	60%	50%	30%	20%	10%	0%
	Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	85%	80%	75%	65%	45%	15%	0%
Hotel-Leisure	Guest	95%	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%	95%	95%	100%	100%
Restaurant/Lounge	Customer		10%	30%	10%	10%	5%	100%	100%	33%	10%	10%	30%	55%	60%	70%	67%	60%	40%	30%
Conference Ctr/Banquet (20 to 50 sq	Customer			30%	60%	60%	60%	65%	65%	65%	65%	65%	100%	100%	100%	100%	100%	50%		
Convention Space (>50 sq ft/guest ro	Customer			50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%			
	Employee	5%	30%	90%	90%	100%	100%	100%	100%	100%	100%	90%	75%	60%	55%	55%	55%	45%	45%	30%

2/4/2013

Project: Pacific Mall
Description: Shared Parking between Hotel and Mall

December

Weekday Estimated Peak-Hour Parking Demand

	Monthly Adj.	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	Overall Pk 2 PM	AM Peak Hr 11 AM	PM Peak Hr 2 PM	Eve Peak Hr 6 PM
Retail	100%	8	42	127	254	466	635	762	847	847	847	805	720	678	635	551	424	254	85	-	847	635	847	678
Employee	100%	20	31	82	153	173	194	204	204	204	204	204	194	194	194	184	153	82	31	-	204	194	204	194
Hotel-Leisure	50%	107	107	101	90	79	79	73	73	79	79	84	90	96	96	101	107	107	113	113	79	79	79	96
Employee	100%	3	19	57	57	63	63	63	63	63	63	57	44	25	13	13	13	13	6	3	63	63	63	25
TOTAL DEMAND	Customer	115	149	228	344	545	714	835	920	926	926	889	810	774	731	652	531	361	198	113	926	714	926	774
	Employee	23	50	139	210	236	257	267	267	267	267	261	238	219	207	197	166	95	37	3	267	257	267	219
	Reserved	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		138	199	367	554	781	971	1,102	1,187	1,193	1,193	1,150	1,048	993	938	849	697	456	235	116	1,193	971	1,193	993
ULI base data have been modified from default values.																					1,193	971	1,193	993

Footnote(s):

December

Weekend Estimated Peak-Hour Parking Demand

		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	Overall Pk 2 PM	AM Peak Hr 11 AM	PM Peak Hr 2 PM	Eve Peak Hr 6 PM
Retail	100%	9	47	93	327	560	654	794	887	934	934	887	841	747	701	607	467	327	140	-	934	654	934	747
Employee	100%	23	35	94	176	199	222	234	234	234	234	234	222	199	187	176	152	105	35	-	234	222	234	199
Hotel-Leisure	50%	119	119	113	100	88	88	81	81	88	88	94	100	106	106	113	119	119	125	125	88	88	88	106
Employee	100%	2	14	41	41	45	45	45	45	45	45	41	34	27	25	25	25	20	20	14	45	45	45	27
TOTAL DEMAND	Customer	128	166	206	427	648	742	875	968	1,022	1,022	981	941	853	807	720	586	446	265	125	1,022	742	1,022	853
	Employee	25	49	135	217	244	267	279	279	279	279	275	256	226	212	201	177	125	55	14	279	267	279	226
	Reserved	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		153	215	341	644	892	1,009	1,154	1,247	1,301	1,301	1,256	1,197	1,079	1,019	921	763	571	320	139	1,301	1,009	1,301	1,079
ULI base data have been modified from default values.																					1,301	1,009	1,301	1,079

2/4/2013

Project: Pacific Mall
Description: Shared Parking between Hotel and Mall

SHARED PARKING DEMAND SUMMARY

PEAK MONTH: DECEMBER -- PEAK PERIOD: 2 PM, WEEKEND

			Weekday					Weekend					Weekday			Weekend		
	Project Data				Non-					Non-			Peak Hr Adj	Peak Mo Adj	Estimated Parking	Peak Hr Adj	Peak Mo Adj	Estimated Parking
Land Use	**Quantity**	**Unit**	**Base Rate**	**Mode Adj**	**Captive Ratio**	**Project Rate**	**Unit**	**Base Rate**	**Mode Adj**	**Captive Ratio**	**Project Rate**	**Unit**	**2 PM**	**December**	**Demand**	**2 PM**	**December**	**Demand**
Retail	292,000	sf GLA	2.90	1.00	1.00	2.90	/ksf GLA	3.20	1.00	1.00	3.20	/ksf GLA	1.00	1.00	847	1.00	1.00	934
Employee			0.70	1.00	1.00	0.70	/ksf GLA	0.80	1.00	1.00	0.80	/ksf GLA	1.00	1.00	204	1.00	1.00	234
Hotel-Leisure	250	rooms	0.90	1.00	1.00	0.90	/rooms	1.00	1.00	1.00	1.00	/rooms	0.70	0.50	79	0.70	0.50	88
Employee			0.25	1.00	1.00	0.25	/rooms	0.18	1.00	1.00	0.18	/rooms	1.00	1.00	63	1.00	1.00	45
Residential, Rental, Shared Spaces		units	1.50	1.00	1.00	1.50	/unit	1.50	1.00	1.00	1.50	/unit	0.70	1.00	0	0.70	1.00	0
Reserved		sp/unit	0	1.00	1.00	0	/unit	0	1.00	1.00	0	/unit	1.00	1.00	0	1.00	1.00	0
Guest		units	0	1.00	1.00	0	/unit	0	1.00	1.00	0	/unit	0.20	1.00	0	0.20	1.00	0
Reserved		sp/unit	0.00	1.00	1.00	0.00	/unit	0.00	1.00	1.00	0.00	/unit	1.00	1.00	0	1.00	1.00	0
Guest		units	0.25	1.00	1.00	0.25	/unit	0.25	1.00	1.00	0.00	/unit	0.20	1.00	0	0.20	1.00	0
Employee			3.50	1.00	1.00	3.50	/ksf GLA	0.35	1.00	1.00	0.35	/ksf GLA	1.00	1.00	0	0.60	1.00	0
													Customer		926	Customer		1022
													Employee		267	Employee		279
													Reserved		0	Reserved		0
													Total		1193	Total		1301
													Live/Work Credit			Live/Work Credit		
													Total		1193	Total		1301

APPENDIX G:
IMMEDIATE IMPLEMENTATION ACTION LIST
AND
SAMPLE TDM MEASURES

Congestion Management Program
Deficiency Plan Guidelines
Immediate Implementation Action List

A. Bicycle and Pedestrian Actions

A-2.....Bike Lockers, Racks, and Facilities at Transit Centers
A-3.....Improve Roadside Bicycle Facilities
A-4.....Improve Pedestrian Facilities

B. Public Transit

B-3.....Shuttle
B-8.....Bus Stop Improvements

C. Carpooling, Bus Pooling, Van Pooling, Taxi Pooling

(All actions on deferred list, pending adoption of the Countywide Deficiency Plan.)

D. High Occupancy Vehicle (HOV) Facilities

(All actions on deferred list, pending adoption of the Countywide Deficiency Plan.)

E. Transportation Demand Management (TDM) Programs

E-2.....Public Information Programs

F. Traffic Flow Improvements

F-2.....Peak-Hour Parking and Delivery Restrictions
F-3.....Traffic Signal Timing and Synchronization Program
F-4.....Traffic Flow Improvements in Urban Areas

G. Site Design Guidelines for New Development

G-1.....HOV Parking Preference Program
G-2.....Bike Facilities at Development Projects
G-3.....Building Orientation Placement at Employment Sites
G-4.....Pedestrian Circulation System
G-5.....Bike Storage at Residential Development Projects
G-6.....Shuttle Service (New Development)
G-7.....Transit Stop Improvements
G-8.....Multi-Tenant Complex TDM Program

H. Land-Use Program

(All actions on deferred list, pending adoption of the Countywide Deficiency Plan.)

Sample TDM Measures

The list of transportation demand management measures below is based on strategies described in a report titled *Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures* by the California Air Pollution Control Officers Association (CAPCOA) (August, 2010) to reduce vehicle trips. This list does not suggest that other measures should not be considered, or that they might not be effective or quantifiable; on the contrary, there are many options and approaches to reduce vehicle trips.

- Commute trip reduction programs
- Transit Fare Subsidy
- Employee Parking Cash-Out
- Workplace Parking Pricing
- Alternative Work Schedules & Telecommute
- Commute Trip Reduction Marketing
- Employer Sponsored Vanpool/Shuttle
- Ride Share Program
- Bike Share Program
- End of Trip Facilities

Appendix C – Air Quality/GHG Assessment

PACIFIC MALL PROJECT
DRAFT AIR QUALITY AND GREENHOUSE GAS EMISSIONS ASSESSMENT
MILPITAS, CALIFORNIA

December 13, 2012

♦ ♦ ♦

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Job No.: 12-112

Introduction

This report addresses air quality and greenhouse gas emissions impacts associated with the proposed Pacific Mall project in the City of Milpitas (City). The project would involve the demolition of four large commercial buildings on a 37.9-acre site and the construction a 12-story, 250 room hotel with ground floor and second floor retail, second floor hotel amenities. Approximately 292,186 square feet (s.f.) of new retail is proposed and the site is currently developed with 267,606 s.f. of commercial. The project proposes to demolish 139,710 s.f. of buildings on-site, resulting in a net increase of 152,476 s.f. of retail. The project would change travel patterns in the area and change electricity and energy consumption that would affect air pollutant and greenhouse gas emissions. In addition, construction of the project would emit air pollutants and greenhouse gases. This analysis was conducted following guidance provided by the Bay Area Air Quality Management District (BAAQMD).[1]

Setting

The project is located in the San Francisco Bay Area Air Basin. Ambient air quality standards have been established at both the State and Federal level. The Bay Area meets all ambient air quality standards with the exception of ground-level ozone, respirable particulate matter (PM_{10}) and fine particulate matter ($PM_{2.5}$).

High ozone levels are caused by the cumulative emissions of reactive organic gases (ROG) and nitrogen oxides (NOx). These precursor pollutants react under certain meteorological conditions to form high ozone levels. Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to reduce ozone levels. Highest ozone levels in the Bay Area occur in the eastern and southern inland valleys that are downwind of air pollutant sources. High ozone levels aggravate respiratory and cardiovascular diseases, reduced lung function, and increase coughing and chest discomfort.

Particulate matter is another problematic air pollutant in the Bay Area. Particulate matter is assessed and measured in terms of respirable particulate matter or particles that have a diameter of 10 micrometers or less (PM_{10}) and fine particulate matter where particles have a diameter of 2.5 micrometers or less ($PM_{2.5}$). Elevated concentrations of PM_{10} and $PM_{2.5}$ are the result of both region-wide (or cumulative) emissions and localized emissions. High particulate matter levels aggravate respiratory and cardiovascular diseases, reduce lung function, increase mortality (e.g., lung cancer), and result in reduced lung function growth in children.

The ambient air quality in a given area depends on the quantities of pollutants emitted within the area, transport of pollutants to and from surrounding areas, local and regional meteorological conditions, as well as the surrounding topography of the air basin. Air quality is described by the concentration of various pollutants in the atmosphere. Units of concentration are generally expressed in parts per million (ppm) or micrograms per cubic meter ($\mu g/m^3$). Milpitas is located at the north end of the Santa Clara Valley, where wind patterns are influenced greatly by the

[1] BAAQMD, 2011. *BAAQMD CEQA Air Quality Guidelines*. May.

terrain, resulting in a prevailing flow roughly parallel to the Valley's northwest-southeast axis with a north-northwesterly sea breeze extending up the valley during the afternoon and early evening and a light south-southeasterly drainage flow occurring during the late evening and early morning. Speeds are greatest in the spring and summer, and least in the fall and winter seasons. Nighttime and early morning hours have light winds and are frequently calm in all seasons, while summer afternoon and evenings are quite breezy. Strong winds are rare, coming only with an occasional winter storm.

Temperatures are warm in summer, under mostly clear skies, although a relatively large diurnal range results in cool nights. Winter temperatures are mild, except for very cool but generally frostless mornings. At the northern end of the Santa Clara Valley, the San Jose Airport mean maximum temperatures range from the high 70's to the low 80's during the summer to the high 50's-low 60's during the winter, and mean minimum temperatures range from the high 50's during the summer to the low 40's during the winter. Rainfall amounts are modest ranging from 13 inches in the lowlands to 20 inches in the hills.

The air pollution potential of the Santa Clara Valley is high. The valley has a large population and the largest complex of mobile sources in the Bay Area making it a major source of carbon monoxide, particulate and photochemical air pollution. In addition, photochemical precursors from San Francisco, San Mateo and Alameda counties can be carried along by the prevailing winds to the Santa Clara Valley making it also a major ozone receptor. Geographically, the valley tends to channel pollutants to the southeast with its northwest/southeast orientation, and concentrate pollutants by its narrowing to the southeast. Meteorologically, on high-ozone low-inversion summer days, the pollutants can be recirculated by the prevailing northwesterlies in the afternoon and the light drainage flow in the late evening and early morning, increasing the impact of emissions significantly. On high particulate and carbon monoxide days during late fall and winter, clear, calm and cold conditions associated with a strong surface based temperature inversion prevail.

National and State Ambient Air Quality Standards

The ambient air quality in a given area depends on the quantities of pollutants emitted within the area, transport of pollutants to and from surrounding areas, local and regional meteorological conditions, as well as the surrounding topography of the air basin. Air quality is described by the concentration of various pollutants in the atmosphere. Units of concentration are generally expressed in parts per million (ppm) or micrograms per cubic meter ($\mu g/m^3$).

As required by the Federal Clean Air Act, National Ambient Air Quality Standards (NAAQS) have been established for six major air pollutants: carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter, including respirable particulate matter (PM_{10}) and fine particulate matter ($PM_{2.5}$), sulfur oxides, and lead. Pursuant to the California Clean Air Act, the State of California has established the California Ambient Air Quality Standards (CAAQS). Relevant State and Federal standards are summarized in Table 1. CAAQS are generally the same or more stringent than NAAQS.

Air Quality Monitoring Data

The significance of a pollutant concentration is determined by comparing the concentration to an appropriate ambient air quality standard. The standards represent the allowable pollutant concentrations designed to ensure that the public health and welfare are protected, while including a reasonable margin of safety to protect the more sensitive individuals in the population. The San Francisco Bay Area is considered to be one of the cleanest metropolitan areas in the country with respect to air quality. BAAQMD monitors air quality conditions at more than 30 locations throughout the Bay Area. The closest monitoring station to the project site is in San Jose at the Jackson Street monitoring station. Summarized air pollutant data for this station is provided in Table 2. This table shows the highest air pollutant concentrations measured at the station over the five year period from 2007 through 2011.

Table 1. Relevant California and National Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards	National Standards
Ozone	8-hour	0.070 ppm (137 μg/m^3)	0.075 ppm (147μg/m^3)
	1-hour	0.09 ppm (180 μg/m^3)	—
Carbon monoxide	1-hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)
	8-hour	9.0 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)
Nitrogen dioxide	1-hour	0.18 ppm (339 μg/m^3)	0.100 ppm (188 μg/m^3)
	Annual	0.030 ppm (57 μg/m^3)	0.053 ppm (100 μg/m^3)
Sulfur Dioxide	1-hour	0.25 ppm (655 μg/m^3)	0.075 ppm (196 μg/m^3)
	24-hour	0.04 ppm (105 μg/m^3)	0.14 ppm (365 μg/m^3)
	Annual	—	0.03 ppm (56 μg/m^3)
Particulate Matter (PM_{10})	Annual	20 μg/m^3	—
	24-hour	50 μg/m^3	150 μg/m^3
Particulate Matter ($PM_{2.5}$)	Annual	12 μg/m^3	15 μg/m^3
	24-hour	—	35 μg/m^3

Notes: ppm = parts per million mg/m3 = milligrams per cubic meter μg/m^3 = micrograms per cubic meter

Table 2. Highest Measured Air Pollutant Concentrations in San Jose

Pollutant	Average Time	Measured Air Pollutant Levels				
		2007	2008	2009	2010	2011
Ozone (O_3)	1-Hour	0.083 ppm	**0.118 ppm**	0.088 ppm	**0.126 ppm**	**0.098 ppm**
	8-Hour	0.068 ppm	**0.080 ppm**	0.069 ppm	**0.086 ppm**	0.067 ppm
Carbon Monoxide (CO)	8-Hour	2.71 ppm	2.48 ppm	2.50 ppm	2.19 ppm	2.18 ppm
Nitrogen Dioxide (NO_2)	1-Hour	0.065 ppm	0.080 ppm	0.069 ppm	0.064 ppm	0.061 ppm
	Annual	0.017 ppm	0.017 ppm	0.015 ppm	0.014 ppm	0.015
Respirable Particulate Matter (PM_{10})	24-Hour	**69.1 ug/m^3**	**57.3 ug/m^3**	43.3 ug/m^3	46.8 ug/m^3	44.3 ug/m^3
	Annual	**21.9 ug/m^3**	**23.4 ug/m^3**	20.3 ug/m^3	19.5 ug/m^3	19.2 ug/m^3
Fine Particulate Matter ($PM_{2.5}$)	24-Hour	**57.5 ug/m^3**	**41.9 ug/m^3**	35.0 ug/m^3	41.5 ug/m^3	**50.5 ug/m^3**
	Annual	11.0 ug/m^3	11.5 ug/m^3	10.1 ug/m^3	9.0 ug/m^3	9.9 ug/m^3

Source: CARB, 2012.
Notes: ppm = parts per million and ug/m^3 = micrograms per cubic meter.
Values reported in bold exceed ambient air quality standard.
ND = No data.

The BAAQMD is the regional agency tasked with managing air quality in the region. At the State level, the California Air Resources Board (CARB) oversees regional air district activities and regulates air quality at the State level. The BAAQMD published CEQA Air Quality Guidelines are used in this assessment to evaluate air quality impacts of projects.[2]

Significance Thresholds

BAAQMD's adoption of its 2011 thresholds was called into question by an order issued March 5, 2012, in California Building Industry Association v. BAAQMD (Alameda Superior Court Case No. RGI0548693). The order requires BAAQMD to set aside its approval of the thresholds until it has conducted environmental review under CEQA. The claims made in the case concerned the environmental impacts of adopting the thresholds, that is, how the thresholds would indirectly affect land use development patterns. Those issues are not relevant to the scientific basis of BAAQMD's analysis of what levels of pollutants should be deemed significant. This analysis considers the science informing the thresholds as being supported by substantial evidence. Scientific information supporting the thresholds was documented in BAAQMD's proposed thresholds of significance analysis.[3] The thresholds will not cause any indirect impact in terms of land use development patterns insofar as this project is concerned, because the proposal to construct the project is not influenced by the BAAQMD guidelines. Accordingly, the analysis herein uses the thresholds and methodologies from BAAQMD's May 2011 CEQA Air Quality Guidelines to determine the potential impacts of the project on the

[2] BAAQMD, 2011, op. cit.
[3] BAAQMD. 2009. *California Environmental Quality Act Guidelines Update Proposed Thresholds of Significance*. December.

existing environment. The significance thresholds identified by BAAQMD and used in this analysis are summarized in Table 3.

Table 3 Air Quality Significance Thresholds

Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Annual Average Emissions (tons/year)
Criteria Air Pollutants			
ROG	54	54	10
NO_X	54	54	10
PM_{10}	82	82	15
$PM_{2.5}$	54	54	10
CO	Not Applicable	9.0 ppm (8-hour avg.) or 20.0 ppm (1-hour avg.)	
Fugitive Dust	Best Management Practices	Not Applicable	

Note: ROG = reactive organic gases, NO_X = nitrogen oxides, PM_{10} = course particulate matter or particulates with an aerodynamic diameter of 10 micrometers (µm) or less, $PM_{2.5}$ = fine particulate matter or particulates with an aerodynamic diameter of 2.5µm or less.

Impact 1: Conflict with or obstruct implementation of the applicable air quality plan? ***No Impact***

The most recent clean air plan is the *Bay Area 2010 Clean Air Plan* (Clean Air Plan) that was adopted by BAAQMD in September 2010. This plan addresses air quality impacts with respect to obtaining ambient air quality standards for non-attainment pollutants (i.e., ozone and particulate matter or PM_{10} and $PM_{2.5}$), reducing exposure of sensitive receptors to TACs, and reducing greenhouse gas emissions such that the region can meet AB 32 goals of reducing emissions to 1990 levels by 2020.

Emissions of non-attainment criteria air pollutants are addressed under Impacts 2 and 3. Exposure of sensitive receptors to substantial pollutant concentrations is addressed under Impact 4.

Clean Air Plan Projections

The consistency of the proposed project with the Clean Air Plan is primarily a question of maintaining consistency with the population/employment assumptions utilized in the CAP. Changes that would affect the CAP's underlying assumptions (e.g., increases in employment or population), could increase emission projections. Because the proposed project does not include a change to the City's General Plan or rezoning, the assumption made under the CAP will not be changed. The proposed project would not substantially affect population or traffic forecasts, therefore, the project is consistent with the Clean Air Plan.

Consistency with Clean Air Plan Control Measures

The CAP includes emissions control measures that are intended to reduce air pollutant emissions in the Bay Area either directly or indirectly. The control measures are divided in to five categories that include:

- measures to reduce stationary and area sources;
- mobile source measures;
- transportation control measures;
- land use and local impact measures; and
- energy and climate measures

In developing the control measures, BAAQMD identified the full range of tools and resources available, both regulatory and non-regulatory, to address emissions. Implementation of each control measure will rely on some combination of the following:

- Adoption and enforcement of rules to reduce emissions from stationary sources, area sources, and indirect sources;
- Revisions to BAAQMD's permitting requirements for stationary sources;
- Enforcement of CARB rules to reduce emissions from heavy duty diesel engines;
- Allocation of grants and other funding by the Air District and/or partner agencies;
- Promotion of best policies and practices that can be implemented by local agencies through guidance documents, model ordinances, etc.;
- Partnerships with local governments, other public agencies, the business community, non-profits, etc.;
- Public outreach and education;
- Enhanced air quality monitoring;
- Development of land use guidance and CEQA guidelines, and Air District review and comment on Bay Area projects pursuant to CEQA; and
- Leadership and advocacy.

This approach relies upon lead agencies to assist in implementing some of the control measures. A key tool for local agency implementation is the development of land use policies and implementing measures that address new development or redevelopment in local communities. The proposed project is consistent with the existing General Plan land use designations and would not require a General Plan amendment.

Stationary and Area Source Control Measures

The CAP includes Stationary Source Control measures that BAAQMD adopts as rules or regulations through their authority to control emissions from stationary and area sources. The BAAQMD is the implementing agency, since these control measures are applicable to sources of air pollution that must obtain District permits. Any new stationary sources would be required to obtain proper permits through BAAQMD. In addition, the City uses BAAQMD's CEQA Air Quality Guidelines to evaluate air pollutant emissions from new sources.

Mobile Source Measures

The CAP includes Mobile Source Measures that would reduce emissions by accelerating the replacement of older, dirtier vehicles and equipment through programs such as the BAAQMD's Vehicle Buy-Back and Smoking Vehicle Programs, and promoting advanced technology vehicles that reduce emissions. The implementation of these measures relies heavily upon incentive programs, such as the Carl Moyer Program and the Transportation Fund for Clean Air, to achieve voluntary emission reductions in advance of, or in addition to, CARB requirements. CARB has new regulations that require the replacement or retrofit of on-road trucks, construction equipment and other specific equipment that is diesel powered.

Transportation Control Measures

The CAP includes transportation control measures (TCMs) that are strategies meant to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing motor vehicle emissions. While most of the TCMs are implemented at the regional level (e.g., by MTC or Caltrans), there are measures that the CAP relies upon local communities to assist with implementation. In addition, the CAP includes land use measures and energy and climate measures where implementation is aided by proper land use planning decisions. The City's General Plan, with which the project is consistent, includes measures to reduce vehicle travel that are generally consistent with the CAP TCMs.

TAC Exposure

The CAP includes measures to reduce TAC exposure to sensitive receptors. The project site does not introduce any new sensitive receptors into the area, though could expose existing receptors to TACs from construction activity. The City, as Lead CEQA Agency, uses the BAAQMD CEQA Air Quality Thresholds to identify significant risks and develop appropriate mitigation measures. TAC impacts are addressed under Impact 4.

Impact 2: 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)? ***Significant and unavoidable with construction-period mitigation measures***

The Bay Area is considered a non-attainment area for ground-level ozone and fine particulate matter ($PM_{2.5}$) under both the Federal Clean Air Act and the California Clean Air Act. The area is also considered non-attainment for respirable particulates or particulate matter with a diameter of less than 10 micrometers (PM_{10}) under the California Clean Air Act, but not the Federal act. The area has attained both State and Federal ambient air quality standards for carbon monoxide.

Construction period emissions were modeled using emission factors from CARB's OFFROAD model for off-road construction equipment and from the EMFAC2011 model for emissions from

trucks (e.g., haul trucks and vendor trucks) along with projected construction activity. The California Emissions Estimator Model (CalEEMod) Version 2011.1.1 was used to predict ROG emissions from architectural coatings during construction. CalEEMod was also used to predict emissions from operation of the site assuming full build out of the project. The project land use types and size, and trip generation rate were input to CalEEMod.

Construction Period Emissions

Construction of the entire project was assumed to occur over an approximate 17-month period starting in June of 2013 and ending in October of 2014. Specific project information and the projected construction schedule were used with the emission factors from the OFFROAD model and EMFAC2011 to evaluate anticipated construction emissions. The refined construction information provided by the applicant is shown in *Attachment 1*. This information includes the schedule for each construction phase along with a list of the equipment anticipated to be used on a daily basis. This included the estimated number of days the equipment would operate for each phase and the average number of hours per day of operation. Off-road equipment horsepower estimates were based on the defaults used by the CalEEMod models, unless otherwise provided by the applicant. The load factors used by CARB's latest version of the OFFROAD model were applied. The OFFROAD emission rates for construction equipment representative of U.S. EPA Tier 2 engine emission standards (or a 2005 construction equipment fleet) were assumed.

Emissions from haul trucks, vendor trucks and construction worker trips associated with construction activities were calculated using emission factors from CARB's EMFAC2011 mobile source emissions model. Demolition truck hauling requirements of 250 truck loads of debris to be hauled away from the site were based on the estimated building volumes to be demolished assuming 20 cubic yard (CY) truck loads. Additionally, there would be about 22,000 haul truck trips (11,000 truck loads) required for the export and import of soil to the site during the grading phase. Emissions from on-road vehicles at the project site would also include water trucks used during grading activities. In calculating emissions from the demolition haul trucks and water truck, all trucks were assumed to be heavy heavy-duty trucks. Vendor truck trips were estimated at 48 trips per day during the mall/retail building phase, 29 trips per day during the hotel building phase and 77 trips per day during the building exterior construction phase, based on CalEEMod factors. Vendor trucks were assumed to be made up of 62 percent heavy heavy-duty trucks and 38 percent medium heavy-duty trucks based on CalEEMod.

Details of the emission calculations are provided in *Attachment 1*.

Land Use Descriptions

CalEEMod was used to predict ROG emissions from architectural coatings during construction. Predicted architectural coating-related emissions were added to emissions from on-road and off-road construction activity. The proposed land uses were input into CalEEMod (CalEEMod = "Hotel" and "Regional Shopping Center"). CalEEMod input and output worksheets are provided in *Attachment 2*.

Adjustments to the Model

The model results for the architectural coatings ROG emissions were reduced by 40 percent to account for the latest ROG emissions allowed by BAAQMD Regulation 8, Rule 3 – Architectural Coatings. The new BAAQMD regulations limit most paints to less than 150 grams per liter, while CalEEMod defaults to 250 grams per liter.

Table 4 shows average daily construction emissions of ROG, NO_X, PM_{10} exhaust, and $PM_{2.5}$ exhaust during construction. As indicated in Table 4, predicted construction NO_X emissions would exceed the BAAQMD recommended significance thresholds.

Table 4. Construction Period Emissions, Average Daily Emissions (pounds per day)

Scenario	ROG	NO_X	PM_{10}	$PM_{2.5}$
Off-Road Equipment	2.70	28.80	1.70	1.56
On-Road Worker Trips	0.26	0.31	0.19	0.06
On-Road Vendor Trips	0.45	8.15	0.45	0.28
On-Road Haul Trips	1.28	27.15	1.31	0.86
Architectural Coatings	17.49	NA	NA	NA
Total Proposed Project[1]	22.18	64.41	3.65	2.76
BAAQMD Thresholds (pounds per day)	*54*	*54*	*82*	*54*
Exceed Threshold?	***No***	***Yes***	***No***	***No***

Notes:
[1] Assumes 374 workdays based on an average 22 workdays per month.
NA = Not Applicable

Best management practices are necessary during trenching and grading activities to avoid generation of dust that may affect nearby sensitive receptors. In addition, Best Management Practices would also be needed to reduce NO_X emissions. However, after implementation of Mitigation Measure AQ-1a and AQ-1b, NO_X emissions are estimated to be 57.21 pounds per day, which is in excess of the threshold of 54 pounds per day. Therefore, even with implementation of these measures it is not possible to ensure that they will reduce regional air quality impacts related to a net increase of NO_X emissions to a less-than-significant level, and therefore, this impact would be considered significant and unavoidable.

Mitigation Measure AQ-1a: Include basic measures to control dust and exhaust during construction.

During any construction ground disturbance, implement measures to control dust and exhaust. Implementation of the measures recommended by BAAQMD and listed below would reduce the air quality impacts associated with grading and new construction to a less than significant. The contractor shall implement the following Best Management Practices that are required of all projects:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.

2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

4. All vehicle speeds on unpaved roads shall be limited to 15 mph.

5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

6. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

7. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Mitigation Measure AQ-1b: Include additional measures to control exhaust emissions during construction.

Consistent with guidance from the BAAQMD, the following actions shall be required of construction contracts and specifications for the project.

8. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 2 minutes. Clear signage shall be provided for construction workers at all access points.

9. The project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NO_X reduction compared to the most recent ARB fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available.

10. All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of NO_X.

11. All contractors shall use equipment that meets ARB's most recent certification standard for off-road heavy duty diesel engines.

Operational Period Emissions

The CalEEMod model along with the project vehicle trip generation rates and estimates were used to predict operational period air pollutant emissions associated with operation of a fully developed site under the proposed project. The model uses mobile emission factors from the California Air Resources Board's EMFAC2007 model and adjusts these based on the effect of new regulations to reduce GHG emissions. These regulations include the Pavley Rule that increases fleet efficiency (reducing fuel consumption) and the low carbon fuel standard. This model is sensitive to the year selected, since vehicle emissions have and continue to be reduced due to more stringent exhaust controls, newer vehicle fleet, fuel efficiency standards and low carbon fuels. Stationary sources of air pollution (e.g., back-up generators) have not been identified with this project, and therefore, are not envisioned as part of the proposed project. Adjustments to the modeling are described below. CalEEMod input and output worksheets are provided in *Attachment 2*.

Year of Analysis

Emissions associated with vehicle travel depend on the year of analysis. The earlier the year, the higher the emission rates as CalEEMod uses the California Air Resources Board's EMFAC2007 motor vehicle emissions model. This model assumes reduced emission rates as newer vehicles with lower emission rates replace older, more polluting vehicles through attrition of the overall vehicle fleet. The earliest year the project could be possibly constructed and operated would be 2015. Full build out occurring later than 2015 would result in lower emissions.

Land Use Descriptions

The "Regional Shopping Center" land use type (420,082 square feet) and "Hotel" land use type (250 rooms) were input to CalEEMod. A separate model was run for the existing land use ("Regional Shopping Center" – 267,606 square feet).

Trip Generation Rates

CalEEMod allows the user to enter specific trip generation rates. Fehr & Peers provided the trip generation rate for the project by land use type, which was entered into the model (Fehr & Peers, 2012). Pass-by and diverted link trips for retail were accounted for by Fehr & Peers.

Area Sources

One adjustment was made to the area source inputs of CalEEMod. The model assumes that portions of buildings (about 10 percent) are constantly being painted and the paints have a high level of volatile organic compound content that leads to higher estimates of ROG emissions. BAAQMD regulations (Reg. 8, Rule 3) limit the VOC content to lower levels. Therefore, the model was adjusted to 150 grams per liter of VOC.

Table 5 reports the predicted average daily operational emissions and Table 6 reports annual emissions. As shown in Tables 5 and 6, average daily and annual emissions of ROG, NO_X, PM_{10} exhaust, or $PM_{2.5}$ exhaust associated with operation would not exceed the BAAQMD significance thresholds. Therefore, this impact is considered less than significant.

Table 5. Daily Air Pollutant Emissions from Operation of the Project (pounds/day)

Scenario	ROG	NO_X	PM_{10}	$PM_{2.5}$
Proposed Project 2015	89	127	96	9
Existing Use 2012	82	127	78	7
Net Emissions	7	0	18	2
Daily Emission Thresholds	*54*	*54*	*82*	*54*
Exceed Threshold?	***No***	***No***	***No***	***No***

Table 6. Annual Air Pollutant Emissions from Operation of the Project (tons/year)

Scenario	ROG	NO_X	PM_{10}	$PM_{2.5}$
Proposed Project 2015	16.2	23.1	17.6	1.6
Existing Use 2012	14.9	23.1	14.2	1.3
Net Emissions	1.3	0.0	3.4	0.3
Annual Emission Thresholds	*10*	*10*	*15*	*10*
Exceed Threshold?	***No***	***No***	***No***	***No***

Impact 3: Violate any air quality standard or contribute substantially to an existing or projected air quality violation? ***Less than significant***

As discussed under Impact 2, the project would have emissions that would be below significance thresholds adopted by BAAQMD for evaluating impacts to ozone and particulate matter. Therefore, the project would not contribute substantially to existing or projected violations of those standards. Carbon monoxide emissions from traffic generated by the project would be the pollutant of greatest concern at the local level. Congested intersections with a large volume of traffic have the greatest potential to cause high-localized concentrations of carbon monoxide. Air pollutant monitoring data indicate that carbon monoxide levels have been at healthy levels (i.e., below State and Federal standards) in the Bay Area since the early 1990s. As a result, the region has been designated as attainment for the standard. There is an ambient air quality monitoring station in Fremont that measures carbon monoxide concentrations. The highest measured level over any 8-hour averaging period during the last 3 years is less than 2.0 parts per million (ppm), compared to the ambient air quality standard of 9.0 ppm. The roadways affected by the proposed project have relatively low traffic volumes compared to the busier intersections in the Bay Area. BAAQMD screening guidance indicates that projects would have a less than significant impact to carbon monoxide levels if project traffic projections indicate traffic levels would not increase at any affected intersection to more than 44,000 vehicles per hour. The intersections affected by the proposed project have much lower traffic volumes (less than 10,000

vehicles per hour). Therefore, the change in traffic caused by the proposed project would be minimal and the project would not cause or contribute to a violation of an ambient air quality standard.

Impact 4: Expose sensitive receptors to substantial pollutant concentrations? ***Less-than- significant***

Project impacts related to increased health risk can occur either by introducing a new sensitive receptor, such as a residential use, in proximity to an existing source of toxic air contaminants (TACs) or by introducing a new source of TACs with the potential to adversely affect existing sensitive receptors in the project vicinity. The BAAQMD recommends using a 1,000-foot screening radius around a project site for purposes of identifying community health risk from siting a new sensitive receptor or a new source of TACs.

The proposed project would not introduce new sensitive receptors to the project site and sensitive receptors are not located within 1,000 feet of the project site. Construction and operation of the project is not expected to cause any localized emissions that could expose sensitive receptors to unhealthy air pollutant levels. Therefore, the project would have a less than significant impact with respect to community risk caused by construction and operational activities.

Impact 5: Create objectionable odors affecting a substantial number of people? ***No Impact***

Construction activities may cause localized odors that would be temporary and are not anticipated to result in frequent odor complaints.

Examples of odor-generating land uses include wastewater treatment plants, solid waste landfills and transfer stations, composting facilities, oil refineries, asphalt batch plants, chemical manufacturing plants, and coffee roasters, among others. Operation of the proposed project would not generate odors that would result in confirmed odor complaints.

Impact 6: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? ***Less-than- significant***

<u>GHG Significance Thresholds</u>

The BAAQMD CEQA Air Quality Guidelines contain methodology and thresholds of significance for evaluating greenhouse gas (GHG) emissions from land use type projects. The BAAQMD thresholds were developed specifically for the Bay Area after considering the latest Bay Area GHG inventory and the effects of AB 32 scoping plan measures that would reduce regional emissions. BAAQMD intends to achieve GHG reductions from new land use developments to close the gap between projected regional emissions with AB 32 scoping plan measures and the AB 32 targets. The BAAQMD suggested applying GHG efficiency thresholds to projects with emissions of 1,100 metric

tons (MT) of CO2e (carbon dioxide equivalency) or greater.[4] Projects that have emissions below 1,100 MT of CO2e per year are considered to have less than significant GHG emissions. The project size exceeds the screening size listed by BAAQMD as having less than significant GHG emissions. Therefore, a refined analysis that includes modeling of GHG emissions from the project was conducted.

Methodology

Greenhouse gas (GHG) emissions were computed for the full build out scenario of the proposed project. Specifically, construction emissions were computed for an assumed 17-month construction period with operational emissions in 2015. As described under Impact 2, the CalEEMod model was used to compute operational air pollutant emissions. The model also predicts emissions of GHG in the form of equivalent carbon dioxide emissions or CO_2e. CalEEMod worksheets are included in *Attachment 2*.

Construction Emissions

The primary GHG produced from the combustion of fuel is CO_2; while other GHGs, methane and nitrous oxide, are produced they typically contribute a negligible amount of GHG when compared to the CO_2 emissions. CO_2 emissions from the construction equipment were calculated using the OFFROAD model emission factors. Emissions of methane and nitrous oxide from the construction equipment were calculated based on fuel use and emission factors from the California Climate Action Registry.[5] CO_2 emissions from on-road vehicles were calculated using emission factors from the EMPFAC2011 model. Emissions of other GHGs from on-road vehicles are expected to be negligible.

CO_2 emissions associated with construction were assumed to occur in 2013 through 2014. Under this scenario, construction of the project would emit 1,658 MT of CO_2. Neither the City nor the BAAQMD have quantified thresholds for construction-related GHG emissions. However, BAAQMD encourages the incorporation of best management practices to reduce GHG emissions during construction where feasible and applicable. Best management practices may include, but are not limited to: using alternative fueled (e.g., biodiesel, electric) construction vehicles/equipment for at least 15 percent of the fleet; using at least 10 percent local building materials; and recycling or reusing at least 50 percent of construction waste or demolition materials.

Operational Emissions

CalEEMod was also used to model operational period GHG emissions. Unless otherwise noted below, the model defaults for the Santa Clara County were used. CalEEMod provides emissions for transportation, areas sources, electricity consumption, natural gas combustion, electricity usage associated with water usage and wastewater discharge, and solid waste land filling.

[4] BAAQMD. 2011, op. cit.
[5] California Climate Action Registry, *General Reporting Protocol*, Version 3.1, January 2009.

The CalEEMod modeling methodology for the proposed project GHG emissions is the same used to predict air pollutant emissions that is described under Impact 2. The model uses mobile emission factors from the California Air Resources Board's EMFAC2007 model and adjusts these based on the effect of new regulations to reduce GHG emissions. These regulations include the Pavley Rule that increases fleet efficiency (reducing fuel consumption) and the low carbon fuel standard. This model is sensitive to the year selected, since vehicle emissions have and continue to be reduced due to fuel efficiency standards and low carbon fuels.

Energy Usage

Default rates for energy consumption were assumed in the model. Emissions rates associated with electricity consumption were adjusted to account for Pacific Gas & Electric utility's (PG&E) projected 2012, 2015 and 2020 CO_2 intensity rate. These rates are based, in part, on the requirement of a renewable energy portfolio standard of 33 percent by the year 2020. CalEEMod uses a default rate of 641 pounds of CO_2 per megawatt of electricity produced that is based on PG&E's 2008 certified rate. The derived 2012, 2015 and 2020 rates for PG&E were estimated at 452.60, 391.16 and 289.85 pounds of CO_2 per megawatt of electricity delivered, respectively, and are based on the California Public Utilities Commission (CPUC) GHG Calculator.[6]

In addition, the project would apply for LEED certification and has committed to some specific measures at this time, including but not limited to:

- Exceed the State Title 24 California Energy Code requirements;
- Install high-efficiency lighting;
- Design the project to reduce the "heat island effect;"
- Inclusion of low-flow water fixtures and toilets;
- Use of water-efficient landscaping; and
- Implement an office-wide solid waste recycling program.

Table 8 presents the results of the CalEEMod model analysis in terms of annual metric tons of equivalent CO_2 emissions (MT of CO_2e/yr). Assumptions are contained in the technical data provided in *Attachment 2*. As shown in Table 8 below, net emissions of the project operating in 2020 minus existing emissions would not exceed the bright-line-thresholds of 1,100 MT of CO_2e/yr and would be below the BAAQMD significance threshold.

[6] California Public Utilities Commissions GHG Calculator version 3c, October 7, 2010. Available on-line at: http://ethree.com/public_projects/cpuc2.php. Accessed: November 20, 2012.

Table 8 Annual Project GHG Emissions in Metric Tons

Source Category	Existing Emissions	2015 Emissions	2020 Emissions
Project			
Area	0	0	0
Energy	684	1,522	1,248
Mobile	12,604	15,254	12,975
Solid Waste	128	237	237
Water	49	74	63
Total	13,465	17,087	14,523
Net Emissions		3,622	1,058
BAAQMD Thresholds			*1,100 MT CO_2e/year*

Consistency with Adopted Plans to Reduce GHG Emissions

The project would be subject to new requirements under rule making developed at the State and local level regarding greenhouse gas emissions and be subject to local policies that may affect emissions of greenhouse gases. The City is currently developing a Climate Action Plan that could include policies and implementation measures that apply to future development.

Attachment 1

Construction Schedule and Equipment

Project Name: Pacific Mall - Milpitas								
June 2013-June 2015								
						Total	Total	
Qty	Description	HP	Load Factor	Hours/ day	Work Days	Equip ment Days	Annual Hours	Comments
Start Year								
Demolition		Start Date:	Jun-13					Hauling volume =5,000 cubic yards
8	Excavator	157	0.38	8	5	40	320	Demolition volume
8	Excavator	157	0.38	8	5	40	320	Demolition volume
8	Rubber Tire Loader	87	0.36	8	5	40	320	
4	Crushing/Processing Equip	85	0.78	8	5	20	160	
4	Crushing/Processing Equip	85	0.78	8	5	20	160	
8	Sweeper Scrubber	88	0.46	8	5	40	320	
					30	200		
						6.6667		
Mass Grading / Excavation		Start Date:	Aug-13					Hauling volume
10	Excavator	157	0.38	8	5	50	400	Export volume = 210,000 cubic yards
10	Excavator	157	0.38	8	5	50	400	Mass Excavation
10	Water Truck	189	0.34	5	5	50	250	Import volume = 10,000 cubic yards
4	Scraper	356	0.48	8	5	20	160	Structural Backfill
4	Grader	162	0.41	8	5	20	160	
4	Grader	162	0.41	8	5	20	160	
4	Compactor-sheeps foot	190	0.43	8	5	20	160	
10	Skid Steer	37	0.37	8	5	50	400	
4	Backhoe	75	0.37	8	5	20	160	
4	Rubber Tire Loader	87	0.36	8	5	20	160	
					50	320		
						6.4		
DeWatering		Start Date:	Aug-13					
1	Drill Rig	190	0.50	8	5	5	40	elec / diesel
30	Pumps	30	0.49	24	7	210	5040	elec / diesel
30	Pumps	30	0.49	24	7	210	5040	elec / diesel
30	Pumps	30	0.49	24	7	210	5040	elec / diesel
30	Pumps	30	0.49	24	7	210	5040	elec / diesel
30	Pumps	30	0.49	24	7	210	5040	elec / diesel
30	Pumps	30	0.49	24	7	210	5040	elec / diesel
					47	1265		
						26.915		
Trenching / Underground		Start Date:	Sep-13					
10	Tractor/Loader/Backhoe	75	0.37	8	5	50	400	diesel
						10		
		Start Date:	Oct-13					
Building - Structure - Garage / Mall								
12	Crane	208	0.29	6	5	60	360	diesel
4	Drill Rig	190	0.5	4	5	20	80	elec / diesel
4	Pile Drivers	190	0.5	8	5	20	160	diesel
8	Welders	46	0.3	8	5	40	320	diesel
8	Welders	46	0.3	8	5	40	320	diesel
8	Welders	46	0.3	8	5	40	320	diesel
8	Welders	46	0.3	8	5	40	320	diesel
15	Forklift	149	0.2	6	5	75	450	diesel
4	Forklift	149	0.2	6	5	20	120	diesel
10	Compressors	78	0.32	4	5	50	200	diesel
12	Gererator set	84	0.49	8	5	60	480	diesel
10	Aerial Lift	34	0.31	6	5	50	300	diesel

		Start Date:	Jan-14					
Building - Structure - Hotel								
30	Crane	208	0.29	6	5	150	900	elec / diesel
30	Man Lift	190	0.31	8	5	150	1200	elec / diesel
15	Compressors	78	0.32	4	5	75	300	diesel
5	Aerial Lift	34	0.31	4	5	25	100	diesel
8	Welders	46	0.30	8	5	40	320	diesel
15	Forklift	149	0.20	6	5	75	450	diesel
12	Gererator set	84	0.49	8	5	60	480	diesel
8	Cement mixers	9	0.37	8	5	40	320	elec / diesel
5	Aerial Lift	34	0.31	4	5	25	100	diesel
		Start Date:	Jun-14					
Building - Exterior								
5	Crane	208	0.29	6	5	25	150	elec / diesel
12	Forklift	149	0.20	4	5	60	240	diesel
12	Forklift	149	0.20	4	5	60	240	diesel
6	Welders	46	0.30	8	5	30	240	diesel
6	Welders	46	0.30	8	5	30	240	diesel
8	Cement mixers	9	0.37	8	5	40	320	elec / diesel
10	Aerial Lift	34	0.31	6	5	50	300	diesel
10	Aerial Lift	34	0.31	6	5	50	300	diesel
10	Aerial Lift	34	0.31	6	5	50	300	diesel
10	Aerial Lift	34	0.31	6	5	50	300	diesel
Fine Grading / Landscaping		Start Date:	Oct-14					
2	Skid Steer Loader	37	0.37	8	5	10	80	diesel
2	Skid Steer Loader	37	0.37	8	5	10	80	diesel
4	Backhoe	75	0.37	6	5	20	120	diesel
4	Water Truck	189	0.34	4	5	20	80	diesel
					20	60		
						3		
Paving		Start Date:	Oct-14					
1	Paving Equipment	82	0.35	8	4	4	32	diesel
1	Roller	84	0.37	8	4	4	32	diesel
1	Skid Steer Loader	37	0.37	8	4	4	32	diesel
					12	12		
						1		

Off-Road Construction Equipment & On-Site Vehicle Exhaust Emissions
Pacific Mall - 2013 & 2014 Construction Emissions with Tier 2 Equipment

Analysis Year = 2013 & 2014 **374 = Annual Days of Construction**

Off-Road Equipment Equipment Type	No. Units	Engine Age (years)	Engine Model Year	Daily Hours In Use	Days Per Year	Unit Annual Hours Use	Use Factor	Load Factor	Cumulative Hours Operation Per Unit	Engine (hp)	Fuel Type	Level of VDECS Used	Emission Factor (g/hp-hr) NOx	CO	ROG	PM10	PM2.5	SO2	CO2	Average Daily Emissions (lb/day) NOx	CO	ROG	PM10	PM2.5	SO2	CO2	Annual Emissions (lb/yr) NOx	CO	ROG	PM10	PM2.5	SO2	CO2
Construction Activities																																	
Demolition (6/3/2013 - 7/31/2013)																																	
Excavators	8	8	2005	8	5	40	1.00	0.38	4,368	157	ULSD	0	4.48	3.01	0.27	0.17	0.16	0.005	562.6	0.5	0.3	0.0	0.02	0.02	0.001	63	188.4	126.8	11.5	7.12	6.69	0.21	23680
Excavators	8	8	2005	8	5	40	1.00	0.38	4,368	157	ULSD	0	4.48	3.01	0.27	0.17	0.16	0.005	562.6	0.5	0.3	0.0	0.02	0.02	0.001	63	188.4	126.8	11.5	7.12	6.69	0.21	23680
Rubber Tired Loaders	8	8	2005	8	5	40	1.00	0.36	7,144	87	ULSD	0	5.52	3.74	0.49	0.35	0.33	0.005	562.6	0.3	0.2	0.0	0.02	0.02	0.000	33	121.9	82.5	10.8	7.80	7.39	0.11	12431
Crushing/Proc. Equipment	4	8	2005	8	5	40	1.00	0.78	7,640	85	ULSD	0	5.56	3.78	0.50	0.36	0.34	0.005	562.6	0.3	0.2	0.0	0.02	0.02	0.000	35	130.0	88.3	11.8	8.46	8.02	0.12	13158
Crushing/Proc. Equipment	4	8	2005	8	5	40	1.00	0.78	7,640	85	ULSD	0	5.56	3.78	0.50	0.36	0.34	0.005	562.6	0.3	0.2	0.0	0.02	0.02	0.000	35	130.0	88.3	11.8	8.46	8.02	0.12	13158
Sweepers/Scrubbers	8	8	2005	8	5	40	1.00	0.46	5,248	88	ULSD	0	5.37	3.58	0.43	0.32	0.30	0.005	562.6	0.4	0.3	0.0	0.02	0.02	0.000	43	153.3	102.2	12.4	9.17	8.64	0.14	16067
Dewatering (8/1/2013 - 8/30/2013)																																	
Bore/Drill Rigs	1	8	2005	8	5	40	1.00	0.50	3,136	190	ULSD	0	4.34	1.00	0.20	0.10	0.10	0.005	562.6	0.1	0.0	0.0	0.00	0.00	0.000	13	36.4	8.3	1.6	0.86	0.80	0.04	4713
Pumps	30	8	2005	24	7	168	1.00	0.49	3,224	30	ULSD	0	4.99	3.98	0.59	0.38	0.36	0.006	562.6	2.2	1.7	0.3	0.17	0.16	0.002	246	814.7	650.6	96.8	62.00	58.03	0.91	91896
Pumps	30	8	2005	24	7	168	1.00	0.49	3,224	30	ULSD	0	4.99	3.98	0.59	0.38	0.36	0.006	562.6	2.2	1.7	0.3	0.17	0.16	0.002	246	814.7	650.6	96.8	62.00	58.03	0.91	91896
Pumps	30	8	2005	24	7	168	1.00	0.49	3,224	30	ULSD	0	4.99	3.98	0.59	0.38	0.36	0.006	562.6	2.2	1.7	0.3	0.17	0.16	0.002	246	814.7	650.6	96.8	62.00	58.03	0.91	91896
Pumps	30	8	2005	24	7	168	1.00	0.49	3,224	30	ULSD	0	4.99	3.98	0.59	0.38	0.36	0.006	562.6	2.2	1.7	0.3	0.17	0.16	0.002	246	814.7	650.6	96.8	62.00	58.03	0.91	91896
Pumps	30	8	2005	24	7	168	1.00	0.49	3,224	30	ULSD	0	4.99	3.98	0.59	0.38	0.36	0.006	562.6	2.2	1.7	0.3	0.17	0.16	0.002	246	814.7	650.6	96.8	62.00	58.03	0.91	91896
Mass Grading/Excavation (8/31/2013 - 10/1/2013)																																	
Excavators	10	8	2005	8	5	40	1.00	0.38	4,368	157	ULSD	0	4.48	3.01	0.27	0.17	0.16	0.005	562.6	0.6	0.4	0.0	0.02	0.02	0.001	79	235.5	158.5	14.3	8.90	8.36	0.26	29600
Excavators	10	8	2005	8	5	40	1.00	0.38	4,368	157	ULSD	0	4.48	3.01	0.27	0.17	0.16	0.005	562.6	0.6	0.4	0.0	0.02	0.02	0.001	79	235.5	158.5	14.3	8.90	8.36	0.26	29600
Scrapers	4	8	2005	8	5	40	1.00	0.48	3,624	356	ULSD	0	3.97	0.99	0.19	0.10	0.10	0.005	562.6	0.6	0.2	0.0	0.02	0.02	0.001	91	239.5	59.4	11.5	6.27	5.85	0.30	33913
Graders	4	8	2005	8	5	40	1.00	0.41	4,880	162	ULSD	0	4.51	3.05	0.29	0.17	0.16	0.005	562.6	0.3	0.2	0.0	0.01	0.01	0.000	35	105.6	71.4	6.7	4.08	3.84	0.12	13182
Graders	4	8	2005	8	5	40	1.00	0.41	4,880	162	ULSD	0	4.51	3.05	0.29	0.17	0.16	0.005	562.6	0.3	0.2	0.0	0.01	0.01	0.000	35	105.6	71.4	6.7	4.08	3.84	0.12	13182
Compactor - sheeps foot	4	8	2005	8	5	40	1.00	0.43	3,272	190	ULSD	0	4.35	1.00	0.20	0.10	0.10	0.005	562.6	0.3	0.1	0.0	0.01	0.01	0.000	43	125.3	28.8	5.7	2.97	2.77	0.14	16214
Skid Steer Loaders	10	8	2005	8	5	40	1.00	0.37	2,376	37	ULSD	0	4.91	3.72	0.53	0.36	0.34	0.006	562.6	0.2	0.1	0.0	0.01	0.01	0.000	18	59.3	45.0	6.4	4.34	4.05	0.07	6792
Tractors/Loaders/Backhoes	4	8	2005	8	5	40	1.00	0.37	4,096	75	ULSD	0	5.27	3.48	0.40	0.30	0.28	0.005	562.6	0.1	0.1	0.0	0.01	0.01	0.000	15	51.6	34.1	3.9	2.95	2.77	0.05	5507
Rubber Tired Loaders	4	8	2005	8	5	40	1.00	0.36	7,144	87	ULSD	0	5.52	3.74	0.49	0.35	0.33	0.005	562.6	0.2	0.1	0.0	0.01	0.01	0.000	17	61.0	41.3	5.4	3.90	3.70	0.06	6216
Trenching (10/2/2013 - 10/30/2013)																																	
Tractors/Loaders/Backhoes	10	8	2005	8	5	40	1.00	0.37	4,096	75	ULSD	0	5.27	3.48	0.40	0.30	0.28	0.005	562.6	0.3	0.2	0.0	0.02	0.02	0.000	37	129.1	85.2	9.8	7.38	6.92	0.12	13768
Building - Structure - Mall (10/31/2013 - 1/30/2014)																																	
Cranes	12	8	2005	6	5	30	1.00	0.29	3,552	208	ULSD	0	4.37	1.01	0.21	0.10	0.10	0.005	562.6	0.6	0.1	0.0	0.01	0.01	0.001	72	209.0	48.2	9.8	5.00	4.66	0.24	26935
Bore/Drill Rigs	4	8	2005	4	5	20	1.00	0.50	3,136	190	ULSD	0	4.34	1.00	0.20	0.10	0.10	0.005	562.6	0.2	0.0	0.0	0.00	0.00	0.000	25	72.7	16.7	3.3	1.72	1.60	0.08	9427
Pile Drivers	4	8	2005	8	5	40	1.00	0.50	3,136	190	ULSD	0	4.34	1.00	0.20	0.10	0.10	0.005	562.6	0.4	0.1	0.0	0.01	0.01	0.000	50	145.4	33.4	6.5	3.44	3.20	0.17	18854
Welders	32	8	2005	8	5	40	1.00	0.30	5,144	46	ULSD	0	5.16	4.57	0.72	0.42	0.40	0.006	562.6	0.5	0.5	0.1	0.04	0.04	0.001	59	201.1	177.9	28.2	16.53	15.59	0.22	21910
Forklifts	19	8	2005	6	5	30	1.00	0.20	5,520	149	ULSD	0	4.55	3.09	0.30	0.18	0.17	0.005	562.6	0.5	0.3	0.0	0.02	0.02	0.001	56	170.3	115.9	11.3	6.74	6.36	0.19	21069
Compressors	10	8	2005	4	5	20	1.00	0.32	6,520	78	ULSD	0	5.47	3.68	0.47	0.34	0.32	0.005	562.6	0.2	0.1	0.0	0.01	0.01	0.000	17	60.2	40.5	5.2	3.77	3.57	0.05	6192
Generator Sets	12	8	2005	8	5	40	1.00	0.49	6,520	84	ULSD	0	5.47	3.68	0.47	0.34	0.32	0.005	562.6	0.6	0.4	0.1	0.04	0.04	0.001	66	238.2	160.4	20.5	14.92	14.11	0.22	24506
Aerial Lifts	10	8	2005	6	5	30	1.00	0.31	2,128	34	ULSD	0	4.89	3.65	0.52	0.35	0.33	0.006	562.6	0.1	0.1	0.0	0.01	0.01	0.000	10	34.1	25.4	3.6	2.47	2.30	0.04	3922
Building - Structure - Hotel (1/31/2014 - 7/1/2014)																																	
Cranes	30	8	2005	6	5	30	1.00	0.29	3,552	208	ULSD	0	4.37	1.01	0.21	0.10	0.10	0.005	562.6	1.4	0.3	0.1	0.03	0.03	0.002	180	522.5	120.4	24.6	12.50	11.66	0.60	67337
Man Lifts	30	8	2005	8	5	40	1.00	0.31	2,128	190	ULSD	0	4.28	0.97	0.17	0.10	0.09	0.005	562.6	1.8	0.4	0.1	0.04	0.04	0.002	234	666.9	151.4	26.7	15.25	14.15	0.78	87669
Compressors	15	8	2005	4	5	20	1.00	0.32	6,520	78	ULSD	0	5.47	3.68	0.47	0.34	0.32	0.005	562.6	0.2	0.2	0.0	0.02	0.01	0.000	25	90.3	60.8	7.8	5.66	5.35	0.08	9288
Aerial Lifts	5	8	2005	4	5	20	1.00	0.31	2,128	34	ULSD	0	4.89	3.65	0.52	0.35	0.33	0.006	562.6	0.0	0.0	0.0	0.00	0.00	0.000	3	11.4	8.5	1.2	0.82	0.77	0.01	1307
Welders	8	8	2005	8	5	40	1.00	0.30	5,144	46	ULSD	0	5.16	4.57	0.72	0.42	0.40	0.006	562.6	0.1	0.1	0.0	0.01	0.01	0.000	15	50.3	44.5	7.1	4.13	3.90	0.05	5477
Forklifts	15	8	2005	6	5	30	1.00	0.20	5,520	149	ULSD	0	4.55	3.09	0.30	0.18	0.17	0.005	562.6	0.4	0.2	0.0	0.01	0.01	0.000	44	134.4	91.5	8.9	5.32	5.02	0.15	16633
Generator Sets	12	8	2005	8	5	40	1.00	0.49	6,520	84	ULSD	0	5.47	3.68	0.47	0.34	0.32	0.005	562.6	0.6	0.4	0.1	0.04	0.04	0.001	66	238.2	160.4	20.5	14.92	14.11	0.22	24506
Cement and Mortar Mixers	8	8	2005	8	5	40	1.00	0.37	2,400	9	ULSD	0	4.14	3.47	0.49	0.30	0.28	0.009	562.6	0.0	0.0	0.0	0.00	0.00	0.000	4	9.7	8.2	1.2	0.71	0.66	0.02	1322
Aerial Lifts	5	8	2005	4	5	20	1.00	0.31	2,128	34	ULSD	0	4.89	3.65	0.52	0.35	0.33	0.006	562.6	0.0	0.0	0.0	0.00	0.00	0.000	3	11.4	8.5	1.2	0.82	0.77	0.01	1307
Building - Exterior (7/2/2014 - 10/30/2014)																																	
Cranes	5	8	2005	6	5	30	1.00	0.29	3,552	208	ULSD	0	4.37	1.01	0.21	0.10	0.10	0.005	562.6	0.2	0.1	0.0	0.01	0.01	0.000	30	87.1	20.1	4.1	2.08	1.94	0.10	11223
Forklifts	24	8	2005	4	5	20	1.00	0.20	5,520	149	ULSD	0	4.55	3.09	0.30	0.18	0.17	0.005	562.6	0.4	0.3	0.0	0.02	0.01	0.000	47	143.4	97.6	9.5	5.68	5.36	0.16	17742
Welders	12	8	2005	8	5	40	1.00	0.30	5,144	46	ULSD	0	5.16	4.57	0.72	0.42	0.40	0.006	562.6	0.2	0.2	0.0	0.02	0.02	0.000	22	75.4	66.7	10.6	6.20	5.85	0.08	8216
Cement and Mortar Mixers	8	8	2005	8	5	40	1.00	0.37	2,400	9	ULSD	0	4.14	3.47	0.49	0.30	0.28	0.009	562.6	0.0	0.0	0.0	0.00	0.00	0.000	4	9.7	8.2	1.2	0.71	0.66	0.02	1322
Aerial Lifts	40	8	2005	6	5	30	1.00	0.31	2,128	34	ULSD	0	4.89	3.65	0.52	0.35	0.33	0.006	562.6	0.4	0.3	0.0	0.03	0.02	0.000	42	136.3	101.8	14.4	9.87	9.19	0.15	15688
Fine Grading (10/31/2014 - 12/2/2014)																																	
Skid Steer Loaders	4	8	2005	8	5	40	1.00	0.37	2,376	37	ULSD	0	4.91	3.72	0.53	0.36	0.34	0.006	562.6	0.1	0.0	0.0	0.00	0.00	0.000	7	23.7	18.0	2.6	1.74	1.62	0.03	2717
Tractors/Loaders/Backhoes	4	8	2005	6	5	30	1.00	0.37	4,096	75	ULSD	0	5.27	3.48	0.40	0.30	0.28	0.005	562.6	0.1	0.1	0.0	0.01	0.01	0.000	11	38.7	25.6	2.9	2.21	2.08	0.04	4130
Paving (12/3/2014 - 1/2/2015)																																	
Paving Equipment	1	8	2005	8	4	32	1.00	0.35	3,200	82	ULSD	0	5.20	3.41	0.37	0.29	0.27	0.005	562.6	0.0	0.0	0.0	0.00	0.00	0.000	3	10.5	6.9	0.8	0.58	0.54	0.01	1139
Rollers	1	8	2005	8	4	32	1.00	0.37	2,392	84	ULSD	0	5.14	3.34	0.35	0.27	0.25	0.005	562.6	0.0	0.0	0.0	0.00	0.00	0.000	3	11.3	7.3	0.8	0.60	0.56	0.01	1234
Skid Steer Loaders	1	8	2005	8	4	32	1.00	0.37	2,376	37	ULSD	0	4.91	3.72	0.53	0.36	0.34	0.006	562.6	0.0	0.0	0.0	0.00	0.00	0.000	1	4.7	3.6	0.5	0.35	0.32	0.01	543
Subtotal																				***28.32***	***18.47***	***2.60***	***1.66***	***1.55***	***0.03***	***3310***	***10591.7***	***6908.7***	***971.4***	***619.5***	***580.8***	***11.6***	***1,237,852***
On-Road Vehicles	**No. Trucks**			**Hours/ Day**	**Days/ Year**	**Annual Hours per Truck**		**Speed (mph)**	**Travel Miles per Day**				**Emission Factors (g/mi) NOx**	**CO**	**ROG**	**PM10**	**PM2.5**	**SO2**	**CO2**	**NOx**	**CO**	**ROG**	**PM10**	**PM2.5**	**SO2**	**CO2**	**NOx**	**CO**	**ROG**	**PM10**	**PM2.5**	**SO2**	**CO2**
Mass Grading/Excavation (8/31/2013 - 10/1/2013)																																	
Water Truck	10	-	-	5	5	25	-	10	50	-	ULSD	-	22.87	6.88	3.323	0.644	0.592	0.017	3293.0	0.34	0.10	0.05	0.01	0.01	0.00	49	126.08	37.90	18.32	3.55	3.26	0.09	18150
Fine Grading (10/31/2014 - 12/2/2014)																																	
Water Truck	4	-	-	4	5	20	-	10	40	-	ULSD	-	22.92	6.88	3.323	0.644	0.592	0.017	3293.0	0.11	0.03	0.02	0.00	0.00	0.00	16	40.42	12.13	5.86	1.14	1.04	0.03	5808
Subtotal	14																			***0.45***	***0.13***	***0.06***	***0.01***	***0.01***	***0.00***	***64***	***166.5***	***50.0***	***24.2***	***4.7***	***4.3***	***0.1***	***23,957***
TOTAL OFF-ROAD EQUIPMENT & ON-SITE ON-ROAD VEHICLE EMISSIONS													**-**	**-**	**-**	**-**				**28.8**	**18.6**	**2.7**	**1.7**	**1.56**	**0.03**	**3,374**	**10,758.2**	**6,958.7**	**995.6**	**624.2**	**585.1**	**11.7**	**1,261,809**

Notes: On-Road vehicle emission factors from EMFAC2013 for Santa Clara Co. for heavy heavy-duty diesel trucks.

Emission Factors - Off-Road Compression Ignited Engines

	NOx			CO			ROG			PM10			PM2.5			CO2			SO2
EF ID	ZH EF (g/hp-hr)	DR (g/hp-hr^2)	Fuel CF	ZH EF (g/hp-hr)	DR (g/hp-hr^2)	Fuel CF	ZH EF (g/hp-hr)	DR (g/hp-hr^2)	Fuel CF	ZH EF (g/hp-hr)	DR (g/hp-hr^2)	Fuel CF	ZH EF (g/hp-hr)	DR (g/hp-hr^2)	Fuel CF	ZH EF (g/hp-hr)	DR (g/hp-hr^2)	Fuel LCF-CF	(g/hp-hr)
Demolition (6/3/2013 - 7/31/2013)																			
ULSD1752005	4.44	6.46E-05	0.95	2.70	7.14E-05	1.00	0.16	2.57E-05	1.00	0.16	1.18E-05	0.80	0.15	1.18E-05	0.80	568.30	0.00E+00	0.99	0.005
ULSD1752005	4.44	6.46E-05	0.95	2.70	7.14E-05	1.00	0.16	2.57E-05	1.00	0.16	1.18E-05	0.80	0.15	1.18E-05	0.80	568.30	0.00E+00	0.99	0.005
ULSD1202005	5.22	8.40E-05	0.95	3.14	8.33E-05	1.00	0.28	2.92E-05	1.00	0.29	2.12E-05	0.80	0.27	2.12E-05	0.80	568.30	0.00E+00	0.99	0.005
ULSD1202005	5.22	8.40E-05	0.95	3.14	8.33E-05	1.00	0.28	2.92E-05	1.00	0.29	2.12E-05	0.80	0.27	2.12E-05	0.80	568.30	0.00E+00	0.99	0.005
ULSD1202005	5.22	8.40E-05	0.95	3.14	8.33E-05	1.00	0.28	2.92E-05	1.00	0.29	2.12E-05	0.80	0.27	2.12E-05	0.80	568.30	0.00E+00	0.99	0.005
ULSD1202005	5.22	8.40E-05	0.95	3.14	8.33E-05	1.00	0.28	2.92E-05	1.00	0.29	2.12E-05	0.80	0.27	2.12E-05	0.80	568.30	0.00E+00	0.99	0.005
Dewatering (8/1/2013 - 8/30/2013)																			
ULSD2502005	4.38	6.33E-05	0.95	0.92	2.43E-05	1.00	0.12	2.40E-05	1.00	0.11	5.79E-06	0.80	0.10	5.79E-06	0.80	568.30	0.00E+00	0.99	0.005
ULSD502005	4.95	9.67E-05	0.95	3.00	3.05E-04	1.00	0.37	6.90E-05	1.00	0.38	2.93E-05	0.80	0.35	2.93E-05	0.80	568.30	0.00E+00	0.99	0.006
ULSD502005	4.95	9.67E-05	0.95	3.00	3.05E-04	1.00	0.37	6.90E-05	1.00	0.38	2.93E-05	0.80	0.35	2.93E-05	0.80	568.30	0.00E+00	0.99	0.006
ULSD502005	4.95	9.67E-05	0.95	3.00	3.05E-04	1.00	0.37	6.90E-05	1.00	0.38	2.93E-05	0.80	0.35	2.93E-05	0.80	568.30	0.00E+00	0.99	0.006
ULSD502005	4.95	9.67E-05	0.95	3.00	3.05E-04	1.00	0.37	6.90E-05	1.00	0.38	2.93E-05	0.80	0.35	2.93E-05	0.80	568.30	0.00E+00	0.99	0.006
ULSD502005	4.95	9.67E-05	0.95	3.00	3.05E-04	1.00	0.37	6.90E-05	1.00	0.38	2.93E-05	0.80	0.35	2.93E-05	0.80	568.30	0.00E+00	0.99	0.006
Mass Grading/Excavation (8/31/2013 - 10/1/2013)																			
ULSD1752005	4.44	6.46E-05	0.95	2.70	7.14E-05	1.00	0.16	2.57E-05	1.00	0.16	1.18E-05	0.80	0.15	1.18E-05	0.80	568.30	0.00E+00	0.99	0.005
ULSD1752005	4.44	6.46E-05	0.95	2.70	7.14E-05	1.00	0.16	2.57E-05	1.00	0.16	1.18E-05	0.80	0.15	1.18E-05	0.80	568.30	0.00E+00	0.99	0.005
ULSD5002005	4.00	5.30E-05	0.95	0.92	1.82E-05	1.00	0.10	2.50E-05	1.00	0.11	5.55E-06	0.80	0.10	5.55E-06	0.80	568.30	0.00E+00	0.99	0.005
ULSD1752005	4.44	6.46E-05	0.95	2.70	7.14E-05	1.00	0.16	2.57E-05	1.00	0.16	1.18E-05	0.80	0.15	1.18E-05	0.80	568.30	0.00E+00	0.99	0.005
ULSD1752005	4.44	6.46E-05	0.95	2.70	7.14E-05	1.00	0.16	2.57E-05	1.00	0.16	1.18E-05	0.80	0.15	1.18E-05	0.80	568.30	0.00E+00	0.99	0.005
ULSD2502005	4.38	6.33E-05	0.95	0.92	2.43E-05	1.00	0.12	2.40E-05	1.00	0.11	5.79E-06	0.80	0.10	5.79E-06	0.80	568.30	0.00E+00	0.99	0.005
ULSD502005	4.95	9.67E-05	0.95	3.00	3.05E-04	1.00	0.37	6.90E-05	1.00	0.38	2.93E-05	0.80	0.35	2.93E-05	0.80	568.30	0.00E+00	0.99	0.006
ULSD1202005	5.22	8.40E-05	0.95	3.14	8.33E-05	1.00	0.28	2.92E-05	1.00	0.29	2.12E-05	0.80	0.27	2.12E-05	0.80	568.30	0.00E+00	0.99	0.005
ULSD1202005	5.22	8.40E-05	0.95	3.14	8.33E-05	1.00	0.28	2.92E-05	1.00	0.29	2.12E-05	0.80	0.27	2.12E-05	0.80	568.30	0.00E+00	0.99	0.005
Trenching (10/2/2013 - 10/30/2013)																			
ULSD1202005	5.22	8.40E-05	0.95	3.14	8.33E-05	1.00	0.28	2.92E-05	1.00	0.29	2.12E-05	0.80	0.27	2.12E-05	0.80	568.30	0.00E+00	0.99	0.005
Building - Structure - Mall (10/31/2013 - 1/30/2014)																			
ULSD2502005	4.38	6.33E-05	0.95	0.92	2.43E-05	1.00	0.12	2.40E-05	1.00	0.11	5.79E-06	0.80	0.10	5.79E-06	0.80	568.30	0.00E+00	0.99	0.005
ULSD2502005	4.38	6.33E-05	0.95	0.92	2.43E-05	1.00	0.12	2.40E-05	1.00	0.11	5.79E-06	0.80	0.10	5.79E-06	0.80	568.30	0.00E+00	0.99	0.005
ULSD2502005	4.38	6.33E-05	0.95	0.92	2.43E-05	1.00	0.12	2.40E-05	1.00	0.11	5.79E-06	0.80	0.10	5.79E-06	0.80	568.30	0.00E+00	0.99	0.005
ULSD502005	4.95	9.67E-05	0.95	3.00	3.05E-04	1.00	0.37	6.90E-05	1.00	0.38	2.93E-05	0.80	0.35	2.93E-05	0.80	568.30	0.00E+00	0.99	0.006
ULSD1752005	4.44	6.46E-05	0.95	2.70	7.14E-05	1.00	0.16	2.57E-05	1.00	0.16	1.18E-05	0.80	0.15	1.18E-05	0.80	568.30	0.00E+00	0.99	0.005
ULSD1202005	5.22	8.40E-05	0.95	3.14	8.33E-05	1.00	0.28	2.92E-05	1.00	0.29	2.12E-05	0.80	0.27	2.12E-05	0.80	568.30	0.00E+00	0.99	0.005
ULSD1202005	5.22	8.40E-05	0.95	3.14	8.33E-05	1.00	0.28	2.92E-05	1.00	0.29	2.12E-05	0.80	0.27	2.12E-05	0.80	568.30	0.00E+00	0.99	0.005
ULSD502005	4.95	9.67E-05	0.95	3.00	3.05E-04	1.00	0.37	6.90E-05	1.00	0.38	2.93E-05	0.80	0.35	2.93E-05	0.80	568.30	0.00E+00	0.99	0.006
Building - Structure - Hotel (1/31/2014 - 7/1/2014)																			
ULSD2502005	4.38	6.33E-05	0.95	0.92	2.43E-05	1.00	0.12	2.40E-05	1.00	0.11	5.79E-06	0.80	0.10	5.79E-06	0.80	568.30	0.00E+00	0.99	0.005
ULSD2502005	4.38	6.33E-05	0.95	0.92	2.43E-05	1.00	0.12	2.40E-05	1.00	0.11	5.79E-06	0.80	0.10	5.79E-06	0.80	568.30	0.00E+00	0.99	0.005
ULSD1202005	5.22	8.40E-05	0.95	3.14	8.33E-05	1.00	0.28	2.92E-05	1.00	0.29	2.12E-05	0.80	0.27	2.12E-05	0.80	568.30	0.00E+00	0.99	0.005
ULSD502005	4.95	9.67E-05	0.95	3.00	3.05E-04	1.00	0.37	6.90E-05	1.00	0.38	2.93E-05	0.80	0.35	2.93E-05	0.80	568.30	0.00E+00	0.99	0.006
ULSD502005	4.95	9.67E-05	0.95	3.00	3.05E-04	1.00	0.37	6.90E-05	1.00	0.38	2.93E-05	0.80	0.35	2.93E-05	0.80	568.30	0.00E+00	0.99	0.006
ULSD1752005	4.44	6.46E-05	0.95	2.70	7.14E-05	1.00	0.16	2.57E-05	1.00	0.16	1.18E-05	0.80	0.15	1.18E-05	0.80	568.30	0.00E+00	0.99	0.005
ULSD1202005	5.22	8.40E-05	0.95	3.14	8.33E-05	1.00	0.28	2.92E-05	1.00	0.29	2.12E-05	0.80	0.27	2.12E-05	0.80	568.30	0.00E+00	0.99	0.005
ULSD152005	4.37	0.00E+00	0.95	3.47	0.00E+00	1.00	0.49	0.00E+00	1.00	0.38	0.00E+00	0.80	0.35	0.00E+00	0.80	568.30	0.00E+00	0.99	0.009
ULSD502005	4.95	9.67E-05	0.95	3.00	3.05E-04	1.00	0.37	6.90E-05	1.00	0.38	2.93E-05	0.80	0.35	2.93E-05	0.80	568.30	0.00E+00	0.99	0.006
Building - Exterior (7/2/2014 - 10/30/2014)																			
ULSD2502005	4.38	6.33E-05	0.95	0.92	2.43E-05	1.00	0.12	2.40E-05	1.00	0.11	5.79E-06	0.80	0.10	5.79E-06	0.80	568.30	0.00E+00	0.99	0.005
ULSD1752005	4.44	6.46E-05	0.95	2.70	7.14E-05	1.00	0.16	2.57E-05	1.00	0.16	1.18E-05	0.80	0.15	1.18E-05	0.80	568.30	0.00E+00	0.99	0.005
ULSD502005	4.95	9.67E-05	0.95	3.00	3.05E-04	1.00	0.37	6.90E-05	1.00	0.38	2.93E-05	0.80	0.35	2.93E-05	0.80	568.30	0.00E+00	0.99	0.006
ULSD152005	4.37	0.00E+00	0.95	3.47	0.00E+00	1.00	0.49	0.00E+00	1.00	0.38	0.00E+00	0.80	0.35	0.00E+00	0.80	568.30	0.00E+00	0.99	0.009
ULSD502005	4.95	9.67E-05	0.95	3.00	3.05E-04	1.00	0.37	6.90E-05	1.00	0.38	2.93E-05	0.80	0.35	2.93E-05	0.80	568.30	0.00E+00	0.99	0.006
Fine Grading (10/31/2014 - 12/2/2014)																			
ULSD502005	4.95	9.67E-05	0.95	3.00	3.05E-04	1.00	0.37	6.90E-05	1.00	0.38	2.93E-05	0.80	0.35	2.93E-05	0.80	568.30	0.00E+00	0.99	0.006
ULSD1202005	5.22	8.40E-05	0.95	3.14	8.33E-05	1.00	0.28	2.92E-05	1.00	0.29	2.12E-05	0.80	0.27	2.12E-05	0.80	568.30	0.00E+00	0.99	0.005
Paving (12/3/2014 - 1/2/2015)																			
ULSD1202005	5.22	8.40E-05	0.95	3.14	8.33E-05	1.00	0.28	2.92E-05	1.00	0.29	2.12E-05	0.80	0.27	2.12E-05	0.80	568.30	0.00E+00	0.99	0.005
ULSD1202005	5.22	8.40E-05	0.95	3.14	8.33E-05	1.00	0.28	2.92E-05	1.00	0.29	2.12E-05	0.80	0.27	2.12E-05	0.80	568.30	0.00E+00	0.99	0.005
ULSD502005	4.95	9.67E-05	0.95	3.00	3.05E-04	1.00	0.37	6.90E-05	1.00	0.38	2.93E-05	0.80	0.35	2.93E-05	0.80	568.30	0.00E+00	0.99	0.006

Notes: ZH EF = Zero hour emission factor
DR = Deterioration rate
ULSD = Ultra low sulfur diesel (15 ppmw sulfur, 0.0015% sulfur)

Refs: CARB OFFFROAD2007 model (http://www.arb.ca.gov/msei/offroad/offroad.htm), December, 2006.
Stationary/Off-road engines ARB, "California's Emissions Inventory for Off-Road Large Compression-Ignited (CI) Engines (> 25 HP)" MAC#99-32

Pacific Mall - 2013 & 2014 Construction Emissions with Tier 2 Equipment
Greenhouse Gases

	N2O	CH4
EF (kg/gal)	0.00026	0.00058
GWP	296	23

Per Unit	Total	N2O	CH4	MT CO2e/year			
(gal/hr)	(gal/yr)	(kg/yr)	(kg/yr)	CO2	N2O	CH4	Total
3.1	1,001	0.3	0.6	10.7	0.08	0.01	10.8
3.1	1,001	0.3	0.6	10.7	0.08	0.01	10.8
1.6	525	0.1	0.3	5.6	0.04	0.01	5.7
3.5	556	0.1	0.3	6.0	0.04	0.01	6.0
3.5	556	0.1	0.3	6.0	0.04	0.01	6.0
2.1	679	0.2	0.4	7.3	0.05	0.01	7.3
5.0	199	0.1	0.1	2.1	0.02	0.00	2
0.9	4,318	1.1	2.5	41.7	0.33	0.06	42
0.9	4,318	1.1	2.5	41.7	0.33	0.06	42
0.9	4,318	1.1	2.5	41.7	0.33	0.06	42
0.9	4,318	1.1	2.5	41.7	0.33	0.06	42
0.9	4,318	1.1	2.5	41.7	0.33	0.06	42
0.9	4,318	1.1	2.5	41.7	0.33	0.06	42
3.1	1,251	0.3	0.7	13.4	0.10	0.02	14
3.1	1,251	0.3	0.7	13.4	0.10	0.02	14
9.0	1,433	0.4	0.8	15.4	0.11	0.02	16
3.5	557	0.1	0.3	6.0	0.04	0.01	6
3.5	557	0.1	0.3	6.0	0.04	0.01	6
4.3	685	0.2	0.4	7.4	0.05	0.01	7
0.8	319	0.1	0.2	3.1	0.02	0.00	3
1.5	233	0.1	0.1	2.5	0.02	0.00	3
1.6	263	0.1	0.2	2.8	0.02	0.00	3
1.5	582	0.2	0.3	6.2	0.04	0.01	6
3.2	1,138	0.3	0.7	12.2	0.09	0.02	12
5.0	398	0.1	0.2	4.3	0.03	0.01	4
5.0	797	0.2	0.5	8.6	0.06	0.01	9
0.8	1,030	0.3	0.6	9.9	0.08	0.01	10
1.6	891	0.2	0.5	9.6	0.07	0.01	10
1.3	262	0.1	0.2	2.8	0.02	0.00	3
2.2	1,036	0.3	0.6	11.1	0.08	0.01	11
0.6	184	0.0	0.1	1.8	0.01	0.00	2
3.2	2,846	0.7	1.7	30.5	0.22	0.04	31
3.1	3,706	1.0	2.1	39.8	0.29	0.05	40
1.3	393	0.1	0.2	4.2	0.03	0.01	4
0.6	61	0.0	0.0	0.6	0.00	0.00	1
0.8	257	0.1	0.1	2.5	0.02	0.00	3
1.6	703	0.2	0.4	7.5	0.05	0.01	8
2.2	1,036	0.3	0.6	11.1	0.08	0.01	11
0.3	99	0.0	0.1	0.6	0.01	0.00	1
0.6	61	0.0	0.0	0.6	0.00	0.00	1
3.2	474	0.1	0.3	5.1	0.04	0.01	5
1.6	750	0.2	0.4	8.0	0.06	0.01	8
0.8	386	0.1	0.2	3.7	0.03	0.01	4
0.3	99	0.0	0.1	0.6	0.01	0.00	1
0.6	737	0.2	0.4	7.1	0.06	0.01	7
0.8	128	0.0	0.1	1.2	0.01	0.00	1
1.5	175	0.0	0.1	1.9	0.01	0.00	2
1.5	48	0.0	0.0	0.5	0.00	0.00	1
1.6	52	0.0	0.0	0.6	0.00	0.00	1
0.8	26	0.0	0.0	0.2	0.00	0.00	0
104.7	**55333**	**14**	**32**	**561.5**	**4.3**	**0.7**	**566.5**
		negligible	negligible	8.2	-	-	8
		negligible	negligible	2.6	-	-	3
				10.9			***11***
Total				**572.4**	**4.3**	**0.7**	**577**

Pacific Mall, Milpitas, CA - Construction Vehicle Trip Emissions

2013 & 2014 Air Pollutant and GHG Emissions

Average Daily Emissions

Trip Type	Ave Daily Trips	Vehicle Emissions per Day (pounds/day)				
		ROG	NOx	PM10	PM2.5	CO2
Worker Trips	71	0.26	0.31	0.19	0.06	421
Vendor Trips	35	0.45	8.15	0.45	0.28	1416
Hauling Trips	60	1.28	27.15	1.31	0.86	4563
Total	**166**	**2.0**	**35.6**	**1.9**	**1.2**	**6,401**

Annual Emissions

Trip Type	Trips	Annual Vehicle Emissions (tons per year)					CO2
		ROG	NOx	PM10	PM2.5	CO2	MT CO2/yr
Worker Trips	26,691	0.05	0.06	0.04	0.01	79	
Vendor Trips	12,999	0.08	1.52	0.08	0.05	265	
Hauling Trips	22,500	0.24	5.08	0.24	0.16	853	
Total	**62,190**	**0.37**	**6.66**	**0.36**	**0.22**	**1197**	**1,086**
Number of days for project construction =		374					

Vehicle & Trip Information

Description	Trip Length**	% LDA	%LDT	%MDT	%HDT	%HHDT
Worker Vehicles	**7.3**	50%	50%			
Vendor Trips	**12.4**				100%	
Hauling Trips	**20**					100%

** Trip length is one way distance in miles based on CalEEMod

Composite Running Emission Factors, gm/mi

Description	Vehicle Exhaust Emission Factors					Entrained Dust	
	ROG	NOx	PM10	PM2.5	CO2	PM10	PM2.5
Employee Vehicles	0.177	0.225	0.047	0.020	355.99	0.116	0.029
Vendor/Equipment Trips	0.460	8.561	0.354	0.268	1491.73	0.116	0.029
Heavy-Heavy Duty Trucks	0.477	10.229	0.378	0.295	1721.76	0.116	0.029

Emission factors for vehicle exhaust from EMFAC2011

Trip Emissions, gm/trip

Description	ROG	NOx	PM10	PM2.5	CO2
Employee Vehicles	0.355	0.328	0.004	0.003	79.77
Vendor/Equipment Trips	0.167	0.184	0.000	0.000	4.31
Heavy-Heavy Duty Trucks	0.082	0.072	0.000	0.000	1.43

Emission factors based on EMFAC2011

Entrained Roadway Dust (gm/mi)

Vehicle	PM10	PM2.5
All	0.116	0.029

EPA AP-42 Section 13.2.1

$E = k(sL)^{0.91} \times (W)^{1.02}$

Where:

k (PM2.5) =	0.25	
k (PM10) =	1.00	
sL =	0.035	g/m^2 for major & collector roads
W =	2.4	tons

Pacific Mall, Milpitas, CA
Construction Trip Calculations

Daily and Annual Trips Calculations

Construction Phase	Number of Days	Number of Daily Trips	Number of Annual Trips
Demolition	43		
Worker Trips	-	9	387
Vendor Trips	-	0	0
Haul Trips	-	12	500
Dewatering	22		
Worker Trips	-	18	396
Vendor Trips	-	0	0
Haul Trips	-	0	0
Mass Grading/Excavation	22		
Worker Trips	-	8	176
Vendor Trips	-	0	0
Haul Trips	-	1000	22000
Trenching	21		
Worker Trips	-	13	273
Vendor Trips	-	0	0
Haul Trips	-	0	0
Building - Structure - Mall	66		
Worker Trips	-	93	6138
Vendor Trips	-	48	3168
Haul Trips	-	0	0
Building - Structure - Hotel	108		
Worker Trips	-	57	6156
Vendor Trips	-	29	3132
Haul Trips	-	0	0
Building - Exterior	87		
Worker Trips	-	150	13050
Vendor Trips	-	77	6699
Haul Trips	-	0	0
Fine Grading	23		
Worker Trips	-	4	92
Vendor Trips	-	0	0
Haul Trips	-	0	0
Paving	23		
Worker Trips	-	1	23
Vendor Trips	-	0	0
Haul Trips	-	0	0
TOTAL TRIPS			
Worker Trips	-	353	26,691
Vendor Trips	-	154	12,999
Haul Trips	-	1012	22,500
Total	415		

[1]Number of daily trips based on CalEEMod.

Total Construction Days 374
17 months X 22

Pacific Mall, Milpitas - Existing

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Regional Shopping Center	267.606	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**		**Utility Company**	Pacific Gas & Electric Company
Climate Zone	4		2.2		
		Precipitation Freq (Days)			
			58		

1.3 User Entered Comments

Project Characteristics - CO2 Intensity Factor (452.60 lb/MWh) for 2012 obtained from CPUC GHG Calculator version 3c.

Architectural Coating - Adjusted to 150 g/L VOC in accordance with BAAQMD, Regulation 8, Rule 3.

Vehicle Trips - Project trip generation rate from projectc traffic report (Fehr & Peers, 2012).

Area Coating - Adjusted to 150 g/L VOC in accordance with BAAQMD, Regulation 8, Rule 3.

2.0 Emissions Summary

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	1.23	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
Energy	0.00	0.03	0.03	0.00		0.00	0.00		0.00	0.00	0.00	677.79	677.79	0.04	0.02	683.71
Mobile	13.71	23.10	125.28	0.14	13.43	0.75	14.18	0.56	0.75	1.31	0.00	12,586.49	12,586.49	0.85	0.00	12,604.44
Waste						0.00	0.00		0.00	0.00	57.04	0.00	57.04	3.37	0.00	127.83
Water						0.00	0.00		0.00	0.00	0.00	30.97	30.97	0.61	0.02	48.60
Total	**14.94**	**23.13**	**125.31**	**0.14**	**13.43**	**0.75**	**14.18**	**0.56**	**0.75**	**1.31**	**57.04**	**13,295.25**	**13,352.29**	**4.87**	**0.04**	**13,464.58**

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	1.23	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
Energy	0.00	0.03	0.03	0.00		0.00	0.00		0.00	0.00	0.00	677.79	677.79	0.04	0.02	683.71
Mobile	13.71	23.10	125.28	0.14	13.43	0.75	14.18	0.56	0.75	1.31	0.00	12,586.49	12,586.49	0.85	0.00	12,604.44
Waste						0.00	0.00		0.00	0.00	57.04	0.00	57.04	3.37	0.00	127.83
Water						0.00	0.00		0.00	0.00	0.00	30.97	30.97	0.61	0.02	48.60
Total	**14.94**	**23.13**	**125.31**	**0.14**	**13.43**	**0.75**	**14.18**	**0.56**	**0.75**	**1.31**	**57.04**	**13,295.25**	**13,352.29**	**4.87**	**0.04**	**13,464.58**

4.0 Mobile Detail

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	13.71	23.10	125.28	0.14	13.43	0.75	14.18	0.56	0.75	1.31	0.00	12,586.49	12,586.49	0.85	0.00	12,604.44
Unmitigated	13.71	23.10	125.28	0.14	13.43	0.75	14.18	0.56	0.75	1.31	0.00	12,586.49	12,586.49	0.85	0.00	12,604.44
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		

Regional Shopping Center	16,166.08	18,818.05	9505.37	27,339,986	27,339,986
Total	16,166.08	18,818.05	9,505.37	27,339,986	27,339,986

4.3 Trip Type Information

	Miles			Trip %		
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
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00

5.0 Energy Detail

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						0.00	0.00		0.00	0.00	0.00	642.23	642.23	0.04	0.02	647.93
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	642.23	642.23	0.04	0.02	647.93
NaturalGas Mitigated	0.00	0.03	0.03	0.00		0.00	0.00		0.00	0.00	0.00	35.56	35.56	0.00	0.00	35.77
NaturalGas Unmitigated	0.00	0.03	0.03	0.00		0.00	0.00		0.00	0.00	0.00	35.56	35.56	0.00	0.00	35.77
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	tons/yr										MT/yr					
Parking Lot	0	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
Regional Shopping Center	666339	0.00	0.03	0.03	0.00		0.00	0.00		0.00	0.00	0.00	35.56	35.56	0.00	0.00	35.77
Total		**0.00**	**0.03**	**0.03**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**35.56**	**35.56**	**0.00**	**0.00**	**35.77**

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	tons/yr										MT/yr					
Parking Lot	0	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
Regional Shopping Center	666339	0.00	0.03	0.03	0.00		0.00	0.00		0.00	0.00	0.00	35.56	35.56	0.00	0.00	35.77
Total		**0.00**	**0.03**	**0.03**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**35.56**	**35.56**	**0.00**	**0.00**	**35.77**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Parking Lot	0					0.00	0.00	0.00	0.00
Regional Shopping Center	3.12831e+006					642.23	0.04	0.02	647.93
Total						**642.23**	**0.04**	**0.02**	**647.93**

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Parking Lot	0					0.00	0.00	0.00	0.00
Regional Shopping Center	3.12831e+006					642.23	0.04	0.02	647.93
Total						**642.23**	**0.04**	**0.02**	**647.93**

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	1.23	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
Unmitigated	1.23	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
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	0.19					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Consumer Products	1.05					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	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
Total	**1.24**	**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**

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	0.19					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	1.05					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	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
Total	**1.24**	**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**

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					30.97	0.61	0.02	48.60
Unmitigated					30.97	0.61	0.02	48.60

Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Parking Lot	0 / 0					0.00	0.00	0.00	0.00
Regional Shopping Center	19.8225 / 12.1493					30.97	0.61	0.02	48.60
Total						**30.97**	**0.61**	**0.02**	**48.60**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Parking Lot	0 / 0					0.00	0.00	0.00	0.00
Regional Shopping Center	19.8225 / 12.1493					30.97	0.61	0.02	48.60
Total						**30.97**	**0.61**	**0.02**	**48.60**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					57.04	3.37	0.00	127.83
Unmitigated					57.04	3.37	0.00	127.83
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Parking Lot	0					0.00	0.00	0.00	0.00
Regional Shopping Center	280.99					57.04	3.37	0.00	127.83
Total						**57.04**	**3.37**	**0.00**	**127.83**

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Parking Lot	0					0.00	0.00	0.00	0.00
Regional Shopping Center	280.99					57.04	3.37	0.00	127.83
Total						**57.04**	**3.37**	**0.00**	**127.83**

9.0 Vegetation

Pacific Mall, Milpitas - 2015

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Hotel	250	Room
Regional Shopping Center	420.082	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**		**Utility Company**	Pacific Gas & Electric Company
Climate Zone	4		2.2		
		Precipitation Freq (Days)			
			58		

1.3 User Entered Comments

Project Characteristics - CO2 Intensity Factor (391.16 lb/MWh) for 2015 obtained from CPUC GHG Calculator version 3c.

Vehicle Trips - Project trip generation rate from projectc traffic report (Fehr & Peers, 2012).

Area Coating - Adjusted to 150 g/L VOC in accordance with BAAQMD, Regulation 8, Rule 3.

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

2.0 Emissions Summary

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	2.75	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
Energy	0.05	0.46	0.38	0.00		0.00	0.03		0.00	0.03	0.00	1,636.97	1,636.97	0.09	0.04	1,651.71
Mobile	13.43	22.62	119.49	0.17	16.72	0.84	17.55	0.70	0.84	1.53	0.00	15,238.68	15,238.68	0.73	0.00	15,254.03
Waste						0.00	0.00		0.00	0.00	117.32	0.00	117.32	6.93	0.00	262.92
Water						0.00	0.00		0.00	0.00	0.00	48.66	48.66	1.15	0.03	81.96
Total	**16.23**	**23.08**	**119.87**	**0.17**	**16.72**	**0.84**	**17.58**	**0.70**	**0.84**	**1.56**	**117.32**	**16,924.31**	**17,041.63**	**8.90**	**0.07**	**17,250.62**

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	2.75	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
Energy	0.05	0.42	0.35	0.00		0.00	0.03		0.00	0.03	0.00	1,507.99	1,507.99	0.09	0.04	1,521.59
Mobile	13.43	22.62	119.49	0.17	16.72	0.84	17.55	0.70	0.84	1.53	0.00	15,238.68	15,238.68	0.73	0.00	15,254.03
Waste						0.00	0.00		0.00	0.00	105.59	0.00	105.59	6.24	0.00	236.63
Water						0.00	0.00		0.00	0.00	0.00	43.80	43.80	1.03	0.03	73.76
Total	**16.23**	**23.04**	**119.84**	**0.17**	**16.72**	**0.84**	**17.58**	**0.70**	**0.84**	**1.56**	**105.59**	**16,790.47**	**16,896.06**	**8.09**	**0.07**	**17,086.01**

4.0 Mobile Detail

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	13.43	22.62	119.49	0.17	16.72	0.84	17.55	0.70	0.84	1.53	0.00	15,238.68	15,238.68	0.73	0.00	15,254.03
Unmitigated	13.43	22.62	119.49	0.17	16.72	0.84	17.55	0.70	0.84	1.53	0.00	15,238.68	15,238.68	0.73	0.00	15,254.03
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	2,042.50	2,047.50	1487.50	3,731,328	3,731,328
Regional Shopping Center	17,916.50	20,857.07	10535.66	30,300,918	30,300,918
Total	19,959.00	22,904.57	12,023.16	34,032,246	34,032,246

4.3 Trip Type Information

	Miles			Trip %		
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
Hotel	9.50	7.30	7.30	19.40	61.60	19.00
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	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						0.00	0.00		0.00	0.00	0.00	1,055.19	1,055.19	0.08	0.03	1,066.03
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	1,138.89	1,138.89	0.08	0.03	1,150.59
NaturalGas Mitigated	0.05	0.42	0.35	0.00		0.00	0.03		0.00	0.03	0.00	452.80	452.80	0.01	0.01	455.56
NaturalGas Unmitigated	0.05	0.46	0.38	0.00		0.00	0.03		0.00	0.03	0.00	498.08	498.08	0.01	0.01	501.12
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	tons/yr										MT/yr					
Hotel	8.28773e+006	0.04	0.41	0.34	0.00		0.00	0.03		0.00	0.03	0.00	442.27	442.27	0.01	0.01	444.96
Regional Shopping Center	1.046e+006	0.01	0.05	0.04	0.00		0.00	0.00		0.00	0.00	0.00	55.82	55.82	0.00	0.00	56.16
Total		**0.05**	**0.46**	**0.38**	**0.00**		**0.00**	**0.03**		**0.00**	**0.03**	**0.00**	**498.09**	**498.09**	**0.01**	**0.01**	**501.12**

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	tons/yr										MT/yr					

Hotel	7.54384e+006	0.04	0.37	0.31	0.00		0.00	0.03		0.00	0.03	0.00	402.57	402.57	0.01	0.01	405.02
Regional Shopping Center	941404	0.01	0.05	0.04	0.00		0.00	0.00		0.00	0.00	0.00	50.24	50.24	0.00	0.00	50.54
Total		**0.05**	**0.42**	**0.35**	**0.00**		**0.00**	**0.03**		**0.00**	**0.03**	**0.00**	**452.81**	**452.81**	**0.01**	**0.01**	**455.56**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Hotel	1.50816e+006					267.59	0.02	0.01	270.34
Regional Shopping Center	4.91076e+006					871.30	0.06	0.02	880.25
Total						**1,138.89**	**0.08**	**0.03**	**1,150.59**

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Hotel	1.41488e+006					251.04	0.02	0.01	253.62
Regional Shopping Center	4.53226e+006					804.15	0.06	0.02	812.41
Total						**1,055.19**	**0.08**	**0.03**	**1,066.03**

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	2.75	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
Unmitigated	2.75	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
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	0.42					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	2.34					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	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
Total	**2.76**	**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**

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	0.42					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	2.34					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Landscaping	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
Total	**2.76**	**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**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Install Low Flow Bathroom Faucet

Install Low Flow Toilet

Use Water Efficient Irrigation System

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					43.80	1.03	0.03	73.76
Unmitigated					48.66	1.15	0.03	81.96
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Hotel	6.34169 / 0.704632					6.60	0.19	0.00	12.22

Regional Shopping Center	31.1164 / 19.0713					42.07	0.95	0.02	69.74
Total						**48.67**	**1.14**	**0.02**	**81.96**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Hotel	5.70752 / 0.634169					5.94	0.17	0.00	11.00
Regional Shopping Center	28.0047 / 17.1642					37.86	0.86	0.02	62.77
Total						**43.80**	**1.03**	**0.02**	**73.77**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					105.59	6.24	0.00	236.63
Unmitigated					117.32	6.93	0.00	262.92
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Hotel	136.88					27.79	1.64	0.00	62.27
Regional Shopping Center	441.08					89.54	5.29	0.00	200.65
Total						**117.33**	**6.93**	**0.00**	**262.92**

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Hotel	123.192					25.01	1.48	0.00	56.04
Regional Shopping Center	396.972					80.58	4.76	0.00	180.59
Total						**105.59**	**6.24**	**0.00**	**236.63**

9.0 Vegetation

Pacific Mall, Milpitas - 2020

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Hotel	250	Room
Regional Shopping Center	420.082	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**		**Utility Company**	Pacific Gas & Electric Company
Climate Zone	4		2.2		
		Precipitation Freq (Days)			
			58		

1.3 User Entered Comments

Project Characteristics - CO2 Intensity Factor (289.85 lb/MWh) for 2020 obtained from CPUC GHG Calculator version 3c.

Vehicle Trips - Project trip generation rate from projectc traffic report (Fehr & Peers, 2012).

Area Coating - Adjusted to 150 g/L VOC in accordance with BAAQMD, Regulation 8, Rule 3.

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

2.0 Emissions Summary

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	2.75	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
Energy	0.05	0.46	0.38	0.00		0.00	0.03		0.00	0.03	0.00	1,342.00	1,342.00	0.09	0.04	1,356.74
Mobile	10.03	15.81	81.39	0.17	16.72	0.75	17.47	0.28	0.70	0.98	0.00	12,962.42	12,962.42	0.58	0.00	12,974.67
Waste						0.00	0.00		0.00	0.00	117.32	0.00	117.32	6.93	0.00	262.92
Water						0.00	0.00		0.00	0.00	0.00	36.17	36.17	1.15	0.03	69.47
Total	**12.83**	**16.27**	**81.77**	**0.17**	**16.72**	**0.75**	**17.50**	**0.28**	**0.70**	**1.01**	**117.32**	**14,340.59**	**14,457.91**	**8.75**	**0.07**	**14,663.80**

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	2.75	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
Energy	0.05	0.42	0.35	0.00		0.00	0.03		0.00	0.03	0.00	1,234.70	1,234.70	0.09	0.04	1,248.30
Mobile	10.03	15.81	81.39	0.17	16.72	0.75	17.47	0.28	0.70	0.98	0.00	12,962.42	12,962.42	0.58	0.00	12,974.67
Waste						0.00	0.00		0.00	0.00	105.59	0.00	105.59	6.24	0.00	236.63
Water						0.00	0.00		0.00	0.00	0.00	32.55	32.55	1.03	0.03	62.52
Total	**12.83**	**16.23**	**81.74**	**0.17**	**16.72**	**0.75**	**17.50**	**0.28**	**0.70**	**1.01**	**105.59**	**14,229.67**	**14,335.26**	**7.94**	**0.07**	**14,522.12**

4.0 Mobile Detail

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	10.03	15.81	81.39	0.17	16.72	0.75	17.47	0.28	0.70	0.98	0.00	12,962.42	12,962.42	0.58	0.00	12,974.67
Unmitigated	10.03	15.81	81.39	0.17	16.72	0.75	17.47	0.28	0.70	0.98	0.00	12,962.42	12,962.42	0.58	0.00	12,974.67
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT

Hotel	2,042.50	2,047.50	1487.50	3,731,328	3,731,328
Regional Shopping Center	17,916.50	20,857.07	10535.66	30,300,918	30,300,918
Total	19,959.00	22,904.57	12,023.16	34,032,246	34,032,246

4.3 Trip Type Information

	Miles			Trip %		
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
Hotel	9.50	7.30	7.30	19.40	61.60	19.00
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	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						0.00	0.00		0.00	0.00	0.00	781.89	781.89	0.08	0.03	792.74
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	843.92	843.92	0.08	0.03	855.62
NaturalGas Mitigated	0.05	0.42	0.35	0.00		0.00	0.03		0.00	0.03	0.00	452.80	452.80	0.01	0.01	455.56
NaturalGas Unmitigated	0.05	0.46	0.38	0.00		0.00	0.03		0.00	0.03	0.00	498.08	498.08	0.01	0.01	501.12
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	tons/yr										MT/yr					
Hotel	8.28773e+006	0.04	0.41	0.34	0.00		0.00	0.03		0.00	0.03	0.00	442.27	442.27	0.01	0.01	444.96
Regional Shopping Center	1.046e+006	0.01	0.05	0.04	0.00		0.00	0.00		0.00	0.00	0.00	55.82	55.82	0.00	0.00	56.16
Total		**0.05**	**0.46**	**0.38**	**0.00**		**0.00**	**0.03**		**0.00**	**0.03**	**0.00**	**498.09**	**498.09**	**0.01**	**0.01**	**501.12**

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	tons/yr										MT/yr					
Hotel	7.54384e+006	0.04	0.37	0.31	0.00		0.00	0.03		0.00	0.03	0.00	402.57	402.57	0.01	0.01	405.02
Regional Shopping Center	941404	0.01	0.05	0.04	0.00		0.00	0.00		0.00	0.00	0.00	50.24	50.24	0.00	0.00	50.54
Total		**0.05**	**0.42**	**0.35**	**0.00**		**0.00**	**0.03**		**0.00**	**0.03**	**0.00**	**452.81**	**452.81**	**0.01**	**0.01**	**455.56**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Hotel	1.50816e+006					198.28	0.02	0.01	201.03
Regional Shopping Center	4.91076e+006					645.64	0.06	0.02	654.59
Total						**843.92**	**0.08**	**0.03**	**855.62**

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Hotel	1.41488e+006					186.02	0.02	0.01	188.60
Regional Shopping Center	4.53226e+006					595.87	0.06	0.02	604.14
Total						**781.89**	**0.08**	**0.03**	**792.74**

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	2.75	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
Unmitigated	2.75	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
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	0.42					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	2.34					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	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
Total	**2.76**	**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**

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	0.42					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	2.34					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	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
Total	**2.76**	**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**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Install Low Flow Bathroom Faucet

Install Low Flow Toilet

Use Water Efficient Irrigation System

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					32.55	1.03	0.03	62.52
Unmitigated					36.17	1.15	0.03	69.47
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Hotel	6.34169 / 0.704632					4.91	0.19	0.00	10.53
Regional Shopping Center	31.1164 / 19.0713					31.26	0.95	0.02	58.94
Total						**36.17**	**1.14**	**0.02**	**69.47**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Hotel	5.70752 / 0.634169					4.42	0.17	0.00	9.47
Regional Shopping Center	28.0047 / 17.1642					28.14	0.86	0.02	53.04
Total						**32.56**	**1.03**	**0.02**	**62.51**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					105.59	6.24	0.00	236.63
Unmitigated					117.32	6.93	0.00	262.92
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Hotel	136.88					27.79	1.64	0.00	62.27
Regional Shopping Center	441.08					89.54	5.29	0.00	200.65
Total						**117.33**	**6.93**	**0.00**	**262.92**

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Hotel	123.192					25.01	1.48	0.00	56.04

Regional Shopping Center	396.972					80.58	4.76	0.00	180.59
Total						**105.59**	**6.24**	**0.00**	**236.63**

9.0 Vegetation

Pacific Mall, Milpitas - 2014 Arch. Construction Coating

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Hotel	250	Room
Regional Shopping Center	292.186	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**		**Utility Company**	Pacific Gas & Electric Company
Climate Zone	4		2.2		
		Precipitation Freq (Days)			
			58		

1.3 User Entered Comments

Architectural Coating - Adjusted to 150 g/L VOC in accordance with BAAQMD, Regulation 8, Rule 3.

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					

2014	3.27	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
Total	**3.27**	**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**

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					
2014	3.27	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
Total	**3.27**	**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

3.7 Architectural Coating - 2014

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	3.27					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	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
Total	**3.27**	**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**

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	0.00	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
Vendor	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
Worker	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
Total	**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**

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	3.27					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	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
Total	**3.27**	**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**

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	0.00	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
Vendor	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
Worker	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
Total	**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**

Appendix D – Tree Survey

Preliminary Tree Report
Pacific Mall
McCarthy Ranch Drive
Milpitas, CA

Prepared for:
David J. Powers & Assoc.
1871 The Alameda, Suite 200
San Jose, CA 95126

Prepared by:
Concentric Ecologies
187 Laurel Grove Lane
San Jose, CA 95126

October 2012

Preliminary Tree Report
Pacific Mall
McCarthy Ranch Drive
Milpitas, CA

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List of Tables

Complete Inventory
Suitability for Preservation
Count by Species
Health and Frequency
Health by Species

Attachments

Tree Survey Aerial View
Photos of interesting or ordinance trees

Introduction and Overview

David J. Powers & Assoc., while coordinating an Environmental Impact Statement, has contracted with Concentric Ecologies to develop a Tree Report for review by the City of Milpitas, California. The site will be referred to as:

Pacific Mall

.

The report includes the following information:

- An evaluation of the health of the trees from a ground level, visual inspection.
- An evaluation of the impacts of the proposed development on the trees.
- Overhead maps showing tree locations.

The inspection was done at ground level and no biological tests were performed.

Methods

The inventory includes the diameter at 48 inches above grade, overall health/ vigor and the potential hazards the trees may pose to structures and pedestrians. The inspection includes all tree measuring 6 inches in diameter and greater. The inspection was done visually and no biological tests were performed. The survey followed the following steps:

1. Tree Identification, as per species and variety, where able.

2. Measuring the diameter of each tree at 40 inches above grade.

3. Evaluating the overall heath of each individual tree using a 1 thought 5 rating system whereas;

    1. = Poor Health
    2. = Fair Health
    3. = Average
    4. = Good Health
    5. = Excellent Health

4. Rated the suitability for preservation whereas:

    Good = Trees with good or excellent health and good or excellent structure and have a reasonable chance to survive construction.

    Moderate = Trees that have a average or fair health and average or fair structure and, with adequate care, may survive the construction.

    Poor = Trees that, either because of poor health or poor structure, are not good candidates for survival. This category may include species that are unsuitable for landscapes.

Tree preservation considers several different factors.

- Overall tree health is the main consideration when ascertaining a trees chance of surviving the ordeal of surviving in a construction zone.
- Species life span or longevity – if a tree is near the end of its useful life it may not be a good candidate for preservation.
- Structure – Often overlooked, improper structure can limit a trees lifespan and therefore lower the trees overall suitability for preservation.
- Individual tree responses – Some trees are more tolerant of disturbance; while others are not.

Description of Comments

(as seen in the Complete Inventory Report)

Comment Code	*Description*
AP	Aphids – Tree exhibits signs of infestation by this sucking insect.
BB	Bark Beetles- tree exhibits signs consistent with this boring insect.
BF	Previous Branch Failure – Trees that have previously had branch failures are likely to have additional branch failures.
CB	Crossed Branches – Crossed branches can cause injury and predispose a limb for failure
CD	Co-dominant stems – Two or more main stems (or "leaders") that are about the same diameter and emerge from the same location
DE	Decay – The tree displays significant decay that my undermine the structural integrity of the plant.
GR	Girdling Root(s) =Root have grown around the main stem of the tree and are cutting off and/or restricting the movement of water, plant nutrients and stored food reserves.
HZ	**HAZARDOUS CONDITIONS EXIST FOR THIS TREE. THE TREE SHOULD BE ADDRESSED IMMEDIATELY.**
IC	Inspect Cables- The tree contains cables that should be inspected annually.
II	Insect infestation- The tree exhibits signs of Insect infestation.
LN	Leaning- The tree exhibits a lean that is dangerous and can lead to failure(toppling).
LT	Loins Tailing- a form of over-pruning; leaves too much weight at the

	end of the branch.
MS	Multi-Stemmed - branches are generally too narrow, and as the tightly-crowded branches grow in girth, the tree begins to push itself apart.
NP	Neutral Plane Crack = compression and tension stresses in a leaning tree or enlongated branch;.Cracks and damage along the neutral plane between compressive zones
PI	Poor Irrigation- Moisture Deficient.
RC	Root Collar – Tree has it’s root collar buried; significant issues may arise from this abiotic condition.
RM	Remove; Arborist recommends removal of this tree due to higher than average risk of failure.
SC	Stress Cracks- Cracks running vertically along the trunk of the tree; usually a result of great movement as a result of poor pruning habits.
TC	Tightly crowned branches - angle of the tree's branches are generally too narrow.
TP	Topped- Topping is the indiscriminate cutting of tree branches to stubs or lateral branches that are not large enough to assume the terminal role

Description of Trees

The inspection was conducted in October 2012. 226 trees were inspected. The survey includes all trees and large shrubs that are at least 6 feet tall. The survey was done from ground level and no biological tests were preformed.

The survey site consists of 2 flat and level commericial lots consisting of parcels 22-053-006 and 22-053-007. The site is commercial buildings and a large surface parking area.

35 of the trees on the job site are Evergreen Pears (*Pyrus kawakamii*) These trees are planted along the perimeter of the parking lot and are receiving proper irrigation and have adequate root space, 34 out of 35 Evergreen Pears are in Average Health and 34 are Moderate Candidates for Preservation

47 Cedar Trees *(Cedrus x)* are planted on 2 knolls in back of the comercial buildings, they are receiving proper irrigation and have ample room for root growth. The Cedars are all in Average Health and are 46 out of 47 are Moderate Candidates for Preservation.

17 Fan Palms *(Palmea washingtonia)* are planted at the front of the buildings, they are all in average health and are Moderate Candidates for Preservation.

Approximatley 33% of the trees are planted in the parking lot, the parking lot offers little in the way of moisture and root area.

The heat generated by the ashphalt in the parking area, along with the lack of irrigation has the 28 Alders *(Alnus x)* drought stressed, all of the Alders are in Fair Health (below average) and all 28 are Poor Candidates for Preservation.

A more suitable (and drought tollerant) plant for the parking area is the Brazilian Pepper *(Schinus terebinthefolius).* 14 such Pepper trees are in Average Health and are moderately suitable for preservation

The remaining trees are listed in the reports below with their comments, when applicable, in the 'Complete Inventory Report' below.

Pacific Mall

Report Description: **Complete Inventory**

Tag	Diameter	Common Name	Health Description	Preservation Description	Comment	Picture
214	11	Sycamore	Average Health	Moderate Suitability		
215	12	Sycamore	Average Health	Moderate Suitability		
216	9	Sycamore	Average Health	Moderate Suitability		
217	8	Evergreen Pear	Average Health	Moderate Suitability		
218	8	Evergreen Pear	Average Health	Moderate Suitability		
219	9	Evergreen Pear	Average Health	Moderate Suitability		
220	9	Evergreen Pear	Average Health	Moderate Suitability		
221	8	Evergreen Pear	Average Health	Moderate Suitability		
222	9	Sycamore	Average Health	Moderate Suitability		
223	12	Sycamore	Average Health	Moderate Suitability		
224	10	Sycamore	Average Health	Moderate Suitability		
225	10	Sycamore	Average Health	Moderate Suitability		
226	9	Sycamore	Average Health	Moderate Suitability		
227	10	Sycamore	Average Health	Moderate Suitability		
228	9	Sycamore	Average Health	Moderate Suitability		
229	10	Sycamore	Average Health	Moderate Suitability		
230	7	Cherry	Average Health	Moderate Suitability		
231	9	Cherry	Average Health	Moderate Suitability		
232	5	Cherry	Average Health	Moderate Suitability		
233	11	Sycamore	Average Health	Moderate Suitability		
234	12	Sycamore	Average Health	Moderate Suitability		
235	11	Sycamore	Average Health	Moderate Suitability		
236	9	Sycamore	Average Health	Moderate Suitability		
237	8	Sycamore	Average Health	Moderate Suitability		
238	9	Sycamore	Average Health	Moderate Suitability		
239	11	Sycamore	Average Health	Moderate Suitability		
240	12	Sycamore	Average Health	Moderate Suitability		
241	11	Sycamore	Average Health	Moderate Suitability		
242	11	Sycamore	Average Health	Moderate Suitability		
243	11	Sycamore	Average Health	Moderate Suitability		
244	10	Sycamore	Average Health	Moderate Suitability		
245	7	Sycamore	Fair Health	Poor Suitability		
246	10	Sycamore	Average Health	Moderate Suitability		
247	10	Sycamore	Average Health	Moderate Suitability		
248	9	Sycamore	Average Health	Moderate Suitability		
249	9	Sycamore	Average Health	Moderate Suitability		
250	7	Purple-Leaf Plum	Fair Health	Poor Suitability		
251	14	Cedar	Average Health	Moderate Suitability		846
252	11	Cedar	Average Health	Moderate Suitability		
253	12	Cedar	Average Health	Moderate Suitability		
254	11	Cedar	Average Health	Moderate Suitability		
255	12	Cedar	Average Health	Moderate Suitability		
256	15	Cedar	Average Health	Moderate Suitability		847
257	13	Cedar	Average Health	Moderate Suitability		
258	10	Pine	Fair Health	Poor Suitability	LN	
259	12	Cedar	Average Health	Moderate Suitability		848
260	10	Cedar	Average Health	Moderate Suitability		
261	11	Cedar	Average Health	Moderate Suitability		
262	11	Cedar	Average Health	Moderate Suitability		
263	10	Cedar	Average Health	Moderate Suitability		
264	7	Purple-Leaf Plum	Fair Health	Poor Suitability		
265	5	Purple-Leaf Plum	Fair Health	Poor Suitability	LN	

* Comments: AP= Aphids, BB= Bark Beetles, BC= Buried Root Collar, BF= Previous Branch Failure, CB= Crossed Branches, CD= Co-Dominant Stems, DE= Decay, GR= Girdling Root(s), HZ= Hazardous, IC= Inspect Cables, II= Insect Infestation, LN= Leaning, LT= Lions Tailed, MS=Multi-Stemed, NP= Neutral Plane Crack, PI= Poor Irrigation, RC= Root Collar, RM= Remove, SC= Stress Cracks, TC= Tightly-Crowded Branches, TP= Topped

Pacific Mall

Report Description: **Complete Inventory**

Tag	Diameter	Common Name	Health Description	Preservation Description	Comment	Picture
266	10	Cedar	Average Health	Moderate Suitability		
267	10	Cedar	Average Health	Moderate Suitability		
268	12	Cedar	Average Health	Moderate Suitability		849
269	7	Purple-Leaf Plum	Fair Health	Poor Suitability		
270	12	Cedar	Average Health	Moderate Suitability		850
271	11	Cedar	Average Health	Moderate Suitability		
272	10	Cedar	Average Health	Moderate Suitability		
273	10	Cedar	Average Health	Moderate Suitability		
274	6	Cherry	Average Health	Moderate Suitability		
275	11	Cedar	Average Health	Moderate Suitability		
276	12	Cedar	Average Health	Moderate Suitability		851
277	10	Cherry	Average Health	Moderate Suitability		
278	9	Cedar	Average Health	Moderate Suitability		
279	10	Cedar	Average Health	Moderate Suitability		
280	11	Cedar	Average Health	Moderate Suitability		
281	14	Cedar	Average Health	Moderate Suitability		852
282	10	Cedar	Average Health	Moderate Suitability		
283	11	Cedar	Average Health	Moderate Suitability		
284	11	Cedar	Average Health	Moderate Suitability		
285	10	Cedar	Average Health	Moderate Suitability		
286	3	Purple-Leaf Plum	Fair Health	Poor Suitability		
287	4	Purple-Leaf Plum	Fair Health	Poor Suitability		
288	3	Purple-Leaf Plum	Fair Health	Poor Suitability		
816	7	Crape Myrtle	Average Health	Moderate Suitability		
817	7	Crape Myrtle	Average Health	Moderate Suitability		
818	14	Brazilian Pepper	Average Health	Moderate Suitability		706
819	12	Brazilian Pepper	Average Health	Moderate Suitability		706
820	10	Brazilian Pepper	Average Health	Moderate Suitability		
821	10	Brazilian Pepper	Average Health	Moderate Suitability		
822	10	Brazilian Pepper	Average Health	Moderate Suitability		
823	14	Brazilian Pepper	Average Health	Moderate Suitability		707
824	16	Brazilian Pepper	Average Health	Moderate Suitability		708
825	11	Brazilian Pepper	Average Health	Moderate Suitability		708
826	10	Japanese Berry	Average Health	Moderate Suitability		
827	5	Alder	Fair Health	Poor Suitability		
828	5	Alder	Fair Health	Poor Suitability		
829	7	Alder	Fair Health	Poor Suitability		
830	7	Alder	Fair Health	Poor Suitability		
831	7	Alder	Fair Health	Poor Suitability		
832	6	Alder	Fair Health	Poor Suitability		
833	12	Alder	Fair Health	Poor Suitability		709
834	12	Alder	Fair Health	Poor Suitability		710
835	12	Alder	Fair Health	Poor Suitability		726
836	10	Alder	Fair Health	Poor Suitability		
837	11	Alder	Fair Health	Poor Suitability		
838	10	Japanese Berry	Average Health	Moderate Suitability		
839	8	Japanese Berry	Average Health	Moderate Suitability		
840	4	Alder	Fair Health	Poor Suitability		
841	4	Alder	Fair Health	Poor Suitability		
842	5	Alder	Fair Health	Poor Suitability		
843	4	Alder	Fair Health	Poor Suitability		
844	5	Alder	Fair Health	Poor Suitability		

* Comments: AP= Aphids, BB= Bark Beetles, BC= Buried Root Collar, BF= Previous Branch Failure, CB= Crossed Branches, CD= Co-Dominant Stems, DE= Decay, GR= Girdling Root(s), HZ= Hazardous, IC= Inspect Cables, II= Insect Infestation, LN= Leaning, LT= Lions Tailed, MS=Multi-Stemed, NP= Neutral Plane Crack, PI= Poor Irrigation, RC= Root Collar, RM= Remove, SC= Stress Cracks, TC= Tightly-Crowded Branches, TP= Topped

Pacific Mall

Report Description: **Complete Inventory**

Tag	Diameter	Common Name	Health Description	Preservation Description	Comment	Picture
845	14	Fan Palm	Average Health	Moderate Suitability		711
846	14	Fan Palm	Average Health	Moderate Suitability		711
847	14	Fan Palm	Average Health	Moderate Suitability		711
848	4	Tristainia	Average Health	Moderate Suitability		
849	4	Tristainia	Average Health	Moderate Suitability		
850	13	Fan Palm	Average Health	Moderate Suitability		712
851	12	Fan Palm	Average Health	Moderate Suitability		712
852	12	Fan Palm	Average Health	Moderate Suitability		712
853	12	Fan Palm	Average Health	Moderate Suitability		712
854	4	Tristainia	Average Health	Moderate Suitability		
855	4	Tristainia	Average Health	Moderate Suitability		
856	13	Brazilian Pepper	Average Health	Moderate Suitability		713
857	13	Brazilian Pepper	Average Health	Moderate Suitability		713
858	10	Brazilian Pepper	Average Health	Moderate Suitability		714
859	15	Brazilian Pepper	Average Health	Moderate Suitability		714
860	12	Brazilian Pepper	Average Health	Moderate Suitability		715
861	12	Brazilian Pepper	Average Health	Moderate Suitability		715
862	10	Japanese Berry	Average Health	Moderate Suitability		
863	5	Alder	Fair Health	Poor Suitability		
864	4	Alder	Fair Health	Poor Suitability		
865	4	Alder	Fair Health	Poor Suitability		
866	6	Alder	Fair Health	Poor Suitability		
867	6	Alder	Fair Health	Poor Suitability		
868	6	Alder	Fair Health	Poor Suitability		
869	9	Japanese Berry	Average Health	Moderate Suitability		
870	5	Alder	Fair Health	Poor Suitability		
871	4	Alder	Fair Health	Poor Suitability		
872	6	Alder	Fair Health	Poor Suitability		
873	6	Alder	Fair Health	Poor Suitability		
874	7	Japanese Berry	Average Health	Moderate Suitability		
875	7	Japanese Berry	Average Health	Moderate Suitability		
876	7	Alder	Fair Health	Poor Suitability		
877	6	Alder	Fair Health	Poor Suitability		
878	12	Fan Palm	Average Health	Moderate Suitability		716
879	12	Fan Palm	Average Health	Moderate Suitability		716
880	11	Fan Palm	Average Health	Moderate Suitability		716
881	12	Fan Palm	Average Health	Moderate Suitability		716
882	5	Purple-Leaf Plum	Average Health	Moderate Suitability		
883	5	Purple-Leaf Plum	Average Health	Moderate Suitability		
884	7	Purple-Leaf Plum	Average Health	Moderate Suitability		
885	12	Fan Palm	Average Health	Moderate Suitability		717
886	12	Fan Palm	Average Health	Moderate Suitability		717
887	17	Fan Palm	Average Health	Moderate Suitability		717
888	7	Purple-Leaf Plum	Average Health	Moderate Suitability		
889	12	Fan Palm	Average Health	Moderate Suitability		718
890	11	Fan Palm	Average Health	Moderate Suitability		718
891	12	Fan Palm	Average Health	Moderate Suitability		718
892	8	Evergreen Pear	Average Health	Moderate Suitability		
893	8	Evergreen Pear	Average Health	Moderate Suitability		
894	7	Evergreen Pear	Average Health	Moderate Suitability		
895	9	Evergreen Pear	Average Health	Moderate Suitability		
896	9	Evergreen Pear	Average Health	Moderate Suitability		

* Comments: AP= Aphids, BB= Bark Beetles, BC= Buried Root Collar, BF= Previous Branch Failure, CB= Crossed Branches, CD= Co-Dominant Stems, DE= Decay, GR= Girdling Root(s), HZ= Hazardous, IC= Inspect Cables, II= Insect Infestation, LN= Leaning, LT= Lions Tailed, MS=Multi-Stemed, NP= Neutral Plane Crack, PI= Poor Irrigation, RC= Root Collar, RM= Remove, SC= Stress Cracks, TC= Tightly-Crowded Branches, TP= Topped

Pacific Mall

Report Description: **Complete Inventory**

Tag	Diameter	Common Name	Health Description	Preservation Description	Comment	Picture
897	8	Evergreen Pear	Average Health	Moderate Suitability		
898	10	Evergreen Pear	Average Health	Moderate Suitability		
899	8	Evergreen Pear	Average Health	Moderate Suitability		
900	6	Evergreen Pear	Average Health	Moderate Suitability		
901	7	Evergreen Pear	Average Health	Moderate Suitability		
902	9	Evergreen Pear	Average Health	Moderate Suitability		
903	9	Evergreen Pear	Average Health	Moderate Suitability		
904	10	Evergreen Pear	Average Health	Moderate Suitability		
905	8	Evergreen Pear	Average Health	Moderate Suitability		
906	8	Evergreen Pear	Average Health	Moderate Suitability		
907	9	Evergreen Pear	Average Health	Moderate Suitability		
908	8	Evergreen Pear	Average Health	Moderate Suitability		
909	8	Evergreen Pear	Average Health	Moderate Suitability		
910	9	Evergreen Pear	Average Health	Moderate Suitability		
911	8	Evergreen Pear	Dead	Poor Suitability	HZ	
912	7	Evergreen Pear	Average Health	Moderate Suitability		
913	9	Evergreen Pear	Average Health	Moderate Suitability		
914	8	Cherry	Average Health	Moderate Suitability		
915	8	Cherry	Average Health	Moderate Suitability		
916	8	Cherry	Average Health	Moderate Suitability		
917	6	Cherry	Average Health	Moderate Suitability		
918	11	Cherry	Average Health	Moderate Suitability		
919	8	Cherry	Average Health	Moderate Suitability		
920	10	Cedar	Average Health	Moderate Suitability		
921	18	Cedar	Average Health	Moderate Suitability		719
922	10	Cedar	Average Health	Moderate Suitability		
923	15	Cedar	Average Health	Moderate Suitability		720
924	12	Cedar	Average Health	Moderate Suitability		721
925	11	Cedar	Average Health	Moderate Suitability		722
926	14	Cedar	Average Health	Moderate Suitability		723
927	10	Cedar	Average Health	Moderate Suitability		
928	6	Cedar	Fair Health	Moderate Suitability		
929	12	Cedar	Average Health	Moderate Suitability		
930	14	Cedar	Average Health	Moderate Suitability		724
931	10	Cedar	Average Health	Moderate Suitability		
932	13	Cedar	Average Health	Moderate Suitability		725
933	10	Cedar	Average Health	Moderate Suitability		
934	10	Cedar	Average Health	Moderate Suitability		
935	10	Cedar	Average Health	Moderate Suitability		
936	8	Cedar	Average Health	Moderate Suitability		
937	11	Cedar	Average Health	Moderate Suitability		
938	8	Crabapple	Average Health	Moderate Suitability		
939	10	Crabapple	Average Health	Moderate Suitability		
940	8	Crabapple	Average Health	Moderate Suitability		
941	10	Crabapple	Average Health	Moderate Suitability		
942	12	Crabapple	Average Health	Moderate Suitability		
943	10	Crabapple	Average Health	Moderate Suitability		
944	9	Crabapple	Average Health	Moderate Suitability		
945	10	Crabapple	Average Health	Moderate Suitability		
946	8	Crabapple	Average Health	Moderate Suitability		
947	9	Crabapple	Average Health	Moderate Suitability		
948	10	Crabapple	Average Health	Moderate Suitability		

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Pacific Mall

Report Description: **Complete Inventory**

Tag	Diameter	Common Name	Health Description	Preservation Description	Comment	Picture
949	10	Crabapple	Average Health	Moderate Suitability		
950	4	Purple-Leaf Plum	Fair Health	Poor Suitability		
951	4	Purple-Leaf Plum	Fair Health	Poor Suitability		
952	4	Purple-Leaf Plum	Fair Health	Poor Suitability		
953	4	Purple-Leaf Plum	Fair Health	Poor Suitability		
954	10	Sycamore	Average Health	Moderate Suitability		
955	11	Sycamore	Average Health	Moderate Suitability		
956	12	Sycamore	Average Health	Moderate Suitability		
957	11	Sycamore	Average Health	Moderate Suitability		
958	12	Sycamore	Average Health	Moderate Suitability		
959	6	Evergreen Pear	Average Health	Moderate Suitability		
960	9	Evergreen Pear	Average Health	Moderate Suitability		
961	8	Evergreen Pear	Average Health	Moderate Suitability		
962	7	Evergreen Pear	Average Health	Moderate Suitability		
963	7	Evergreen Pear	Average Health	Moderate Suitability		
964	8	Evergreen Pear	Average Health	Moderate Suitability		
965	6	Evergreen Pear	Average Health	Moderate Suitability		
966	5	Evergreen Pear	Average Health	Moderate Suitability		

Total Number Of Trees: 226 Average Diameter: 9

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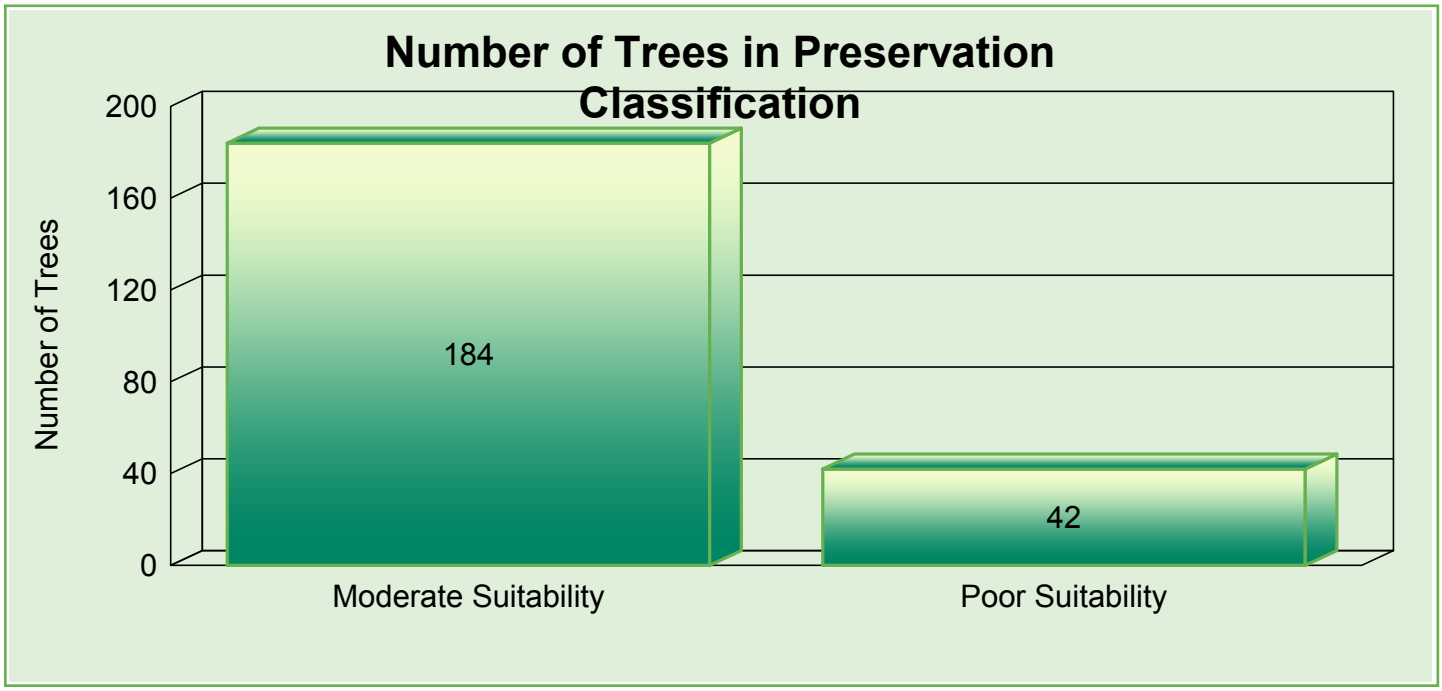
Pacific Mall

Printed Date: 11/19/2012 **Last modified:** 10/25/2012

Report Description:



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Moderate Suitability

Tag	Diameter	Common Name	Health Desciption	Comment	Picture
816	7	Crape Myrtle	Average Health		
817	7	Crape Myrtle	Average Health		
818	14	Brazilian Pepper	Average Health		706
819	12	Brazilian Pepper	Average Health		706
820	10	Brazilian Pepper	Average Health		
821	10	Brazilian Pepper	Average Health		
822	10	Brazilian Pepper	Average Health		
823	14	Brazilian Pepper	Average Health		707
824	16	Brazilian Pepper	Average Health		708
825	11	Brazilian Pepper	Average Health		708
826	10	Japanese Berry	Average Health		
838	10	Japanese Berry	Average Health		
839	8	Japanese Berry	Average Health		
845	14	Fan Palm	Average Health		711
846	14	Fan Palm	Average Health		711
847	14	Fan Palm	Average Health		711
848	4	Tristainia	Average Health		
849	4	Tristainia	Average Health		
850	13	Fan Palm	Average Health		712
851	12	Fan Palm	Average Health		712
852	12	Fan Palm	Average Health		712
853	12	Fan Palm	Average Health		712
854	4	Tristainia	Average Health		
855	4	Tristainia	Average Health		
856	13	Brazilian Pepper	Average Health		713
857	13	Brazilian Pepper	Average Health		713
858	10	Brazilian Pepper	Average Health		714
859	15	Brazilian Pepper	Average Health		714
860	12	Brazilian Pepper	Average Health		715
861	12	Brazilian Pepper	Average Health		715
862	10	Japanese Berry	Average Health		
869	9	Japanese Berry	Average Health		
874	7	Japanese Berry	Average Health		

* Comments: AP= Aphids, BB= Bark Beetles, BC= Buried Root Collar, BF= Previous Branch Failure, CB= Crossed Branches, CD= Co-Dominant Stems, DE= Decay, GR= Girdling Root(s), HZ= Hazardous, IC= Inspect Cables, II= Insect Infestation, LN= Leaning, LT= Lions Tailed, MS=Multi-Stemed, NP= Neutral Plane Crack, PI= Poor Irrigation, RC= Root Collar, RM= Remove, SC= Stress Cracks, TC= Tightly-Crowded Branches, TP= Topped

Printed Date: 11/19/2012 Last modified: 10/25/2012

Tag	Diameter	Common Name	Health Desciption	Comment	Picture
875	7	Japanese Berry	Average Health		
878	12	Fan Palm	Average Health		716
879	12	Fan Palm	Average Health		716
880	11	Fan Palm	Average Health		716
881	12	Fan Palm	Average Health		716
882	5	Purple-Leaf Plum	Average Health		
883	5	Purple-Leaf Plum	Average Health		
884	7	Purple-Leaf Plum	Average Health		
885	12	Fan Palm	Average Health		717
886	12	Fan Palm	Average Health		717
887	17	Fan Palm	Average Health		717
888	7	Purple-Leaf Plum	Average Health		
889	12	Fan Palm	Average Health		718
890	11	Fan Palm	Average Health		718
891	12	Fan Palm	Average Health		718
892	8	Evergreen Pear	Average Health		
893	8	Evergreen Pear	Average Health		
894	7	Evergreen Pear	Average Health		
895	9	Evergreen Pear	Average Health		
896	9	Evergreen Pear	Average Health		
897	8	Evergreen Pear	Average Health		
898	10	Evergreen Pear	Average Health		
899	8	Evergreen Pear	Average Health		
900	6	Evergreen Pear	Average Health		
901	7	Evergreen Pear	Average Health		
902	9	Evergreen Pear	Average Health		
903	9	Evergreen Pear	Average Health		
904	10	Evergreen Pear	Average Health		
905	8	Evergreen Pear	Average Health		
906	8	Evergreen Pear	Average Health		
907	9	Evergreen Pear	Average Health		
908	8	Evergreen Pear	Average Health		
909	8	Evergreen Pear	Average Health		
910	9	Evergreen Pear	Average Health		
912	7	Evergreen Pear	Average Health		

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Printed Date: 11/19/2012 Last modified: 10/25/2012

Tag	Diameter	Common Name	Health Desciption	Comment	Picture
913	9	Evergreen Pear	Average Health		
914	8	Cherry	Average Health		
915	8	Cherry	Average Health		
916	8	Cherry	Average Health		
917	6	Cherry	Average Health		
918	11	Cherry	Average Health		
919	8	Cherry	Average Health		
920	10	Cedar	Average Health		
921	18	Cedar	Average Health		719
922	10	Cedar	Average Health		
923	15	Cedar	Average Health		720
924	12	Cedar	Average Health		721
925	11	Cedar	Average Health		722
926	14	Cedar	Average Health		723
927	10	Cedar	Average Health		
928	6	Cedar	Fair Health		
929	12	Cedar	Average Health		
930	14	Cedar	Average Health		724
931	10	Cedar	Average Health		
932	13	Cedar	Average Health		725
933	10	Cedar	Average Health		
934	10	Cedar	Average Health		
935	10	Cedar	Average Health		
936	8	Cedar	Average Health		
937	11	Cedar	Average Health		
938	8	Crabapple	Average Health		
939	10	Crabapple	Average Health		
940	8	Crabapple	Average Health		
941	10	Crabapple	Average Health		
942	12	Crabapple	Average Health		
943	10	Crabapple	Average Health		
944	9	Crabapple	Average Health		
945	10	Crabapple	Average Health		
946	8	Crabapple	Average Health		
947	9	Crabapple	Average Health		

* Comments: AP= Aphids, BB= Bark Beetles, BC= Buried Root Collar, BF= Previous Branch Failure, CB= Crossed Branches, CD= Co-Dominant Stems, DE= Decay, GR= Girdling Root(s), HZ= Hazardous, IC= Inspect Cables, II= Insect Infestation, LN= Leaning, LT= Lions Tailed, MS=Multi-Stemed, NP= Neutral Plane Crack, PI= Poor Irrigation, RC= Root Collar, RM= Remove, SC= Stress Cracks, TC= Tightly-Crowded Branches, TP= Topped

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Tag	Diameter	Common Name	Health Desciption	Comment	Picture
948	10	Crabapple	Average Health		
949	10	Crabapple	Average Health		
954	10	Sycamore	Average Health		
955	11	Sycamore	Average Health		
956	12	Sycamore	Average Health		
957	11	Sycamore	Average Health		
958	12	Sycamore	Average Health		
959	6	Evergreen Pear	Average Health		
960	9	Evergreen Pear	Average Health		
961	8	Evergreen Pear	Average Health		
962	7	Evergreen Pear	Average Health		
963	7	Evergreen Pear	Average Health		
964	8	Evergreen Pear	Average Health		
965	6	Evergreen Pear	Average Health		
966	5	Evergreen Pear	Average Health		
214	11	Sycamore	Average Health		
215	12	Sycamore	Average Health		
216	9	Sycamore	Average Health		
217	8	Evergreen Pear	Average Health		
218	8	Evergreen Pear	Average Health		
219	9	Evergreen Pear	Average Health		
220	9	Evergreen Pear	Average Health		
221	8	Evergreen Pear	Average Health		
222	9	Sycamore	Average Health		
223	12	Sycamore	Average Health		
224	10	Sycamore	Average Health		
225	10	Sycamore	Average Health		
226	9	Sycamore	Average Health		
227	10	Sycamore	Average Health		
228	9	Sycamore	Average Health		
229	10	Sycamore	Average Health		
230	7	Cherry	Average Health		
231	9	Cherry	Average Health		
232	5	Cherry	Average Health		
233	11	Sycamore	Average Health		

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Tag	Diameter	Common Name	Health Desciption	Comment	Picture
234	12	Sycamore	Average Health		
235	11	Sycamore	Average Health		
236	9	Sycamore	Average Health		
237	8	Sycamore	Average Health		
238	9	Sycamore	Average Health		
239	11	Sycamore	Average Health		
240	12	Sycamore	Average Health		
241	11	Sycamore	Average Health		
242	11	Sycamore	Average Health		
243	11	Sycamore	Average Health		
244	10	Sycamore	Average Health		
246	10	Sycamore	Average Health		
247	10	Sycamore	Average Health		
248	9	Sycamore	Average Health		
249	9	Sycamore	Average Health		
251	14	Cedar	Average Health		846
252	11	Cedar	Average Health		
253	12	Cedar	Average Health		
254	11	Cedar	Average Health		
255	12	Cedar	Average Health		
256	15	Cedar	Average Health		847
257	13	Cedar	Average Health		
261	11	Cedar	Average Health		
259	12	Cedar	Average Health		848
260	10	Cedar	Average Health		
262	11	Cedar	Average Health		
263	10	Cedar	Average Health		
266	10	Cedar	Average Health		
267	10	Cedar	Average Health		
268	12	Cedar	Average Health		849
270	12	Cedar	Average Health		850
271	11	Cedar	Average Health		
273	10	Cedar	Average Health		
274	6	Cherry	Average Health		
275	11	Cedar	Average Health		

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Tag	Diameter	Common Name	Health Desciption	Comment	Picture
276	12	Cedar	Average Health		851
277	10	Cherry	Average Health		
278	9	Cedar	Average Health		
279	10	Cedar	Average Health		
280	11	Cedar	Average Health		
281	14	Cedar	Average Health		852
282	10	Cedar	Average Health		
283	11	Cedar	Average Health		
284	11	Cedar	Average Health		
285	10	Cedar	Average Health		
272	10	Cedar	Average Health		

Total for Moderate Suitability: 184

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Printed Date: 11/19/2012 Last modified: 10/25/2012

Poor Suitability

Tag	Diameter	Common Name	Health Desciption	Comment	Picture
827	5	Alder	Fair Health		
828	5	Alder	Fair Health		
829	7	Alder	Fair Health		
830	7	Alder	Fair Health		
831	7	Alder	Fair Health		
832	6	Alder	Fair Health		
833	12	Alder	Fair Health		709
834	12	Alder	Fair Health		710
835	12	Alder	Fair Health		726
836	10	Alder	Fair Health		
837	11	Alder	Fair Health		
840	4	Alder	Fair Health		
841	4	Alder	Fair Health		
842	5	Alder	Fair Health		
843	4	Alder	Fair Health		
844	5	Alder	Fair Health		
863	5	Alder	Fair Health		
864	4	Alder	Fair Health		
865	4	Alder	Fair Health		
866	6	Alder	Fair Health		
867	6	Alder	Fair Health		
868	6	Alder	Fair Health		
870	5	Alder	Fair Health		
871	4	Alder	Fair Health		
872	6	Alder	Fair Health		
873	6	Alder	Fair Health		
876	7	Alder	Fair Health		
877	6	Alder	Fair Health		
911	8	Evergreen Pear	Dead	HZ	
950	4	Purple-Leaf Plum	Fair Health		
951	4	Purple-Leaf Plum	Fair Health		
952	4	Purple-Leaf Plum	Fair Health		
953	4	Purple-Leaf Plum	Fair Health		

* Comments: AP= Aphids, BB= Bark Beetles, BC= Buried Root Collar, BF= Previous Branch Failure, CB= Crossed Branches, CD= Co-Dominant Stems, DE= Decay, GR= Girdling Root(s), HZ= Hazardous, IC= Inspect Cables, II= Insect Infestation, LN= Leaning, LT= Lions Tailed, MS=Multi-Stemed, NP= Neutral Plane Crack, PI= Poor Irrigation, RC= Root Collar, RM= Remove, SC= Stress Cracks, TC= Tightly-Crowded Branches, TP= Topped

Printed Date: 11/19/2012 Last modified: 10/25/2012

Tag	Diameter	Common Name	Health Desciption	Comment	Picture
245	7	Sycamore	Fair Health		
250	7	Purple-Leaf Plum	Fair Health		
258	10	Pine	Fair Health	LN	
264	7	Purple-Leaf Plum	Fair Health		
265	5	Purple-Leaf Plum	Fair Health	LN	
269	7	Purple-Leaf Plum	Fair Health		
286	3	Purple-Leaf Plum	Fair Health		
287	4	Purple-Leaf Plum	Fair Health		
288	3	Purple-Leaf Plum	Fair Health		

Total for Poor Suitability: 42

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Count by Species

Printed Date: 11/19/2012 **Last modified:** 10/25/2012

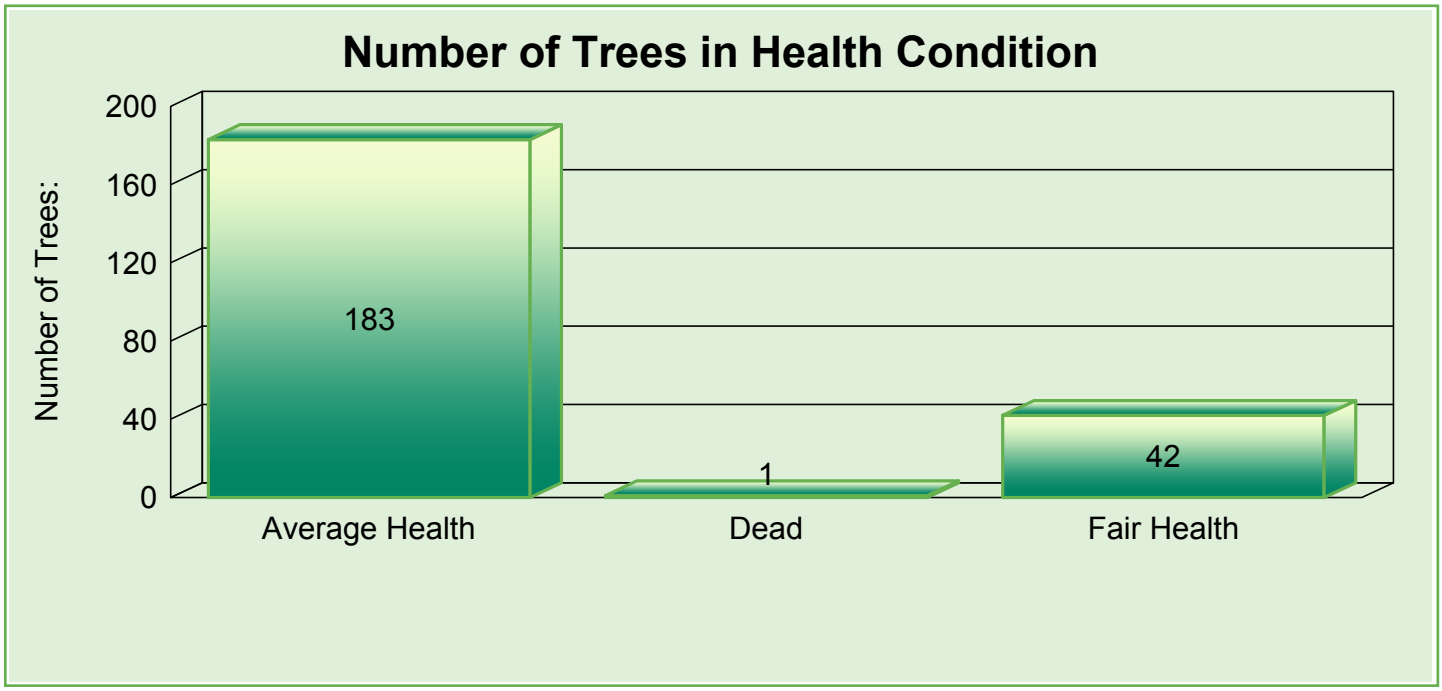
Report Description:

Common Name	Genus	Species/Varitey	Sum
Alder	Alnus	x	28
Brazilian Pepper	Schinus	terebinthefolius	14
Cedar	Cedrus	x	47
Cherry	Prunus	x	11
Crabapple	Malus	x	12
Crape Myrtle	Lagerstroemia	x	2
Evergreen Pear	Pyrus	kawakamii	35
Fan Palm	Palmea	washingtonia	17
Japanese Berry	Elaeocarpus	x	7
Pine	Pinus	x	1
Purple-Leaf Plum	Prunus	atropurpurea	15
Sycamore	Platanus	platanaceae	33
Tristainia	Lophostemon	confertus	4

Pacific Mall

Printed Date: 11/19/2012 **Last modified:** 10/25/2012

Report Description: Tree Health and Frequency of Occurrence



The inspection was done at ground level and no biological tests were performed.

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Average Health

Tag	Dia	Common Name	genus	varitey	comment
214	11	Sycamore	Platanus	platanaceae	
215	12	Sycamore	Platanus	platanaceae	
216	9	Sycamore	Platanus	platanaceae	
217	8	Evergreen Pear	Pyrus	kawakamii	
218	8	Evergreen Pear	Pyrus	kawakamii	
219	9	Evergreen Pear	Pyrus	kawakamii	
220	9	Evergreen Pear	Pyrus	kawakamii	
221	8	Evergreen Pear	Pyrus	kawakamii	
222	9	Sycamore	Platanus	platanaceae	
223	12	Sycamore	Platanus	platanaceae	
224	10	Sycamore	Platanus	platanaceae	
225	10	Sycamore	Platanus	platanaceae	
226	9	Sycamore	Platanus	platanaceae	
227	10	Sycamore	Platanus	platanaceae	
228	9	Sycamore	Platanus	platanaceae	
229	10	Sycamore	Platanus	platanaceae	
230	7	Cherry	Prunus	x	
231	9	Cherry	Prunus	x	
232	5	Cherry	Prunus	x	
233	11	Sycamore	Platanus	platanaceae	
234	12	Sycamore	Platanus	platanaceae	
235	11	Sycamore	Platanus	platanaceae	
236	9	Sycamore	Platanus	platanaceae	
237	8	Sycamore	Platanus	platanaceae	
238	9	Sycamore	Platanus	platanaceae	
239	11	Sycamore	Platanus	platanaceae	
240	12	Sycamore	Platanus	platanaceae	
241	11	Sycamore	Platanus	platanaceae	
242	11	Sycamore	Platanus	platanaceae	
243	11	Sycamore	Platanus	platanaceae	
244	10	Sycamore	Platanus	platanaceae	
246	10	Sycamore	Platanus	platanaceae	
247	10	Sycamore	Platanus	platanaceae	
248	9	Sycamore	Platanus	platanaceae	

The inspection was done at ground level and no biological tests were performed.

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Tag	Dia	Common Name	genus	varitey	comment
249	9	Sycamore	Platanus	platanaceae	
251	14	Cedar	Cedrus	x	
252	11	Cedar	Cedrus	x	
253	12	Cedar	Cedrus	x	
254	11	Cedar	Cedrus	x	
255	12	Cedar	Cedrus	x	
256	15	Cedar	Cedrus	x	
257	13	Cedar	Cedrus	x	
259	12	Cedar	Cedrus	x	
260	10	Cedar	Cedrus	x	
261	11	Cedar	Cedrus	x	
262	11	Cedar	Cedrus	x	
263	10	Cedar	Cedrus	x	
266	10	Cedar	Cedrus	x	
267	10	Cedar	Cedrus	x	
268	12	Cedar	Cedrus	x	
270	12	Cedar	Cedrus	x	
271	11	Cedar	Cedrus	x	
272	10	Cedar	Cedrus	x	
273	10	Cedar	Cedrus	x	
274	6	Cherry	Prunus	x	
275	11	Cedar	Cedrus	x	
276	12	Cedar	Cedrus	x	
277	10	Cherry	Prunus	x	
278	9	Cedar	Cedrus	x	
279	10	Cedar	Cedrus	x	
280	11	Cedar	Cedrus	x	
281	14	Cedar	Cedrus	x	
282	10	Cedar	Cedrus	x	
283	11	Cedar	Cedrus	x	
284	11	Cedar	Cedrus	x	
285	10	Cedar	Cedrus	x	
816	7	Crape Myrtle	Lagerstroemia	x	
817	7	Crape Myrtle	Lagerstroemia	x	
818	14	Brazilian Pepper	Schinus	terebinthefolius	
819	12	Brazilian Pepper	Schinus	terebinthefolius	

The inspection was done at ground level and no biological tests were performed.

* Comments: AP= Aphids, BB= Bark Beetles, BC= Buried Root Collar, BF= Previous Branch Failure, CB= Crossed Branches, CD= Co-Dominant Stems, DE= Decay, GR= Girdling Root(s), HZ= Hazardous, IC= Inspect Cables, II= Insect Infestation, LN= Leaning, LT= Lions Tailed, MS=Multi-Stemed, NP= Neutral Plane Crack, PI= Poor Irrigation, RC= Root Collar, RM= Remove, SC= Stress Cracks, TC= Tightly-Crowded Branches, TP= Topped

Tag	Dia	Common Name	genus	varitey	comment
820	10	Brazilian Pepper	Schinus	terebinthefolius	
821	10	Brazilian Pepper	Schinus	terebinthefolius	
822	10	Brazilian Pepper	Schinus	terebinthefolius	
823	14	Brazilian Pepper	Schinus	terebinthefolius	
824	16	Brazilian Pepper	Schinus	terebinthefolius	
825	11	Brazilian Pepper	Schinus	terebinthefolius	
826	10	Japanese Berry	Elaeocarpus	x	
838	10	Japanese Berry	Elaeocarpus	x	
839	8	Japanese Berry	Elaeocarpus	x	
845	14	Fan Palm	Palmea	washingtonia	
846	14	Fan Palm	Palmea	washingtonia	
847	14	Fan Palm	Palmea	washingtonia	
848	4	Tristainia	Lophostemon	confertus	
849	4	Tristainia	Lophostemon	confertus	
850	13	Fan Palm	Palmea	washingtonia	
851	12	Fan Palm	Palmea	washingtonia	
852	12	Fan Palm	Palmea	washingtonia	
853	12	Fan Palm	Palmea	washingtonia	
854	4	Tristainia	Lophostemon	confertus	
855	4	Tristainia	Lophostemon	confertus	
856	13	Brazilian Pepper	Schinus	terebinthefolius	
857	13	Brazilian Pepper	Schinus	terebinthefolius	
858	10	Brazilian Pepper	Schinus	terebinthefolius	
859	15	Brazilian Pepper	Schinus	terebinthefolius	
860	12	Brazilian Pepper	Schinus	terebinthefolius	
861	12	Brazilian Pepper	Schinus	terebinthefolius	
862	10	Japanese Berry	Elaeocarpus	x	
869	9	Japanese Berry	Elaeocarpus	x	
874	7	Japanese Berry	Elaeocarpus	x	
875	7	Japanese Berry	Elaeocarpus	x	
878	12	Fan Palm	Palmea	washingtonia	
879	12	Fan Palm	Palmea	washingtonia	
880	11	Fan Palm	Palmea	washingtonia	
881	12	Fan Palm	Palmea	washingtonia	
882	5	Purple-Leaf Plum	Prunus	atropurpurea	
883	5	Purple-Leaf Plum	Prunus	atropurpurea	

The inspection was done at ground level and no biological tests were performed.

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Tag	Dia	Common Name	genus	varitey	comment
884	7	Purple-Leaf Plum	Prunus	atropurpurea	
885	12	Fan Palm	Palmea	washingtonia	
886	12	Fan Palm	Palmea	washingtonia	
887	17	Fan Palm	Palmea	washingtonia	
888	7	Purple-Leaf Plum	Prunus	atropurpurea	
889	12	Fan Palm	Palmea	washingtonia	
890	11	Fan Palm	Palmea	washingtonia	
891	12	Fan Palm	Palmea	washingtonia	
892	8	Evergreen Pear	Pyrus	kawakamii	
893	8	Evergreen Pear	Pyrus	kawakamii	
894	7	Evergreen Pear	Pyrus	kawakamii	
895	9	Evergreen Pear	Pyrus	kawakamii	
896	9	Evergreen Pear	Pyrus	kawakamii	
897	8	Evergreen Pear	Pyrus	kawakamii	
898	10	Evergreen Pear	Pyrus	kawakamii	
899	8	Evergreen Pear	Pyrus	kawakamii	
900	6	Evergreen Pear	Pyrus	kawakamii	
901	7	Evergreen Pear	Pyrus	kawakamii	
902	9	Evergreen Pear	Pyrus	kawakamii	
903	9	Evergreen Pear	Pyrus	kawakamii	
904	10	Evergreen Pear	Pyrus	kawakamii	
905	8	Evergreen Pear	Pyrus	kawakamii	
906	8	Evergreen Pear	Pyrus	kawakamii	
907	9	Evergreen Pear	Pyrus	kawakamii	
908	8	Evergreen Pear	Pyrus	kawakamii	
909	8	Evergreen Pear	Pyrus	kawakamii	
910	9	Evergreen Pear	Pyrus	kawakamii	
912	7	Evergreen Pear	Pyrus	kawakamii	
913	9	Evergreen Pear	Pyrus	kawakamii	
914	8	Cherry	Prunus	x	
915	8	Cherry	Prunus	x	
916	8	Cherry	Prunus	x	
917	6	Cherry	Prunus	x	
918	11	Cherry	Prunus	x	
919	8	Cherry	Prunus	x	
920	10	Cedar	Cedrus	x	

The inspection was done at ground level and no biological tests were performed.

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Tag	Dia	Common Name	genus	varitey	comment
921	18	Cedar	Cedrus	x	
922	10	Cedar	Cedrus	x	
923	15	Cedar	Cedrus	x	
924	12	Cedar	Cedrus	x	
925	11	Cedar	Cedrus	x	
926	14	Cedar	Cedrus	x	
927	10	Cedar	Cedrus	x	
929	12	Cedar	Cedrus	x	
930	14	Cedar	Cedrus	x	
931	10	Cedar	Cedrus	x	
932	13	Cedar	Cedrus	x	
933	10	Cedar	Cedrus	x	
934	10	Cedar	Cedrus	x	
935	10	Cedar	Cedrus	x	
936	8	Cedar	Cedrus	x	
937	11	Cedar	Cedrus	x	
938	8	Crabapple	Malus	x	
939	10	Crabapple	Malus	x	
940	8	Crabapple	Malus	x	
941	10	Crabapple	Malus	x	
942	12	Crabapple	Malus	x	
943	10	Crabapple	Malus	x	
944	9	Crabapple	Malus	x	
945	10	Crabapple	Malus	x	
946	8	Crabapple	Malus	x	
947	9	Crabapple	Malus	x	
948	10	Crabapple	Malus	x	
949	10	Crabapple	Malus	x	
954	10	Sycamore	Platanus	platanaceae	
955	11	Sycamore	Platanus	platanaceae	
956	12	Sycamore	Platanus	platanaceae	
957	11	Sycamore	Platanus	platanaceae	
958	12	Sycamore	Platanus	platanaceae	
959	6	Evergreen Pear	Pyrus	kawakamii	
960	9	Evergreen Pear	Pyrus	kawakamii	
961	8	Evergreen Pear	Pyrus	kawakamii	

The inspection was done at ground level and no biological tests were performed.

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Tag	Dia	Common Name	genus	varitey	comment
962	7	Evergreen Pear	Pyrus	kawakamii	
963	7	Evergreen Pear	Pyrus	kawakamii	
964	8	Evergreen Pear	Pyrus	kawakamii	
965	6	Evergreen Pear	Pyrus	kawakamii	
966	5	Evergreen Pear	Pyrus	kawakamii	

Total for Average Health: 183

Dead

911	8	Evergreen Pear	Pyrus	kawakamii	HZ

Total for Dead: 1

The inspection was done at ground level and no biological tests were performed.

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Fair Health

Tag	Dia	Common Name	genus	varitey	comment
245	7	Sycamore	Platanus	platanaceae	
250	7	Purple-Leaf Plum	Prunus	atropurpurea	
258	10	Pine	Pinus	x	LN
264	7	Purple-Leaf Plum	Prunus	atropurpurea	
265	5	Purple-Leaf Plum	Prunus	atropurpurea	LN
269	7	Purple-Leaf Plum	Prunus	atropurpurea	
286	3	Purple-Leaf Plum	Prunus	atropurpurea	
287	4	Purple-Leaf Plum	Prunus	atropurpurea	
288	3	Purple-Leaf Plum	Prunus	atropurpurea	
827	5	Alder	Alnus	x	
828	5	Alder	Alnus	x	
829	7	Alder	Alnus	x	
830	7	Alder	Alnus	x	
831	7	Alder	Alnus	x	
832	6	Alder	Alnus	x	
833	12	Alder	Alnus	x	
834	12	Alder	Alnus	x	
835	12	Alder	Alnus	x	
836	10	Alder	Alnus	x	
837	11	Alder	Alnus	x	
840	4	Alder	Alnus	x	
841	4	Alder	Alnus	x	
842	5	Alder	Alnus	x	
843	4	Alder	Alnus	x	
844	5	Alder	Alnus	x	
863	5	Alder	Alnus	x	
864	4	Alder	Alnus	x	
865	4	Alder	Alnus	x	
866	6	Alder	Alnus	x	
867	6	Alder	Alnus	x	
868	6	Alder	Alnus	x	
870	5	Alder	Alnus	x	
871	4	Alder	Alnus	x	
872	6	Alder	Alnus	x	

The inspection was done at ground level and no biological tests were performed.

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Tag	Dia	Common Name	genus	varitey	comment
873	6	Alder	Alnus	x	
876	7	Alder	Alnus	x	
877	6	Alder	Alnus	x	
928	6	Cedar	Cedrus	x	
950	4	Purple-Leaf Plum	Prunus	atropurpurea	
951	4	Purple-Leaf Plum	Prunus	atropurpurea	
952	4	Purple-Leaf Plum	Prunus	atropurpurea	
953	4	Purple-Leaf Plum	Prunus	atropurpurea	

Total for Fair Health: 42

The inspection was done at ground level and no biological tests were performed.

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Pacific Mall
Health by Species Report:

Printed Date: 11/19/2012 **Last modified:** 10/25/2012

Report Description:

Alder

Common_name	diameter	tag	health_desc	genus	varitey
Fair Health : Alder					
Alder	5	827	Fair Health	Alnus	x
Alder	5	828	Fair Health	Alnus	x
Alder	7	829	Fair Health	Alnus	x
Alder	7	830	Fair Health	Alnus	x
Alder	7	831	Fair Health	Alnus	x
Alder	6	832	Fair Health	Alnus	x
Alder	12	833	Fair Health	Alnus	x
Alder	12	834	Fair Health	Alnus	x
Alder	12	835	Fair Health	Alnus	x
Alder	10	836	Fair Health	Alnus	x
Alder	11	837	Fair Health	Alnus	x
Alder	4	840	Fair Health	Alnus	x
Alder	4	841	Fair Health	Alnus	x
Alder	5	842	Fair Health	Alnus	x
Alder	4	843	Fair Health	Alnus	x
Alder	5	844	Fair Health	Alnus	x
Alder	5	863	Fair Health	Alnus	x
Alder	4	864	Fair Health	Alnus	x
Alder	4	865	Fair Health	Alnus	x
Alder	6	866	Fair Health	Alnus	x
Alder	6	867	Fair Health	Alnus	x
Alder	6	868	Fair Health	Alnus	x
Alder	5	870	Fair Health	Alnus	x
Alder	4	871	Fair Health	Alnus	x
Alder	6	872	Fair Health	Alnus	x
Alder	6	873	Fair Health	Alnus	x
Alder	7	876	Fair Health	Alnus	x
Alder	6	877	Fair Health	Alnus	x

Total for Fair Health: 28

Total for Alder: 28

Brazilian Pepper

Common_name	diameter	tag	health_desc	genus	varitey

Average Health : Brazilian Pepper

Brazilian Pepper	14	818	Average Health	Schinus	terebinthefolius
Brazilian Pepper	12	819	Average Health	Schinus	terebinthefolius
Brazilian Pepper	10	820	Average Health	Schinus	terebinthefolius
Brazilian Pepper	10	821	Average Health	Schinus	terebinthefolius
Brazilian Pepper	10	822	Average Health	Schinus	terebinthefolius
Brazilian Pepper	14	823	Average Health	Schinus	terebinthefolius
Brazilian Pepper	16	824	Average Health	Schinus	terebinthefolius
Brazilian Pepper	11	825	Average Health	Schinus	terebinthefolius
Brazilian Pepper	13	856	Average Health	Schinus	terebinthefolius
Brazilian Pepper	13	857	Average Health	Schinus	terebinthefolius
Brazilian Pepper	10	858	Average Health	Schinus	terebinthefolius
Brazilian Pepper	15	859	Average Health	Schinus	terebinthefolius
Brazilian Pepper	12	860	Average Health	Schinus	terebinthefolius
Brazilian Pepper	12	861	Average Health	Schinus	terebinthefolius

Total for Average Health: 14

Total for Brazilian Pepper: 14

Cedar

Common_name	diameter	tag	health_desc	genus	varitey

Average Health : Cedar

Cedar	10	920	Average Health	Cedrus	x
Cedar	18	921	Average Health	Cedrus	x
Cedar	10	922	Average Health	Cedrus	x
Cedar	15	923	Average Health	Cedrus	x
Cedar	12	924	Average Health	Cedrus	x
Cedar	11	925	Average Health	Cedrus	x
Cedar	14	926	Average Health	Cedrus	x
Cedar	10	927	Average Health	Cedrus	x
Cedar	12	929	Average Health	Cedrus	x
Cedar	14	930	Average Health	Cedrus	x
Cedar	10	931	Average Health	Cedrus	x
Cedar	13	932	Average Health	Cedrus	x
Cedar	10	933	Average Health	Cedrus	x

Cedar	10	934	Average Health	Cedrus	x
Cedar	10	935	Average Health	Cedrus	x
Cedar	8	936	Average Health	Cedrus	x
Cedar	11	937	Average Health	Cedrus	x
Cedar	14	251	Average Health	Cedrus	x
Cedar	11	252	Average Health	Cedrus	x
Cedar	12	253	Average Health	Cedrus	x
Cedar	11	254	Average Health	Cedrus	x
Cedar	12	255	Average Health	Cedrus	x
Cedar	15	256	Average Health	Cedrus	x
Cedar	13	257	Average Health	Cedrus	x
Cedar	11	261	Average Health	Cedrus	x
Cedar	12	259	Average Health	Cedrus	x
Cedar	10	260	Average Health	Cedrus	x
Cedar	11	262	Average Health	Cedrus	x
Cedar	10	263	Average Health	Cedrus	x
Cedar	10	266	Average Health	Cedrus	x
Cedar	10	267	Average Health	Cedrus	x
Cedar	12	268	Average Health	Cedrus	x
Cedar	12	270	Average Health	Cedrus	x
Cedar	11	271	Average Health	Cedrus	x
Cedar	10	273	Average Health	Cedrus	x
Cedar	11	275	Average Health	Cedrus	x
Cedar	12	276	Average Health	Cedrus	x
Cedar	9	278	Average Health	Cedrus	x
Cedar	10	279	Average Health	Cedrus	x
Cedar	11	280	Average Health	Cedrus	x
Cedar	14	281	Average Health	Cedrus	x
Cedar	10	282	Average Health	Cedrus	x
Cedar	11	283	Average Health	Cedrus	x
Cedar	11	284	Average Health	Cedrus	x
Cedar	10	285	Average Health	Cedrus	x
Cedar	10	272	Average Health	Cedrus	x

Total for Average Health: 46

Fair Health : Cedar

Cedar	6	928	Fair Health	Cedrus	x

Total for Fair Health: 1

Total for Cedar: 47

Cherry

Common_name	diameter	tag	health_desc	genus	varitey

Average Health : Cherry

Cherry	8	914	Average Health	Prunus	x
Cherry	8	915	Average Health	Prunus	x
Cherry	8	916	Average Health	Prunus	x
Cherry	6	917	Average Health	Prunus	x
Cherry	11	918	Average Health	Prunus	x
Cherry	8	919	Average Health	Prunus	x
Cherry	7	230	Average Health	Prunus	x
Cherry	9	231	Average Health	Prunus	x
Cherry	5	232	Average Health	Prunus	x
Cherry	6	274	Average Health	Prunus	x
Cherry	10	277	Average Health	Prunus	x

Total for Average Health: 11

Total for Cherry: 11

Crabapple

Common_name	diameter	tag	health_desc	genus	varitey

Average Health : Crabapple

Crabapple	8	938	Average Health	Malus	x
Crabapple	10	939	Average Health	Malus	x
Crabapple	8	940	Average Health	Malus	x
Crabapple	10	941	Average Health	Malus	x
Crabapple	12	942	Average Health	Malus	x
Crabapple	10	943	Average Health	Malus	x
Crabapple	9	944	Average Health	Malus	x
Crabapple	10	945	Average Health	Malus	x
Crabapple	8	946	Average Health	Malus	x
Crabapple	9	947	Average Health	Malus	x
Crabapple	10	948	Average Health	Malus	x
Crabapple	10	949	Average Health	Malus	x

Total for Average Health: 12

Total for Crabapple: 12

Crape Myrtle

Common_name	diameter	tag	health_desc	genus	varitey

Average Health : Crape Myrtle

Crape Myrtle	7	816	Average Health	Lagerstroemia	x
Crape Myrtle	7	817	Average Health	Lagerstroemia	x

Total for Average Health: 2

Total for Crape Myrtle: 2

Evergreen Pear

Common_name	diameter	tag	health_desc	genus	varitey

Average Health : Evergreen Pear

Evergreen Pear	8	892	Average Health	Pyrus	kawakamii
Evergreen Pear	8	893	Average Health	Pyrus	kawakamii
Evergreen Pear	7	894	Average Health	Pyrus	kawakamii
Evergreen Pear	9	895	Average Health	Pyrus	kawakamii
Evergreen Pear	9	896	Average Health	Pyrus	kawakamii
Evergreen Pear	8	897	Average Health	Pyrus	kawakamii
Evergreen Pear	10	898	Average Health	Pyrus	kawakamii
Evergreen Pear	8	899	Average Health	Pyrus	kawakamii
Evergreen Pear	6	900	Average Health	Pyrus	kawakamii
Evergreen Pear	7	901	Average Health	Pyrus	kawakamii
Evergreen Pear	9	902	Average Health	Pyrus	kawakamii
Evergreen Pear	9	903	Average Health	Pyrus	kawakamii
Evergreen Pear	10	904	Average Health	Pyrus	kawakamii
Evergreen Pear	8	905	Average Health	Pyrus	kawakamii
Evergreen Pear	8	906	Average Health	Pyrus	kawakamii
Evergreen Pear	9	907	Average Health	Pyrus	kawakamii
Evergreen Pear	8	908	Average Health	Pyrus	kawakamii
Evergreen Pear	8	909	Average Health	Pyrus	kawakamii
Evergreen Pear	9	910	Average Health	Pyrus	kawakamii
Evergreen Pear	7	912	Average Health	Pyrus	kawakamii
Evergreen Pear	9	913	Average Health	Pyrus	kawakamii
Evergreen Pear	6	959	Average Health	Pyrus	kawakamii
Evergreen Pear	9	960	Average Health	Pyrus	kawakamii
Evergreen Pear	8	961	Average Health	Pyrus	kawakamii
Evergreen Pear	7	962	Average Health	Pyrus	kawakamii

Evergreen Pear	7	963	Average Health	Pyrus	kawakamii
Evergreen Pear	8	964	Average Health	Pyrus	kawakamii
Evergreen Pear	6	965	Average Health	Pyrus	kawakamii
Evergreen Pear	5	966	Average Health	Pyrus	kawakamii
Evergreen Pear	8	217	Average Health	Pyrus	kawakamii
Evergreen Pear	8	218	Average Health	Pyrus	kawakamii
Evergreen Pear	9	219	Average Health	Pyrus	kawakamii
Evergreen Pear	9	220	Average Health	Pyrus	kawakamii
Evergreen Pear	8	221	Average Health	Pyrus	kawakamii

Total for Average Health: 34

Dead : Evergreen Pear

Evergreen Pear	8	911	Dead	Pyrus	kawakamii

Total for Dead: 1

Total for Evergreen Pear: 35

Fan Palm

Common_name	diameter	tag	health_desc	genus	varitey

Average Health : Fan Palm

Fan Palm	14	845	Average Health	Palmea	washingtonia
Fan Palm	14	846	Average Health	Palmea	washingtonia
Fan Palm	14	847	Average Health	Palmea	washingtonia
Fan Palm	13	850	Average Health	Palmea	washingtonia
Fan Palm	12	851	Average Health	Palmea	washingtonia
Fan Palm	12	852	Average Health	Palmea	washingtonia
Fan Palm	12	853	Average Health	Palmea	washingtonia
Fan Palm	12	878	Average Health	Palmea	washingtonia
Fan Palm	12	879	Average Health	Palmea	washingtonia
Fan Palm	11	880	Average Health	Palmea	washingtonia
Fan Palm	12	881	Average Health	Palmea	washingtonia
Fan Palm	12	885	Average Health	Palmea	washingtonia
Fan Palm	12	886	Average Health	Palmea	washingtonia
Fan Palm	17	887	Average Health	Palmea	washingtonia
Fan Palm	12	889	Average Health	Palmea	washingtonia
Fan Palm	11	890	Average Health	Palmea	washingtonia
Fan Palm	12	891	Average Health	Palmea	washingtonia

Total for Average Health: 17

Total for Fan Palm: 17

Japanese Berry

Common_name	diameter	tag	health_desc	genus	varitey

Average Health : Japanese Berry

Japanese Berry	10	826	Average Health	Elaeocarpus	x
Japanese Berry	10	838	Average Health	Elaeocarpus	x
Japanese Berry	8	839	Average Health	Elaeocarpus	x
Japanese Berry	10	862	Average Health	Elaeocarpus	x
Japanese Berry	9	869	Average Health	Elaeocarpus	x
Japanese Berry	7	874	Average Health	Elaeocarpus	x
Japanese Berry	7	875	Average Health	Elaeocarpus	x

Total for Average Health: 7

Total for Japanese Berry: 7

Pine

Common_name	diameter	tag	health_desc	genus	varitey

Fair Health : Pine

Pine	10	258	Fair Health	Pinus	x

Total for Fair Health: 1

Total for Pine: 1

Purple-Leaf Plum

Common_name	diameter	tag	health_desc	genus	varitey

Average Health : Purple-Leaf Plum

Purple-Leaf Plum	5	882	Average Health	Prunus	atropurpurea
Purple-Leaf Plum	5	883	Average Health	Prunus	atropurpurea
Purple-Leaf Plum	7	884	Average Health	Prunus	atropurpurea
Purple-Leaf Plum	7	888	Average Health	Prunus	atropurpurea

Total for Average Health: 4

Fair Health : Purple-Leaf Plum

Purple-Leaf Plum	4	950	Fair Health	Prunus	atropurpurea

Purple-Leaf Plum	4	951	Fair Health	Prunus	atropurpurea
Purple-Leaf Plum	4	952	Fair Health	Prunus	atropurpurea
Purple-Leaf Plum	4	953	Fair Health	Prunus	atropurpurea
Purple-Leaf Plum	7	250	Fair Health	Prunus	atropurpurea
Purple-Leaf Plum	7	264	Fair Health	Prunus	atropurpurea
Purple-Leaf Plum	5	265	Fair Health	Prunus	atropurpurea
Purple-Leaf Plum	7	269	Fair Health	Prunus	atropurpurea
Purple-Leaf Plum	3	286	Fair Health	Prunus	atropurpurea
Purple-Leaf Plum	4	287	Fair Health	Prunus	atropurpurea
Purple-Leaf Plum	3	288	Fair Health	Prunus	atropurpurea

Total for Fair Health: 11

Total for Purple-Leaf Plum: 15

Sycamore

Common_name	diameter	tag	health_desc	genus	varitey

Average Health : Sycamore

Sycamore	10	954	Average Health	Platanus	platanaceae
Sycamore	11	955	Average Health	Platanus	platanaceae
Sycamore	12	956	Average Health	Platanus	platanaceae
Sycamore	11	957	Average Health	Platanus	platanaceae
Sycamore	12	958	Average Health	Platanus	platanaceae
Sycamore	11	214	Average Health	Platanus	platanaceae
Sycamore	12	215	Average Health	Platanus	platanaceae
Sycamore	9	216	Average Health	Platanus	platanaceae
Sycamore	9	222	Average Health	Platanus	platanaceae
Sycamore	12	223	Average Health	Platanus	platanaceae
Sycamore	10	224	Average Health	Platanus	platanaceae
Sycamore	10	225	Average Health	Platanus	platanaceae
Sycamore	9	226	Average Health	Platanus	platanaceae
Sycamore	10	227	Average Health	Platanus	platanaceae
Sycamore	9	228	Average Health	Platanus	platanaceae
Sycamore	10	229	Average Health	Platanus	platanaceae
Sycamore	11	233	Average Health	Platanus	platanaceae
Sycamore	12	234	Average Health	Platanus	platanaceae
Sycamore	11	235	Average Health	Platanus	platanaceae
Sycamore	9	236	Average Health	Platanus	platanaceae
Sycamore	8	237	Average Health	Platanus	platanaceae
Sycamore	9	238	Average Health	Platanus	platanaceae
Sycamore	11	239	Average Health	Platanus	platanaceae
Sycamore	12	240	Average Health	Platanus	platanaceae

Sycamore	11	241	Average Health	Platanus	platanaceae
Sycamore	11	242	Average Health	Platanus	platanaceae
Sycamore	11	243	Average Health	Platanus	platanaceae
Sycamore	10	244	Average Health	Platanus	platanaceae
Sycamore	10	246	Average Health	Platanus	platanaceae
Sycamore	10	247	Average Health	Platanus	platanaceae
Sycamore	9	248	Average Health	Platanus	platanaceae
Sycamore	9	249	Average Health	Platanus	platanaceae

Total for Average Health: 32

Fair Health : Sycamore

Sycamore	7	245	Fair Health	Platanus	platanaceae

Total for Fair Health: 1

Total for Sycamore: 33

Tristainia

Common_name	diameter	tag	health_desc	genus	varitey

Average Health : Tristainia

Tristainia	4	848	Average Health	Lophostemon	confertus
Tristainia	4	849	Average Health	Lophostemon	confertus
Tristainia	4	854	Average Health	Lophostemon	confertus
Tristainia	4	855	Average Health	Lophostemon	confertus

Total for Average Health: 4

Total for Tristainia: 4

	Moderate Suitability	Poor Suitability	Total
Alder	0	28	28
Brazilian Pepper	14	0	14
Cedar	47	0	47
Cherry	11	0	11
Crabapple	12	0	12
Crape Myrtle	2	0	2
Evergreen Pear	34	1	35
Fan Palm	17	0	17
Japanese Berry	7	0	7
Pine	0	1	1
Purple-Leaf Plum	4	11	15
Sycamore	32	1	33
Tristainia	4	0	4
Total	***184***	***42***	***226***

11/19/2012

	Average Health	Dead	Fair Health	Total
Alder	0	0	28	28
Brazilian Pepper	14	0	0	14
Cedar	46	0	1	47
Cherry	11	0	0	11
Crabapple	12	0	0	12
Crape Myrtle	2	0	0	2
Evergreen Pear	34	1	0	35
Fan Palm	17	0	0	17
Japanese Berry	7	0	0	7
Pine	0	0	1	1
Purple-Leaf Plum	4	0	11	15
Sycamore	32	0	1	33
Tristainia	4	0	0	4
Total	***183***	***1***	***42***	***226***

11/19/2012

DSC00706

DSC00707

DSC00708

DSC00709

DSC00710

DSC00711

DSC00712

DSC00713

DSC00714

DSC00715

DSC00716

DSC00717

DSC00718

DSC00719

DSC00720

DSC00721

DSC00722

DSC00723

DSC00724

DSC00725

DSC00726

DSC00846

DSC00847

DSC00848

DSC00849

DSC00850

DSC00851

DSC00852

© 2012 Google
Google earth
Imagery Date: 10/31/2011
2000
37°25'39.20" N 121°55'20.84" W elev 18 ft
Eye alt 1083 ft

© 2012 Google
Google earth
Imagery Date: 10/31/2011
37°25'40.48" N 121°55'19.58" W elev 18 ft
Eye alt 1636 ft

Appendix E – Geotechnical Report

December 2, 2011
Job No. X169AA

PRELIMINARY GEOTECHNICAL ENGINEERING INVESTIGATION McCARTHY RANCH MILPITAS, CALIFORNIA

Prepared For:
The Torgan Group
Madison Centre
4950 Yonge Street, Suite 1000
Toronto, Ontario M2N 6K1
Canada

Jensen – Van Lienden Associates, Inc.
GEOTECHNICAL ENGINEERING CONSULTANTS

Jensen – Van Lienden Associates, Inc.
GEOTECHNICAL ENGINEERING CONSULTANTS

November 30, 2011
Job No. X169AA

Curtis N. Jensen
Geoffrey Van Lienden

The Torgan Group
Madison Centre
4950 Yonge Street, Suite 1000
Toronto, Ontario M2N 6K1
Canada

Attention: Sam Cohen

Re: Preliminary Geotechnical Engineering Investigation
McCarthy Ranch Shopping Center
Milpitas, California

This report presents results of our investigation of soil conditions underlying the McCarthy Ranch shopping center on Ranch Drive in Milpitas, California. The site location is illustrated on Figure 1.

We understand that you are considering purchasing the shopping center and are tentatively planning a project that would be comprised of both rebuilding some or all of the existing structures on the site, constructing a hotel and adding a parking garage.

The purpose of our investigation was to generate data regarding the stratigraphy and engineering properties of the soils comprising the site soil profile to the extent that we could advise you regarding the influence the soil conditions could have on the proposed project and potential geotechnical issues that could be design considerations for the project. To this end, the investigation scope included the following elements.

1. Physical examination of the site.

2. Subsurface exploration

3. Analyses

4. Consultation

5. Preparation of this report

INVESTIGATION METHOD

After examining the site, on November 22, 2011, we retained Lankelma Inc. to conduct six cone penetration tests (CPTs) at different locations throughout the site. The approximate positions of the CPTs are plotted on Figure 1.

1840C Alameda Avenue • Berkeley, California 94703 • Phone (510) 658-9111 • FAX (510) 658-8918

The term cone penetration test refers to a sounding made with an instrumented steel cone that is hydraulically pushed into the site subsoils, using the weight of the truck on which the cone is mounted as a reaction. Instruments at and near the cone tip measured the stress required to advance the cone, friction on a sleeve behind the tip and other data.

A standard 60-degree, 10 square centimeter cone was employed in all six tests. The testing generally followed the ASTM D5778 Standard Test Method procedure.

The recovered data was converted into engineering units and plotted. The plots are reproduced on Figure 2 through 7. It is noted that there are two sets of plots for each CPT.

The cone instruments include a transducer that recorded the excess pore water pressure as the cone penetrated into the explored soils. We stopped the cone movement temporarily once at each test location in order to allow the excess pressure to dissipate, enabling a measurement of the static ground water head. The data from these dissipation tests are plotted on Figures 8 through 13.

Using correlations published in the engineering literature, we interpreted the recorded data to define the stratigraphy and engineering properties of the soils making up the site soil profile. The stratigraphy and properties were input into our analyses, the results of which are described below in the Conclusions and Recommendations section. Our internal interpretations are generally to those shown on the Figures.

SITE DESCRIPTION AND GEOTECHNICAL CONDITIONS

1. Site Description

The McCarthy Ranch shopping center is located between Ranch Drive and McCarthy Boulevard and near the intersection of Interstate Highway 880 and State Highway 237 in Milpitas, California. It consists of several retail buildings configured in two arrays separated by a large asphalt concrete parking lot.

Grades throughout the shopping center are nearly level, although there are minor elevation changes of about 2 feet throughout the entire site, probably to promote drainage. Building areas are judged to be slightly higher than the surrounding parking lot. The fire/truck access lane along the site westerly side, parallel to McCarthy Boulevard is also slightly higher than the customer parking lot.

2. Geotechnical Conditions

All six cone penetration tests showed a generally similar soil profile, although the depths to the interfaces between individual layers varied.

The near surface soils to depths on the order of 2 to 3 feet are mixed sands and clays, possibly fill(s) These soils overlie interbedded soft to stiff clays, silty clays

and clayey silts, extending to depths ranging from about 20 feet in CPT 4 to as much as about 48 feet in CPT 6.

The clays/ silts are underlain by a layer of medium dense silty sand and then, in turn, by a very dense layer of sand and gravel. The top of the dense sand and gravel ranged in depth from approximately 28 feet to 48 feet. The silty sand layer was not observed in CPT 6.

The dense layer rests on another layer of stiff silty clay and clayey silt. The CPTs did not penetrate through the bottom of this layer.

A more detailed description of the soils comprising the explored profile is included with the plots on Figures 2 through 7.

The November 22, 2011 dissipation tests showed the ground water surface depth varied over a relatively narrow range between 9.2 and 9.7 feet, except CPT 1, where the surface of the groundwater was measured at a depth of 14.1 feet

PROJECT DESCRIPTION

Our understanding of preliminary planning is as follows.

The row of buildings bordering the site westerly side, nearest to McCarthy Boulevard, would be extensively remodeled or replaced entirely with new structures presenting a different architectural model. A hotel is planned for the extreme south end of the site, near the south intersection of Ranch Drive and McCarthy Boulevard. We anticipate the hotel would be a multi story structure.

A parking structure would be constructed in the existing parking lot, generally in the area encompassed by our CPTs 1 through 3 and would extend westerly into the existing building envelopes. We understand that the structure would have one level below grade.

CONCLUSIONS AND DISCUSSION

1. General Findings

Judging from of our six cone penetration tests and our analyses of the test data, it is our opinion that the site foundation soils have engineering properties typical to the San Francisco Bay Area. We conclude that they should not present unusual difficulties for new foundation design and construction, or for the foundations that support the existing buildings.

Accordingly, we suggest that considerations regarding the site soil or foundation conditions do not need to be significant factor in the decision to purchase the McCarthy Ranch property insofar as common types of foundations should be adequate to support new buildings.

Tentative conclusions about foundations and other geotechnical issues are discussed in the remainder of this section.

2. Foundations

We believe that type of foundations supporting new (or extensively remodeled) buildings and structures will depend upon the size of the structural foundation loads.

The near surface soils are probably have adequate load carrying capacity to allow low-rise buildings to be founded on shallow foundations (i.e. footings bearing at shallow depth). However, the presence of softer and possibly compressible silt and clay layers within the overall soil profile will, we believe, limit the size of the foundation loads that can be transmitted to shallow bearing soils. These soils may compress significantly under large loads, leading to unacceptable foundation settlements.

We currently believe that buildings imposing large structural loads can be supported on mat (structural raft) foundations. A mat should also be acceptable for the garage structure, because the garage weight should be largely compensated for by the weight of the soil excavated within the garage footprint. Depending upon the garage size and column spacing, footings may also be satisfactory for the garage.

Deep foundations bearing in the sand and gravel layer would also be suitable for supporting large structural loads, as for example, might be imposed by the proposed hotel, particularly if the hotel is more than a few stories in height.

Driven piles would be an example of an appropriate deep foundation. Prestressed concrete piles are common in the San Francisco Bay area; we estimate that prestressed concrete piles would be capable of carrying the pile allowable structural capacity loads if driven into the dense sand and gravel layer (thus, the geotechnical capacity may not control the pile design).

3. Liquefaction

The term liquefaction describes the phenomena wherein an external disturbing agent transforms an initially stable soil into a medium resembling a viscous fluid. In the San Francisco Bay Area the disturbing agent would be strong ground vibrations (traveling shear waves) transmitted into the site by an earthquake generated on one of the nearby faults. Liquefaction is a transient phenonmena; the disturbed soil would return to a stable state after a period of time.

Generally speaking, only saturated sands and cohesionless silts having a loose (i.e. low density) consistency located below the ground water surface are susceptible to

liquefaction. Clays, cohesive silts, dense saturated sands and gravels and all unsaturated soils are not liquefiable for all practical purposes.

We analyzed the liquefiability of the silty sand and sand and gravel layers underlying the site for each of the six profiles delineated by the cone penetration tests. These analyses indicate that only the silty sand layer(s) could liquefy; the sand and gravel layer is essentially too dense to liquefy. Ground motion data for a 10% in 50-year exceedence level published by the USGS was input into these analyses.

Notwithstanding the finding of potential liquefaction of one of the site soil layers, in our opinion there would be negligible hazard for the site and that liquefaction is not an important engineering consideration. This opinion is based on the substantial depth to top of the potentially liquefiable sandy soil and the fact the overlying soils are primarily clays that are not subject to liquefaction. Liquefaction related hazards such as shallow foundation failure and lateral spreading that have been expressed at other locations in the Bay Area during earthquakes (or elsewhere in the world) should not occur at McCarthy Ranch; the former because the intervening clays would protect the foundations from bearing capacity failure, and the latter because of the thickness of the clay layers and lack of topographic relief in the area surrounding the site.

Liquefaction would cause the liquefied layer to consolidate slightly, leading to settlements that would be expressed at the ground surface. We computed ground settlements ranging from about 1 inch to about 3 ½ inches. These estimates are believed to be conservative upper bound estimates and, therefore, probably larger than would actually be realized because geologic aging effects, which we ignored in the analyses, are known to reduce sand liquefiability (the site soils are relatively geologically old). Moreover, the overlying clay layers would damp the differences in total consolidation occurring in the underlying sands, reducing and mitigating differential settlement effects. If liquefaction were to happen during an earthquake, it is probable that the settlement effects would not be observable at the ground surface and in the buildings.

4. Ground Water

As noted, the measured ground water surface depth ranged from 9.3 feet to 9.7 feet in CPTs 2 through 6 and at 14.1 feet in CPT 1 These depths correspond to approximate elevations between 0.1 feet (in CPT 1) and 6.7 feet (in CPT 5).

These parking garage design will require measures to account for the fact that the garage excavation would extend to a level below the groundwater surface. The water can be prevented from migrating into the garage by installing subsurface drains and collector systems from which the water can be pumped or discharged by gravity to project storm drains. Alternatively, the garage structure could be thoroughly waterproofed and designed to resist uplift pressures, for which drains

would not be necessary (although drainage would probably still be warranted during construction). Retaining walls along the garage sides would have to be designed to resist both soil and hydrostatic pressures in the latter case.

5. Further Investigation

We recommend a more detailed investigation of the site soil conditions be conducted as part of the design of the new project structures. At a minimum, the investigation should be comprised of soil borings, sampling and laboratory testing and analyses. It probably should include further insitu testing involving seismic cone penetrometer tests and dilatometer soundings.

LIMITATIONS

The conclusions and opinions in this report are based on a visual examination of the property and on the subsurface exploration described in this report. While, in our opinion, this investigation adequately discloses the soil conditions across the site for the intended purpose described above, the possibility exists that there are anomalies or changes in the soil conditions that were not discovered by this investigation.

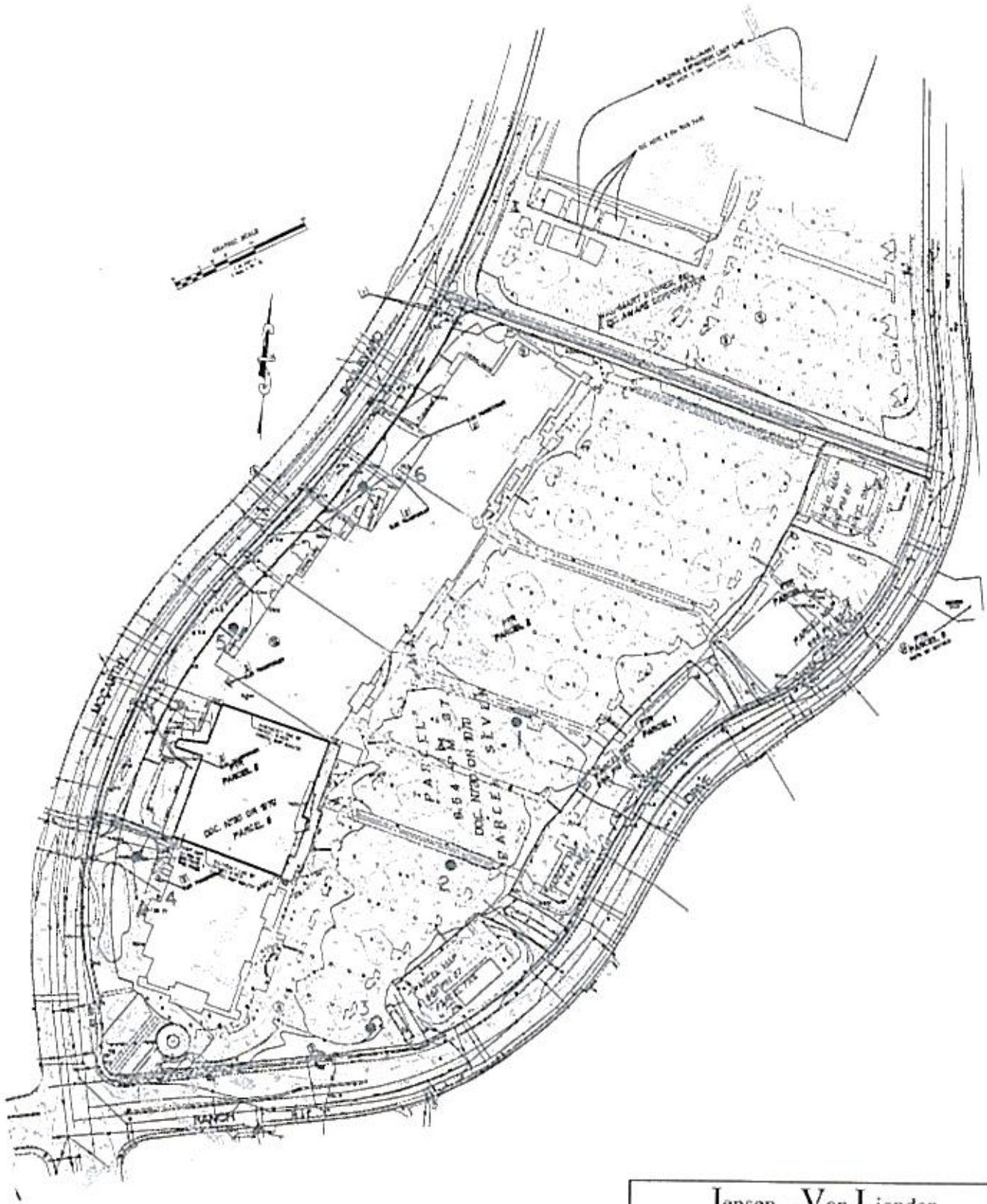
The amount of information derived from the investigation is not sufficient for project design and should be supplemented with additional investigation if the project proceeds to the design phase.

This report was prepared to provide engineering opinions and recommendations only. It should not be construed to be any type of guarantee or insurance

Very truly yours,

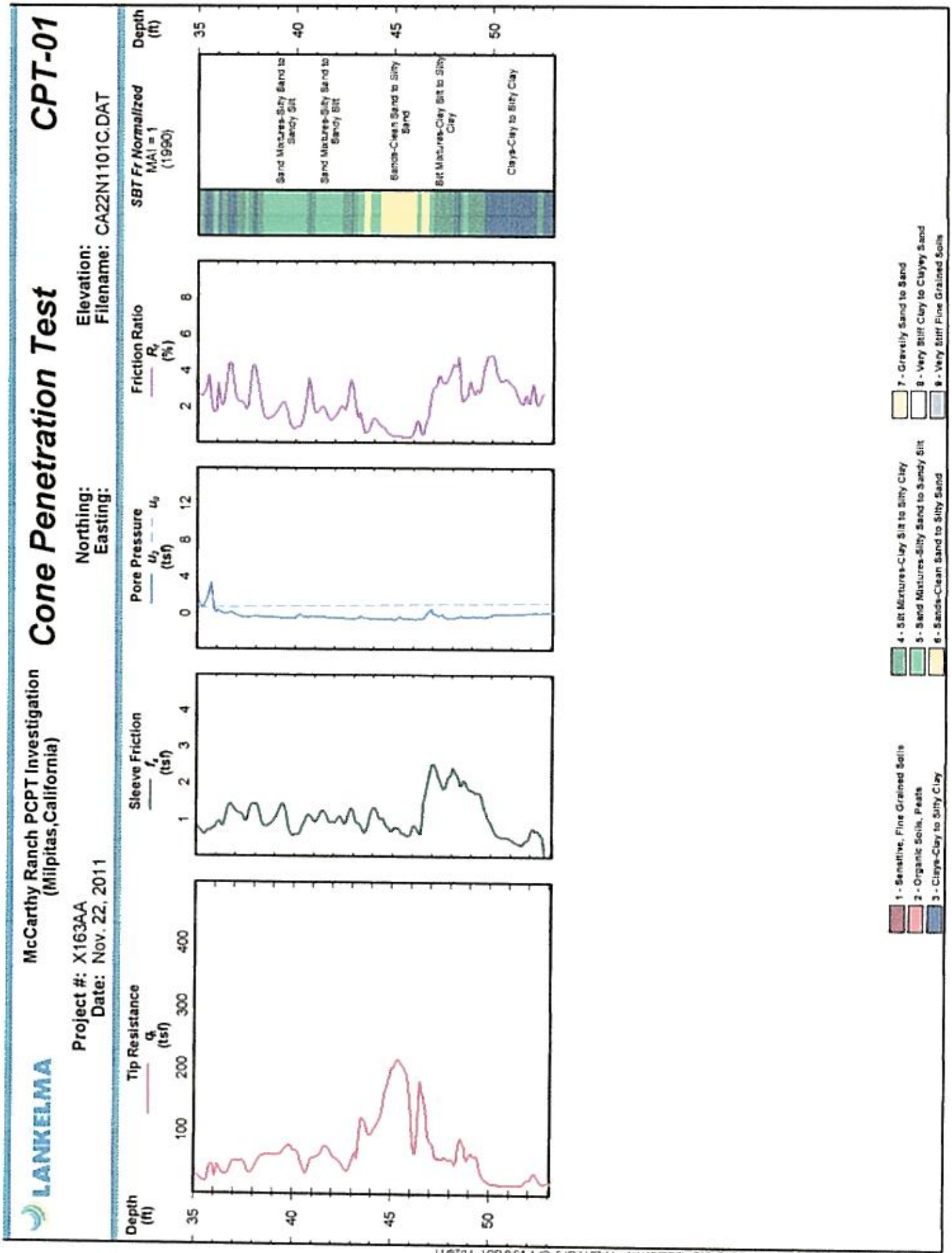
JENSEN-VAN LIENDEN ASSOCIATES, INC.

Curtis N. Jensen
G.E. # 438



● Approximate Location of Cone Penetration Tests (Typ.)

Jensen – Van Lienden Associates, Inc.		
CPT Location Plan McCarthy Ranch Milpitas, California		
Date 12/11	**Figure** 1	**Job No.** X169AA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(Milpitas,California)
Cone Penetration Test
CPT-01
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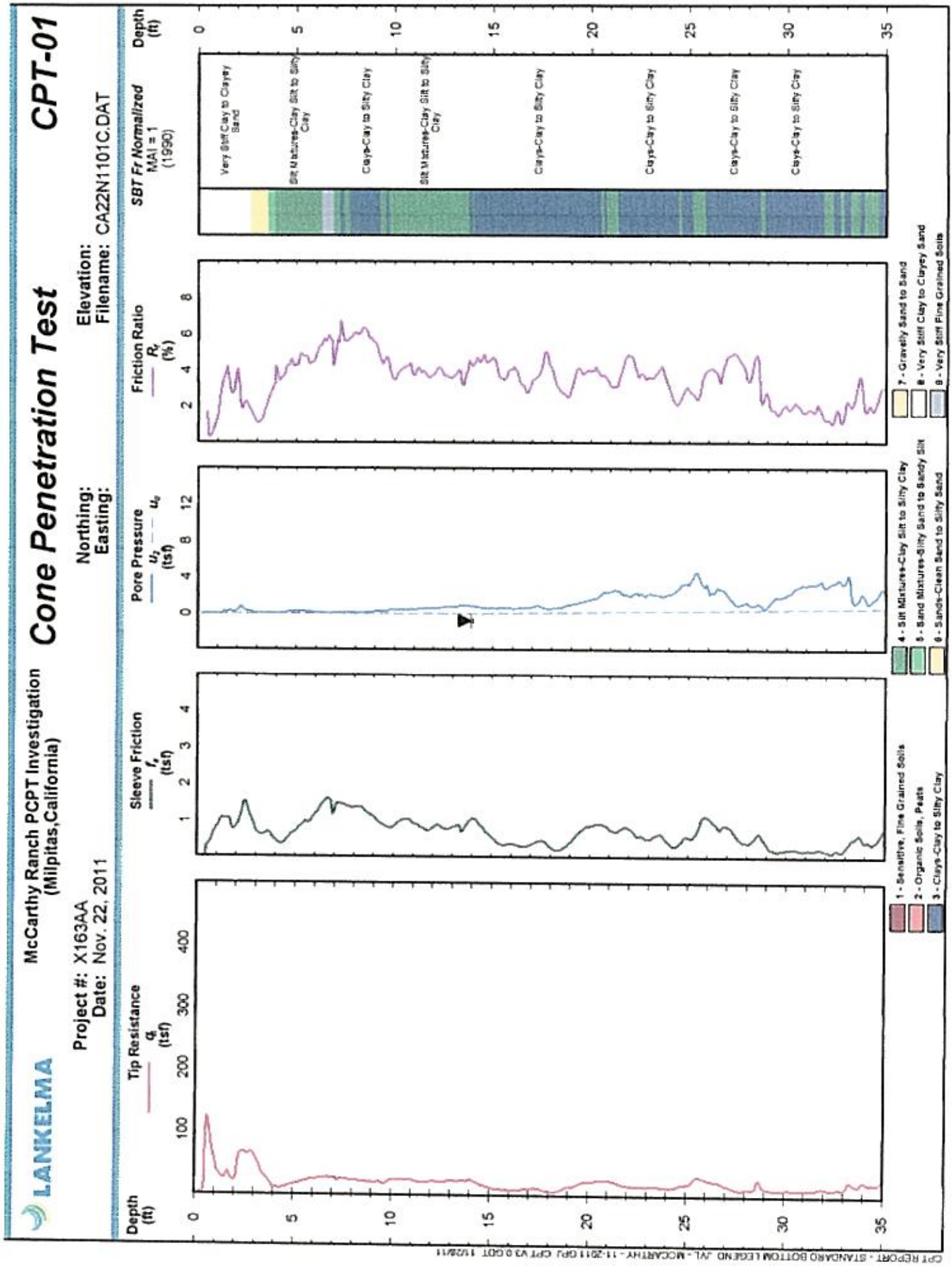
Easting:
Elevation:
Filename: CA22N1101C.DAT
Depth (ft)
Tip Resistance
q_t (tsf)
Sleeve Friction
f_s (tsf)
Pore Pressure
u_2 u_0 (tsf)
Friction Ratio
R_f (%)
SBT Fr Normalized
MAI = 1
(1990)
Sand Mixtures-Silty Sand to Sandy Silt
Sand Mixtures-Silty Sand to Sandy Silt
Sands-Clean Sand to Silty Sand
Silt Mixtures-Clay Silt to Silty Clay
Clays-Clay to Silty Clay
1 - Sensitive, Fine Grained Soils
2 - Organic Soils, Peats
3 - Clays-Clay to Silty Clay
4 - Silt Mixtures-Clay Silt to Silty Clay
5 - Sand Mixtures-Silty Sand to Sandy Silt
6 - Sands-Clean Sand to Silty Sand
7 - Gravelly Sand to Sand
8 - Very Stiff Clay to Clayey Sand
9 - Very Stiff Fine Grained Soils
CPT REPORT - STANDARD BOTTOM LEGEND JVL - MCCARTHY - 11.2011.GPJ CPT V3.9.GDT 11/29/11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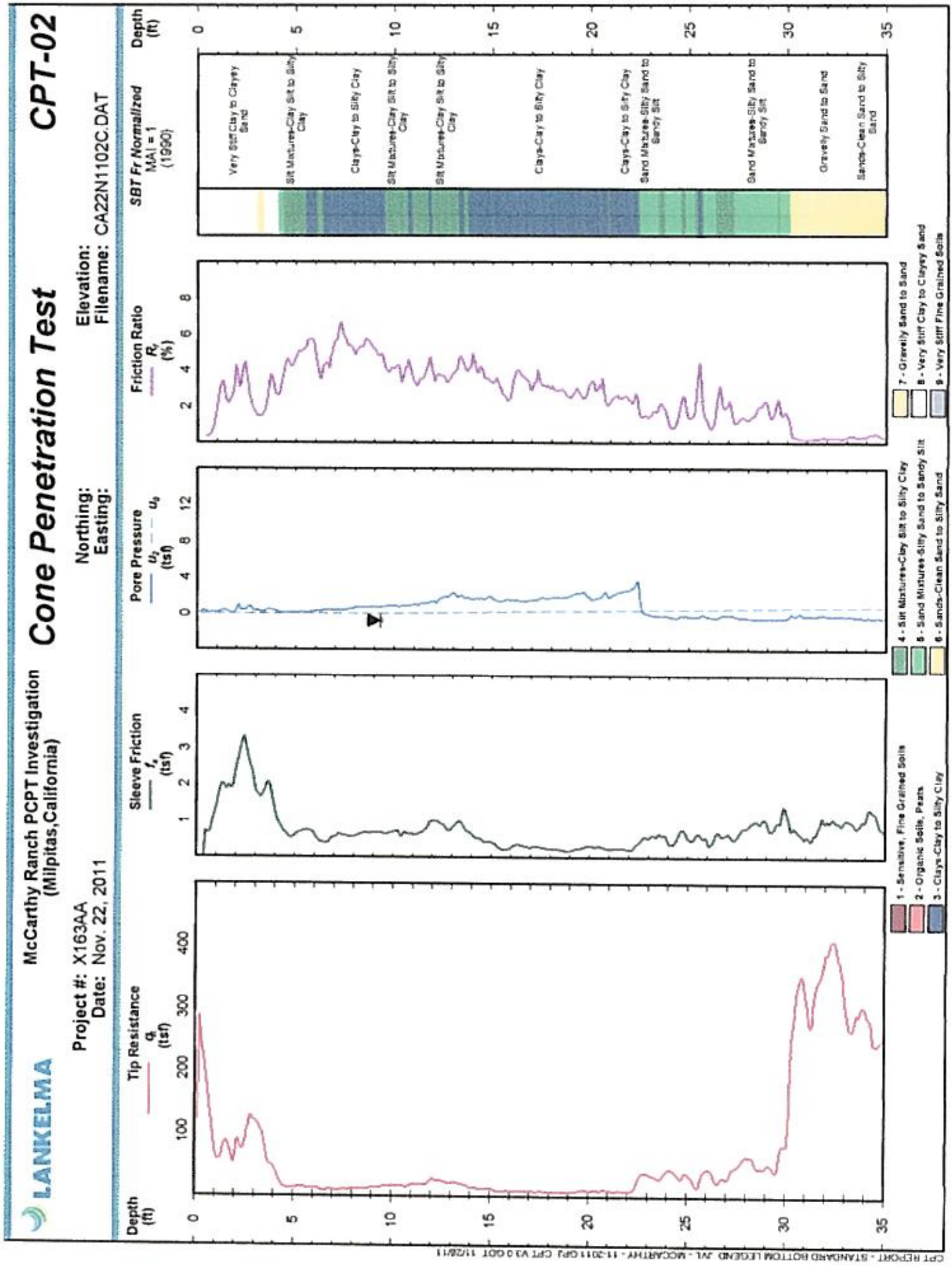
Tip Resistance q_t (tsf)
Sleeve Friction f_s (tsf)
Pore Pressure u_2 u_0 (tsf)
Friction Ratio R_f (%)
SBT Fr Normalized MAI = 1 (1990)
Very Stiff Clay to Clayey Sand
Silt Mixtures-Clay Silt to Silty Clay
Clays-Clay to Silty Clay
1 - Sensitive, Fine Grained Soils
2 - Organic Soils, Peats
3 - Clays-Clay to Silty Clay
4 - Silt Mixtures-Clay Silt to Silty Clay
5 - Sand Mixtures-Silty Sand to Sandy Silt
6 - Sands-Clean Sand to Silty Sand
7 - Gravelly Sand to Sand
8 - Very Stiff Clay to Clayey Sand
9 - Very Stiff Fine Grained Soils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Depth (ft)
Tip Resistance
q_c (tsf)
Sleeve Friction
f_s (tsf)
Pore Pressure
u_2 u_0 (tsf)
Friction Ratio
R_f (%)
SBT Fr Normalized
MAI = 1
(1990)
Very Stiff Clay to Clayey Sand
Silt Mixtures-Clay Silt to Silty Clay
Clays-Clay to Silty Clay
Sand Mixtures-Silty Sand to Sandy Silt
Gravelly Sand to Sand
Sands-Clean Sand to Silty Sand
1 - Sensitive, Fine Grained Soils
2 - Organic Soils, Peats
3 - Clays-Clay to Silty Clay
4 - Silt Mixtures-Clay Silt to Silty Clay
5 - Sand Mixtures-Silty Sand to Sandy Silt
6 - Sands-Clean Sand to Silty Sand
7 - Gravelly Sand to Sand
8 - Very Stiff Clay to Clayey Sand
9 - Very Stiff Fine Grained Soils
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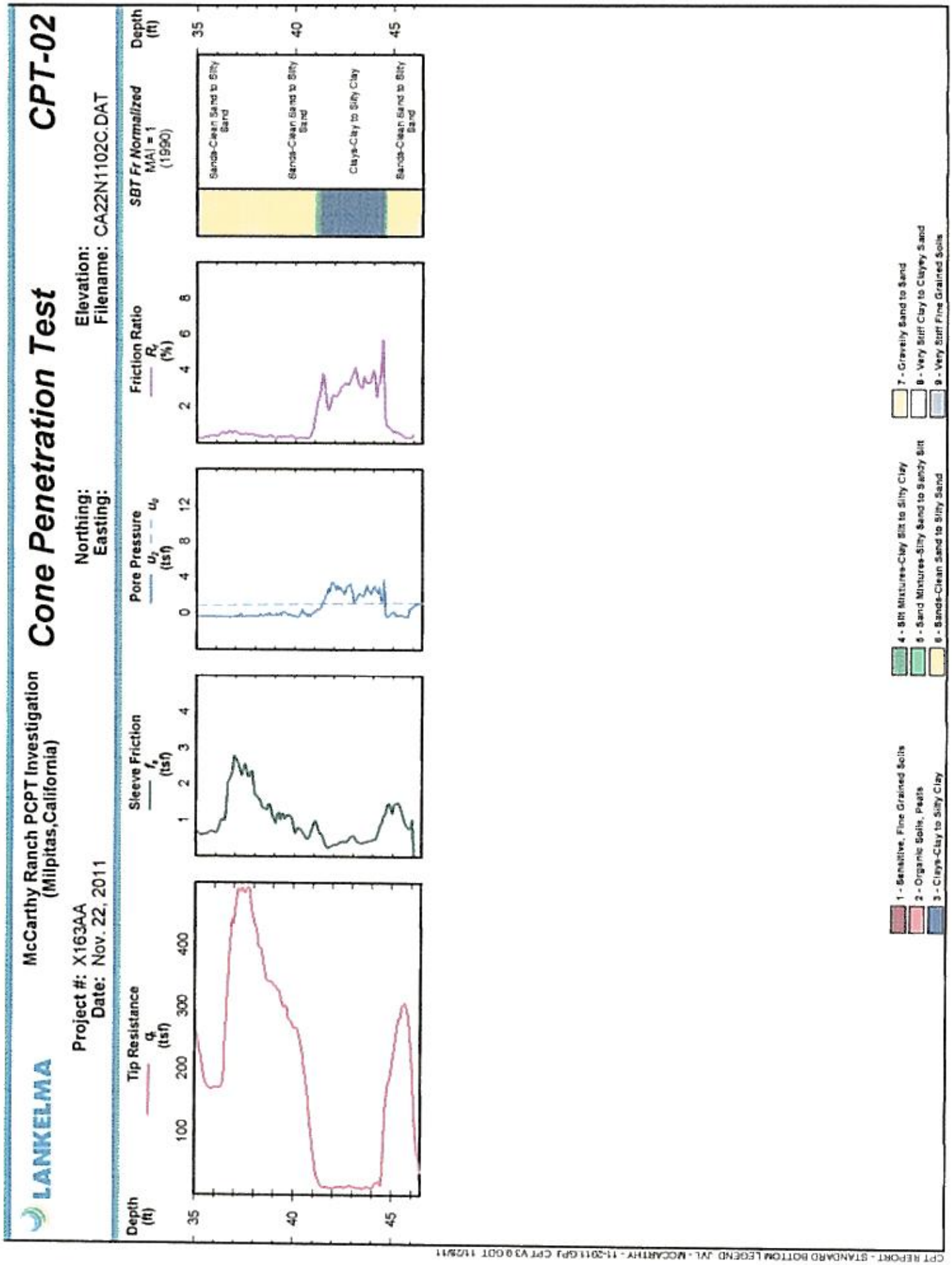
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Tip Resistance
q_t (tsf)
Sleeve Friction
f_s (tsf)
Pore Pressure
u_2 u_0 (tsf)
Friction Ratio
R_f (%)
SBT Fr Normalized
MAI = 1
(1990)
Sands-Clean Sand to Silty Sand
Sands-Clean Sand to Silty Sand
Clays-Clay to Silty Clay
Sands-Clean Sand to Silty Sand
1 - Sensitive, Fine Grained Soils
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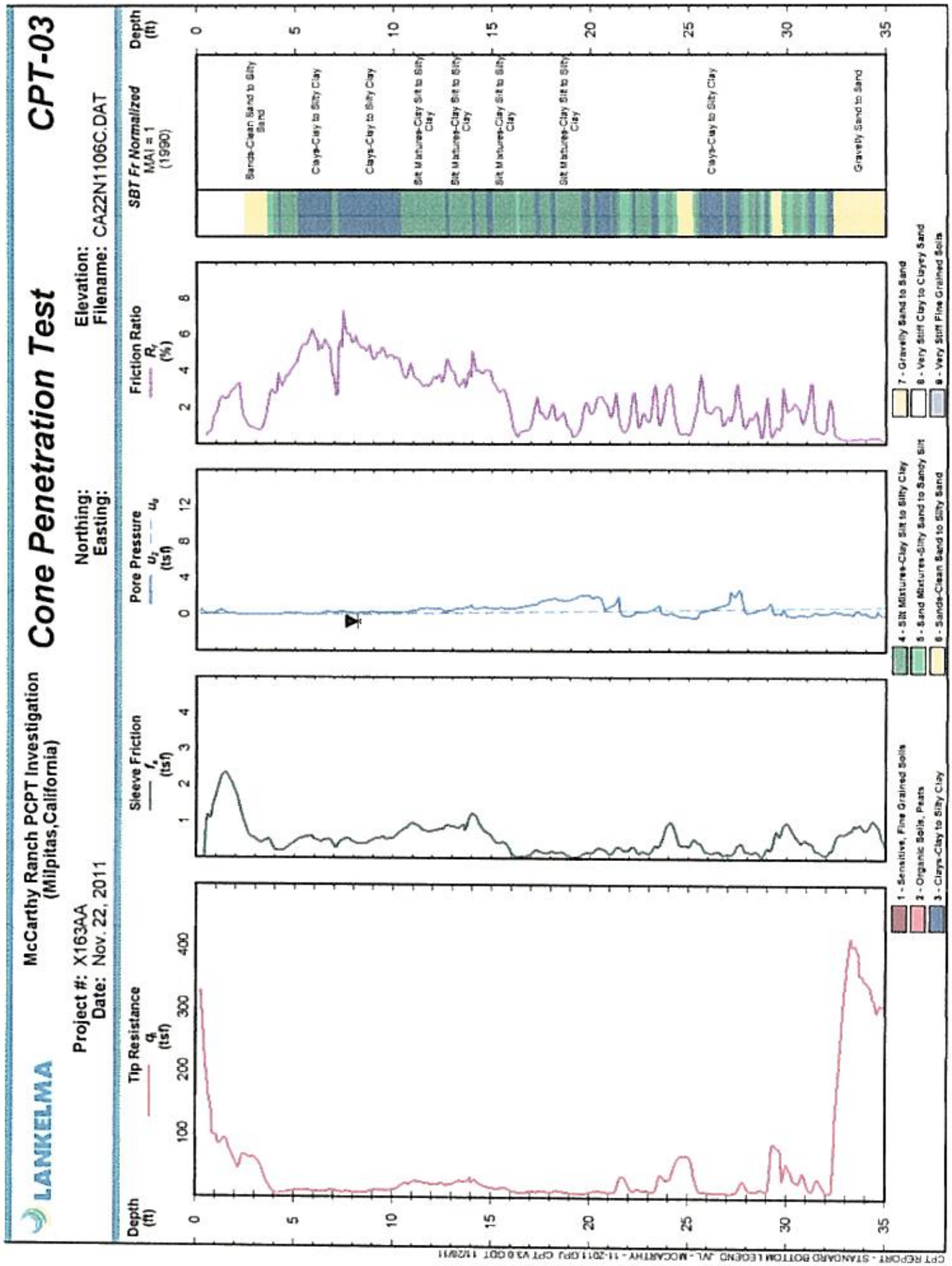
3 - Clays-Clay to Silty Clay
4 - Silt Mixtures-Clay Silt to Silty Clay
5 - Sand Mixtures-Silty Sand to Sandy Silt
6 - Sands-Clean Sand to Silty Sand
7 - Gravelly Sand to Sand
8 - Very Stiff Clay to Clayey Sand
9 - Very Stiff Fine Grained Soils
CPT REPORT - STANDARD BOTTOM LEGEND JVL - MCCARTHY - 11-2011.GPJ CPT V3.9.001 11/28/11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McCarthy Ranch PCPT Investigation
(Milpitas,California)
Cone Penetration Test
CPT-03
Project #: X163AA
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Northing:
Easting:
Elevation:
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Depth (ft)
Tip Resistance
q_t (tsf)
Sleeve Friction
f_s (tsf)
Pore Presure
u_2 u_0 (tsf)
Friction Ratio
R_f (%)
SBT Fr Normalized
MAI = 1
(1990)
Sands-Clean Sand to Silty Sand
Clays-Clay to Silty Clay
Silt Mixtures-Clay Silt to Silty Clay
Gravelly Sand to Sand
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5 - Sand Mixtures-Silty Sand to Sandy Silt
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9 - Very Stiff Fine Grained Soils

LANKELMA

McCarthy Ranch PCPT Investigation
(Milpitas,California)

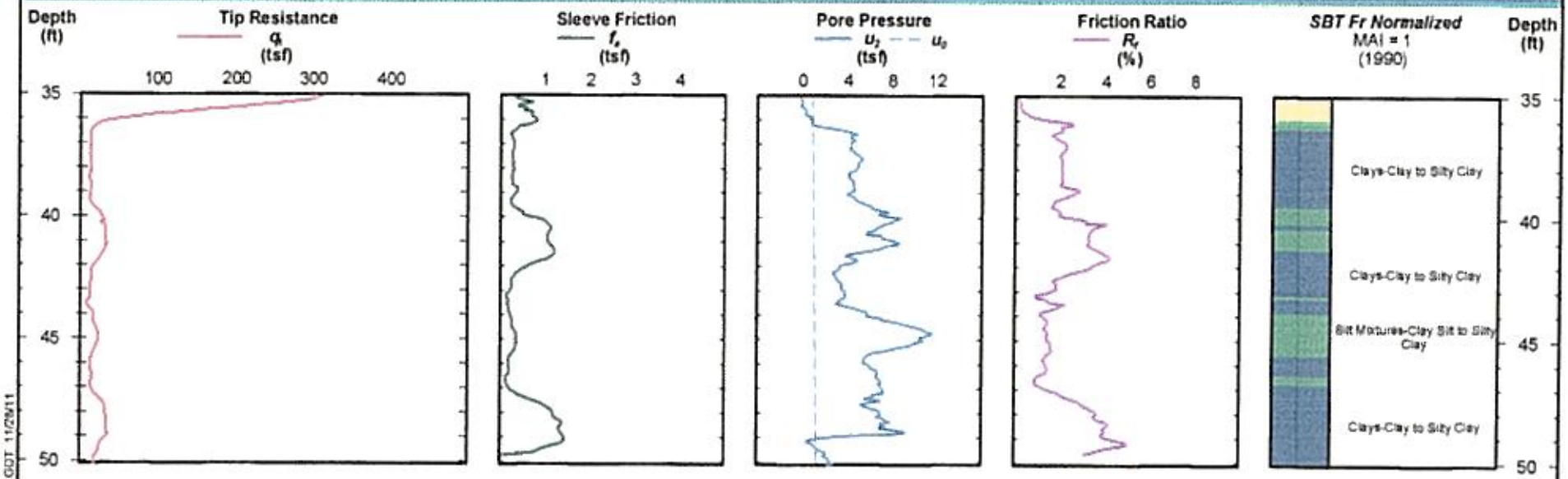
Cone Penetration Test

CPT-03

Project #: X163AA
Date: Nov. 22, 2011

Northing:
Easting:

Elevation:
Filename: CA22N1106C.DAT



1 - Sensitive, Fine Grained Soils
2 - Organic Soils, Peats
3 - Clays-Clay to Silty Clay
4 - Silt Mixtures-Clay Silt to Silty Clay
5 - Sand Mixtures-Silty Sand to Sandy Silt
6 - Sands-Clean Sand to Silty Sand
7 - Gravelly Sand to Sand
8 - Very Stiff Clay to Clayey Sand
9 - Very Stiff Fine Grained Soils

CPT REPORT - STANDARD BOTTOM LEGEND JVL - MCCARTHY - 11-2011.GPJ CPT V3.0.GDT 11/29/11

Job No. X169AA

Figure 4 cont.

LANKELMA

McCarthy Ranch PCPT Investigation
(Milpitas,California)

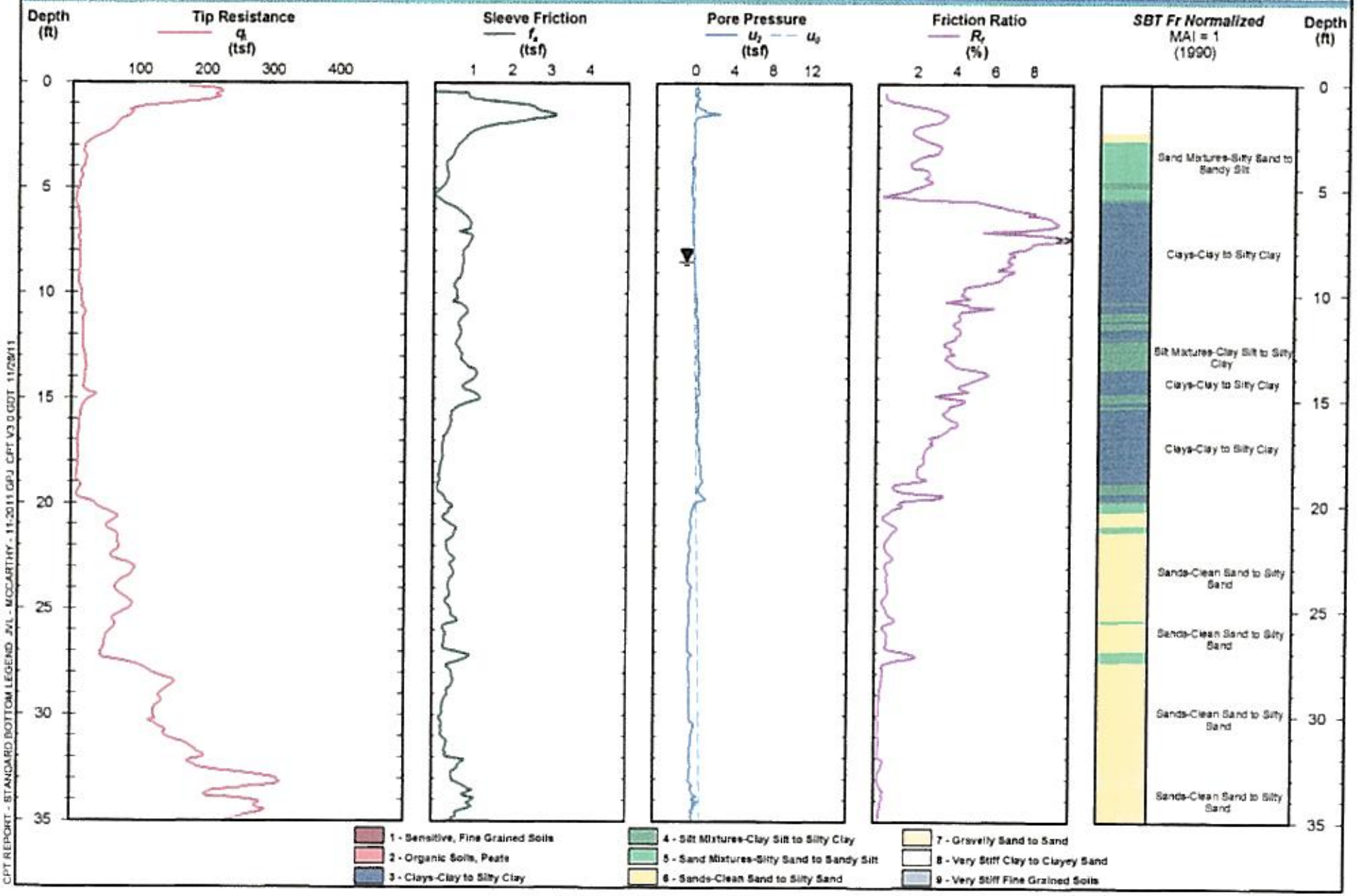
Cone Penetration Test

CPT-04

Project #: X163AA
Date: Nov. 22, 2011

Northing:
Easting:

Elevation:
Filename: CA22N1107C.DAT



CPT REPORT - STANDARD BOTTOM LEGEND JVL - MCCARTHY - 11-2011.GPJ CPT V3.0.GDT 11/29/11

Job No. X169AA

Figure 5

LANKELMA

McCarthy Ranch PCPT Investigation
(Milpitas,California)

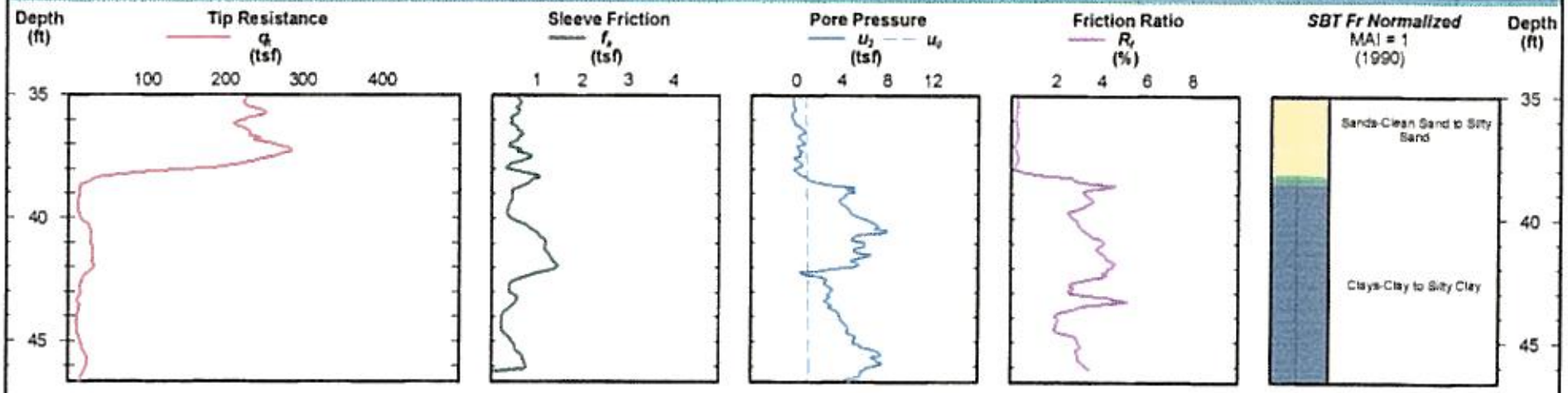
Cone Penetration Test

CPT-04

Project #: X163AA
Date: Nov. 22, 2011

Northing:
Easting:

Elevation:
Filename: CA22N1107C.DAT



1 - Sensitive, Fine Grained Soils
2 - Organic Soils, Peats
3 - Clays-Clay to Silty Clay
4 - Silt Mixtures-Clay Silt to Silty Clay
5 - Sand Mixtures-Silty Sand to Sandy Silt
6 - Sands-Clean Sand to Silty Sand
7 - Gravelly Sand to Sand
8 - Very Stiff Clay to Clayey Sand
9 - Very Stiff Fine Grained Soils

CPT REPORT - STANDARD BOTTOM LEGEND JVL - MCCARTHY - 11-2011.GPJ CPT V3.0.GDT 11/28/11

Job No. X169AA

Figure 5cont.

LANKELMA

McCarthy Ranch PCPT Investigation
(Milpitas,California)

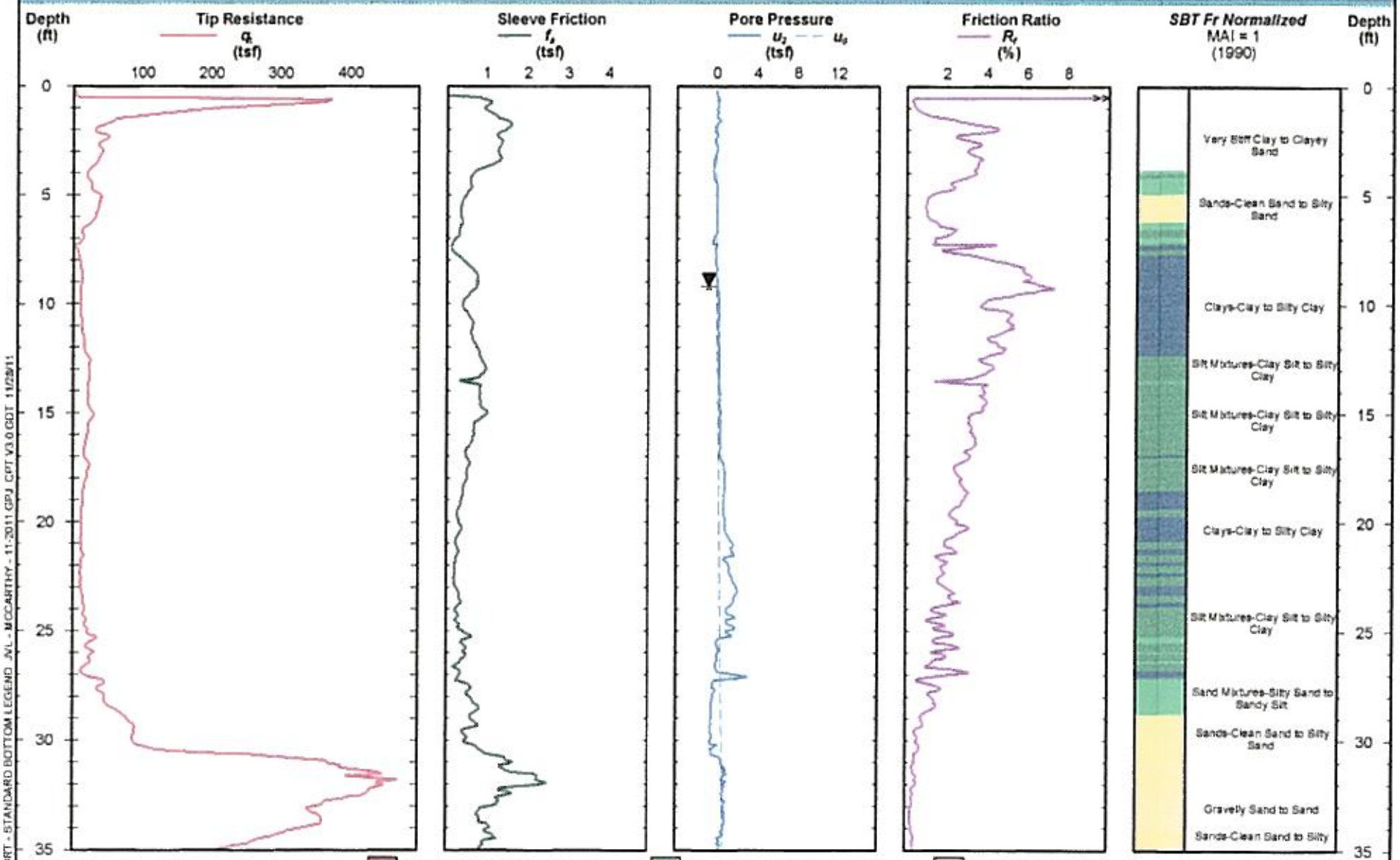
Cone Penetration Test

CPT-05

Project #: X163AA
Date: Nov. 22, 2011

Northing:
Easting:

Elevation:
Filename: CA22N1108C.DAT



CPT REPORT - STANDARD BOTTOM LEGEND JVL - MCCARTHY - 11-2011.GPJ CPT V3.0.GDT 11/28/11

Job No. X169AA

Figure 6

LANKELMA

McCarthy Ranch PCPT Investigation
(Milpitas,California)

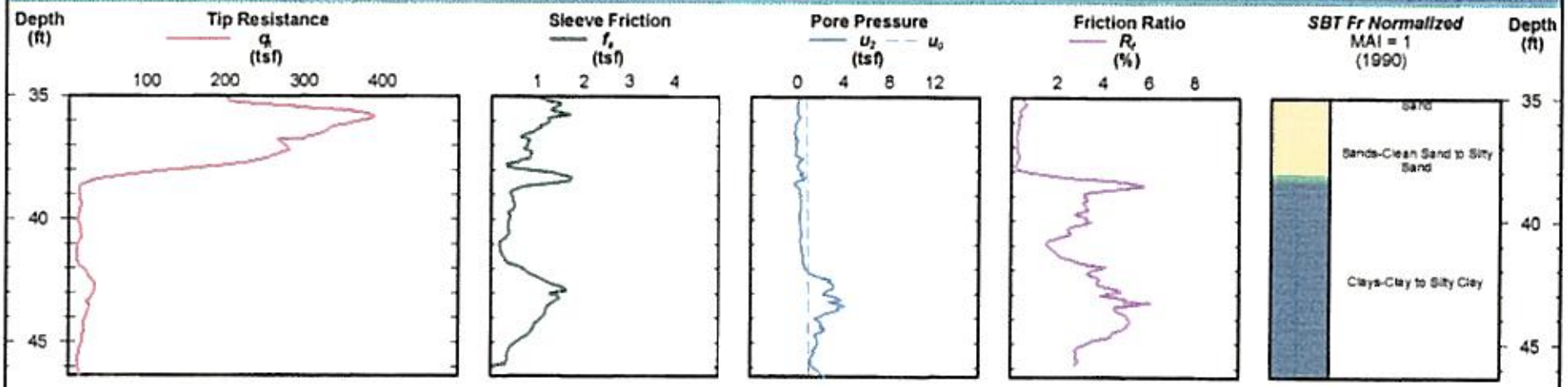
Cone Penetration Test

CPT-05

Project #: X163AA
Date: Nov. 22, 2011

Northing:
Easting:

Elevation:
Filename: CA22N1108C.DAT



1 - Sensitive, Fine Grained Soils
2 - Organic Soils, Peats
3 - Clays-Clay to Silty Clay
4 - Silt Mixtures-Clay Silt to Silty Clay
5 - Sand Mixtures-Silty Sand to Sandy Silt
6 - Sands-Clean Sand to Silty Sand
7 - Gravelly Sand to Sand
8 - Very Stiff Clay to Clayey Sand
9 - Very Stiff Fine Grained Soils

CPT REPORT - STANDARD BOTTOM LEGEND JVL - MCCARTHY - 11-2011.GPJ CPT V3.0.GDT 11/2/11

Job No. X169AA

Figure 6cont.

LANKELMA

McCarthy Ranch PCPT Investigation
(Milpitas,California)

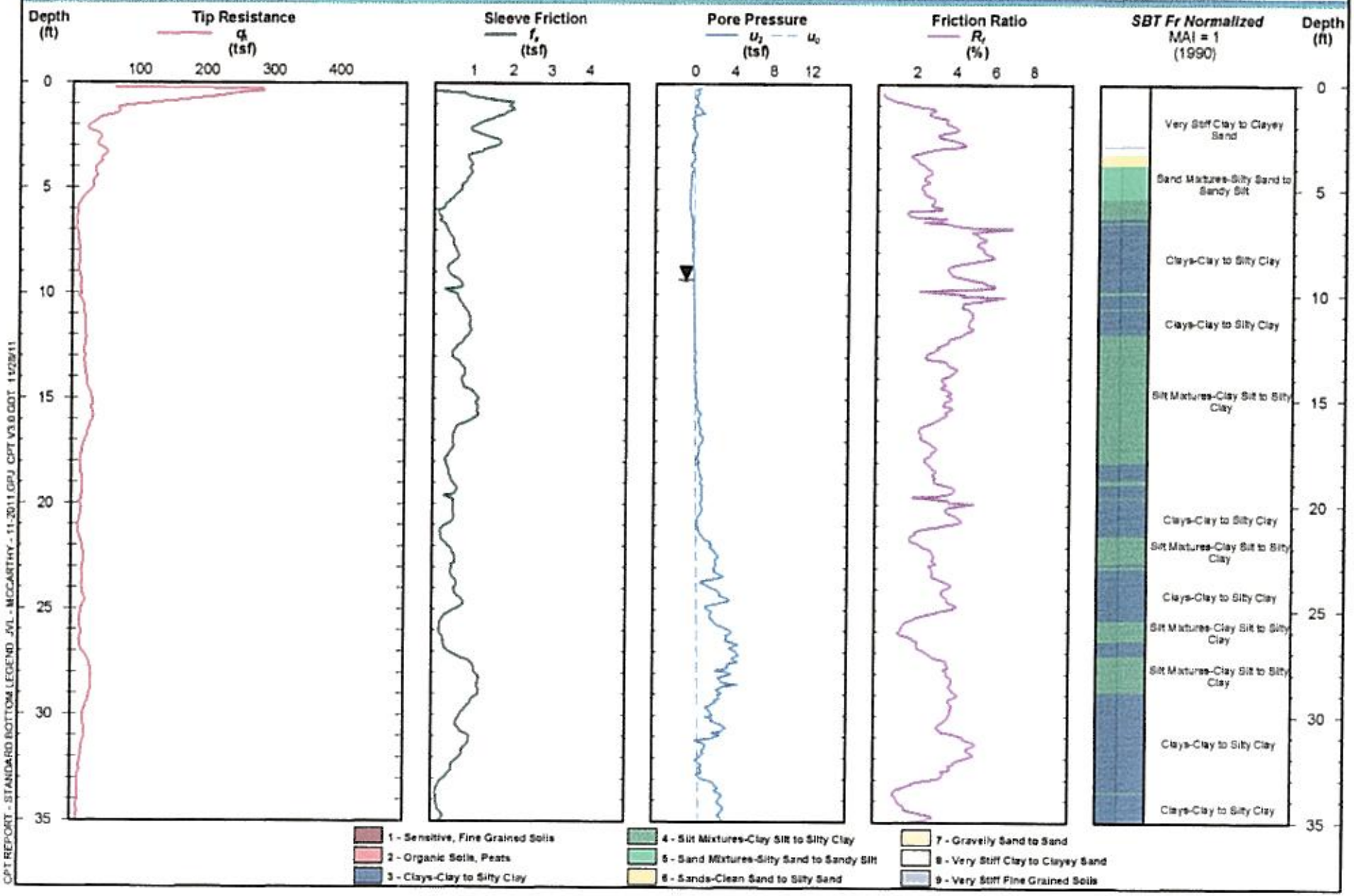
Cone Penetration Test

CPT-06

Project #: X163AA
Date: Nov. 22, 2011

Northing:
Easting:

Elevation:
Filename: CA22N1109C.DAT



CPT REPORT - STANDARD BOTTOM LEGEND JVL - MCCARTHY - 11-2011.GPJ CPT V3.0 GDT 11/29/11

Job No. X169AA

Figure 7

LANKELMA

McCarthy Ranch PCPT Investigation
(Milpitas,California)

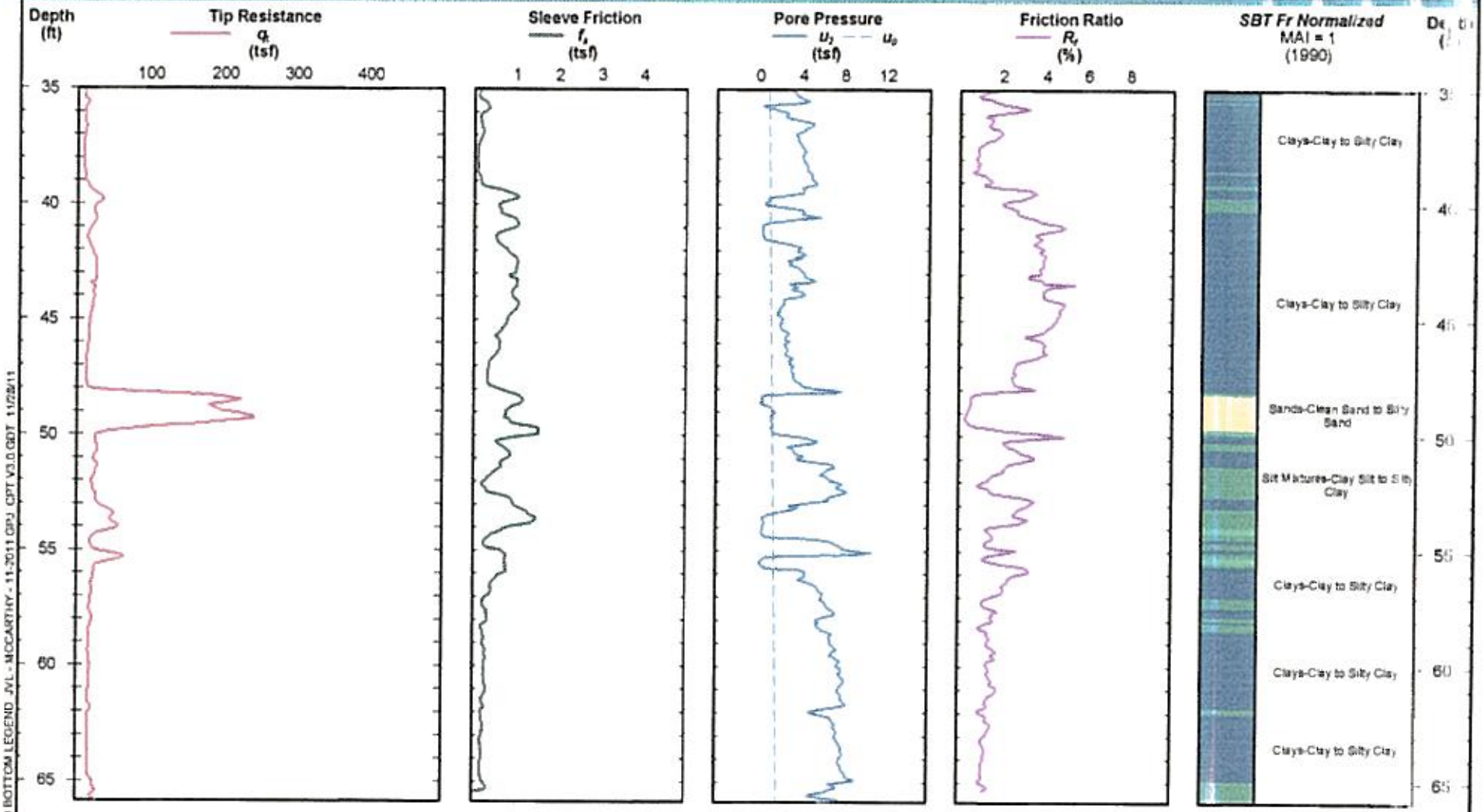
Cone Penetration Test

CPT-0

Project #: X163AA
Date: Nov. 22, 2011

Northing:
Easting:

Elevation:
Filename: CA22N1109C.DAT



CPT REPORT - STANDARD BOTTOM LEGEND JVL - MCCARTHY - 11-2011.GPJ CPT V3.0.GDT 11/28/11

Job no. X169AA

Figure 7cont.

LANKELMA

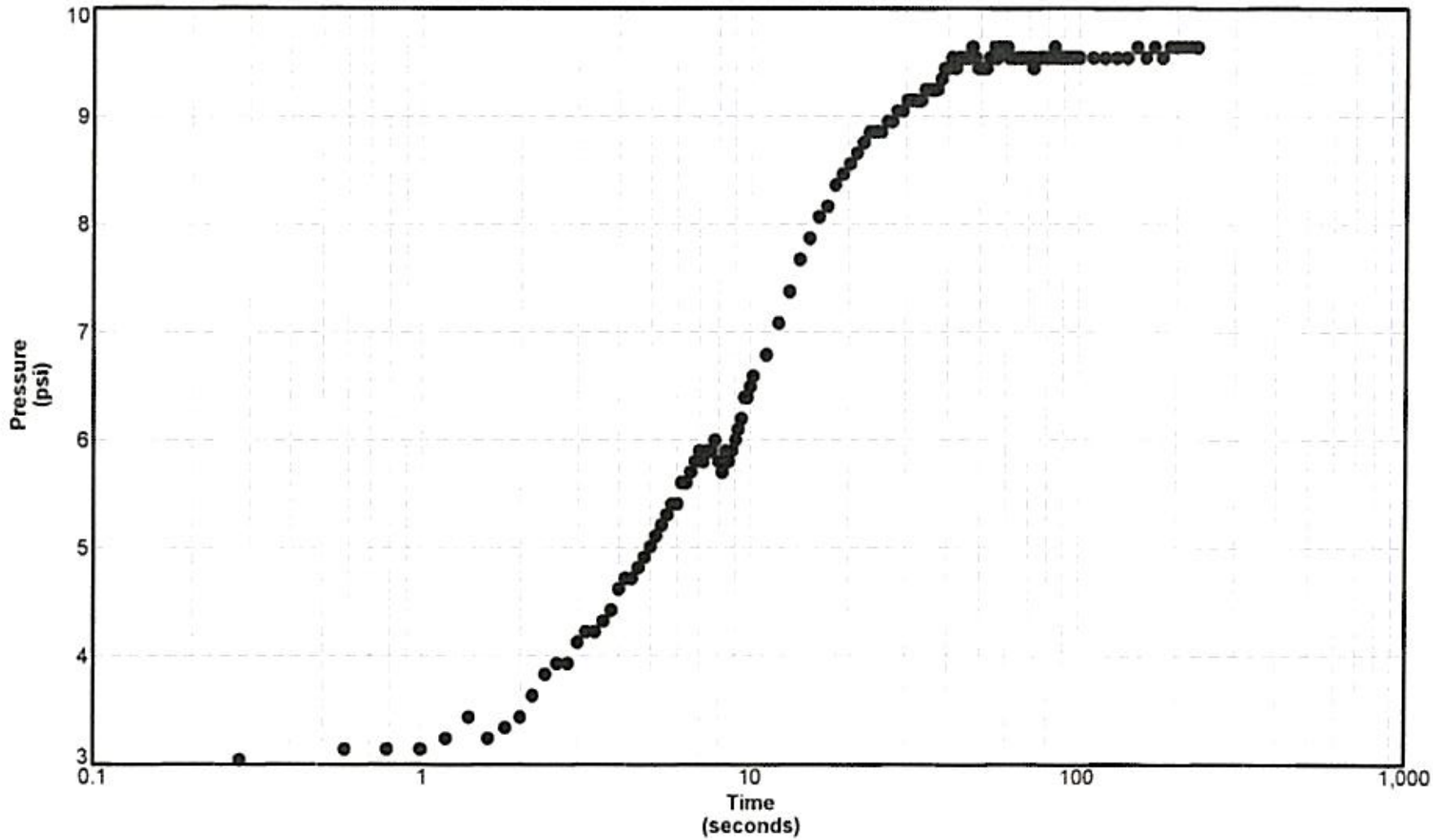
McCarthy Ranch PCPT Investigation
(Milpitas,California)
Project Number :X163AA

Pore Pressure Dissipation:

Date: Nov. 22, 2011
Estimated Water Depth: 13.9
Rig/Operator: JT | VB

Northing: N/A
Easting: N/A
Elevation: N/A

Total Depth: 53.1 ft
Termination Criteria: Target Depth
Test Depth: 36.2 ft



CPT-01

Job No.X169AA

Figure 8

LANKELMA

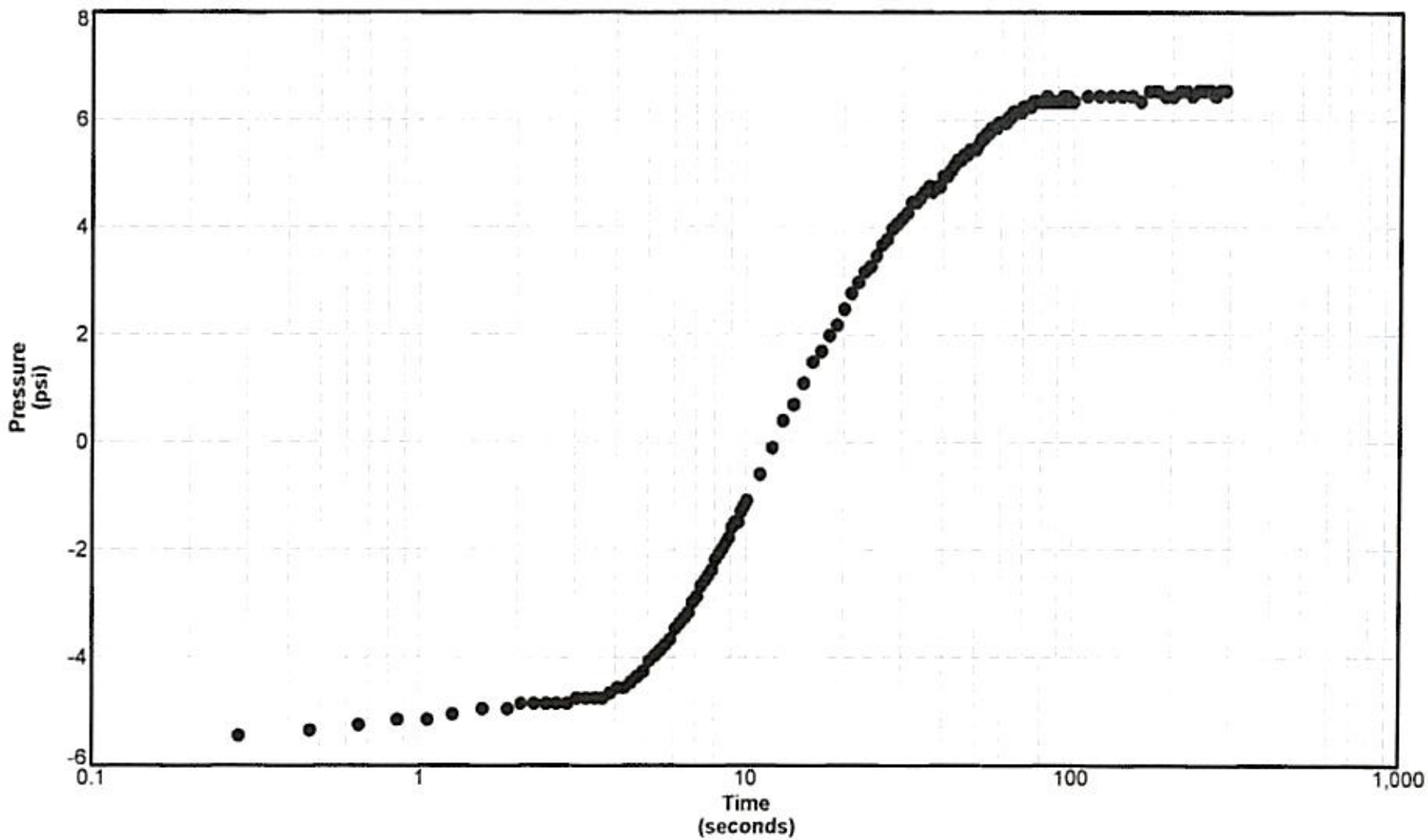
McCarthy Ranch PCPT Investigation
(Milpitas,California)
Project Number :X163AA

Pore Pressure Dissipation:

Date: Nov. 22, 2011
Estimated Water Depth: 9.3
Rig/Operator: JT | VB

Northing: N/A
Easting: N/A
Elevation: N/A

Total Depth: 46.5 ft
Termination Criteria: Target Depth
Test Depth: 24.4 ft



CPT-02

Job No. X169AA

Figure 9

LANKELMA

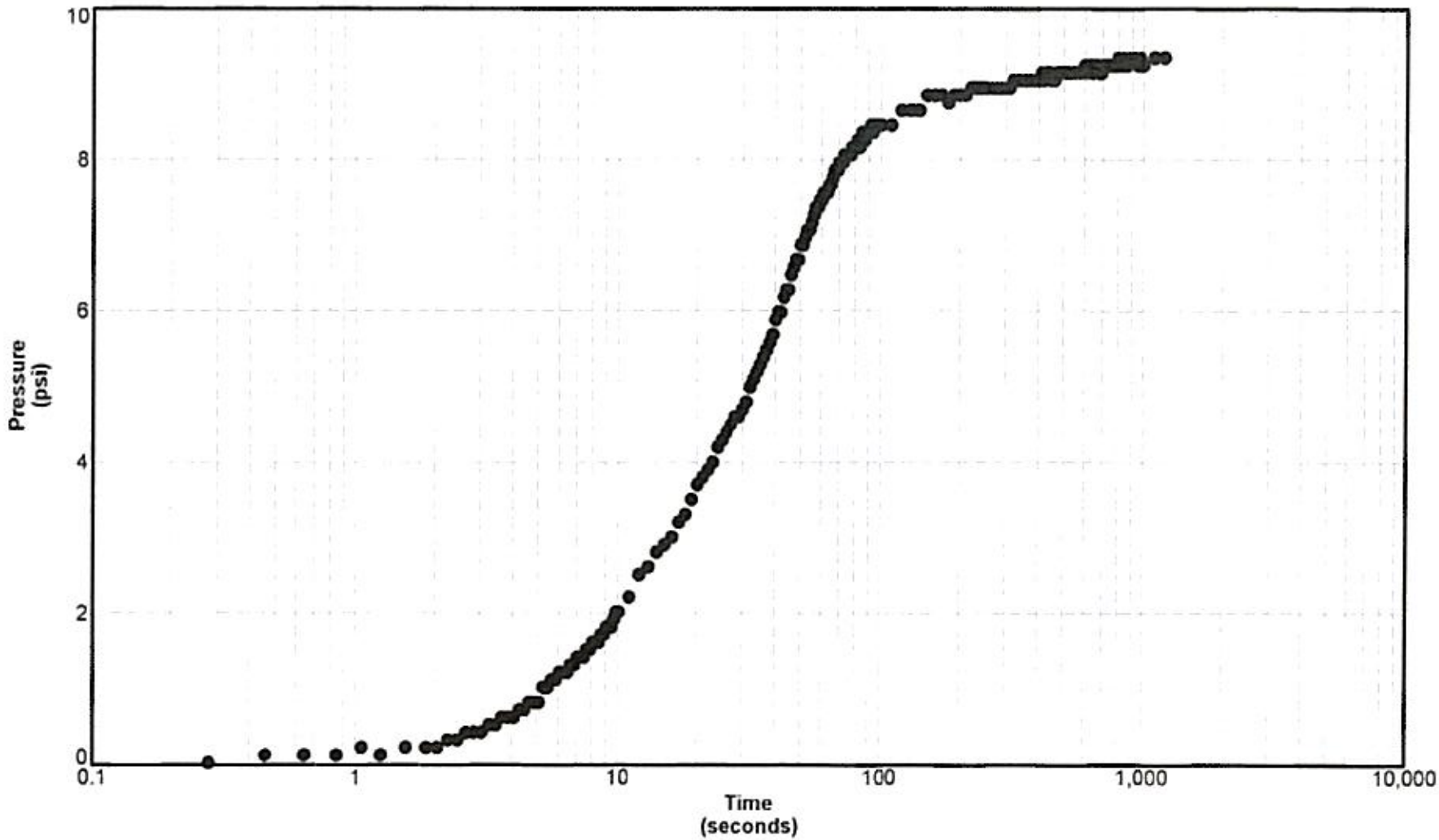
McCarthy Ranch PCPT Investigation
(Milpitas,California)
Project Number :X163AA

Pore Pressure Dissipation:

Date: Nov. 22, 2011
Estimated Water Depth: 8.2
Rig/Operator: JT | VB

Northing: N/A
Easting: N/A
Elevation: N/A

Total Depth: 50.1 ft
Termination Criteria: Target Depth
Test Depth: 29.8 ft



CPT-03

Job No. X169AA

Figure 10

LANKELMA

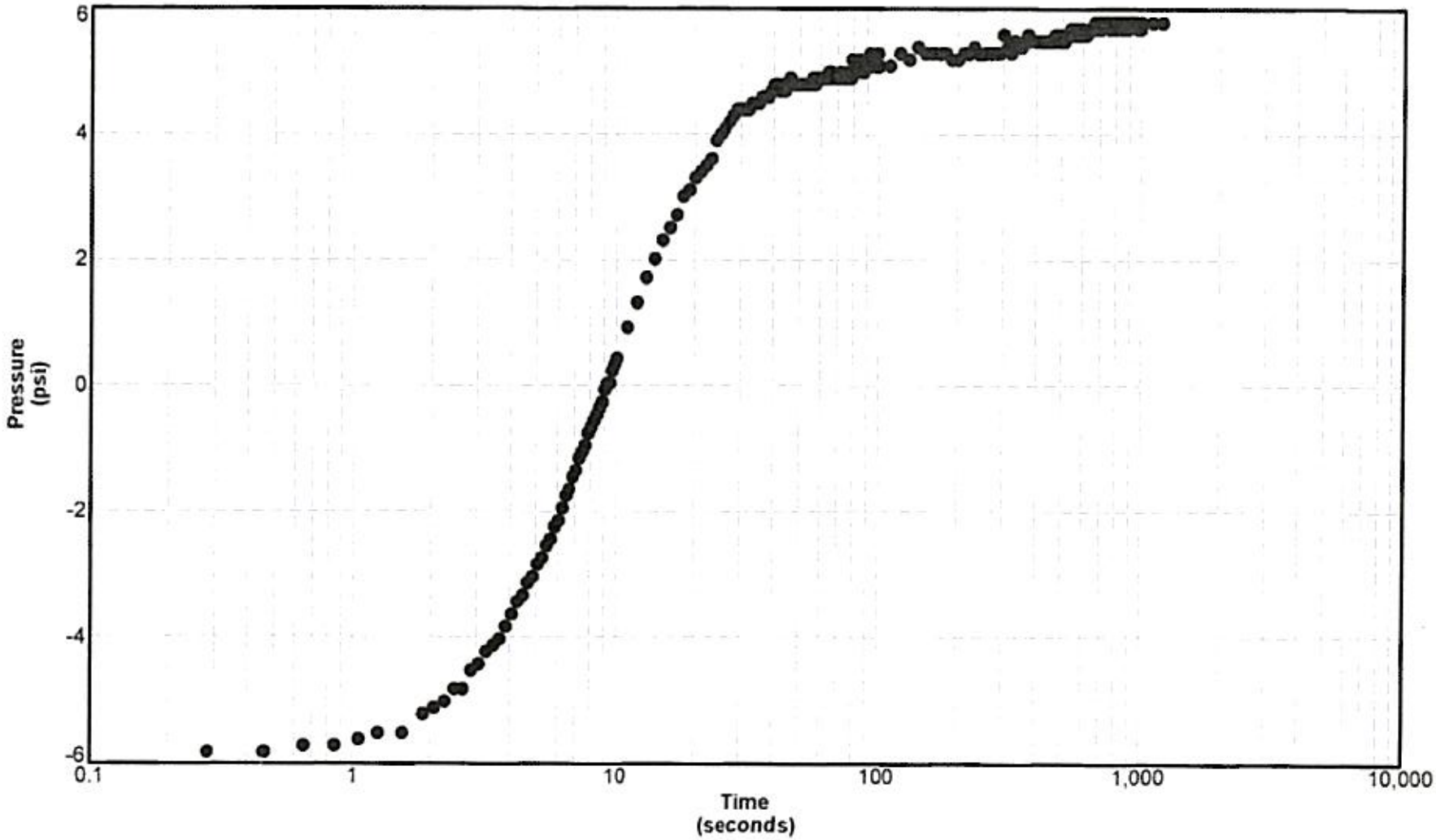
McCarthy Ranch PCPT Investigation
(Milpitas,California)
Project Number :X163AA

Pore Pressure Dissipation:

Date: Nov. 22, 2011
Estimated Water Depth: 8.5
Rig/Operator: JT | VB

Northing: N/A
Easting: N/A
Elevation: N/A

Total Depth: 46.6 ft
Termination Criteria: Target Depth
Test Depth: 21.9 ft



CPT-04

Job No. X169AA

Figure 11

LANKELMA

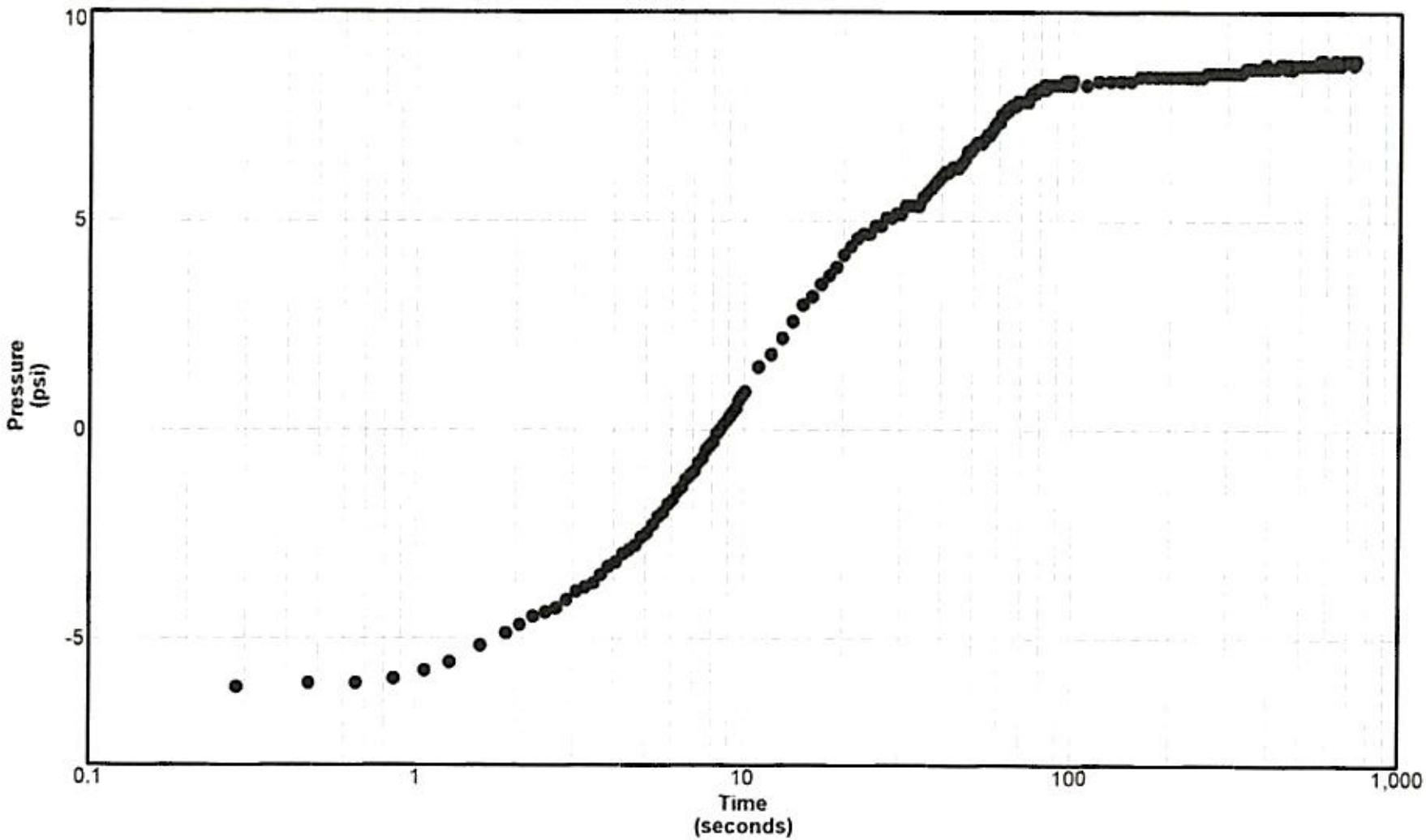
McCarthy Ranch PCPT Investigation
(Milpitas,California)
Project Number :X163AA

Pore Pressure Dissipation:

Date: Nov. 22, 2011
Estimated Water Depth: 9.2
Rig/Operator: JT | VB

Northing: N/A
Easting: N/A
Elevation: N/A

Total Depth: 46.4 ft
Termination Criteria: Target Depth
Test Depth: 29.7 ft



CPT-05

Job No. X169AA

Figure 12

LANKELMA

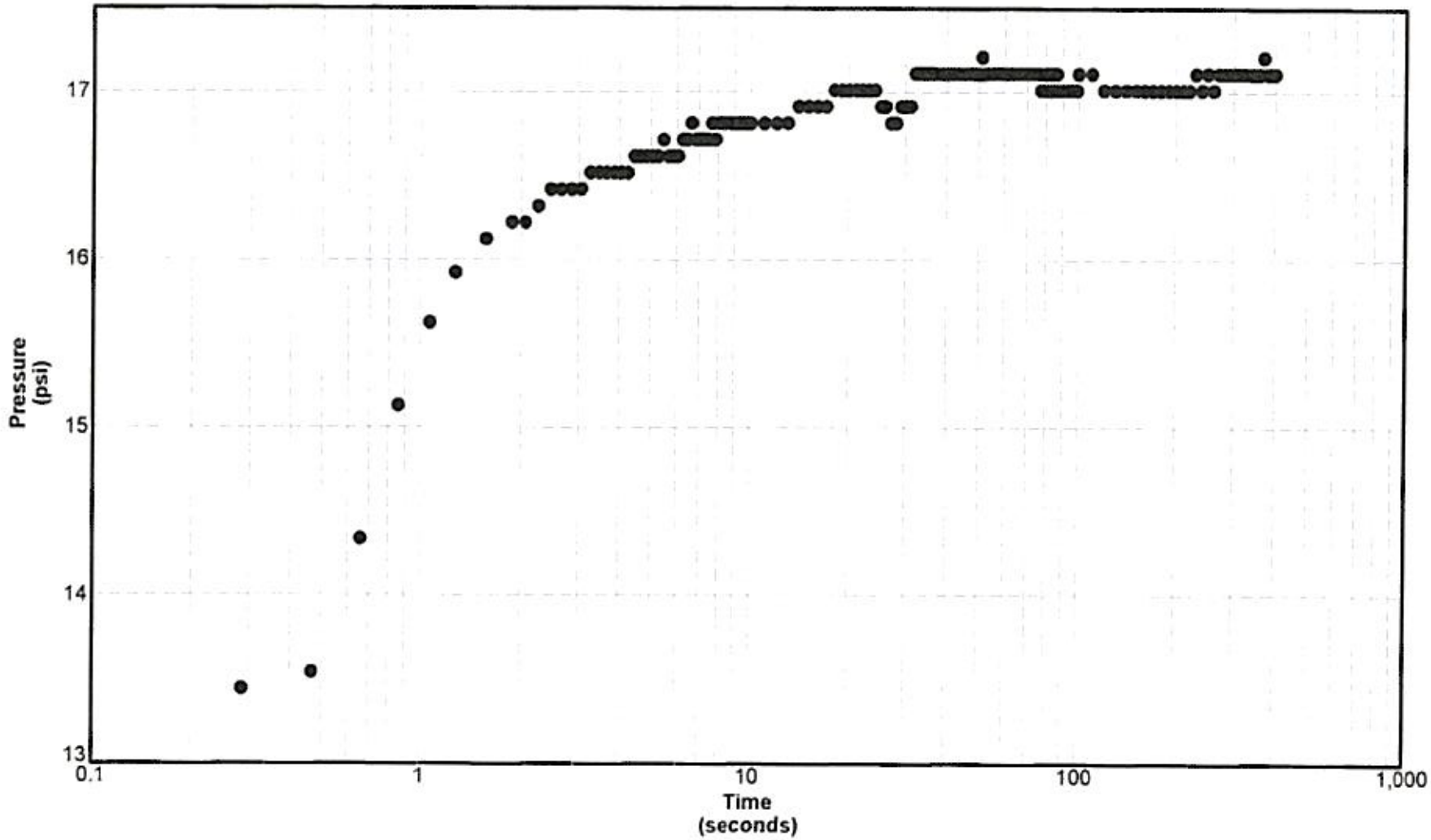
McCarthy Ranch PCPT Investigation
(Milpitas,California)
Project Number :X163AA

Pore Pressure Dissipation:

Date: Nov. 22, 2011
Estimated Water Depth: 9.3
Rig/Operator: JT | VB

Northing: N/A
Easting: N/A
Elevation: N/A

Total Depth: 65.8 ft
Termination Criteria: Target Depth
Test Depth: 48.8 ft



CPT-06

Job No.X169AA

Figure 13

Appendix F – Phase I Site Assessment

"PHASE I"
PRELIMINARY ENVIRONMENTAL SITE ASSESSMENT
MC CARTHY RANCH RETAIL CENTER
APN 022-53-002,003,006,007
11, 63, 125 AND 179 RANCH DRIVE
MILPITAS, CALIFORNIA 95035

E-02-09-835

January 11, 2012

Prepared by

HOEXTER CONSULTING, INC.
734 Torreya Court
Palo Alto, California 94303

(650) 494-2505 (ph) (650) 494-2515 (fax)

Geology / Engineering Geology / Environmental Studies

HOEXTER CONSULTING, INC.
David F. Hoexter, PG-3536/CEG-1158/REA1-762

734 Torreya Court, Palo Alto, California 94303(650) 494-2505 (ph((650) 494-2515 (fax)
david@hoexterconsulting.com

January 11, 2012

E-02-09-835
HCEnvtPhI:McCarthyRanchPhI

Curt Jensen
Jensen-VanLienden Associates
1840 Alcatraz Ave., Suite C
Berkeley, California 94703

RE: "PHASE I" PRELIMINARY ENVIRONMENTAL SITE ASSESSMENT
MC CARTHY RANCH RETAIL CENTER
APN 022-53-002,003,006,007
11, 63, 125 AND 179 RANCH DRIVE
MILPITAS, CALIFORNIA 95035

Ladies and Gentlemen:

Enclosed is our Phase I preliminary environmental assessment report for the existing buildings and property located on Ranch Drive in Milpitas, California. The report provides a description of our investigation and our conclusions regarding site environmental conditions. The investigation was conducted in conformance with ASTM E 1527-05, "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process". This investigation, including supplemental consultations, has been conducted at the request of Jensen-VanLienden Associates (JVLA) on behalf of the property purchasers, The Torgan Group.

We appreciate the opportunity to provide services to you on this project and trust this report meets your needs at this time. If you have any questions, or require additional information, please do not hesitate to call.

Very truly yours,

HOEXTER CONSULTING, INC.

David F. Hoexter, Principal Geologist (California PG/CEG/REA)

"PHASE I" PRELIMINARY
ENVIRONMENTAL SITE ASSESSMENT
MC CARTHY RANCH RETAIL CENTER
APN 022-53-002,003,006,007
11, 63, 125 AND 179 RANCH DRIVE
MILPITAS, CALIFORNIA 95035

For Proposed Purchase of Property

To

Curt Jensen
Jensen-VanLienden Associates
1840 Alcatraz Ave., Suite C
Berkeley, California 94703

E-02-09-835

January 11, 2012

David F. Hoexter, PG/CEG/REA
Principal Investigator

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A - David F. Hoexter Qualifications
B - EDR **Summary** Radius Map Report
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D - Topographic and Sanborn Maps (EDR)
E - Regulatory Agency or Other Records and Documents
F - Analytical Test Results of Water from "Vault" Adjacent to Unit 217

"PHASE I"
PRELIMINARY ENVIRONMENTAL SITE ASSESSMENT
MC CARTHY RANCH RETAIL CENTER
APN 022-53-002,003,006,007
11, 63, 125 AND 179 RANCH DRIVE
MILPITAS, CALIFORNIA 95035

1.0 INTRODUCTION

This report presents the results of a preliminary environmental site assessment ("Phase I ESA") of the above-referenced project. The project is located northeast of the intersection of Ranch Drive and McCarthy Boulevard, in Milpitas, Santa Clara County, California. Four buildings occupy the site, located within four assessor's parcels. Following are specifics of the subject site:

Investigated Parcels

Street Address	APN	Comment	Size (Acres)
Not applicable	022-53-002	Parcel Two of Parcel One	1.23
Not applicable	022-53-003	Parcel Three of Parcel One	0.76
Not applicable	022-53-006	Parcel Two	1.19
Not applicable	022-53-007	Parcel Three	21.92
		TOTAL	25.10

The legal descriptions are presented in the Preliminary Report by First American Title Company, completed November 10, 2011 (see References). The Preliminary Report was ordered by State Board of Administration, Tallahassee, Florida.

The study area is shown on the Location Map, Regional Topographic Map, and Parcel Map, Figures 1 through 3, respectively. Figure 4 is a Site Plan showing the existing rental units and their corresponding street addresses. Figures 5A and 5B are recent aerial photographs of the site (near and far views); Figures 6 and 7 locate sites of potential environmental concern provided by Environmental Data Resources, Inc (EDR) Inc. (20011a), obtained from various regulatory agency data bases. Photographs A through W present views of the site from differing directions and locations. In addition, sequential aerial photographs and USGS topographic maps are presented in Appendices C and D, respectively.

The purpose of this investigation has been to discover, if possible, conditions or activities on or near the site which could indicate the presence of hazardous materials in the shallow soil or ground water at the site. We understand that the site, currently partially occupied with tenants, will be purchased by a new owner. Future development plans are uncertain, but may include demolition of a portion of the existing buildings and construction of a hotel with underground parking.

This report has been prepared at the request of Jensen VanLienden Associates (JVLA), acting on behalf of the potential buyers, The Torgan Group. We initially discussed the proposed project and scope of investigation with Mr. Curtis Jensen, C.E, of JVLA on November 4, 2011. This investigation has been conducted under an agreement with JVLA, dated

November 23, 2011. We were provided with a 2006 Phase I environmental site assessment conducted by URS Corporation, which we have used as a source of supplemental information and for a comparison of previous to current site observations and conditions.

This investigation was performed in general conformance with the scope, requirements and limitations of American Society of Testing Materials (ASTM) Practice E-1527-05, "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process". Exceptions, if any, to this practice are described in appropriate sections of this report. This investigation is also in general conformance with the November 1, 2005 US EPA "40 CFR Part 312 - Standards and Practices for All Appropriate Inquiries (AAI)", Final Rule. Our conclusions and recommendations, including evidence of environmental conditions, are presented in Section 9 of this report.

2.0 SCOPE OF WORK

Our investigation consisted of the following:

- Review of available aerial photography dating from 1939 through 2006 (10 individual images), supplied by EDR, as well as additional subsequent images on Google Earth. Review of available historical maps, consisting of the Thompson & West historical atlas (1876) and USGS topographic maps dating from 1899 through 1980 (7 individual maps). There is no Sanborn map coverage of the site vicinity. Review of business and telephone directories dating from 1922. A preliminary title report prepared in 2011 for the property, as well as additional documents related to the site and vicinity, were also reviewed.

- Reconnaissance of the site and surrounding area, conducted December 1 and 2, 2011. Subsequent attempt to remove cover over unidentified "vault", and subsequent site visits to observe the "vault" following removal of the cover by the current property owners.

- Review of a computer data base of reported sites in the vicinity, prepared by EDR.

- Discussions with individuals familiar with the site; review of available applicable public and regulatory agency publications and files.

- Evaluation of environmental conditions.

- Supplemental consultations (not in initial scope of work) related to "vault".

- Preparation of this report.

The research focused on present and past site and near-vicinity conditions and activities which could indicate the potential presence of hazardous materials in the on-site soil or ground water. Persons and agency representatives contacted, articles, documents and data reviewed, and a list of aerial photographs interpreted during this investigation, are presented at the end of this report.

Information was provided by and documents reviewed in offices of or on web sites maintained by the City of Milpitas Building and Safety Department and Fire Department and the California EnviroStor and GeoTracker web sites. Various individuals (see References) provided information on ownership, previous site activities, and other information relevant to this investigation. No contact was aware of any environmental liens encumbering the property (and none were identified by EDR).

This investigation did not include an evaluation of the presence of wetlands; asbestos- , lead- or PCB-bearing building materials; lead in drinking water; or radon gas at the site.

Research, site reconnaissance and report preparation were conducted by David F. Hoexter, Registered Environmental Assessor (REA) and Professional Geologist (PG) / Certified Engineering Geologist (CEG) in the State of California. Mr. Hoexter was accompanied by Stephen Kropog on the site reconnaissance. A summary of Mr. Hoexter's qualifications to conduct/supervise this investigation is provided as Appendix A.

3.0 SITE DESCRIPTION / OWNERSHIP / UTILITY SERVICE

3.1 Description

The site approximates a rectangle, with dimensions on the order of 800 by 1,500 feet, and comprises approximately 25.10 acres (Figures 2 through 5). It consists of four assessor's parcels, is flat-lying and is at an elevation of approximately 18 feet above sea level (estimated from USGS topographic map and from EDR report (2011a). It is located within an area composed of retail centers, hotels, office parks, as well as some residual undeveloped land. The site is currently occupied by four primary structures, which comprise approximately 6 acres of the 25 acre site (the balance being parking, landscaping, and access). The site is a portion of the larger McCarthy Ranch Marketplace retail center.

The property is bordered by McCarthy Boulevard on the west and by office buildings occupied by Cisco on the southwest and a vacant lot to the northwest; Walmart on the north with intervening parking; Ranch Drive on the south and east, and by various small retail businesses further to the south and east. U.S. I-880 is further east and California SR-237 is further to the south.

Precipitation to the site is intercepted by the existing building roof and asphalt-paved parking lot. Discharge appears to be to storm drains within the property and adjacent to the property.

Based on the First American Title Company Preliminary Report (2011), there are no easements on the property other than for utilities and sidewalk.

3.2 Current and Previous Ownership

Based on the First American Title Company Preliminary Report (2011), property ownership is as follows. Refer to the title report for detailed ownership descriptions.

Lot	Street Address	Ownership
N/A	11, 63, 125, 179 Rancho (sic) Drive	Milpitas McCarthy Ranch, Inc., a Florida Corporation

A detailed time line in Section 5.2 provides information on previous and current ownership. The property was originally developed by Hunter Storm LLC, a developer located in the San Francisco Bay Area. It was subsequently owned by Wells Fargo Bank, NA, as Corporate Co-Trustee for various entities, and then by CB McCarthy Ranch Marketplace, Inc. (RREEF Funds?) It is presently managed by Crosspoint Realty Services for the current owner, Milpitas McCarthy Ranch (MMR), Inc, a Florida corporation, which is owned by the Florida State Teachers Fund and L & B Realty Advisors. MMR purchased the property in 2006.

3.3 FEMA Flood Zone, City Zoning, Property Use

According to the City of Milpitas Flood Hazards map (2010a), the site is located within Zone X, which is potentially subjected to a 0.2 per cent (one event in 500 years) flood event. The site is currently zoned C2 (General Commercial) (Milpitas Planning Department, 2010b).

The property is occupied by four structures and minor appurtenant structures.

3.4 Utilities

The following utility services apply to the property:

- Gas and Electric: Pacific Gas and Electric Company (PG&E).
- Sanitary: City of Milpitas
- Water: City of Milpitas

4.0 GEOLOGIC AND HYDROLOGIC SETTING

4.1 Geologic Setting

The site is located within the central region of the Coast Ranges Geomorphic Province, which extends from the Oregon border south to the Transverse Ranges. The general topography is characterized by subparallel, northwest trending mountain ranges and intervening valleys. The region has undergone a complex geologic history of sedimentation, volcanic activity, folding, faulting, uplift and erosion. The site is situated at the northern end of the relatively flat-lying, alluviated Santa Clara Valley, with uplifted mountains to the west and east.

Based on Helley and Wesling (1989) and Wentworth et al (1999), the site is underlain by Holocene Natural Levee Deposits of Coyote Creek, consisting of loose sandy or clayey silt grading to sandy or silty clay; and more distant from Coyote Creek, by Floodplain Deposits, consisting of dense (sic) sandy to silty clay, with lenses of coarser silt, sand and pebbles/gravel. There are no faults considered to be active (with potential for ground surface rupture) in the immediate site vicinity.

Based on cone penetration test (CPT) probes, Jensen – Van Lienden Associates (2011) identified an effectively laterally continuous sequence of shallow soils. Near surface soils to depths on the order of 2 to 3 feet consisted of mixed sands and clays, possibly fill. The shallow surficial soils were underlain by interbedded soft to stiff clay, silty clay and clayey silt variably ranging to depths of from 20 to 48 feet. Underlying the clay/silt deposits was a layer of medium dense silty sand and then by very dense sand and gravel. The top of the dense sand and gravel ranged from approximately 28 to 48 feet, with the silty sand layer absent in one boring. Underlying the dense sediments was stiff silty clay an clayey silt. The maximum depth penetrated was approximately 65 feet.

Based on URS (2006), the USDA classifies the soils underlying the site as Mocho loam and Mocho clay loam, typically consisting of "moderately well drained, medium to moderately fine textured soils, underlain by sedimentary alluvium". The surface soil "typically ranges in thickness from 12 to 20 inches and is a brown, calcareous loam or clay loam. The subsoil is a pale brown, calcareous loam or clay loam ranging in thickness form 20 to 30 inches. The substratum is a light browning gray calcareous fine sandy loam alluvium".

4.2 Shallow Ground Water Conditions

To our knowledge, there are no direct measurements (such as monitoring wells or soil borings) of ground water within the site. Based on the CPT probes, Jensen – Van Lienden Associates (2011) estimated depth to water ranging from 9.3 to 9.7 feet in five of six CPT locations, and 14.1 feet at the sixth location. Based on our experience in the general site vicinity, a depth of 9 feet is reasonable. However, note that ground water elevations tend to fluctuate seasonally and over a period of years, and thus the ground water may occur at both greater and shallower depth over time.

There are no immediate site or near-site ground water flow data. The regional flow direction is towards San Francisco Bay, to the northwest. Ground water flow at a former BP service station, approximately 2,500 feet to the southeast, is consistently (since 2002) to the northwest (Stantec, 2009).

4.3 Surface Hydrology

There are no drainages within the property Precipitation runoff appears to be by sheet flow to the adjacent streets and to on-site storm drains, which are presumably (not verified) connected to storm drains underlying adjacent streets. The nearest permanent water course is Coyote Creek (aka Coyote River), located approximately 600 to 700 feet southwest of the closest part of the subject site. A levee has been constructed along Coyote Creek to provide flood protection to the site and surrounding area.

4.4 Wells

There are no indications of either ground water monitoring or production wells on the property. No wells were observed, and there are no records of wells on the property in the regulatory record. Joey McCarthy of McCarthy Ranch, the former owners of the property, stated that there were previously wells located in the vicinity of the former ranch office and sheds, on the order of 1,200 – 1,300 feet to the northwest, and residential area, to the south.

PES (1997a) indicates that there were (at one time) 47 "reported production wells on or adjacent to the McCarthy Ranch property" (an area considerably larger than the subject site). However, based on our historic air photo review (including images as far back as 1939) there are no indications of wells having been situated on the subject site.

EDR (2011a) provides results of searches of three water well databases, and indicates that there are no operating wells within 1/8 mile of the site, one well at from 1/8 to 1/4 mile distant, and two wells at from 1/4 to 1/2 mile distant. None of these wells is located on the subject site.

5.0 SITE HISTORY

5.1 Introduction

The following site history is based on our interpretation of historical aerial photographs (commencing 1939); various maps (commencing 1876); various documents and records; and on interviews with individuals familiar with the site and vicinity. Specific sources of information are documented in the References section of this report. Air photos and topographic as well as Sanborn maps supplied by EDR are included in Appendices C and D. Relevant businesses and residences are listed in Table 1, Summary of Business Directory Research.

5.2 History Time Line

1838 Site part of Rincon de las Esteros, a Mexican land grant encompassing 6,353 acres established in 1838. Source: Wikipedia and Thompson & West (1876).

1878 Site part of Riddle Brothers 100 acre and T. Smith 462.5 acre properties, and possibly other properties. Source: Thompson & West (1876).

1899 No indication of specific land use; scattered residences and roads. Source: USGS 15' San Jose Quadrangle.

1939 Site is row crops and grasses (hay?). McCarthy ranch buildings (?) present to south (NW of location of present day I-880 / CA 237 interchange). Source: EDR aerial photo.

1948 Similar to 1939; crop fields configured in different manner. No features on subject site. Structures at location of current (2011) PGE Gas Terminal (unclear of terminal or previous use). Source: EDR aerial photo.

1953 Orchards and fields in vicinity. No features on site. Coyote Creek to west; California East Shore Fwy Hwy. 17 (now I-880) under construction. Source: USGS 7.5' Milpitas Quadrangle.

1953 Property conveyed from Katherine B. Barber to Richard I. McCarthy and Mary G. McCarthy. Source: Chain of Title search in URS (2006).

1956 Similar to 1948; crop fields configured in different manner. No features on subject property. California Hwy 17 (now I-880) newly constructed to east. Source: EDR aerial photo.

1961 Similar to 1953, increased orchards in vicinity but site appears to be open field. New residential directly east of I-880. PGE gas terminal is present to south. USGS 7.5' Milpitas and San Jose 15' Quadrangles.

1965 Similar to 1956. No features on subject site, which is row crops. Source: EDR aerial photo.

1968 No significant change. Site vacant (no development), in agricultural use. Source: USGS 7.5' Milpitas Quadrangle.

1972: Expansion of I-880 – CA. SR-237 cloverleaf interchange. No features on subject site, which is row crops. Orchards in near vicinity are no longer present. Source: EDR aerial photo.

1973 No significant change from 1968 maps at site. Site vacant (no development), in agricultural use. New sewage treatment ponds to northwest on west side of Coyote Creek. Source: USGS 7.5' Milpitas Quadrangle.

1980 No significant change from 1973 maps at site. Site vacant (no development), in agricultural use. General reduction of agricultural features and increase in commercial and residential development. Source: USGS 7.5' Milpitas Quadrangle.

1982 Essentially similar to 1972 imagery. No features on subject site, which is row crops. Minor continued commercial development in vicinity. Source: EDR aerial photo.

1983	Property conveyed from Mary G. McCarthy to Richard I. McCarthy, Muriel M. Harris, and Joseph A. McCarthy (Trustees of the MGM Trust). Source: Chain of Title search in URS (2006).
1993	Site and immediate vicinity no longer row crops, now open field (hay?). McCarthy Ranch Drive over-crossing of CA SR-237 is present, as well as new commercial buildings south of SR-237. Newly constructed flood control levees along Coyote Creek. No features on site. Source: EDR aerial photo.
1994	Property conveyed from Richard I. McCarthy to Joseph A. McCarthy. Source: Chain of Title search in URS (2006).
1994	Property conveyed from Muriel M. Harris and Joseph A. McCarthy as Trustees of the MGM Trust to HSC Associates (Hunter Storm LLC). Source: Chain of Title search in URS (2006).
1994 – 1995	Property under construction by Hunter Storm LLC.
1995	Property conveyed from HSC Associates to Wells Fargo Bank, NA, as Corporate Co-Trustee for various entities. Source: Chain of Title search in URS (2006).
1998	Property conveyed from Wells Fargo Bank, NA, as Corporate Co-Trustee for various entities. To CB McCarthy Ranch Marketplace, Inc. (RREEF Funds?). Source: Chain of Title search in URS (2006).
1998	McCarthy Ranch Marketplace development appears to be completed, including subject site, Walmart to north, and additional commercial buildings south and east of Ranch Drive. Extensive new commercial construction south of CA-237 and east of I-880. Row crops and open fields to west and north of site. Source: EDR aerial photo.
2005	Subject site similar to 1998. New commercial construction immediately west of site, west of McCarthy Boulevard, and north, north of Walmart. I-880 / CA SR-237 interchange newly reconstructed. Source: EDR aerial photo.
2006	Purchase of property by Milpitas McCarthy Ranch (MMR), Inc, a Florida corporation, which is owned by the Florida State Teachers Fund L & B Realty Advisors. Transfer date: 6/8/06. Partial source: Santa Clara County Assessor (website).
2006	Essentially unchanged from 2005. Source: EDR aerial photo.
2011	Essentially unchanged from 2006. Source: Google Maps.

5.3 History Summary

5.3.1 Early History

The site vicinity was occupied by Native Americans through the 18th century. By 1838 it was part of a Mexican Land Grant.

5.3.2 Early Development

The site was used for agricultural purposes during the 19th century. Scattered residences and roads are evident by the late 19th and early 20th century.

5.3.3 Subsequent Period

The site, as part of a larger area, was divided into areas devoted to row crops and possibly grass/hay production by 1939 (and most likely, several decades earlier). Although the agricultural lot configuration changed during subsequent decades, it remained variably as row crop and grass/hay production until approximately 1995.

5.3.4 Recent Years

Construction of McCarthy Ranch Marketplace occurred around 1995. The site use has remained as retail since the development was initially occupied.

5.4 Additional Information

Based on the Section 5 (above) information sources and our air photo interpretation, there are no definitive indications from the historic research of surficial spills or of the disposal of refuse or hazardous waste materials in the near site vicinity. Information from the site reconnaissance and regulatory agency review is discussed below.

6.0 RECONNAISSANCE AND OBSERVED ENVIRONMENTAL CONDITIONS

6.1 Introduction

Our direct evaluation of site environmental conditions consisted of site reconnaissance (see Scope of Work). We walked around the perimeter of the property (where accessible), as well as observing building interiors where accessible. We also walked and drove around the immediate site vicinity. We were accompanied for our building interior inspection by Luis Murillo, on-site maintenance with Universal Maintenance.

6.2 Site Reconnaissance Observations

6.2.1 General

Pertinent features are shown on Figures 4, 5A, and 5B. Figure 4 is annotated with the locations of the various observations, and Photographs A through W show many of the features described below. The site is currently occupied by four primary buildings.

6.2.2 Site Observations

Based on the site history, the site was developed in 1994-95. Four single story retail buildings occupy the site. Along the western side of the property adjacent to McCarthy Boulevard are two relatively large essentially contiguous "big box" buildings (designated herein as Building A on the south and Building B on the north) housing occupied and vacant retail units ranging from 11,000 to 51,250 square feet. Along the eastern side of the property are two relatively small buildings (designated as Building C on the south and Building D on the north) housing an assortment of food vendors, coffee shops, restaurants, and additional retail businesses. A bank ATM is located at the approximate center of the parking lot, housed in a small building. The buildings are constructed with concrete slabs-on-grade with tilt-up concrete walls. The site is landscaped with trees and shrubs, a delivery and loading area west of the western buildings, and with an asphalt parking lot in the center of the property.

We walked around the building exteriors and parking lot. The asphalt is in generally good condition, and there are no indications of spills or hazardous materials, with the exception of oil staining on the concrete pad supporting a Pacific Gas & Electric Company transformer (T-3064) located adjacent to the parking lot northeast of Unit 181 (Pasta Pomodoro). The stain was noted by URS (2006), and does not appear to be fresh, although it was not possible to determine whether any leaking had occurred since the 2006 URS report was prepared. Photograph O (this report) shows the stain, which looks essentially unchanged albeit possibly slightly larger than the stain shown in Photo No. 6 of the 2006 URS report. PG&E replaced the fluids in all of its transformers by the early 1990s to remove PCBs from the interior cooling fluids. Thus, it is highly unlikely that this transformer would contain PCBs or other hazardous materials. We noted additional transformers, refuse disposal bins, and cardboard compactors, but there were no indication of fluid leakage or release.

We identified an apparent underground "vault" adjacent to the northwest facing exterior wall of Unit 217, David's Bridal (Photographs R through W). We observed a rectangular steel plate/cover placed flush with a concrete surface in the parking lot, which appeared to post – date construction of the adjacent building and parking lot. Two round covers on the order of 3 inches diameter were located within the steel plate. There was an additional plugged opening immediately adjacent on one side, and two additional covered openings at greater distance from the plate at each end. We were not able to access either the two covers within the plate or the single plugged location to the side, nor were we able to remove the steel plate/cover; we were able to remove the two more distant covers, exposing pipes which

appeared similar to cleanouts. These pipes appeared to curve inward toward the vault at a depth of approximately 2 feet below grade. This feature was not identified in the PES Environmental (2005) environmental audit report or the URS (2006) report; it is not certain whether it post-dates the 2006 report or whether PES and URS either did not observe the feature or did not consider it to be significant.

We did not observe any similar features on the property. Based on its being surrounded by concrete within the asphalt surface, and on "cuts" into the asphalt (for removal) at the corners of the concrete, it appears that the "vault" was installed after the center was constructed (post 1995). Based on its appearance (restraining screws were rusted into place) and on business directory listings and interviews with the tenant (David's Bridal), it has not been in use since at least 2006 (McCarthy Ranch was constructed in 1995).

We were initially unable to remove the plate, and it was subsequently opened by a contractor who we understand was retained by the property manager. Interior vault dimensions are Width - 41 inches, Length - 57 inches, Depth - 66 inches. The vault was filled with fluid to a depth of about 35 inches, with some sludge apparently present at the base. Based on the above measurements, there was a total of approximately 300 gallons of fluid/sludge. There was an oily sheen on the fluid surface, and an odor, somewhat "musty". The vault was subsequently emptied of fluids by the owner. David's Bridal staff informed us that there was a very strong odor of sewage at that time.

At the User's request, we obtained a grab sample of the water contained by the "vault". The vault was not sealed at the ground surface, and we infer that the contents present at that time consisted of surface precipitation infiltration at the perimeters of the "vault" cover and through the two round covers of openings within the plate (as noted above, a slight oily sheen was present on the fluid surface). The analytical lab report is included in Appendix F of this report. The following compounds were detected:

- Petroleum oil and grease: 1,800 ppm.
- Gasoline: 390 ppb (0.39 ppm).
- Diesel: 1,400,000 ppb (1,400 ppm).
- VOCs (volatile organic compounds): various compounds ranging from 0.62 to 64 ppb.
- Metals: various metals in both filtered and unfiltered samples were detected.

The grab water sample test results are discussed in Section 8.1.3.

The vault appears to be steel, heavily corroded. At the ground surface the vault is surrounded by concrete. We could not determine if the entire vault is encased in a concrete box, which would be expected as a typical and standard practice to prevent crushing and to protect the vault. Assuming the presence of a concrete encasement, we do not know its quality or condition (it could be cracked). There appear to be two corroded plugged (?) openings within the vault interior. Vertical metal plates ("baffles"?) were located at the southern end.

The "vault" is discussed further in Section 8.1.3.

There were no indications of underground storage tanks or additional vaults or of hazardous material storage within the site. We observed grease traps both within and outside of the various food establishments, all on the east side of the property. Operating personnel indicated that the traps were cleaned by servicing companies on a regular schedule. The grease traps contain oils of vegetal or animal origin, and not of petroleum origin, and thus any possible releases would not be considered a soil or ground water hazard.

There are currently no dry cleaners or gasoline stations. There are no indications of past dry cleaners or gasoline stations on the site.

We also viewed the building interiors of all units, whether occupied or vacant, with the assistance of on-site maintenance worker, Luis Murillo of Universal Maintenance. Our observations are presented in attached Table 3.

6.2.3 Site Conclusions

We observed the property for additional indications of environmental concern, such as dumping of fill or waste, areas of impaired vegetation, ground surface staining, production or monitoring wells, underground storage tanks, industrial use, pits, lagoons. etc. There were no indications of any of these or other conditions, **other than indicated above**, which might suggest environmental impairment. There were no indications of a septic system on the property. There were no indications of hazardous materials storage, other than small quantities of cleaning fluids, paint, and similar products in various units. There were no indications of leakage or releases from these containers.

The JVLA geotechnical report (2011) postulates that the surficial 2 to 3 feet may consist of fill. The source of this postulated fill would be unknown. Fill is routinely placed to raise the overall site grade and/or to provide suitable base for pavements and structures. We are not aware of any sites in the vicinity where import fill under these circumstances has been shown to contain hazardous materials at levels of concern.

6.3 Surrounding Area Observations

We observed the immediate adjacent properties, and the surrounding several blocks, where accessible. The immediately surrounding area is developed with similar retail establishments and offices. The neighborhood further to the east of US I-880 is residential. There were no indications of monitoring wells on nearby properties. We observed the surrounding area for indications of conditions such as landfills, chemical plants, etc which could impact the subject site, other than sites listed in the EDR 2011 report. We did not observe any such sites within a distance which might be of concern to the subject site. We did not observe overhead major power transmission lines crossing or adjacent to the site. The results of our research of the neighborhood sites and other relevant businesses are summarized in Table 2 and in Sections 7.4 and 8 of this report.

6.4 Overall Surrounding Area Reconnaissance Conclusions

Thus, based on our reconnaissance, there are no indications of current land use on adjacent properties which might result in environmental impairment directly to the site. More distant sites which might impact the subject site are discussed in Sections 7.4 and 7.5.

6.5 Interviews and Contacts

Various individuals and organizations were interviewed or contacted in conjunction with this investigation. These individuals and contacts are listed in the References section of this report.

7.0 REGIONAL ENVIRONMENTAL CONDITIONS

7.1 Introduction

We utilized a data base provided by Environmental Data Resources, Inc. (EDR) (Report Inquiry No. 3215056.2s (dated November 29, 2011), which summarizes available documents published by the United States Environmental Protection Agency, California Environmental Protection Agency, Office of Planning and Research, Regional Water Quality Control Board, as well as additional federal, state and local agencies, to identify sites with an indication of hazardous materials presence or release. A copy of the EDR **summary** report is attached to this report as Appendix B. Regulatory agency files pertaining to reported releases, remedial activities, permits, hazardous materials treatment, storage and disposal, etc. were then reviewed. Relevant documents from agency files and other sources are included in Appendix E. The databases and search distances conform to or exceed the standard record sources identified in ASTM Practice E-1527-05.

7.2 Data Base

Data bases and the distance searched by EDR are listed in the EDR Executive Summary (Appendix B) and Government Records Search (Appendix C). The investigation indicates that there are 36 located site references within the distances specified by ASTM and searched by EDR. Some of these sites comprise multiple (more than one listing for a given property or business) listings. Close scrutiny of the EDR maps identifying site locations indicates that most of the sites are relatively accurately located, although there are some discrepancies or inaccuracies which are noted in Table 2. In addition, there are 24 "orphan" site listings which are not located on the EDR map. Based on the report descriptions, identified addresses (where available), and our reconnaissance, none of the orphan sites are germane to this investigation.

There are no proposed, listed or delisted Federal NPL ("Superfund") or CERCLIS sites within the ASTM guideline search distances. There are no State equivalent NPL sites; there are four State equivalent CERCLIS sites, although all four sites are at distances greater than 0.5 mile and judged not to have the potential to impact the subject site.. There are no listed landfills. There are sites from other data bases at various distances from the subject site.

We evaluated selected sites which, upon review of the EDR report, appeared to have a potential impact to the subject site. We reviewed on-line file information on various sites. On-line information sources included the California EnviroStor and GeoTracker web sites.

The status of those nearby sites with potential influence to the subject site listed on the various data sources is presented in Table 2 and the following discussions. The site identification numbers are keyed to Figures 6 and 7, EDR Overview Map and EDR Detail Map, respectively, which locate the listed properties in relation to the subject site. Note that more than one site may be listed with the same location letter reference. Note that some locations on the EDR maps may be slightly inaccurate, but this does not impact the following discussions or our conclusions and recommendations.

7.3 Subject Site

- **"McCarthy Ranch" (Sites A1, A2):** Identified by EDR (2011a) as the subject site. However, evaluation and review of relevant documents indicates that this site is located adjacent to the subject site immediately west of McCarthy Boulevard.

Various consultant reports and letters, as well as correspondence from the California Department of Toxic Substance Control (DTSC), pertain to this adjacent property as well as (indirectly) the subject site. The adjacent westerly property was under the jurisdiction of the DTSC for a relatively short period of time in order to gain closure / no further action (NFA) related to the detected presence of agricultural chemicals (primarily chlorinated pesticides, as well as other compounds of lesser concern). **NFA was granted by the DTSC** in a letter dated June 3, 1997 (Appendix E). The results of soil sampling on the adjacent western site are applicable to the subject site, as land use and agricultural practices at the western location appear to have been similar to the subject site. Additional investigations referenced by the consultant appear to include sampling on the subject site, although these reports were not available to us and precise sample locations are unknown. Sampling for agricultural soils is conducted within the initial first foot of depth, as the pesticides tend to adhere to soil and not be leached to greater depth.

PES Environmental (1996) investigated the adjacent parcel to the west in 1996. The investigation included review of previous investigations which included much of the former McCarthy Ranch, including the subject site. A detailed summary is beyond the scope of this report. However, the following investigations were included in the PES investigation discussion:

OHM (11/7/88) obtained shallow soils samples from the McCarthy Ranch. 19 samples from north of Hwy-237 (specific locations unknown) averaged DDT concentration of 1.53 ppm, with a range of from 0.38 to 2.99 ppm.

McLaren Hart (7/23/83) obtained 30 samples from 6 inches composited to 10 samples, from NE of the PES site (likely including the subject site). DDT ranged from 0.08 to 0.214 ppm.

Chemical Risk / McLaren Hart (12/3/91 and 9/8/95) conducted health risk assessment for a school site in the near vicinity. The reports concluded that pesticides in the site vicinity soils did not pose a health risk to school children.

Harza (11/27/95) sampled soil and groundwater for a 187 parcel which apparently included the subject site. 40 soil samples from 6 inches depth were composited to 10 samples for analysis; DDT in all samples was less than 1.0 ppm at all locations except the southwest corner (apparently a part of the PES site west of the subject site). In addition, four grab ground water samples were non-detect for TPH-G and BTEX, and detected a maximum of 0.55 ppm for TPH-D.

PES (7/3/96) collected 56 soil samples from 6 inches depth and composited the samples to 14 for analysis. DDT/DDE/DDD combined ranged from 0.09 to 1.76 ppm. The five samples adjacent to the subject site were all less than 1.0 ppm, averaging 0.352 ppm; seven of the nine samples on the west side of the property exceeded 1.0 ppm.

OHM (1989) collected 10 shallow soil samples (from the upper 18 inches) from 70 acres of McCarthy Ranch south of CA SR-237. Samples from the eastern half averaged 0.661 ppm; samples from the western half averaged 0.195 ppm.

These values can be compared to various Federal and California regulatory standards:

- US EPA Preliminary Remediation Goal (PRG) for DDT = 1.7 ppm
- SF Bay Region RWQCB Construction Worker Direct Exposure = 87 ppm
- SF Bay Region RWQCB Residential Direct Exposure = 1.7 ppm
- SF Bay Region RWQCB Commercial/Industrial Direct Exposure = 7.0 ppm
- California DHS/DTSC TTLC (disposal standard) = 1.0 ppm

It is not possible to directly relate the above test results to the subject site, but it appears that the majority of samples are less than the critical value of 1.0 ppm for off-site disposal. In addition, it is likely that potentially impacted shallow soils at the site have been disturbed and mixed by grading for the current development is a manner which would render segregation of impacted soils, if any, impossible.

7.4 Listed Sites

Table 2 of this report, provides information on nearby sites documented by EDR (2011a). The table summarizes all nearby sites; at greater distances, only those sites listed by EDR which we deem to be of potential impact to the subject site are discussed. We present on the table our conclusions related to the potential for each site to impact the subject site. Sites with a potential to impact the subject site are discussed below. Sites with no potential or unlikely to impact the subject site are discussed in Table 2, only.

- **Pacific Gas & Electric, PG&E, Milpitas Gas Terminal (Sites C8, C9, C10, C11, E19):** The PG&E Milpitas Gas Terminal is part of the company's natural gas distribution system. It currently stores small quantities of various hazardous materials, with no reported violations. It also includes an above ground fuel tank, most likely utilized for a backup generator. It is approximately 400 feet distant from the closest part of the subject site, and is hydrogeologically up gradient of the subject site. A release of gasoline occurred from a former UST. The site was investigated, and although limited residual soil and ground water contamination remain, the site was closed (no further action) by the California Regional Water Quality Control Board (2004 letter). Thus, the PG&E site is unlikely to impact the subject site.

- **Walmart (Site E17):** The Walmart site is 1,200 to 1,500 feet north of the subject site (approximately 800 feet from the closest part of the subject site), and is hydrogeologically down gradient. The property along its southern boundary is contiguous with the subject site, but the area of "concern" is distant, at the far northern end of the property. It is listed in the regulatory databases as having a 1,000 gallon waste oil UST, and it is a small quantity hazardous waste generator. Based on the distance and regional down-gradient location, the Walmart site is unlikely to impact the subject site.

- **Additional Listed Sites:** Various additional sites are listed in the EDR report and are summarized on Table 2, but in our opinion are not of concern to the subject site. These sites are all distant from and/or down gradient of the subject site.

7.5 Additional Nearby (unlisted) Sites

- **Additional Unlisted Sites:** No additional (unlisted) sites with definitive potential to impact the subject site were observed during our site reconnaissance and research.

8.0 DISCUSSION

8.1 Current Investigation

8.1.1 Introduction

Based on our review of aerial photographs, maps, regulatory data bases, our site reconnaissance, interviews and other information on land utilization, there are two potential environmental concerns. These are the former agricultural use of the site and surrounding area, with the potential for the presence of residual agricultural chemicals in shallow soil; and of a "vault" located west of the current David's Bridal, 217 Ranch Drive.

8.1.2 Agricultural Chemicals in Shallow Soils

Section 7.3 above includes a detailed discussion of soil testing within the site vicinity for chlorinated pesticides, particularly DDT, DDE, and DDD. The discussion is of significance to the subject site, as a potential site use option is to construct a new building on the property, which would include a below-grade parking garage. Construction of the garage would necessitate excavation and probable off-haul of soil from the site. Generally, only the uppermost (most shallow) approximately one foot of soil tends to be impacted by agricultural chemicals. If the soil were contaminated at concentrations of concern to potential disposal sites, the cost of the soil disposal would increase. Based on the discussion in Section 7.3, it appears that it is likely the shallow soils at the subject site contain less than 1.0 ppm combined DDT, DDE and DDD, and thus it is unlikely that these soils would need to be treated as hazardous. In addition, as the shallow soils were most likely mixed during site grading, it is likely that the overall relatively low concentrations of residual agricultural chemicals have been further reduced. However, this conclusion would need to be verified by site-specific sampling of the shallow soils.

8.1.3 "Vault"

A vault of unknown origin is present adjacent to the rear outside wall of David's Bridal, 217 Ranch Drive. The vault was covered and inaccessible at the time that it was first observed during our site reconnaissance; it is described in Section 6.2.2. A previous tenant at this location is listed in the EDR (2011f) 1996 business directory summary as "E7 Discovery Zone Inc". An Internet search for this company was not successful. However, a search of Wikipedia indicates that "Discovery Zone" was a chain of children's entertainment facilities founded in 1990, which went bankrupt in 1996, and that "E7" is in all likelihood "DZ". The chain was subsequently purchased by Chuck E. Cheese's, which converted some locations and closed others (there are no indications that the subject site was converted to a Chuck E. Cheese's location). An additional search of business and telephone directories at the San Jose, California Library California History Room indicates that Discovery Zone is listed from 1995, when the McCarthy Ranch development was constructed, through 2000. In 2001, it is replaced by David's Bridal, which has occupied the site from that date to the present. A facility such as "Discovery Zone" would most likely include food preparation and sales.

As discussed in Section 6.2.2, a grab fluid sample of the "vault" contents was obtained. Low levels of petroleum hydrocarbons, VOCs and metals were detected. The water appears most likely to have infiltrated the "vault" from surface leakage originating from precipitation runoff. It is unlikely that the fluid, with its low contaminant concentrations, represents or relates to the prior use of the "vault", which has been identified as a grease trap. The vault was approximately half full of fluid when observed. The analytical results are deemed inconclusive, but consistent with water infiltration and runoff from the ground surface as the vault is adjacent to the parking lot.

We viewed the "vault" with an environmental contractor, represented by Chris Pacis of Decon Environmental Services. Mr. Pacis did not believe the "vault" was intended for hazardous materials storage, but he was not certain of the purpose of the installation. We then viewed the "vault" with a contractor which services grease traps used by restaurants and commercial kitchens, ARS Rescue Rooter, represented by Tom Schiess. Mr. Schiess identified the "vault" as a commercial grease trap, although of unusual design (generally, baffles are located near the middle of the trap, as opposed to this feature, with baffles at one end). He thought the trap had at one time been utilized as intended, based on his observation of remnant grease at the southern (baffle) end.

There is no indication of this feature on the 1994 building plans which we viewed at the City of Milpitas, or on permit records for the property. Luis Murillo of Universal Maintenance, does not know its origin or past use. During our initial research, a Milpitas Fire Department employee told us there were no available Fire Department records. This was subsequently confirmed by Alfred Zamora, Milpitas Fire Department Division Chief / Fire Marshal. David's Bridal Store Manager Sheryl Clark was not aware of the vault, and indicated that David's Bridal would have no use for such a feature. We observed the building interior directly adjacent to the exterior vault, but did not observe indications of past activities which would relate to the vault (such indications could have been removed by this time). However, the immediately adjacent interior floor is covered with carpeting, and the nearby floor with linoleum, thus there is no way to identify drains or other indications of a previous kitchen.

Based on the available information, it appears that the "vault" is an abandoned grease trap, associated with the former Discovery Zone.

8.1.4 Other Considerations

The property is connected to the public sanitary system. There are no indications of the presence of a septic system on the property, either currently or prior to development.

There are no identified release sites in the near site vicinity, or others further distant, which are likely to have impacted the subject site.

Seven electrical transformers are located on the property. Older transformers (generally pre-dating 1979) may contain PCBs in the oil coolant. Based on their presumed dates of installation (1995), and PG&E's program of replacing PCB-containing fluids in its transformers, it is unlikely that the site transformers contain PCBs.

Small quantities of janitorial and maintenance supplies were observed in most of the occupied units. The observed volumes and absence of release based on visual observation indicate that these supplies are not likely to be of environmental concern.

Several units utilize hydraulically driven bailers or compactors to consolidate cardboard waste. We did not observe indications of releases of hydraulic fluids from these bailers.

8.2 Previous Investigation

This investigation did not include an evaluation of the presence or determination of wetlands, asbestos, lead- , or PCB-bearing building materials, or radon gas at the site. However, the previous URS (2006) Phase I PEA included discussion or evaluation of asbestos, lead in drinking water, and radon gas. The following discussion summarizes the URS (2006) findings. We provide this information herein but do not warrant the accuracy of the observations or conclusions.

8.2.1 Asbestos

Asbestos is not included in the scope of our investigation. However, URS (2006) conducted a visual asbestos survey, and did not observe suspect materials. URS stated that based on the results of a reported limited 1998 survey, conversations with site personnel, site observations, and the 1995 date of construction of the buildings, it was their opinion that "it is unlikely that asbestos-containing building materials (ACBMs) are present on the subject property."

8.2.2 Lead in Drinking Water

Lead in drinking water is not included in the scope of our investigation. URS (2006) conducted a limited preliminary screening for lead in drinking water at the site. Four water samples, one from each of the four buildings, were obtained. Lead in drinking water was not detected above the primary drinking water standard. Detailed results are presented by URS (2006).

8.2.3 Radon Gas Survey

Radon gas is not included in the scope of our investigation. URS (2006) conducted a limited radon gas survey. Four tests were conducted, one in each of the four buildings. Radon gas concentrations in each sample were below the U.S. EPA recommended action level of 4.0 picoCuries per liter (pCi/L). Detailed results are presented by URS (2006).

We do note, without comment on the data quality or applicability, that the referenced EDR (2011a) report indicates that there are 29 documented radon-tested sites in area code 95035 on a California Radon database, with all of the 29 sites less than 4 pCi/L radon. In addition, there is one reported radon test site in area code 95035 on a Federal Radon database; data are reported for the first floor living area only, with an average radon activity level of 0.400 pCi/L. According to the EDR report, Santa Clara County is in US EPA Radon Zone 2, with indoor average radon levels between 2 and 4 pCi/L.

9.0 CONCLUSIONS AND RECOMMENDATIONS

This Phase I Environmental Site Assessment was conducted to evaluate whether past or current usage of the site or of near-vicinity sites may have adversely impacted the soil or ground water quality of the property located at McCarthy Ranch retail center, Milpitas, California. At this time, to our knowledge, there are no pending environmental (soil or ground water contamination or hazardous materials-related) actions placed by a regulatory agency upon the site.

We have performed this assessment in conformance with the scope and limitations of ASTM Practice E 1527 (2005). Any exceptions to, or deletions from, this practice are described in Section 10.0 of this report. This assessment has revealed no evidence of recognized environmental conditions in connection with the property except for the following:

- An underground "vault" is present behind David's Bridal, 217 Ranch Drive. Based on our observations and the identification by a specialty contractor, this feature appears to be a grease trap, most probably associated with a former tenant, Discovery Zone, a children's amusement center. Based on the use of the adjacent building as a children's' amusement center and subsequently as a retail bridal shop, use of the vault for other purposes is remote. In our opinion, it is thus unlikely that this feature would have stored or released hazardous materials to the adjacent soil and ground water. The historical use of this feature is therefore a de minimis condition. Further evaluation or action is not recommended.

- Chlorinated pesticides, particularly DDT and its daughter products, DDE and DDD, have been detected in shallow soils (less than 1 foot depth) from the former McCarthy Ranch (which includes a much larger area than the subject site). These chemicals are ubiquitous on former agricultural lands in the Santa Clara Valley. Previous sampling of the vicinity which may include samples from the subject site suggests that the detected concentrations are generally below levels of concern, and that the soil could be off-hauled without special handling or expense. Furthermore, it is likely that possibly impacted shallow soils remain as a discrete stratum, and thus, it is unlikely that they could be feasibly segregated. However, site specific soil sampling would be required to form a definitive and reliable conclusion. In our opinion, it is unlikely that residual agricultural chemicals would pose a risk to the environment or to future activities such as excavation and off-haul. The historical use of agricultural chemicals is therefore a de minimis condition. Further evaluation or action is not recommended.

10.0 ADDITIONAL REPORT ELEMENTS

10.1 Data Gaps

Data gaps occur, but as discussed below, it is our opinion that they are relatively minor and do not significantly impact this report's conclusions and recommendations.

There were two locations within currently vacant units which were not accessible (locked doors); there were also localized areas within occupied units which were covered with various stored items or by rugs, linoleum etc.. Thus, we were not able to view all floor surfaces. However, in our opinion these locations are unlikely to be of concern.

Representatives of the property owners declined to complete a standard ASTM questionnaire pertaining to the site environmental history. We understand that they have asserted that there are no known environmental impairments to the property.

There are no definitive data of agricultural chemical soil testing of the subject site. However, as discussed in Sections 7.0, 8.1.3, and 9.0, it is unlikely that agricultural chemicals are present at concentrations of concern.

The "vault" located behind David's Bridal, 217 Ranch Drive, has been identified as a grease trap. Although we have not been able to definitively confirm its installation and use history, it is unlikely that this feature was used for hazardous materials storage or disposal, and thus it is not considered as a data gap.

10.2 Environmental Liens

There are no indications of environmental liens against the property. This conclusion is based on the Preliminary Title Report (First American Title Company, 2011); the EDR Environmental Lien Search Report (2011e); and on our review of available regulatory agency documents.

10.3 Purchase Price

10.3.1 General Considerations

ASTM E1527-05 Section 6.5 requires the User (in this case, the property purchaser) to "consider the relationship of the purchase price of the property to the fair market value of the property if the property was not affected by hazardous substances or petroleum products". Therefore, the User should evaluate this price in light of the former and current land use and risk of environmental degradation and possible future associated costs.

10.3.2 Purchase Price Conclusion

We discussed the proposed sale price with Mike Zylstra, Vice President, Cornish & Carey Commercial / Newmark Knight Frank. Mr. Zylstra is broker for the potential property purchasers. Mr. Zylstra stated that the sale price was reasonable for the current land use, particularly in light of the availability of similar properties in the general Milpitas vicinity, and for current economic conditions.

10.4 User Provided Information and Interview

The user (Torgan Group) provided a copy of the previous Ph. I ESA (URS Corporation, 2006), as well as available plans and documents related to the current property use. We discussed the Torgan Group's knowledge of both previous and of their planned site use.

10.5 Environmental Professional Statement

I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in §312.10 of 40 CFR 312. I have the specific qualifications based on education, training and experience to assess a property of the nature, history and setting of the subject property. I have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR 312.

11.0 LIMITATIONS

This report has been conducted for the express use only of Jensen VanLienden Associates, The Torgan Group, and its consultants. The conclusions and recommendations herein may not be valid for other (third) parties unless reviewed and verified in writing by Hoexter Consulting, Inc.

Our services have been performed in accordance with generally accepted engineering geologic and environmental consulting principles and practices within the area at the time of our investigation. No other warranty, either expressed or implied as to the professional advice provided, is made.

The scope of work for this investigation is designed to evaluate the potential for environmental problems at the site. It should be recognized that some limitations are inherent in the evaluation of subsurface conditions, particularly without direct subsurface investigation, and that certain conditions may not be detected. The analysis and conclusions contained in this report are based on the site conditions as they existed and were observed at the time of our reconnaissance, discussions with governmental agents, owners or others familiar with the site or vicinity, review of documents, and our review and interpretation of readily available maps and reports prepared by others. Changes in the information or the data gained from these sources or in the proposed land use or development plans could result in changes in our conclusions and recommendations. If such changes do occur, we should be advised so that we can review our report in light of those changes. In addition, site conditions can change rapidly due to natural occurrences or human intervention. Thus, this investigation cannot provide a guarantee that all possible on-site contamination will be discovered.

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ENCLOSURES

REFERENCES

REFERENCES

Aerial Photographs

Description	Date	Scale	Comment
EDR/F	1939	1:6,660	Single, b/w
EDR/USGS	1948	1:7,860	Single, b/w
EDR/A	1956	1:6,600	Single, b/w
EDR/C	1965	1:3,996	Single, b/w
EDR/N	1972	1:6,600	Single, b/w
EDR/USGS	1982	1:8,280	Single, b/w
EDR/EDR	1993	1:6,000	Single, b/w
EDR/USGS	1998	1:7,992	Single, b/w
EDR/EDR	2005	1:6,000	Single, b/w
EDR/EDR	2006	1:6,000	Single, b/w

Air photo notes:

A	Aero
b/w	Black and white
col	Color
Cart	Cartwright
CS	Clyde Sunderland
EDR	Photo supplied by EDR Inc.
E	Exxon
F	Fairchild Aerial Photography Collection, Whittier College, Whittier, CA
JA	Jack Ammann
N	NASA
PAS	Pacific Aerial Surveys, Oakland, California
SC	Air Photo and Map Library, University of California, Santa Cruz, CA
TS	TerraServer (Microsoft) web site.
USGS	United States Geological Survey, unknown location
USGS-MP	United States Geological Survey Library, Menlo Park, CA
WAC	WAC Corporation, Eugene, OR
WSA	(unknown source)

Topographic and Other Maps	Date	Scale
Thompson & West	1876	Unknown
USGS San Jose 15' Quadrangle	1899	1:62,500
USGS Milpitas 7.5' Quadrangle	1953	1:24,000
USGS Milpitas 7.5' Quadrangle	1961	1:24,000
USGS San Jose 15' Quadrangle	1961	1:62,500
USGS Milpitas 7.5' Quadrangle	1961/68 (photorevised)	1:24,000
USGS Milpitas 7.5' Quadrangle	1961/73 (photorevised)	1:24,000
USGS Milpitas 7.5' Quadrangle	1961/80 (photorevised)	1:24,000

Note: no Sanborn coverage for the site vicinity.

Directories (EDR)

Year	Source	Year	Source	Year	Source	Year	Source
1922	P	1945	P	1965	P	1985	PB
1925	P	1946	P	1966	P	1986	P T
1926	P	1950	P	1968	P	1991	P T
1930	P	1955	P	1970	P	1996	PB
1931	P	1957	P T	1974	P	2000	H
1935	P	1960	P	1975	P T	2001	H
1936	P	1962	P	1978	P	2006	H
1940	P	1963	P T	1980	P T		
1942	P	1964	P	1982	P T		

Directories (Library, San Jose, California, California History Room

Year	Source	Year	Source	Year	Source	Year	Source
1995/6	H	1999/2000	H	2002/03	H	2009	H
1997/8	H	2000/01	H	2005	H		
1998/9	H	2001/02	H	2007	H		

Directory notes:

AT: AT&T Yellow Pages
C: Coast Directory Company
Ha: Willis Hall Directory, Burlingame Publishing Co.
H: Haines Criss-Cross Directory
P: R. L. Polk & Co. Publishers (City Directory)
PB: Pacific Bell
PT: Pacific Telephone

Personal Communication and Contacts

ARS Rescue Rooter, Tom Schiess, Commercial Account Representative
Banfield Pet Hospital, Jaswinder Goraya, DVM, Veterinarian
California History Room, San Jose, California Library
Cornish & Carey Commercial, Newmark Knight Frank Investment Services, Mike Zylstra, VP
Crosspoint Realty Services, Courtney Jones
David's Bridal, Sheryl Clark, Store Manager
Decon Environmental Services, Chris Pacis, Project Manager/Estimator
Jensen VanLienden Associates, Curt Jensen
McCarthy Ranch (pre-development property owners), Joey McCarthy, Project Manager
Milpitas Building & Safety Department: Cindy Ingram, Office Assistant II
Milpitas Fire Department: Alfred Zamora, Division Chief / Fire Marshal
Torgan Group, The, Maor Cohen and Sam Cohen
Universal Maintenance, Luis Murillo, on-site maintenance worker

Plans and Maps (unpublished)

Mark Thomas & Co, Inc, 1994, Site Plan Ph. I McCarthy Ranch Marketplace, Plate A-1.0, March 7, 1994 (source: City of Milpitas, microfiche file, print copy not available).

Public Agency Contacts and File Reviews

California, Envirostor Web Site
California, GeoTracker Web Site
Milpitas, City, Building and Safety Department
Milpitas, City, Fire Department

Publications and Reports (published)

American Society of Testing Materials (ASTM), 1997, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, Practice E-1527-97, West Conshohocken, PA.

….., 2000, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, Practice E-1527-00, West Conshohocken, PA.

….., 2005, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, Practice E-1527-05, West Conshohocken, PA.

Dibblee, T.W., Jr, 1972, Preliminary Geologic Map of the Milpitas Quadrangle, Alameda and Santa Clara Counties, California, USGS Open File Map 72-91, Scale 1:24,000.

Helley, E.J, and Wesling, J.R, 1989, Quaternary Geologic Map of the Milpitas Quadrangle, Alameda and Santa Clara County, California, USGS Open File Report 89-671, Scale 1:24,000.

Milpitas Planning Department, 2010a, Flood Hazards, last revised June 2010.

…, 2010b, Zoning, last revised August 2010.

Thompson & West, 1876, "Historical Atlas Map of Santa Clara County, California" (reprinted 1973 by Smith & McKay Printing Company, San Jose, California).

Wentworth, C. M, Blake, M.C., McLaughlin, R.J, and Graymer, R.W, 1999, Preliminary Geologic Map of the San Jose 30 X 60 Minute Quadrangle, California, USGS Open-File Report 98-795, Scale 1:100,000.

Reports (unpublished)

California Department of Toxic Substances Control, 1997, McCarthy Ranch, McCarthy Blvd and Ranch Drive, Milpitas, letter dated June 3, 1997.

Eastdil Secured, undated, Investment Offering / Offering Memorandum, McCarthy Ranch ("The Center"), Milpitas, California (probably 2011).

Environmental Data Resources, Inc. (EDR), 2011a, McCarthy Ranch, 11 Ranch Drive, Milpitas, CA 95035, EDR Radius Map Report with GeoCheck, Report Inquiry No. 3215056.2s, report dated November 29, 2011.

….., 2011b, McCarthy Ranch, 11 Ranch Drive, Milpitas, CA 95035, EDR Aerial Photo Decade Package, Report Inquiry No. 3215056.5 (-1,2,3), report dated December 2, 2011.

….., 2011c, McCarthy Ranch, 11 Ranch Drive, Milpitas, CA 95035, EDR Historical Topographic Map Report, Report Inquiry No. 3215056.4, report dated November 29, 2011.

….., 2011d, McCarthy Ranch, 11 Ranch Drive, Milpitas, CA 95035, Certified Sanborn Map Report, Report Inquiry No. 3215056.3, report dated November 29, 2011.

….., 2011e, McCarthy Ranch, 11 Ranch Drive, Milpitas, CA 95035, EDR Environmental Lien Search Report, Report Inquiry 3215056.7, report dated November 30, 2011.

….., 2011f, McCarthy Ranch, 11 Ranch Drive, Milpitas, CA 95035, EDR City Directory Abstract, Report Inquiry No. 3215056.6, report dated November 29, 2011.

……, 2011g, McCarthy Ranch, 11 Ranch Drive, Milpitas, CA 95035, EDR Property Tax Map Report, Report Inquiry 3215056.8, report dated November 29, 2011.

….., 2011h, McCarthy Ranch, 11 Ranch Drive, Milpitas, CA 95035, EDR Summary Radius Map Report with GeoCheck, Report Inquiry No. 3215056.2s, report dated November 29, 2011.

….., 2011i, McCarthy Ranch, 11 Ranch Drive, Milpitas, CA 95035, EDR City Directory Abstract (Supplemental), Report Inquiry No. 3218740.1.6, report dated December 5, 2011.

….., 2011j, McCarthy Ranch, 11 Ranch Drive, Milpitas, CA 95035, EDR Building Permit Report, Report Inquiry No. 3215056.11, report dated November 29, 2011.

….., 2011k, McCarthy Ranch, 11 Ranch Drive, Milpitas, CA 95035, EDR Building Permit Report Supplemental), Report Inquiry No. 3215056.11, report dated November 29, 2011.

First American Title Company, 2011, Preliminary Report, Order No. NCS-480171-ATL, report dated November 10, 2011 (update).

Jensen – Van Lienden Associates (JVLA), 2011, Preliminary Geotechnical Engineering Investigation, McCarthy Ranch Shopping Center, Milpitas, California, report dated November 30, 2011.

PES Environmental, Inc, 1995, Annual Environmental Audit (2005), McCarthy Ranch Marketplace, 15 through 251 Ranch Drive, Milpitas, California, report dated April 7, 2005.

….., 1996, Results of Document Review and Soil Sampling and Analysis Program, McCarthy Ranch Apartment Project, Milpitas, California, report dated July 3, 1996.

….., 1997a, Response Documentation, McCarthy Ranch Project, Milpitas, California, report dated April 2, 1997.

….., 1997b, Supplemental Information, Proposed McCarthy Ranch Apartment Complex, Milpitas, California, report dated May 19, 1997.

Stantec, 2009, Quarterly Groundwater Monitoring Progress Report Second Quarter 2009 and Remediation Progress Report April 2009, 76 (former BP) Service Station No. 11223, 97 South Abbott Avenue, Milpitas, California.

URS Corporation, 2006, Phase I Environmental Site Assessment, McCarthy Ranch Marketplace – Phase I, Ranch Drive, Milpitas, Santa Clara County, California, report dated May 9, 2006.

TABLES

Table 1 – Summary of Business Directory Search (1)

Address	Year	Business
Subject Site and Adjacent or Nearby Properties		
15, 15A Ranch Drive	1996, 2006	Borders (Books, Music, Café)
27 Ranch Drive	1996	Tandy Service Center / Computer City
	2006	C & K United Furniture
63 Ranch Drive	1996	Service Merchandise
	2006	Best Buy / Magnolia Home Theatre
111 Ranch Drive	1996, 2006	Sportmart Inc.
125 Ranch Drive	1996, 2006	Sees Candies
127 Ranch Drive	1996, 2006	Starbucks Coffee
131 Ranch Drive	1996	2001 Flavors Plus Potatoes Cafe
133 Ranch Drive	1996, 2006	Happi House Restaurants
135 Ranch Drive	1996, 2006	Jamba Juice; Happy Juice Fruit Smoothies
137 Ranch Drive	2006	Togos Eatery
139 Ranch Drive	2006	Wells Fargo
153 Ranch Drive	1996, 2006	Office Max, Good Guys

175 Ranch Drive	1996, 2006	Vetsmart Pet Hospital & Health Ctr, Grooming Salon, Banfield, the Pet Hospital
179 Ranch Drive	2006	Yan Can
181 Ranch Drive	2006	Cingular Wireless Store; Pasta Pomodoro
217 Ranch Drive (see Note 2 below for additional information)	1996	E7 Discovery Zone Inc
	2006	David's Bridal; Alterations
239 Ranch Drive	1996, 2006	Ross Stores
251 Ranch Drive	1996, 2006	Western Warehouse

Notes: (1) Based on business and telephone directories dated 1922 – 2006. Source: EDR (2011i).
(2) Supplemental business and telephone directory research of 217 Ranch Drive at City of San Jose Library, California History Room: 1995 – 2000: Discovery Zone; 2000 – 2009 David's Bridal (current tenant).

Table 2 – Nearby Sites / EDR Database Search

Database ID (1)	Business/Residence (2)	Site Address; Location Relative to Subject Site (3)	Database Listings (5)	A: Information on Site B: Conclusions of Impact to Subject Site
A1	McCarthy Ranch	McCarthy Blvd & Ranch Dr. Note: located by EDR as subject site, but in actuality is located immediately west of McCarthy Blvd.	VCP, Envirostor	A: Pesticides were identified in shallow soils; a PEA investigation concluded and California DTSC confirmed that concentrations were below residential standards. B: No Further Action by DTSC; no impact to site (see discussion in text).
A2	McCarthy Ranch	See A1 above	FINDS	Listing only; see A1 above.
3	JDS Uniphase	400 N. McCarthy Blvd, 425' N downgradient (actual location is further north).	EMI	A: Regulated air emissions. B: No specific impact to site.
B4	Pearle Vision Store	172 Ranch Drive (opposite side of road from subject site), 475' ESE.	HAZNET	A: Wastestream consists of "off-specification, common aged or surplus organics". B: Regulated small quantities waste, no reported citations, no impact to site.
B5	(unknown)	136 Ranch Drive (opposite side of road from subject site), 475' SE.	CHMIRS	A: Accidental 2005 release of diesel from vehicle fuel tank. B: Cleaned up by contractor; no impact to site.
B6	Andrus Transport	132 Ranch Road (sic), 475' SSE Note: unable to locate this address.	HAZNET	A: Wastestream (in year 2005) consists of "other organic solids". B: Regulated small quantities waste, no reported citations, no impact to site.
C7	McCarthy Ranch Dental	76 Ranch Drive, 625' SSE.	HAZNET	A: Wastestream (in years 1988-2005) consists of "unspecified organic liquid mixture". B: Regulated small quantities waste, no reported citations, no impact to site.
C8	Milpitas Gas Terminal	66 Ranch Drive, 675' S	RCRA-SQG,	A: Stores/produces regulated small quantities of

	(Pacific Gas & Electric Co.)	(up-gradient)	FINDS, HAZMAT	hazardous wastes; stores and disposes of aqueous organic solutions to regulated site; no reported violations. B: Regulated small (and large quantity) generator waste, no reported citations, no impact to site.
C9	PG&E Facility	66 Ranch Drive, 675' S (up-gradient)	LUST, HIST LUST	A: Gasoline impacted groundwater from leaking UST. B: Case closed, no impact to subject site.
C10	Milpitas Gas Terminal	66 Ranch Drive, 675' S (up-gradient)	AST	A: 4,200 gallon AST (presumably gasoline or diesel content). B: Permitted tank, no identified impact to subject site.
C11	Pacific Gas & Electric Co.	66 Ranch Drive, 675' S (up-gradient)	UST	A: UST, unknown contents, presumably gasoline or diesel. B: Permitted tank, no identified impact to subject site.
D12	McCarthy Ranch	McCarthy & Magnolia St/Blvd, 900' ENE, down to lateral gradient. Note: this location likely in error per Joey McCarthy interview; likely location downgradient NW of site at former office/sheds.	LUST, HIST LUST	A: Apparent release, probably gasoline or diesel. B: Case closed 1996, no impact to subject site.
D13	McCarthy Ranch	783 Milpitas-Alviso Rd, 900' ENE, down to lateral gradient; see comment for listing D12.	CA FID UST, SWEEPS UST	A: Two - motor vehicle fuel USTs, included leaded gasoline, suggesting this is entry no longer applicable. B: Unlikely impact to subject site.
D14	McCarthy Ranch at Bellew	Coyote Creek Reach 3, 900' ENE, down to lateral gradient; see comment for listing D12.	HIST LUST	A: Unknown, listed 1994, closed 1996. B: Unlikely impact to subject site.
D15	McCarthy Ranch at Bellew	Coyote Creek Reach 3, 900' ENE, down to lateral gradient; see	LUST	A: Unknown, listed 1994, closed 1996. B: Unlikely impact to subject site.

		comment for listing D12.		
D16	McCarthy Ranch	McCarthy & Magnolia St/Blvd, 900' ENE, down to lateral gradient; see comment for listing D12.	LUST	A: LUST cleanup site, no further information. B: Case closed 1996, no impact to subject site.
E17	Walmart No. 2119	301 Ranch Drive, 1250' NE	RCRA-SQG	A: Small quantity waste generator, no reported violations. B: No impact to subject site.
E18	Walmart	320 Ranch Road (sic), 1450'NNE	SWEEPS UST	A: 1,000 gallon waste oil UST B: regulated UST, based on distance and down-gradient location, no impact to subject site.
E19	Milpitas Gas Terminal	Hwy 237 @ Hwy 17, SSE 1475' SSE	CA FID UST, SWEEPS UST	A: 1 – 550 gal. gasoline UST, most likely no longer active. B: no impact to subject site.
Additional listings and "Orphan Sites"	Various	Various	Various	A: N/A. B: Distance and nature of occurrences preclude impact to subject site.

Notes

1 - Per EDR report.
2 - All locations in Milpitas, California, unless otherwise noted.
3 - Distances approximate and rounded off to nearest 25 foot increment; up/lateral/down ground water gradient based on regional gradient.
4 - CA FID UST list last updated 12/28/98, and is therefore out of date. Many "active" files are no longer active, i.e. USTs removed although listed on the database.
5 - See following page.

5 - Abbreviations/database information (not an all-inclusive listing of data base sources; see Appendix C for complete listing of databases):

Active UST: Active underground storage tank listing
AB UST: Above ground storage tank listing
AST: above-ground petroleum storage tanks
BAAQMD: San Francisco Bay Area Air Quality Management District
CAFID UST: SWRCB listing of active and inactive UST locations
CAWDS: Sites which have been issued waste discharge requirements
CERCLIS: potential NPL sites
CERCLIS-NFRAP: sites removed from CERCLIS
CHMIRS: CA Office of Emergency Services listing of accidental hazardous materials release incidents
Chlorinated solvents: e.g. TCE, PCE, vinyl chloride
CDL: Clandestine drug labs
CLEANER: database of cleaners maintained by EDR; includes both “wet” and “dry” cleaners
CORRACTS: hazardous waste handlers with RCRA corrective action activity
Cortese: listing of various sites by SWRCB (LUST), Integrated Waste Board, and DTSC; no longer updated
DEED: DTSC deed restriction listing
CLEANER: database of drycleaners maintained by EDR
DTSC: California Department of Toxic Substances Control
EMI: Air emissions inventory data listing, maintained by the California Air Resources Board
ENVIROSTOR: California DTSC Site Mitigation and Brownfields Reuse Program database
ERNS: Emergency response listing (Emergency Response Notification System)
FINDS: other pertinent environmental activities listing (US EPA Facility Index System)
FTTS: US EPA tracking of pesticide enforcement actions and compliance activities
FTTS Inspect: inspection of FTTS listed site
HAZNET: Listing of hazardous waste shipping manifests
Hist AUTO STA: database of historic auto service stations maintained by EDR
Hist CLEANER: database of historic drycleaners maintained by EDR; includes both “wet” and “dry” cleaners
Hist FTTS: More complete listing of FTTS, although maintained only through 10/06.
Hist UST: Listing of USTs formerly at site
HMIRS: US DOT listing of hazardous materials release incidents
HVOC: halogenated volatile organic compounds
Hydrocarbon solvents: e.g. benzene, hexane, Stoddard
LIENS: California environmental liens listing
LUST: leaking underground fuel storage tank listing (RWQCB)
MANIFEST:

NPL: US EPA National Priority List (Superfund)
Oxygenated solvents: e.g. acetone, butanol.
PEA: Preliminary Endangerment Assessment (for DTSC sites)
RCRA: USEPA program documenting sites which generate, transport, store, treat and/or dispose of hazardous waste
RCRA LQG: RCRA Large Quantity Generator of hazardous materials/waste listing
RCRA NG: Former RCRA Generator
RCRA SQG: RCRA Small Quantity Generator of hazardous materials/waste listing
RCRA TSDF: EPA RCRA sites which transport, treat, dispose of hazardous waste
RESPONSE: California equivalent NPL sites (DTSC)
RWQCB: California Regional Water Quality Control Board
SLIC: RWQCB (specific to region) spills, leaks, investigations, cleanups listing
SMCoBI: San Mateo County Business Inventory listing: Haz. Mat. Business Plans, Haz. Waste Generator, USTs
SWEEPS: listing of USTs, no longer maintained
SWF/LF (SWIS): active, closed and inactive landfills
SWRCB: California State Water Resource Control Board
USEPA: U.S. Environmental Protection Agency
UST: underground storage tank
VCP: voluntary cleanup program
WRCB: California Water Resources Control Board
WMUDS/SWAT: CA WRCB Waste Management Unit database (solid waste)

Table 3 – Observations of Building Interiors / Adjacent Exterior

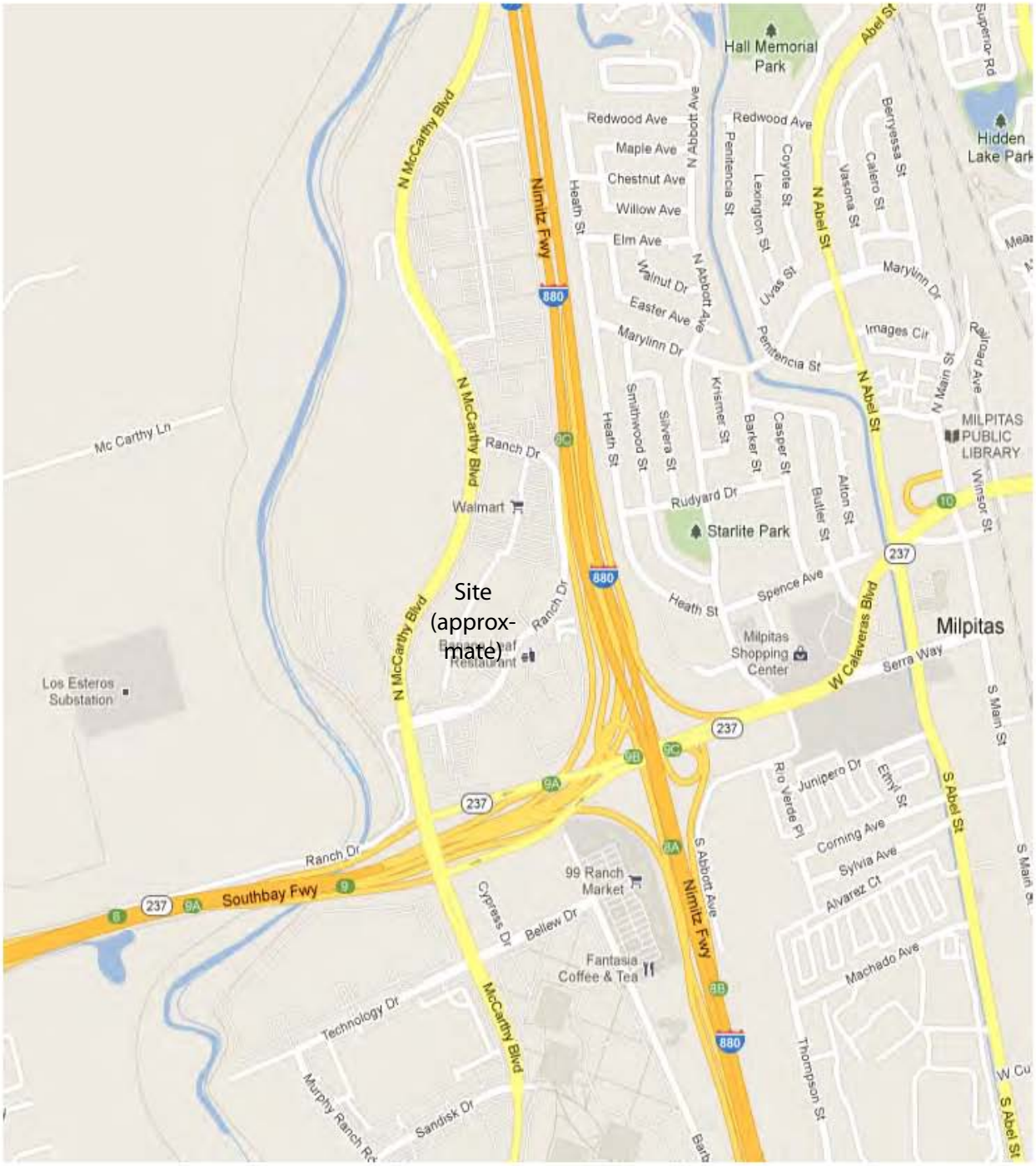
Building / Address	Tenant	Comments
A / 15	Vacant, recently Borders Books	25,000 ft sq vacant retail space. No indications of hazardous materials storage or past releases. "Portable transformer in office area, no indication of release. One locked door to small room adjacent to offices, no access.
- / 15A	Bank of America ATM	Small detached ATM in small structure located in approximate center of parking lot. Interior not accessible.
A / 27	Vacant, occasional seasonal tenants and former CK Furniture	21,000 ft sq vacant retail space. No indications of hazardous materials storage or past releases.
A / 63	Best Buy / Magnolia Home Theatre	51,250 ft. sq occupied retail space. Loading dock adjacent exterior. Operated at site since at least1998; all wastes materials (e.g. batteries) clearly labeled and disposed of to recycler. No indications of hazardous materials storage or past releases except as noted above.
B / 111	Vacant, former Sports Authority	42,704 ft. sq vacant retail space. No indications of hazardous materials storage or past releases. Observed hydraulic cardboard compactor, no induction of release. Mezzanine offices. One locked door to small side room, no access,
C / 123	Roof access	Very small (closet-sized) room for access to roof by interior ladder. No indications of hazardous materials storage or past releases.
C / 125	Sprint (recently Site for Sore Eyes, former Sees Candy)	Occupied retail space, with restricted area for offices. No indications of hazardous materials storage or past releases. Paper waste and returned phones are recycled.
C / 127	Starbucks	Small retail food vendor. No indications of hazardous materials storage or past releases. No grease trap. Reverse osmosis water treatment. Bi-annual quality assurance inspection by

		Starbucks corporate.
C/129	Security/electrical	Small non-retail space housing security equipment and electrical panels, transformers, meters for Buildings C and D. No indications of hazardous materials storage or past releases.
C / 131	Red Brick Pizza	Small retail food vendor. No indications of hazardous materials storage or past releases. Grease trap within unit cleaned/pumped by contracted service. Natural gas oven.
C / 133	Happi House Restaurants	Small retail food vendor. No indications of hazardous materials storage or past releases. Grease trap within unit cleaned/pumped by contracted service twice monthly.
C / 135	Jamba Juice	Small retail food vendor. No indications of hazardous materials storage or past releases. No grease trap.
C / 137	Togos	Small retail food vendor. No indications of hazardous materials storage or past releases. Grease trap within unit cleaned/pumped by outside service.
C /139	Wells Fargo Bank	Small retail bank branch. No indications of hazardous materials storage or past releases.
A / 153	Vacant, recently Office Depot	23,700 ft. sq, vacant past ca. 2 yrs; open retail space. No indications of hazardous materials storage or past releases.
B / 175	Petsmart and Banfield Pet Hospital	25,416 ft. sq, occupied retail space. No indications of hazardous materials storage or past releases. Tropical fish tank water treatment does not use hazardous materials. X-ray equipment in Banfield Pet Hospital converted to digital, and thus no waste produced. PES (2005) evaluated the previous x-ray equipment, which produced various chemical wastes. PES concluded that the x-ray equipment and any other materials used or produced by Banfield did not result in environmental concerns. Current biohazard waste (spent needles, liquids etc) from veterinary care retained in marked containers and disposed of by Stericycle, and is not currently of environmental concern.
D / 179	Red Kwali	Small restaurant. No indications of hazardous materials storage or past releases. Grease trap reported observed in adjacent parking lot to north, cleaned/pumped by contracted service.

D / 181	Pasta Pomodoro	Small restaurant. No indications of hazardous materials storage or past releases. Grease trap reported by manager to be exterior, cleaned/pumped by outside service every two months by contracted service. Noted probable location of grease trap along east side of building.
D / 183	Sleep Train	Occupied retail space (furniture showroom), with small office. No storage area. No indications of hazardous materials storage or past releases.
D / 185	AT&T Wireless	Occupied retail space, with restricted area for offices, repair, training. No indications of hazardous materials storage or past releases. Paper waste and returned phones are recycled.
B / 217	David's Bridal	12,000 ft. sq. occupied retail space since approximately year 2000. No indications of hazardous materials storage or past releases. Small quantities of ethanol-based bio-degradable sprayed fabric cleaner, no waste. See discussion in Sections 6.2.2, 8.1.3, and 9.0 of observed underground feature ('vault") adjacent to NW exterior wall (outside of building).
B / 239	Ross Dress for Less	27,000 ft. sq, occupied retail space. No indications of hazardous materials storage or past releases.
B / 251	Dollar Tree	11,000 ft. sq, occupied retail space. No indications of hazardous materials storage or past releases. Noted helium cylinders (for balloon inflation), and hydraulic compactor (no indications of release.

Note: all units concrete slab floor. Small quantities paint, cleaners, etc. not noted.

FIGURES AND PHOTOGRAPHS



N

Source: Google Maps, No scale.

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Geology
Engineering Geology
Environmental Studies

LOCATION MAP

McCarthy Ranch
Milpitas, California

Project No.	Date	Figure
E-02-09-835	**JANUARY, 2012**	**1**

N

Note: site location is approximate.

Source: USGS Milpitas 7.5' Quadrangle, 1961 Photorevised 1980. No Scale.

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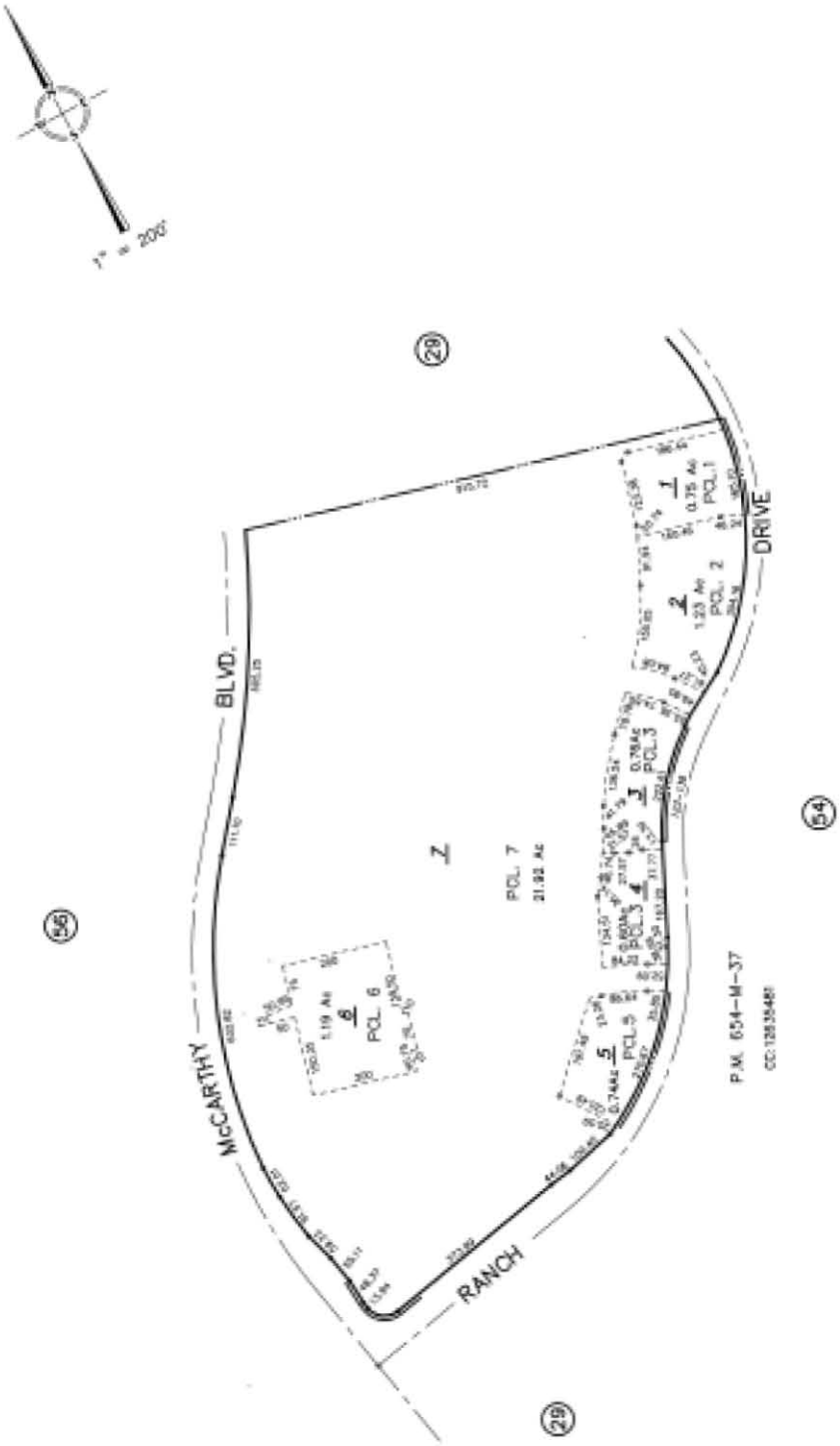
Geology
Engineering Geology
Environmental Studies

RE

McCarthy Ranch
Milpitas, California

Project No.	Date	Figure
E-02-09-835	**JANUARY, 2012**	**2**



N

Source: EDR (2011g); scale as indicated on plan (reduced from original).

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Engineering Geology
Environmental Studies

PARCEL MAP

McCarthy Ranch
Milpitas, California

Project No.	Date	Figure
E-02-09-835	**JANUARY, 2012**	**3**

TENANT	SUITE #	RSF
Borders Books	15	25,000
Available	27	21,000
Best Buy	63	51,250
Available	111	42,218
Office Depot (not in occupancy)	153	23,500
PetSmart	175	25,416
David's Bridal	217	12,000
Ross	239	27,000
Dollar Tree	251	11,000
Starbucks	127	1,475
Site for Sore Eyes (not in occupancy)	125	1,503

TENANT	SUITE #	RSF
Red Brick Pizza	131	1,517
Happi House Restaurants	133	1,500
Jamba Juice	135	1,300
Togo's	137	1,700
Wells Fargo Bank	139	3,000
Sleep Train	183	4,870
AT&T Wireless	185	3,930
Pasta Pomodoro	181	3,000
Red Kwali	179	2,970
Bank of America (ATM)	15A	195
TOTAL OFFERING		**265,344**

Site delineated by red dashed line.

Notes:

Loc. 1: vault behind David's Bridal.
Loc. 2: PGE transformer (oil leak stain).
Borders Books currently vacant.

N

No Scale

Sourece: Eastdill Secured (2011?)

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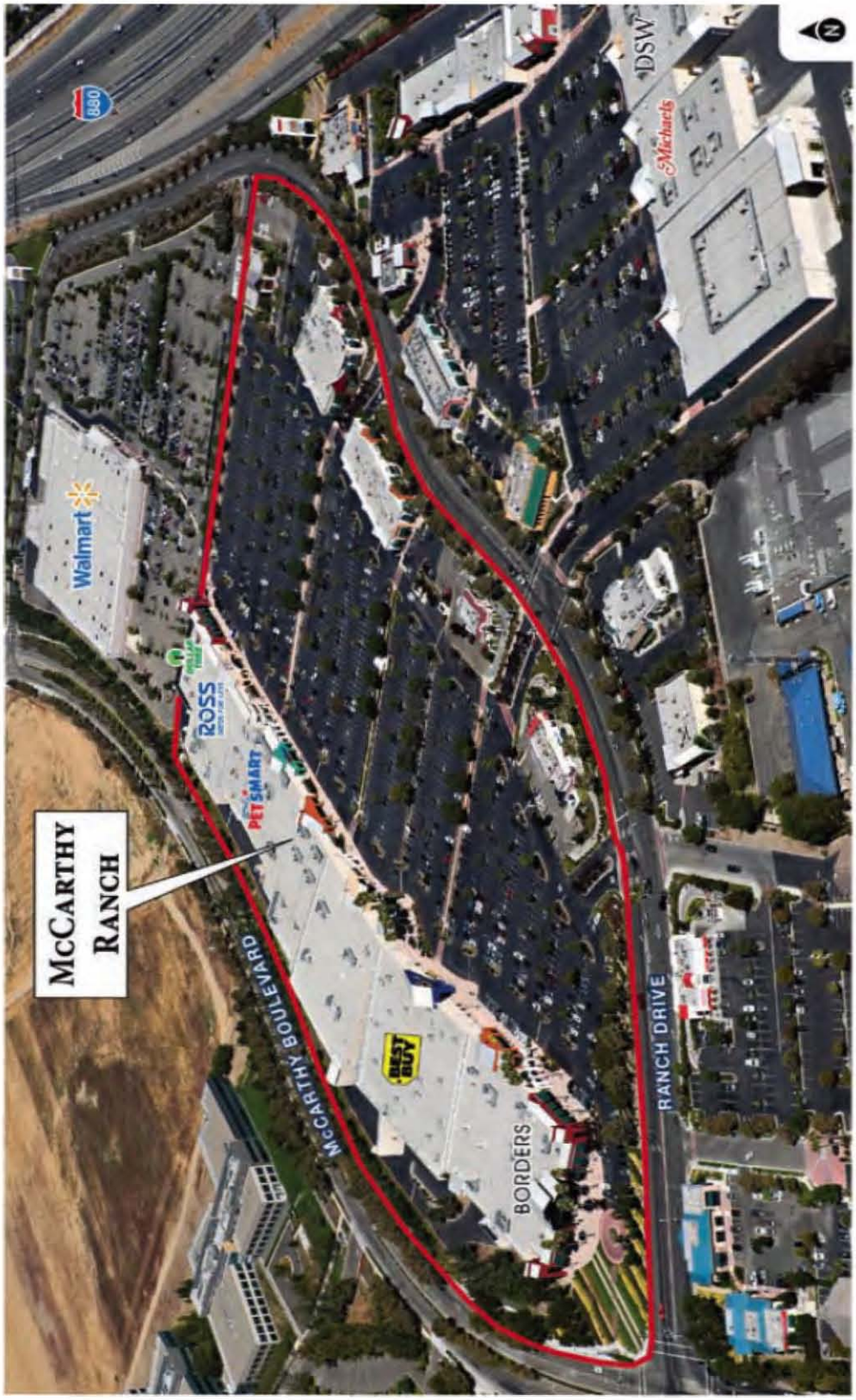
FIGURETITLE

SITELOCATION
CITYSTATE

Project No.	Date	Figure
xxx	xxx	X



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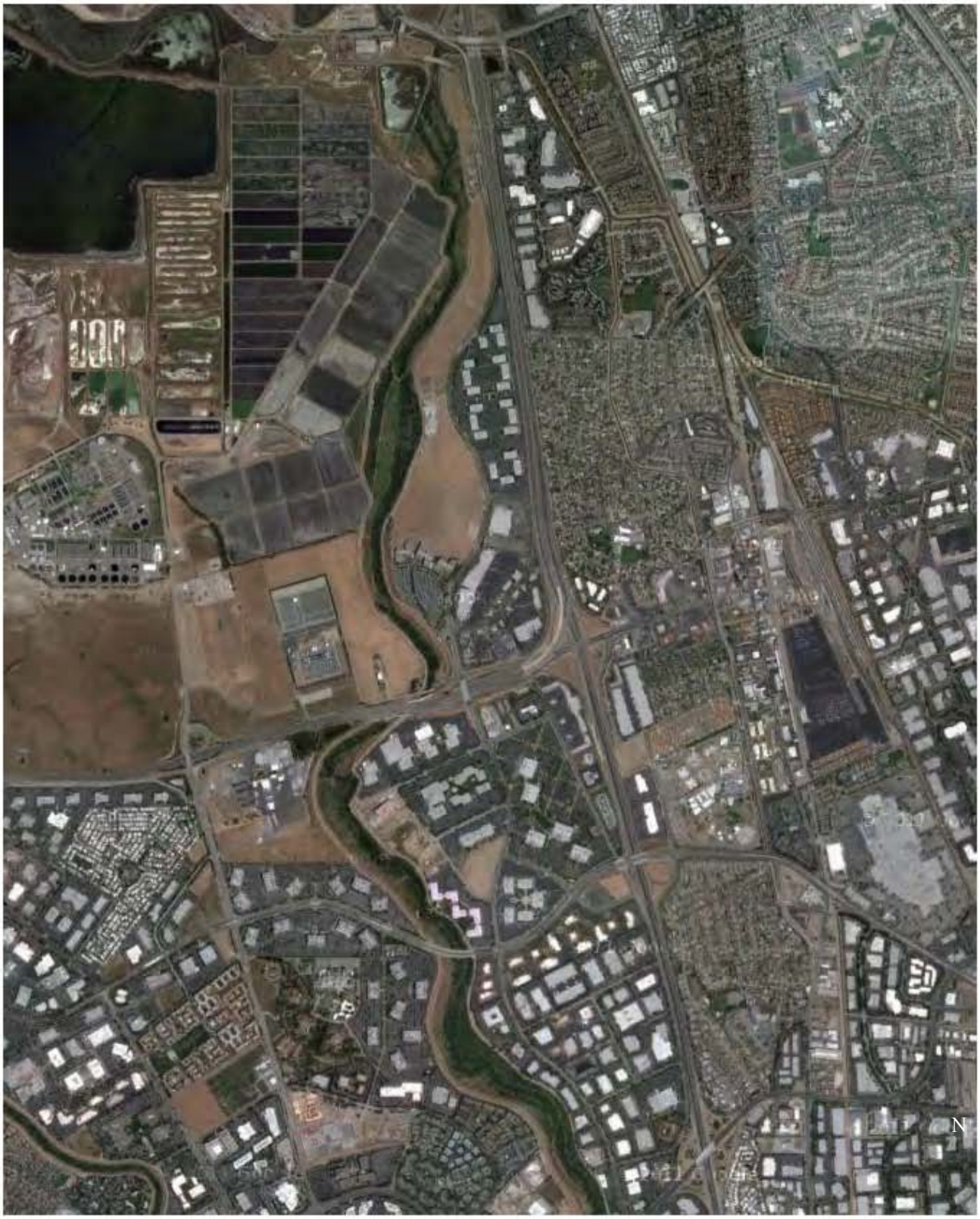
SITE VICINITY PHOTO - LARGE SCALE VIEW

McCarthy Ranch
Milpitas, California

Project No.	Date	Figure
E-02-09-835	JANUARY, 2012	5A



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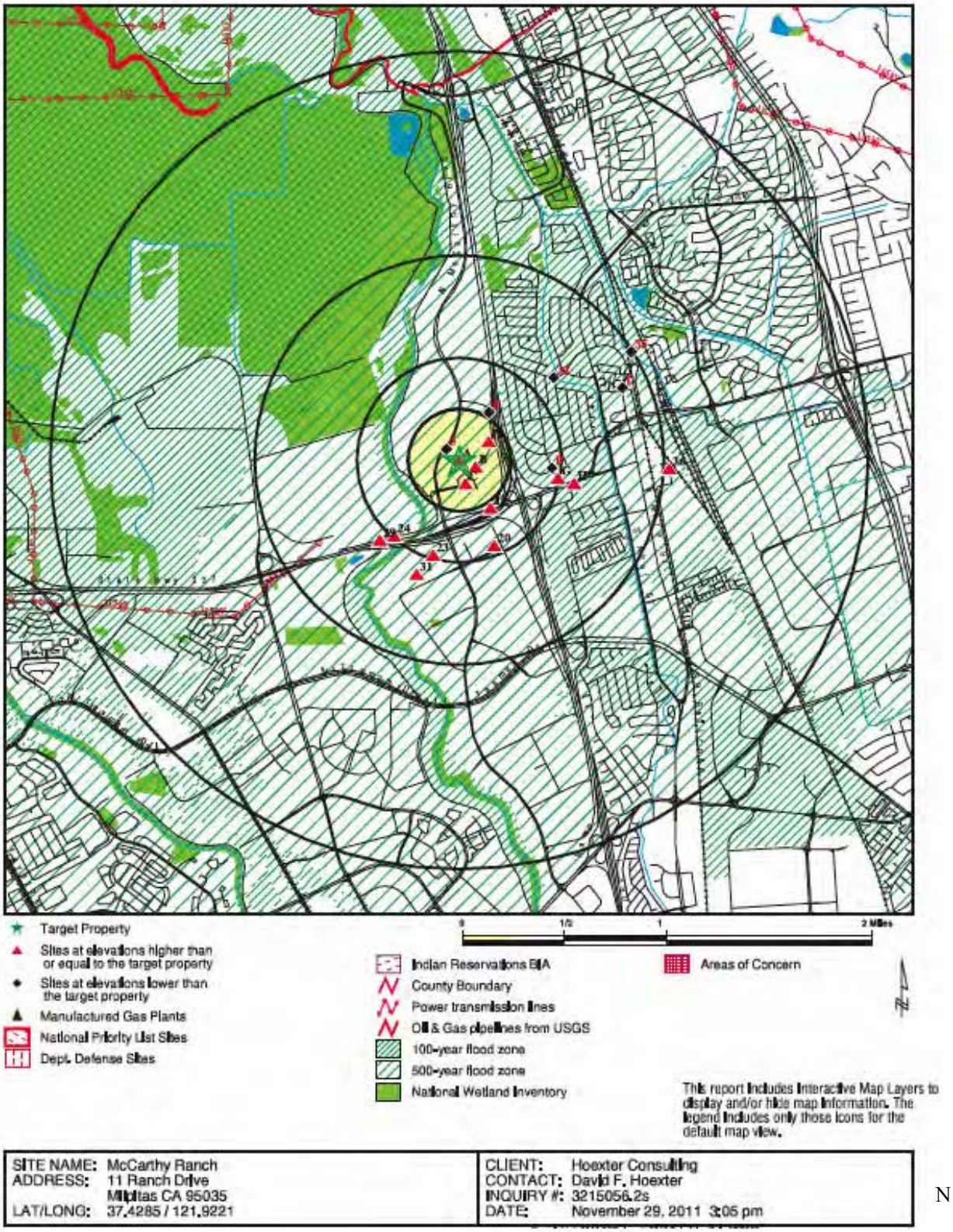
SITE VICINITY PHOTO - SMALL SCALE VIEW

McCarthy Ranch
Milpitas, California

Project No.	Date	Figure
E-02-09-835	**JANUARY, 2012**	**5B**



N

Source: EDR (2011a)

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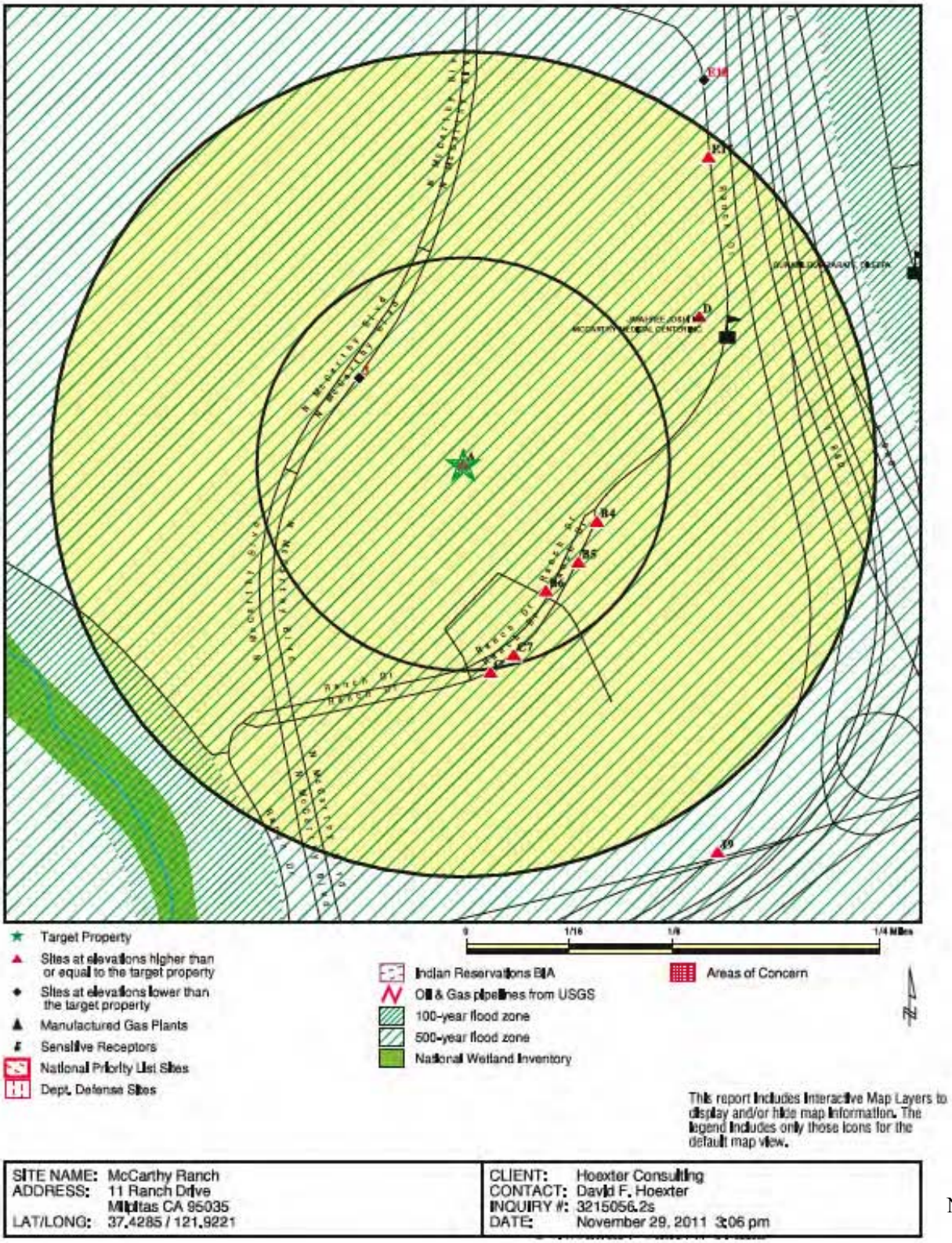
Environmental Studies

EDR OVERVIEW MAP

McCarthy Ranch
Milpitas, California

Project No.	Date	Figure
E-02-09-835	**JANUARY, 2012**	**6**



N

Source: EDR (2011a)

HOEXTER CONSULTING, INC.

Geology
Engineering Geology
Environmental Studies

EDR DETAIL MAP

McCarthy Ranch
Milpitas, California

Project No.
E-02-09-835

Date
JANUARY, 2012

Figure **7**

Photograph A: McCarthy Ranch sign.

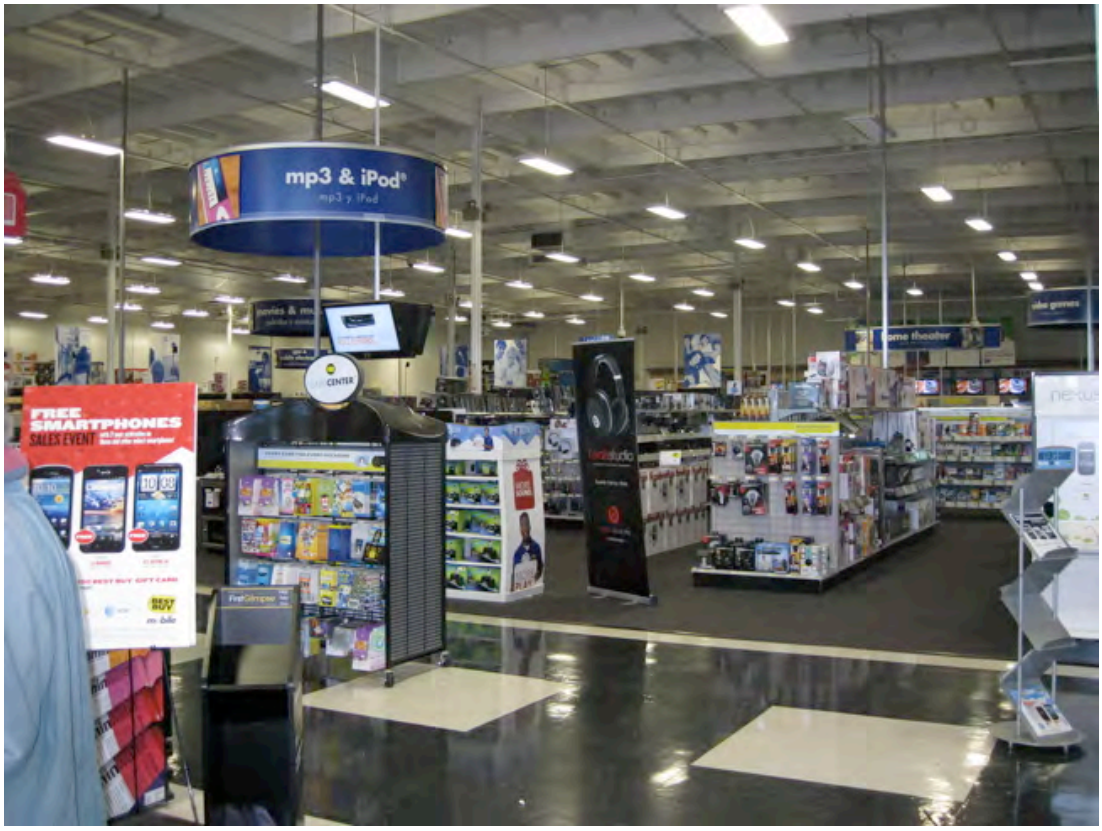
Photograph B: Typical view, units at northwest corner of property.

Photograph C: Typical interior view (vacant unit, #153).

Photograph D: Typical electrical and telephone utility view (unit #153).

Photograph E: Typical janitor's closet.

Photograph F: Typical electrical units (transformer, circuit breaker).



Photograph G: Typical building interior (Best Buy).

Photograph H: Typical receiving area (Best Buy).

Photograph I: View south of west side (loading) area (McCarthy Blvd. to right of view).

Photograph J: Typical PG&E transformer installation.

Photograph K: Typical Trash Compactor.

Photograph L: Typical electrical equipment (non-PGE).

Photograph M: Building “D” exterior.

Photograph N: Typical building interior restaurant grease trap.

Photograph O: PG&E transformer, showing oil leak stain.

Photograph P: Typical restaurant interior/kitchen (Red Kwali).

Photograph Q: Restaurant exterior grease trap.

Photograph R: “Vault” adjacent to NW wall of 217 Ranch Drive (David’s Bridal).

Photograph S: 217 Ranch Drive “vault”, top removed.

Photograph T: 217 Ranch Drive “vault” contents view south (fluid level approximately half of vault depth).

Photograph U: Additional “vault” interior, view north (PVC pipe not part of “vault”).

Photograph V: “Vault” following removal of fluid, view south.

Photograph W: “Vault”, fluid removed, view north.

APPENDICES

"PHASE I"
PRELIMINARY ENVIRONMENTAL SITE ASSESSMENT
MC CARTHY RANCH RETAIL CENTER
APN 022-53-002,003,006,007
11, 63, 125 AND 179 RANCH DRIVE
MILPITAS, CALIFORNIA 95035

E-02-09-835

January 11, 2012

APPENDIX A

QUALIFICATIONS

David F. Hoexter

DAVID F. HOEXTER

ENVIRONMENTAL QUALIFICATIONS

BACKGROUND SUMMARY

David F. Hoexter is an engineering geologist with 36 years of varied geoscience consulting experience. His career has included both engineering geology and environmental consultations, including soil and ground water remediation studies, property transfer assessments, and geologic input to environmental impact reports. He has particular experience within Northern California, as well as throughout the United States, and abroad. Mr. Hoexter founded Hoexter Consulting, Inc., in October, 1991.

PROFESSIONAL EDUCATION

M.S. Engineering Geology, 1975, Stanford University.
B.A. Geology and Political Science, 1972, University of California, Santa Barbara.

REGISTRATION

Professional (Registered) Geologist, PG 3536, 1981.
Certified Engineering Geologist, CEG 1158, 1983.
Registered Environmental Assessor, REA 762, 1988.

GENERAL EXPERIENCE

- Property transfer/environmental assessments, including initial Phase I and Phase II soil and ground water quality studies; studies conducted for developers, financial institutions, engineers.
- Soil and ground water remediation from industrial, commercial, underground tank sites.
- Engineering geologic studies for site development, including subdivisions, residences, office and commercial structures; dam sites; slope stability studies; fault rupture hazard; seismicity; stream erosion; environmental impact reports.
- Expert witness testimony.
- Damage causation evaluations for insurance companies, attorneys, homeowners.
- Health and Safety Training for Hazardous Waste Workers [OSHA 29CFR 1910.120(e)]**:** 40 hour basic, 8 hour update, and 8 hour supervisor's training.
- Former corporate Health and Safety Manager for 60 person firm.
- Publications in engineering geology and environmental studies.
- Chairman and additional officer positions (1989-94) of 400 member San Francisco Section of the Association of Engineering Geologists.

REPRESENTATIVE EXPERIENCE

Chemetal Corporation Site Closure, Menlo Park, California: extensive subsurface investigation of solvent and metals releases resulting from cleaning of high tech manufacturing equipment. Both concrete slab and underlying soils were impacted. Negotiated cleanup requirements with regulatory agencies, and assisted client in contracting with environmental contractor. Observed, sampled, and documented cleanup. Prepared detailed closure report, approved by agencies.

Hospital Site, Monterey, California: conducted Phase I and II investigations of an active fire station to be dismantled and replaced with hospital structures. Investigation determined that there were three significant potential environmental hazards on the site, including active underground storage tanks. Conducted a follow-up subsurface investigation of the site, identifying a significant release of petroleum fuels. Prepared contractor bid documents, and assisted client in contractor selection. Directed and observed contractor during UST removal and site remediation. Documented remediation and prepared closure report.

Herbicide Spray Causation Study, San Lorenzo, California: Hoexter Consulting was retained by State Farm Insurance Company to evaluate a claim for damages resulting from spraying of herbicides from one residential property to another. Claimant observed his neighbor spray an unknown chemical onto plants which demarcated the common property line. The spray killed the plants, as well as vegetation and koi fish within the claimant's property. Hoexter Consulting was retained to document the loss, as well as to recommend remedial measures, if required. We initially researched the probable herbicides used by the neighbor, who did not cooperate in the investigation. Vegetation and soil were then tested for several possible classes of herbicides. The long term impact of the herbicides was evaluated, and recommendations presented for remediation. A detailed report of our research, sampling and analysis, findings, conclusions and recommendations was then prepared.

Parcel Distribution Facility, Richmond, California: conducted preliminary environmental assessment ("Phase I") and follow-up subsurface investigations ("Phase II") and remediation of 63 acre former industrial site; initial studies resulted in delineation of 12 areas of possible contamination and consequent soil and ground water quality investigation. Delineated contaminated areas. Contaminants consisted of TCE, petroleum hydrocarbons, oils, and heavy metals. Conducted hydrogeologic parameter and beneficial use studies. Negotiated cleanup standards with regulatory agencies. Developed work plan for mitigation and remediation of contaminated soils and ground water. Initiated site remediation.

TCA Release, Industrial Facility, Union City, California: principal investigator of a TCA release from a paint dip tank. Conducted subsurface investigations, consisting of delineating extent of soil and ground water contamination, and supervised remediation of contaminated soil and ground water. Remedial alternatives for continued remediation are currently being negotiated. Conducted extensive negotiations among property owner, responsible party, and regulatory agencies.

Homeowner, Hillsborough, California: homeowner noted odor and "soap suds" were observed in creek adjacent to residence. Hoexter Consulting in conjunction with Michelucci Associates obtained water samples from the creek to supplement soil and water samples previously obtained by the homeowner. The samples were analyzed for E-Coli, Fecal Coliforms and trihalomethanes, with positive detections of E Coli and Fecal Coliforms. Concluded that the creek had been impacted by an upstream sewage source.

Former Service Station, Oakland, California: Hoexter Consulting has conducted extensive investigations of gasoline, waste oil and chlorinated solvent contamination at the site, which dates from the 1930's and is located in a residential neighborhood. ASTM RBCA analysis of the site indicates that remediation is necessary to reduce

further off-site contaminant migration. Remedial alternatives, including soil vapor extraction and in-situ bio-treatments are currently being evaluated.

Clement Street Building, Alameda, California: project manager of cyanide remediation project. Soils contaminated with cyanide and metals from a photoetching company were identified, and the extent of contamination evaluated. The site was located in the basement of a building in use as offices. An innovative combination of soil removal and in-situ encapsulation was developed and implemented. A health-risk evaluation, and extensive regulatory agency negotiations were conducted. Ground water testing indicated minimal risk to drinking water or marine resources.

Auto Dealership, Palo Alto, California: Hoexter Consulting has provided investigation and remediation services related to former gasoline and waste oil tanks. Contaminated soil has been excavated and treated, and ground water successfully treated by activated carbon adsorption. The final planned ground water monitoring event has been completed, and an application for closure to the Santa Clara Valley Water District will be submitted, with closure anticipated.

Pesticide Contamination, Residential Subdivision, Mountain View, California: expert witness for homeowners association. The site was originally a plant nursery. Prior to development of the subdivision, pesticide-contaminated soils were excavated and placed under streets prior to paving. Subsequently, the asphalt has failed, necessitating repairs which may necessitate contact with the encapsulated soils. This will result in significantly increased construction costs. Hoexter Consulting reviewed extensive regulatory agency and consultants' files, and has provided consultations related to the history of activities on the site and options to mitigate the problem. Negotiations are currently being held with the project developer and state agencies.

Proposed San Pablo Shopping Center, San Pablo, California: conducted preliminary environmental assessment of approximate 25 acre property, and delineated potential environmental concerns. Performed soil sampling and analytical testing of a former service station on the site, to determine the extent of soils contaminated by gasoline release from USTs. Confirmed that there was no contamination of ground water to a depth of 50 feet. Recommended contaminated soil mitigation by removal and encapsulation under pavement areas. Negotiated clean-up levels with agencies, and observed and documented the soil remediation.

Paradox Basin Nuclear Waste Repository, Moab, Utah: as member of hydrogeologic team assessing 3,000 foot deep proposed nuclear waste repository for Battelle Memorial Institute and the U.S. Department of Energy; supervised drilling and testing of 5,000 foot deep hydrogeologic test borings and wells. Study involved a multi-million dollar budget to determine primary non-military nuclear waste for entire United States.

Waste Chemical Disposal Wells, Tennessee, Louisiana, Ohio, Alabama: responsible for permitting, installation, and rehabilitation of 3-4,000 foot deep waste chemical by-product brine injection wells.

Insurance Company Causation Studies, Northern California: evaluated soil and erosion problems at numerous sites for insurance company claims; studies included extensive evaluation of the flooding at Alviso, Santa Clara County, during winter of 1982-83; landslides; settlement; expansive soil; stream erosion.

Tallahalla Creek Oil Field, Mississippi: evaluated the production potential of an operating oil field. Study included correlation and interpretation of geophysical well logs and structural sections, and determination of remaining recoverable oil.

PUBLICATIONS

"A Method of Evaluating the Relative Stability of Ground for Hillside Development" (with G. Holzhausen and A.E. Soto); Engineering Geology (Elsevier), 12:319-336, 1978.

"The Structure of a Monocline in the Syrian Arc System, Middle East - Surface and Subsurface Analysis" (with Z. Reches and F. Hirsch), Journal Petroleum Geology, 3.4:413-425, April, 1981.

"Holocene Seismic and Tectonic Activity in the Dead Sea Area" (with Z. Reches), in Dead Sea Rift, R. Freund and Z. Garfunkel, eds., Tectonophysics 80:235-254, 1981.

"Hydrogeologic Testing of the E.J. Kubat Borehole, San Juan County, Utah: Utilization of a High Pressure Instrumented Flow Control System", in Proceedings 1982 Symposium on Instrumentation and Control of Fossil Energy Processes, Argonne National Laboratory, prepared for U.S. Department of Energy, 540-547, 1982.

"Deformation Along the Hayward Fault Zone, North Berkeley: Fault Creep and Landsliding" (with C. Levine, B. Hecht, and G. Collier", in Hart, E.W, et al, Proceedings: Conference on Earthquake Hazards of the Eastern San Francisco Bay Area: C.D.M.G. S.P. 62:217-226, 1982.

"Results of Hydrologic Tests at Gibson Dome No. 1, Elk Ridge No. 1, and E.J. Kubat Boreholes, Paradox Basin, Utah" (with J.W. Thackston, L.M. Preslo and N. Donnelly); Battelle Memorial Institute, Report 491, 1984.

"Pre-Purchase Site Characterization of Soil and Ground Water Quality from the Perspective of California's Silicon Valley" (with D.M. Laduzinsky), Association of Engineering Geologists, Abstracts and Program, 29th Annual Meeting, 1986.

"Pre-Purchase Site Characterization of Soil and Ground Water Quality", Association of South Bay Brokers, Newsletter, Summer, 1986.

"Creep and Downslope Movements in the Hayward Fault Zone in North Berkeley: Ten Years Later", with K. Knudsen, B. Hecht, D. Laduzinsky, and G. Fiedler, in Borchardt, G, et al, Proceedings of the Second Conference on Earthquake Hazards in the eastern San Francisco Bay Area, California Division of Mines and Geology, Special Publication 113, 1992.

"Potential for Triggered Slip on Secondary Faults in the East Bay: Implications for the Planning Process", in Borchardt, G, et al, Proceedings of the Second Conference on Earthquake Hazards in the eastern San Francisco Bay Area, California Division of Mines and Geology, Special Publication 113, 1992.

"The Monta Vista Fault, Foothill Community College, Los Altos Hills, California", 2004, with J. Michael Cleary, in Kennedy, D.G. and Hitchcock, C. S, Seismic Hazard of the Range Front Thrust Faults, Northeastern Santa Cruz Mountains/Southwestern Santa Clara Valley, Field Trip Guidebook, March 27, 2004.

APPENDIX B

EDR *SUMMARY* RADIUS MAP REPORT

Summary Sheets and Maps

McCarthy Ranch
11 Ranch Drive
Milpitas, CA 95035

Inquiry Number: 3215056.2s
November 29, 2011

EDR Summary Radius Map Report

EDR® Environmental Data Resources Inc

440 Wheelers Farms Road
Milford, CT 06461
Toll Free: 800.352.0050
www.edrnet.com

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Physical Setting Source Addendum	A-1
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Physical Setting Source Records Searched	A-13

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-05) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

11 RANCH DRIVE
MILPITAS, CA 95035

COORDINATES

Latitude (North):	37.428500 - 37˚ 25' 42.6''
Longitude (West):	121.922100 - 121˚ 55' 19.6''
Universal Tranverse Mercator:	Zone 10
UTM X (Meters):	595370.2
UTM Y (Meters):	4142750.0
Elevation:	18 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property:	TP
Source:	USGS 7.5 min quad index

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	2009, 2010
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
11 RANCH DRIVE
MILPITAS, CA 95035

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft.) DIRECTION
A1	MCCARTHY RANCH	MCCARTHY BLVD. AND R	VCP, ENVIROSTOR		TP
A2	MCCARTHY RANCH	MCCARTHY BLVD. AND R	FINDS		TP
3	JDS UNIPHASE	400 N MCCARTHY BLVD	EMI	Lower	430, NW
B4	PEARLE VISION STORE	172 RANCH DR	HAZNET	Higher	466, ESE
B5		136 RANCH DR	CHMIRS	Higher	484, SE
B6	ANDRUS TRANSPORT	132 RANCH ROAD	HAZNET	Higher	484, SSE
C7	MC CARTHY RANCH DENT	76 RANCH DR	HAZNET	Equal	631, SSE
C8	MILPITAS GAS TERMINA	66 RANCH DR.	RCRA-SQG, FINDS, HAZNET	Equal	671, South
C9	PG&E FACILITY	66 RANCH RD	LUST, HIST LUST	Equal	671, South
C10	MILPITAS GAS TERMINA	66 RANCH RD.	AST	Equal	671, South
C11	PACIFIC GAS & ELECTR	66 RANCH DR	UST	Equal	671, South
D12	MCCARTHY RANCH	MCCARTHY & MAGNOLIA	LUST, HIST LUST	Equal	891, ENE
D13	THE MCCARTHY RANCH	783 MILPITAS ALVISO	CA FID UST, SWEEPS UST	Equal	891, ENE
D14	MCCARTHY RANCH AT BE	COYOTE CREEK REACH 3	HIST LUST	Equal	891, ENE
D15	MCCARTHY RANCH AT BE	COYOTE CREEK REACH 3	LUST	Equal	891, ENE
D16	MCCARTHY RANCH	MCCARTHY & MAGNOLIA	LUST	Equal	891, ENE
E17	WALMART NO 2119	301 RANCH DR	RCRA-SQG	Equal	1260, NE
E18	WAL-MART	320 RANCH ROAD	SWEEPS UST	Lower	1452, NNE
19	MILPITAS GAS TERMINA	HWY 237 AT HWY 17	CA FID UST, SWEEPS UST	Higher	1484, SSE
20	MCCARTHY RANCH	1400 BELLEW DR	HIST CORTESE, LUST	Higher	2383, SSE
F21	ARCO #2121	43 S ABBOTT AVE	LUST, HIST LUST, HAZNET	Lower	2403, East
F22	ARCO	43 ABBOTT	HIST CORTESE	Lower	2412, East
23	MCCARTHY RANCH AT BE	UNKNOWN COYOTE CREEK	HIST CORTESE, LUST	Higher	2544, SSW
24	CILKER ORCHARD #3	1595 MILPITAS ALVISO	HIST CORTESE, HIST UST	Higher	2584, SW
G25	MOBIL	97 ABBOTT	NPDES, HIST CORTESE	Equal	2600, East
G26	TOSCO NORTHWEST CO #	97 S ABBOTT AVE	WDS, LUST, CA FID UST, HIST LUST, SWEEPS UST,...	Equal	2600, East
G27	MOBIL #10-JQP (BP 11	97 S. ABBOTT AVENUE	LUST	Equal	2600, East
H28	ARCO SERVICE STATION	43 SOUTH ABBOTT	Notify 65	Higher	2873, ESE
29	SHELL	1310 ALVISO-MILPITAS	LUST, HIST LUST	Higher	2912, SW
H30	92435	342 W CALAVERAS BLVD	LUST, HIST LUST, HIST UST, HAZNET	Equal	3032, ESE
31	QUANTUM CORPORATION	500 MCCARTHY	SLIC	Higher	3147, SSW
32	MARYLYNN WELL	350 MARYLINN DR	LUST, HIST LUST, HIST UST	Lower	3238, NE
I33	THE APTON	230 NORTH MAIN STREE	ENVIROSTOR	Lower	4608, ENE
I34	CHEVRON SERVICE STAT	198 WINSOR AVENUE	ENVIROSTOR	Lower	4795, ENE
35	ADVANCED ELECTROPOLI	398 RAILROAD CT	HAZNET, ENVIROSTOR	Lower	5249, ENE
36	PRESTON PIPELINES IN	151 BOTHELO AVE	LUST, HIST LUST, HAZNET, ENVIROSTOR	Equal	5428, East

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was identified in the following records. For more information on this property see page 8 of the attached EDR Radius Map report:

Site	Database(s)	EPA ID
MCCARTHY RANCH MCCARTHY BLVD. AND R MILPITAS, CA 95035	VCP ENVIROSTOR Status: No Further Action	N/A
MCCARTHY RANCH MCCARTHY BLVD. AND R MILPITAS, CA 95035	FINDS	N/A

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Federal RCRA generators list

RCRA-SQG: A review of the RCRA-SQG list, as provided by EDR, and dated 06/15/2011 has revealed that there are 2 RCRA-SQG sites within approximately 0.375 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
MILPITAS GAS TERMINA	***66 RANCH DR.***	***S 1/8 - 1/4 (0.127 mi.)***	***C8***	***9***
WALMART NO 2119	301 RANCH DR	NE 1/8 - 1/4 (0.239 mi.)	E17	11

State- and tribal - equivalent CERCLIS

ENVIROSTOR: A review of the ENVIROSTOR list, as provided by EDR, and dated 09/13/2011 has revealed that there are 4 ENVIROSTOR sites within approximately 1.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
PRESTON PIPELINES IN Status: Refer: Other Agency	***151 BOTHELO AVE***	***E 1 - 2 (1.028 mi.)***	***36***	***14***

EXECUTIVE SUMMARY

Lower Elevation	Address	Direction / Distance	Map ID	Page
THE APTON Status: Refer: 1248 Local Agency	230 NORTH MAIN STREE	ENE 1/2 - 1 (0.873 mi.)	I33	14
CHEVRON SERVICE STAT Status: Refer: 1248 Local Agency	198 WINSOR AVENUE	ENE 1/2 - 1 (0.908 mi.)	I34	14
ADVANCED ELECTROPOLI Status: Inactive - Needs Evaluation	***398 RAILROAD CT***	***ENE 1/2 - 1 (0.994 mi.)***	***35***	***14***

State and tribal leaking storage tank lists

LUST: A review of the LUST list, as provided by EDR, and dated 09/19/2011 has revealed that there are 12 LUST sites within approximately 0.625 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
PG&E FACILITY Status: Completed - Case Closed	***66 RANCH RD***	***S 1/8 - 1/4 (0.127 mi.)***	***C9***	***9***
MCCARTHY RANCH	***MCCARTHY & MAGNOLIA***	***ENE 1/8 - 1/4 (0.169 mi.)***	***D12***	***10***
MCCARTHY RANCH AT BE	COYOTE CREEK REACH 3	ENE 1/8 - 1/4 (0.169 mi.)	D15	10
MCCARTHY RANCH Status: Completed - Case Closed	MCCARTHY & MAGNOLIA	ENE 1/8 - 1/4 (0.169 mi.)	D16	10
MCCARTHY RANCH Status: Completed - Case Closed	***1400 BELLEW DR***	***SSE 1/4 - 1/2 (0.451 mi.)***	***20***	***11***
MCCARTHY RANCH AT BE Status: Completed - Case Closed	***UNKNOWN COYOTE CREEK***	***SSW 1/4 - 1/2 (0.482 mi.)***	***23***	***12***
TOSCO NORTHWEST CO #	***97 S ABBOTT AVE***	***E 1/4 - 1/2 (0.492 mi.)***	***G26***	***12***
MOBIL #10-JQP (BP 11 Status: Open - Remediation	97 S. ABBOTT AVENUE	E 1/4 - 1/2 (0.492 mi.)	G27	13
SHELL Status: Completed - Case Closed	***1310 ALVISO-MILPITAS***	***SW 1/2 - 1 (0.551 mi.)***	***29***	***13***
92435 Status: Completed - Case Closed	***342 W CALAVERAS BLVD***	***ESE 1/2 - 1 (0.574 mi.)***	***H30***	***13***

Lower Elevation	Address	Direction / Distance	Map ID	Page
ARCO #2121 Status: Completed - Case Closed Status: Completed - Case Closed	***43 S ABBOTT AVE***	***E 1/4 - 1/2 (0.455 mi.)***	***F21***	***11***
MARYLYNN WELL Status: Completed - Case Closed	***350 MARYLINN DR***	***NE 1/2 - 1 (0.613 mi.)***	***32***	***14***

EXECUTIVE SUMMARY

SLIC: A review of the SLIC list, as provided by EDR, and dated 09/19/2011 has revealed that there is 1 SLIC site within approximately 0.625 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
QUANTUM CORPORATION Facility Status: Completed - Case Closed	500 MCCARTHY	SSW 1/2 - 1 (0.596 mi.)	31	13

HIST LUST: A review of the HIST LUST list, as provided by EDR, and dated 03/29/2005 has revealed that there are 8 HIST LUST sites within approximately 0.625 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
PG&E FACILITY	***66 RANCH RD***	***S 1/8 - 1/4 (0.127 mi.)***	***C9***	***9***
MCCARTHY RANCH	***MCCARTHY & MAGNOLIA***	***ENE 1/8 - 1/4 (0.169 mi.)***	***D12***	***10***
MCCARTHY RANCH AT BE	COYOTE CREEK REACH 3	ENE 1/8 - 1/4 (0.169 mi.)	D14	10
TOSCO NORTHWEST CO #	***97 S ABBOTT AVE***	***E 1/4 - 1/2 (0.492 mi.)***	***G26***	***12***
SHELL	***1310 ALVISO-MILPITAS***	***SW 1/2 - 1 (0.551 mi.)***	***29***	***13***
92435	***342 W CALAVERAS BLVD***	***ESE 1/2 - 1 (0.574 mi.)***	***H30***	***13***

Lower Elevation	Address	Direction / Distance	Map ID	Page
ARCO #2121	***43 S ABBOTT AVE***	***E 1/4 - 1/2 (0.455 mi.)***	***F21***	***11***
MARYLYNN WELL	***350 MARYLINN DR***	***NE 1/2 - 1 (0.613 mi.)***	***32***	***14***

State and tribal registered storage tank lists

UST: A review of the UST list, as provided by EDR, and dated 09/19/2011 has revealed that there is 1 UST site within approximately 0.375 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
PACIFIC GAS & ELECTR	66 RANCH DR	S 1/8 - 1/4 (0.127 mi.)	C11	9

AST: A review of the AST list, as provided by EDR, and dated 08/01/2009 has revealed that there is 1 AST site within approximately 0.375 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
MILPITAS GAS TERMINA	66 RANCH RD.	S 1/8 - 1/4 (0.127 mi.)	C10	9

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Registered Storage Tanks

CA FID UST: A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed

that there are 2 CA FID UST sites within approximately 0.375 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
THE MCCARTHY RANCH	***783 MILPITAS ALVISO***	***ENE 1/8 - 1/4 (0.169 mi.)***	***D13***	***10***
MILPITAS GAS TERMINA	***HWY 237 AT HWY 17***	***SSE 1/4 - 1/2 (0.281 mi.)***	***19***	***11***

SWEEPS UST: A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 3 SWEEPS UST sites within approximately 0.375 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
THE MCCARTHY RANCH	***783 MILPITAS ALVISO***	***ENE 1/8 - 1/4 (0.169 mi.)***	***D13***	***10***
MILPITAS GAS TERMINA	***HWY 237 AT HWY 17***	***SSE 1/4 - 1/2 (0.281 mi.)***	***19***	***11***

Lower Elevation	Address	Direction / Distance	Map ID	Page
WAL-MART	320 RANCH ROAD	NNE 1/4 - 1/2 (0.275 mi.)	E18	11

Records of Emergency Release Reports

CHMIRS: A review of the CHMIRS list, as provided by EDR, and dated 12/31/2010 has revealed that there is 1 CHMIRS site within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
Not reported	136 RANCH DR	SE 0 - 1/8 (0.092 mi.)	B5	8

Other Ascertainable Records

HIST CORTESE: A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 5 HIST CORTESE sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
MCCARTHY RANCH	***1400 BELLEW DR***	***SSE 1/4 - 1/2 (0.451 mi.)***	***20***	***11***
MCCARTHY RANCH AT BE	***UNKNOWN COYOTE CREEK***	***SSW 1/4 - 1/2 (0.482 mi.)***	***23***	***12***
CILKER ORCHARD #3	***1595 MILPITAS ALVISO***	***SW 1/4 - 1/2 (0.489 mi.)***	***24***	***12***
MOBIL	***97 ABBOTT***	***E 1/4 - 1/2 (0.492 mi.)***	***G25***	***12***

Lower Elevation	Address	Direction / Distance	Map ID	Page
ARCO	43 ABBOTT	E 1/4 - 1/2 (0.457 mi.)	F22	12

EXECUTIVE SUMMARY

Notify 65: A review of the Notify 65 list, as provided by EDR, and dated 10/21/1993 has revealed that there is 1 Notify 65 site within approximately 1.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
ARCO SERVICE STATION	43 SOUTH ABBOTT	ESE 1/2 - 1 (0.544 mi.)	H28	13

HAZNET: A review of the HAZNET list, as provided by EDR, and dated 12/31/2010 has revealed that there are 3 HAZNET sites within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
PEARLE VISION STORE	172 RANCH DR	ESE 0 - 1/8 (0.088 mi.)	B4	8
ANDRUS TRANSPORT	132 RANCH ROAD	SSE 0 - 1/8 (0.092 mi.)	B6	8
MC CARTHY RANCH DENT	76 RANCH DR	SSE 0 - 1/8 (0.119 mi.)	C7	9

EMI: A review of the EMI list, as provided by EDR, and dated 12/31/2008 has revealed that there is 1 EMI site within approximately 0.125 miles of the target property.

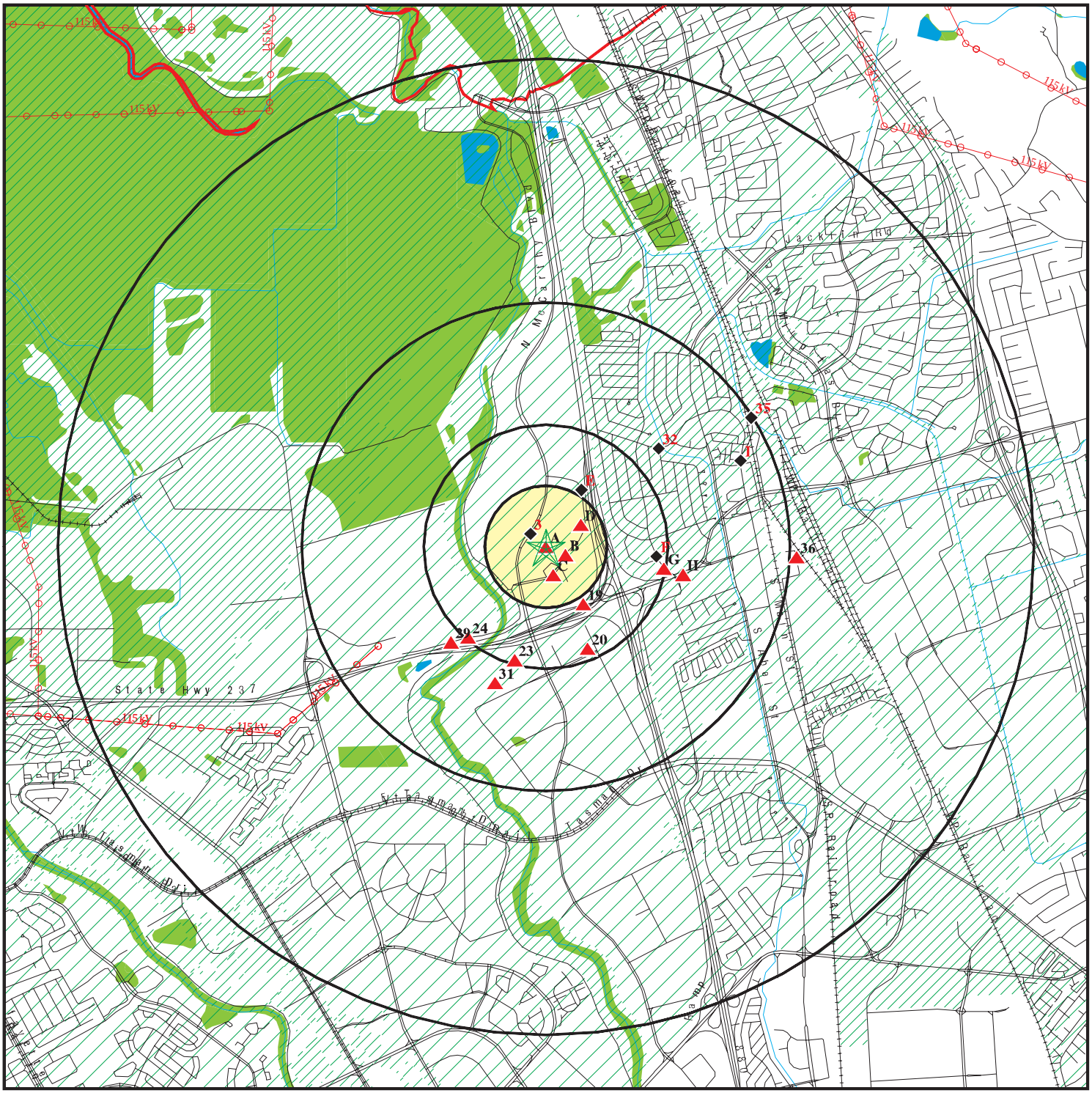
Lower Elevation	Address	Direction / Distance	Map ID	Page
JDS UNIPHASE	400 N MCCARTHY BLVD	NW 0 - 1/8 (0.082 mi.)	3	8

Count: 24 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
MILPITAS	S100183097	MILPITAS GARBAGE DUMP	1ST & 2 MILE SO OF MILPITAS	95035	ENVIROSTOR
MILPITAS	S103981707	PG & E	237TH MCCARTHY & BARBARA LN	95035	HAZNET
MILPITAS	S107140609	CALTRANS DIST 4/CONSTR	HWY 880	95035	HAZNET
MILPITAS	S110060311	SHELL	1310 ALVISO MILPITAS	95035	HIST CORTESE
MILPITAS	1000288651	SHELL	1310 ALVISO/MILPITAS RD	95035	RCRA-NonGen, FINDS, CA FID UST, HIST UST, SWEEPS UST
MILPITAS	1001486938	V T A TASMAN BLOCK C520	880 TO AUTUMVALE DR	95035	RCRA-SQG, FINDS, HAZNET
MILPITAS	U004049688	SPRING VALLEY GOLF COURSE	3441 E CALAVERAS BLVD	95035	UST
MILPITAS	S107995737	DAHART RESIDENCE	1533 CALAVERAS RD		LUST
MILPITAS	S103678594	TRIDENT TRUCK LINES	DIXON LANDING OFF RAM HWY		HAZNET
MILPITAS	S101641418	QUANTIC INDUSTRIES	MARSH RD & CALAVERAS CRK		SLIC
MILPITAS	1000297606	GARMENT CARE SUNNY HILLS SHOPPING	N MILPITAS BLVD	95035	RCRA-SQG, FINDS
MILPITAS	S104570303	AMERICAN STEAM	1010 S MILPITAS BLVD	95035	HAZNET
MILPITAS	S107149865	SOLECTRON-CALIFORNIA	260 S MILPITAS BLVD	95035	HAZNET
MILPITAS	S103946545	MILPITAS SUB STATION	MILPITAS RD N		HAZNET
MILPITAS	S108223497	UNI-FAB INDUSTRIES	1465 MILPITAS AVE	95035	HAZNET
MILPITAS	S108749851	KRAGEN AUTO PARTS STORE #223	46 MILPITAS CTR	95035	HAZNET
MILPITAS	S106930418	PACIFIC GAS AND ELECTRIC	801 MILPITAS-ALVISO RD	95035	SWEEPS UST
MILPITAS	U001601461	HONG WO YUEN, INC.	783 MILPITAS/ALVISO RD.	95035	HIST UST
MILPITAS	S110733435	GALE RANCH PH III	100 N MIPITAS BLVD	95035	NPDES
SAN JOSE	S105083570	CAL TRANS DISTRICT 04	NW QUAD OF N 1ST ST & RT 237	95134	HAZNET
SANTA CLARA	S110733434	GALE RANCH PH II	100 N MIPITAS BLVD	95035	NPDES
SANTA CLARA	S110737551	WRIGLEY CREEK IMPROVEMENTS	E UN WRIGLEY CREEK OF CALAVERA	95035	NPDES
SANTA CLARA COUNTY	S107541060		VEHICLE STOPPED ON HWY 101	0	CDL
UNINCORPORATED	U001601477	MILPITAS GAS TERMINAL	HIGHWAY 237 @ HIGHWAY 17	95035	HIST CORTESE, HIST UST

OVERVIEW MAP - 3215056.2s



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites

0 1/2 1 2 Miles

- Indian Reservations BIA
- County Boundary
- Power transmission lines
- Oil & Gas pipelines from USGS
- 100-year flood zone
- 500-year flood zone
- National Wetland Inventory
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: McCarthy Ranch	CLIENT: Hoexter Consulting
ADDRESS: 11 Ranch Drive Milpitas CA 95035	CONTACT: David F. Hoexter
LAT/LONG: 37.4285 / 121.9221	INQUIRY #: 3215056.2s
	DATE: November 29, 2011 3:05 pm

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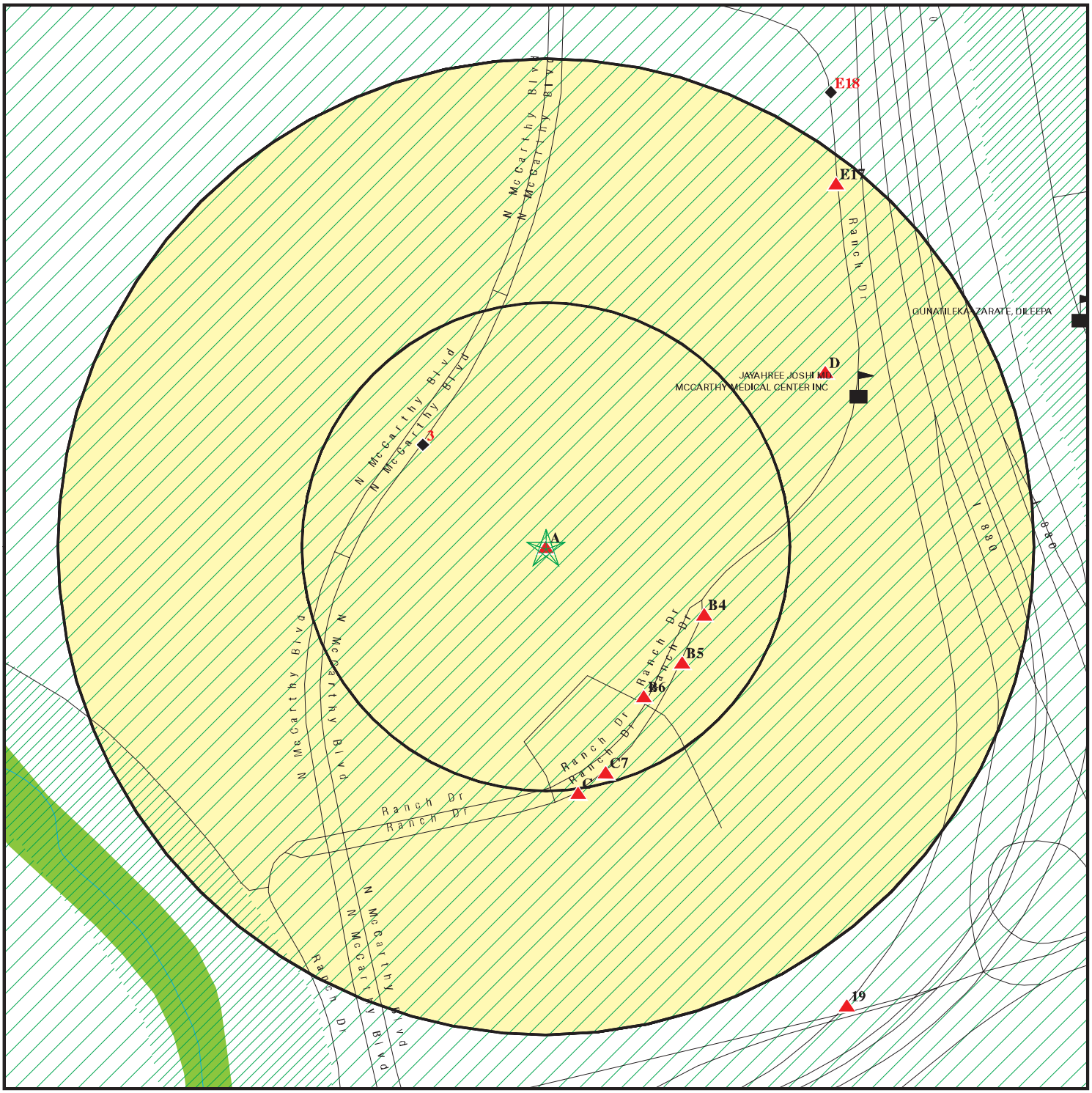
DETAIL MAP - 3215056.2s



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites

0 1/16 1/8 1/4 Miles

- Indian Reservations BIA
- Oil & Gas pipelines from USGS
- 100-year flood zone
- 500-year flood zone
- National Wetland Inventory
- Areas of Concern

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ADDRESS: 11 Ranch Drive Milpitas CA 95035	CONTACT: David F. Hoexter
LAT/LONG: 37.4285 / 121.9221	INQUIRY #: 3215056.2s DATE: November 29, 2011 3:06 pm

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MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL		1.125	0	0	0	0	0	0
Proposed NPL		1.125	0	0	0	0	0	0
NPL LIENS		0.125	0	NR	NR	NR	NR	0
Federal Delisted NPL site list								
Delisted NPL		1.125	0	0	0	0	0	0
Federal CERCLIS list								
CERCLIS		0.625	0	0	0	0	NR	0
FEDERAL FACILITY		1.125	0	0	0	0	0	0
Federal CERCLIS NFRAP site List								
CERC-NFRAP		0.625	0	0	0	0	NR	0
Federal RCRA CORRACTS facilities list								
CORRACTS		1.125	0	0	0	0	0	0
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF		0.625	0	0	0	0	NR	0
Federal RCRA generators list								
RCRA-LQG		0.375	0	0	0	NR	NR	0
RCRA-SQG		0.375	0	2	0	NR	NR	2
RCRA-CESQG		0.375	0	0	0	NR	NR	0
Federal institutional controls / engineering controls registries								
US ENG CONTROLS		0.625	0	0	0	0	NR	0
US INST CONTROL		0.625	0	0	0	0	NR	0
Federal ERNS list								
ERNS		0.125	0	NR	NR	NR	NR	0
State- and tribal - equivalent NPL								
RESPONSE		1.125	0	0	0	0	0	0
State- and tribal - equivalent CERCLIS								
ENVIROSTOR	X	1.125	0	0	0	3	1	4
State and tribal landfill and/or solid waste disposal site lists								
SWF/LF		0.625	0	0	0	0	NR	0
State and tribal leaking storage tank lists								
LUST		0.625	0	4	5	3	NR	12
SLIC		0.625	0	0	0	1	NR	1

MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
HIST LUST		0.625	0	3	2	3	NR	8
INDIAN LUST		0.625	0	0	0	0	NR	0
State and tribal registered storage tank lists								
UST		0.375	0	1	0	NR	NR	1
AST		0.375	0	1	0	NR	NR	1
INDIAN UST		0.375	0	0	0	NR	NR	0
FEMA UST		0.375	0	0	0	NR	NR	0
State and tribal voluntary cleanup sites								
VCP	X	0.625	0	0	0	0	NR	0
INDIAN VCP		0.625	0	0	0	0	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS		0.625	0	0	0	0	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
DEBRIS REGION 9		0.625	0	0	0	0	NR	0
ODI		0.625	0	0	0	0	NR	0
WMUDS/SWAT		0.625	0	0	0	0	NR	0
SWRCY		0.625	0	0	0	0	NR	0
HAULERS		0.125	0	NR	NR	NR	NR	0
INDIAN ODI		0.625	0	0	0	0	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US CDL		0.125	0	NR	NR	NR	NR	0
HIST Cal-Sites		1.125	0	0	0	0	0	0
SCH		0.375	0	0	0	NR	NR	0
Toxic Pits		1.125	0	0	0	0	0	0
CDL		0.125	0	NR	NR	NR	NR	0
US HIST CDL		0.125	0	NR	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
CA FID UST		0.375	0	1	1	NR	NR	2
HIST UST		0.375	0	0	0	NR	NR	0
SWEEPS UST		0.375	0	1	2	NR	NR	3
Local Land Records								
LIENS 2		0.125	0	NR	NR	NR	NR	0
LUCIS		0.625	0	0	0	0	NR	0
LIENS		0.125	0	NR	NR	NR	NR	0
DEED		0.625	0	0	0	0	NR	0
Records of Emergency Release Reports								
HMIRS		0.125	0	NR	NR	NR	NR	0
CHMIRS		0.125	1	NR	NR	NR	NR	1

MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
LDS		0.125	0	NR	NR	NR	NR	0
MCS		0.125	0	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA-NonGen		0.375	0	0	0	NR	NR	0
DOT OPS		0.125	0	NR	NR	NR	NR	0
DOD		1.125	0	0	0	0	0	0
FUDS		1.125	0	0	0	0	0	0
CONSENT		1.125	0	0	0	0	0	0
ROD		1.125	0	0	0	0	0	0
UMTRA		0.625	0	0	0	0	NR	0
MINES		0.375	0	0	0	NR	NR	0
TRIS		0.125	0	NR	NR	NR	NR	0
TSCA		0.125	0	NR	NR	NR	NR	0
FTTS		0.125	0	NR	NR	NR	NR	0
HIST FTTS		0.125	0	NR	NR	NR	NR	0
SSTS		0.125	0	NR	NR	NR	NR	0
ICIS		0.125	0	NR	NR	NR	NR	0
PADS		0.125	0	NR	NR	NR	NR	0
MLTS		0.125	0	NR	NR	NR	NR	0
RADINFO		0.125	0	NR	NR	NR	NR	0
FINDS	X	0.125	0	NR	NR	NR	NR	0
RAATS		0.125	0	NR	NR	NR	NR	0
CA BOND EXP. PLAN		1.125	0	0	0	0	0	0
WDS		0.125	0	NR	NR	NR	NR	0
NPDES		0.125	0	NR	NR	NR	NR	0
Cortese		0.625	0	0	0	0	NR	0
HIST CORTESE		0.500	0	0	5	NR	NR	5
SAN JOSE HAZMAT		0.375	0	0	0	NR	NR	0
Notify 65		1.125	0	0	0	1	0	1
DRYCLEANERS		0.375	0	0	0	NR	NR	0
WIP		0.375	0	0	0	NR	NR	0
ENF		0.125	0	NR	NR	NR	NR	0
HAZNET		0.125	3	NR	NR	NR	NR	3
EMI		0.125	1	NR	NR	NR	NR	1
INDIAN RESERV		1.125	0	0	0	0	0	0
SCRD DRYCLEANERS		0.625	0	0	0	0	NR	0
PROC		0.625	0	0	0	0	NR	0
FINANCIAL ASSURANCE		0.125	0	NR	NR	NR	NR	0
HWP		1.125	0	0	0	0	0	0
PCB TRANSFORMER		0.125	0	NR	NR	NR	NR	0
MWMP		0.375	0	0	0	NR	NR	0
COAL ASH DOE		0.125	0	NR	NR	NR	NR	0
COAL ASH EPA		0.625	0	0	0	0	NR	0
HWT		0.375	0	0	0	NR	NR	0
EDR PROPRIETARY RECORDS								
EDR Proprietary Records								
Manufactured Gas Plants		1.125	0	0	0	0	0	0

MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
EDR Historical Auto Stations		0.375	0	0	0	NR	NR	0
EDR Historical Cleaners		0.375	0	0	0	NR	NR	0

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
A1 **Target** **Property** **Actual:** **18 ft.**	**MCCARTHY RANCH** **MCCARTHY BLVD. AND RANCH DRIVE** **MILPITAS, CA 95035** **Click here for full text details** **ENVIROSTOR** Status: No Further Action	**VCP** **ENVIROSTOR**	**S102564482** **N/A**
A2 **Target** **Property** **Actual:** **18 ft.**	**MCCARTHY RANCH** **MCCARTHY BLVD. AND RANCH DRIVE** **MILPITAS, CA 95035** **Click here for full text details**	**FINDS**	**1010725706** **N/A**
3 **NW** **< 1/8** **0.082 mi.** **430 ft.** **Relative:** **Lower**	**JDS UNIPHASE** **400 N MCCARTHY BLVD** **MILPITAS, CA 95035** **Click here for full text details**	**EMI**	**S109603866** **N/A**
B4 **ESE** **< 1/8** **0.088 mi.** **466 ft.** **Relative:** **Higher**	**PEARLE VISION STORE** **172 RANCH DR** **MILPITAS, CA 95035** **Click here for full text details**	**HAZNET**	**S108752868** **N/A**
B5 **SE** **< 1/8** **0.092 mi.** **484 ft.** **Relative:** **Higher**	**136 RANCH DR** **MILPITAS, CA** **Click here for full text details**	**CHMIRS**	**S108405131** **N/A**
B6 **SSE** **< 1/8** **0.092 mi.** **484 ft.** **Relative:** **Higher**	**ANDRUS TRANSPORT** **132 RANCH ROAD** **MILPITAS, CA 95014** **Click here for full text details**	**HAZNET**	**S108197695** **N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
C7 SSE < 1/8 0.119 mi. 631 ft. Relative: Equal	**MC CARTHY RANCH DENTAL 76 RANCH DR MILPITAS, CA 95035 Click here for full text details**	**HAZNET**	**S103976810 N/A**
C8 South 1/8-1/4 0.127 mi. 671 ft. Relative: Equal	**MILPITAS GAS TERMINAL 66 RANCH DR. MILPITAS, CA 95035 Click here for full text details**	**RCRA-SQG FINDS HAZNET**	**1000137186 CAD981373004**
C9 South 1/8-1/4 0.127 mi. 671 ft. Relative: Equal	**PG&E FACILITY 66 RANCH RD MILPITAS, CA 95035 Click here for full text details LUST** Status: Completed - Case Closed Date Closed: 4/23/2004 Date Closed: 4/23/2004	**LUST HIST LUST**	**S106112771 N/A**
C10 South 1/8-1/4 0.127 mi. 671 ft. Relative: Equal	**MILPITAS GAS TERMINAL 66 RANCH RD. MILPITAS, CA 95035 Click here for full text details**	**AST**	**A100324410 N/A**
C11 South 1/8-1/4 0.127 mi. 671 ft. Relative: Equal	**PACIFIC GAS & ELECTRIC CO. 66 RANCH DR MILPITAS, CA 95035 Click here for full text details**	**UST**	**U003941028 N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
D12 ENE 1/8-1/4 0.169 mi. 891 ft. Relative: Equal	**MCCARTHY RANCH MCCARTHY & MAGNOLIA ST BLVD MILPITAS, CA 95035** Click here for full text details	**LUST HIST LUST**	**S105512828 N/A**
D13 ENE 1/8-1/4 0.169 mi. 891 ft. Relative: Equal	**THE MCCARTHY RANCH 783 MILPITAS ALVISO RD MILPITAS, CA 95035** Click here for full text details	**CA FID UST SWEEPS UST**	**S101594672 N/A**
D14 ENE 1/8-1/4 0.169 mi. 891 ft. Relative: Equal	**MCCARTHY RANCH AT BELLEW COYOTE CREEK REACH 3 MILPITAS, CA** Click here for full text details	**HIST LUST**	**S101308985 N/A**
D15 ENE 1/8-1/4 0.169 mi. 891 ft. Relative: Equal	**MCCARTHY RANCH AT BELLEW COYOTE CREEK REACH 3 MILPITAS, CA** Click here for full text details **LUST** Date Closed: 4/16/1996	**LUST**	**S107996281 N/A**
D16 ENE 1/8-1/4 0.169 mi. 891 ft. Relative: Equal	**MCCARTHY RANCH MCCARTHY & MAGNOLIA ST BLVD MILPITAS, CA 95035** Click here for full text details **LUST** Status: Completed - Case Closed Date Closed: 6/25/1996	**LUST**	**S110655375 N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
E17 NE 1/8-1/4 0.239 mi. 1260 ft. Relative: Equal	**WALMART NO 2119 301 RANCH DR MILPITAS, CA 95035 Click here for full text details**	**RCRA-SQG**	**1014387084 CAR000205195**
E18 NNE 1/4-1/2 0.275 mi. 1452 ft. Relative: Lower	**WAL-MART 320 RANCH ROAD MILPITAS, CA 95035 Click here for full text details**	**SWEEPS UST**	**S106934177 N/A**
19 SSE 1/4-1/2 0.281 mi. 1484 ft. Relative: Higher	**MILPITAS GAS TERMINAL HWY 237 AT HWY 17 MILPITAS, CA 95035 Click here for full text details**	**CA FID UST SWEEPS UST**	**S101625208 N/A**
20 SSE 1/4-1/2 0.451 mi. 2383 ft. Relative: Higher	**MCCARTHY RANCH 1400 BELLEW DR MILPITAS, CA 95035 Click here for full text details LUST** Status: Completed - Case Closed	**HIST CORTESE LUST**	**S101308982 N/A**
F21 East 1/4-1/2 0.455 mi. 2403 ft. Relative: Lower	**ARCO #2121 43 S ABBOTT AVE MILPITAS, CA 95035 Click here for full text details LUST** Status: Completed - Case Closed Status: Completed - Case Closed Date Closed: 2/22/2005 Date Closed: 8/15/1996	**LUST HIST LUST HAZNET**	**S102424216 N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
F22 **East** **1/4-1/2** **0.457 mi.** **2412 ft.** **Relative:** **Lower**	**ARCO** **43 ABBOTT** **MILPITAS, CA 95035** **Click here for full text details**	**HIST CORTESE**	**S104396936** **N/A**
23 **SSW** **1/4-1/2** **0.482 mi.** **2544 ft.** **Relative:** **Higher**	**MCCARTHY RANCH AT BELLEW** **UNKNOWN COYOTE CREEK REAC** **MILPITAS, CA 95035** **Click here for full text details** **LUST** Status: Completed - Case Closed	**HIST CORTESE** **LUST**	**S103723188** **N/A**
24 **SW** **1/4-1/2** **0.489 mi.** **2584 ft.** **Relative:** **Higher**	**CILKER ORCHARD #3** **1595 MILPITAS ALVISO** **SAN JOSE, CA 95125** **Click here for full text details**	**HIST CORTESE** **HIST UST**	**U001603123** **N/A**
G25 **East** **1/4-1/2** **0.492 mi.** **2600 ft.** **Relative:** **Equal**	**MOBIL** **97 ABBOTT** **MILPITAS, CA 95035** **Click here for full text details**	**NPDES** **HIST CORTESE**	**S104396937** **N/A**
G26 **East** **1/4-1/2** **0.492 mi.** **2600 ft.** **Relative:** **Equal**	**TOSCO NORTHWEST CO #11223** **97 S ABBOTT AVE** **MILPITAS, CA 95035** **Click here for full text details**	**WDS** **LUST** **CA FID UST** **HIST LUST** **SWEEPS UST** **HAZNET**	**S101594396** **N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
G27 **East** **1/4-1/2** **0.492 mi.** **2600 ft.** **Relative:** **Equal**	**MOBIL #10-JQP (BP 11223)** **97 S. ABBOTT AVENUE** **MILPITAS, CA 95035** **Click here for full text details** **LUST** Status: Open - Remediation	**LUST**	**S109285890** **N/A**
H28 **ESE** **1/2-1** **0.544 mi.** **2873 ft.** **Relative:** **Higher**	**ARCO SERVICE STATION #2121** **43 SOUTH ABBOTT** **MILPITAS, CA 93064** **Click here for full text details**	**Notify 65**	**S100179205** **N/A**
29 **SW** **1/2-1** **0.551 mi.** **2912 ft.** **Relative:** **Higher**	**SHELL** **1310 ALVISO-MILPITAS RD** **MILPITAS, CA 95035** **Click here for full text details** **LUST** Status: Completed - Case Closed Date Closed: 1/24/1995	**LUST** **HIST LUST**	**S105194529** **N/A**
H30 **ESE** **1/2-1** **0.574 mi.** **3032 ft.** **Relative:** **Equal**	**92435** **342 W CALAVERAS BLVD** **MILPITAS, CA 95035** **Click here for full text details** **LUST** Status: Completed - Case Closed Date Closed: 10/10/1996	**LUST** **HIST LUST** **HIST UST** **HAZNET**	**U001601433** **N/A**
31 **SSW** **1/2-1** **0.596 mi.** **3147 ft.** **Relative:** **Higher**	**QUANTUM CORPORATION** **500 MCCARTHY** **MILPITAS, CA** **Click here for full text details** **SLIC** Facility Status: Completed - Case Closed	**SLIC**	**S108543255** **N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
32 NE 1/2-1 0.613 mi. 3238 ft. Relative: Lower	**MARYLYNN WELL 350 MARYLINN DR MILPITAS, CA 95035** Click here for full text details **LUST** Status: Completed - Case Closed Date Closed: 8/24/1998	**LUST HIST LUST HIST UST**	**U001601471 N/A**
I33 ENE 1/2-1 0.873 mi. 4608 ft. Relative: Lower	**THE APTON 230 NORTH MAIN STREET MILPITAS, CA 95035** Click here for full text details **ENVIROSTOR** Status: Refer: 1248 Local Agency	**ENVIROSTOR**	**S108054440 N/A**
I34 ENE 1/2-1 0.908 mi. 4795 ft. Relative: Lower	**CHEVRON SERVICE STATION/BULK PLANT (FORMER) 198 WINSOR AVENUE MILPITAS, CA 95035** Click here for full text details **ENVIROSTOR** Status: Refer: 1248 Local Agency	**ENVIROSTOR**	**S108054462 N/A**
35 ENE 1/2-1 0.994 mi. 5249 ft. Relative: Lower	**ADVANCED ELECTROPOLISHING TECHNOLOGIES 398 RAILROAD CT MILPITAS, CA 95035** Click here for full text details **ENVIROSTOR** Status: Inactive - Needs Evaluation	**HAZNET ENVIROSTOR**	**S108215221 N/A**
36 East > 1 1.028 mi. 5428 ft. Relative: Equal	**PRESTON PIPELINES INC 151 BOTHELO AVE MILPITAS, CA 95035** Click here for full text details **LUST** Status: Open - Remediation **ENVIROSTOR** Status: Refer: Other Agency	**LUST HIST LUST HAZNET ENVIROSTOR**	**S101482391 N/A**

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date
CA	AST	Aboveground Petroleum Storage Tank Facilities	State Water Resources Control Board	08/01/2009	09/10/2009	10/01/2009
CA	CA BOND EXP. PLAN	Bond Expenditure Plan	Department of Health Services	01/01/1989	07/27/1994	08/02/1994
CA	CA FID UST	Facility Inventory Database	California Environmental Protection Agency	10/31/1994	09/05/1995	09/29/1995
CA	CDL	Clandestine Drug Labs	Department of Toxic Substances Control	06/30/2011	08/11/2011	09/09/2011
CA	CHMIRS	California Hazardous Material Incident Report System	Office of Emergency Services	12/31/2010	05/03/2011	06/15/2011
CA	CORTESE	"Cortese" Hazardous Waste & Substances Sites List	CAL EPA/Office of Emergency Information	10/03/2011	10/04/2011	10/25/2011
CA	DEED	Deed Restriction Listing	Department of Toxic Substances Control	09/12/2011	09/13/2011	10/07/2011
CA	DRYCLEANERS	Cleaner Facilities	Department of Toxic Substance Control	06/28/2011	07/21/2011	08/11/2011
CA	EMI	Emissions Inventory Data	California Air Resources Board	12/31/2008	09/29/2010	10/18/2010
CA	ENF	Enforcement Action Listing	State Water Resoruces Control Board	08/15/2011	08/23/2011	10/03/2011
CA	ENVIROSTOR	EnviroStor Database	Department of Toxic Substances Control	09/13/2011	09/15/2011	10/24/2011
CA	FINANCIAL ASSURANCE 1	Financial Assurance Information Listing	Department of Toxic Substances Control	03/01/2007	06/01/2007	06/29/2007
CA	FINANCIAL ASSURANCE 2	Financial Assurance Information Listing	California Integrated Waste Management Board	09/14/2011	09/16/2011	10/24/2011
CA	HAULERS	Registered Waste Tire Haulers Listing	Integrated Waste Management Board	09/14/2011	09/15/2011	10/24/2011
CA	HAZNET	Facility and Manifest Data	California Environmental Protection Agency	12/31/2010	07/19/2011	08/16/2011
CA	HIST CAL-SITES	Calsites Database	Department of Toxic Substance Control	08/08/2005	08/03/2006	08/24/2006
CA	HIST CORTESE	Hazardous Waste & Substance Site List	Department of Toxic Substances Control	04/01/2001	01/22/2009	04/08/2009
CA	HIST UST	Hazardous Substance Storage Container Database	State Water Resources Control Board	10/15/1990	01/25/1991	02/12/1991
CA	HWP	EnviroStor Permitted Facilities Listing	Department of Toxic Substances Control	08/09/2010	08/11/2010	08/20/2010
CA	HWT	Registered Hazardous Waste Transporter Database	Department of Toxic Substances Control	10/20/2011	10/21/2011	11/08/2011
CA	LDS	Land Disposal Sites Listing	State Water Qualilty Control Board	09/19/2011	09/20/2011	10/24/2011
CA	LIENS	Environmental Liens Listing	Department of Toxic Substances Control	09/19/2011	09/20/2011	10/24/2011
CA	LUST	Geotracker's Leaking Underground Fuel Tank Report	State Water Resources Control Board	09/19/2011	09/20/2011	10/24/2011
CA	LUST REG 1	Active Toxic Site Investigation	California Regional Water Quality Control Boa	02/01/2001	02/28/2001	03/29/2001
CA	LUST REG 2	Fuel Leak List	California Regional Water Quality Control Boa	09/30/2004	10/20/2004	11/19/2004
CA	LUST REG 3	Leaking Underground Storage Tank Database	California Regional Water Quality Control Boa	05/19/2003	05/19/2003	06/02/2003
CA	LUST REG 4	Underground Storage Tank Leak List	California Regional Water Quality Control Boa	09/07/2004	09/07/2004	10/12/2004
CA	LUST REG 5	Leaking Underground Storage Tank Database	California Regional Water Quality Control Boa	07/01/2008	07/22/2008	07/31/2008
CA	LUST REG 6L	Leaking Underground Storage Tank Case Listing	California Regional Water Quality Control Boa	09/09/2003	09/10/2003	10/07/2003
CA	LUST REG 6V	Leaking Underground Storage Tank Case Listing	California Regional Water Quality Control Boa	06/07/2005	06/07/2005	06/29/2005
CA	LUST REG 7	Leaking Underground Storage Tank Case Listing	California Regional Water Quality Control Boa	02/26/2004	02/26/2004	03/24/2004
CA	LUST REG 8	Leaking Underground Storage Tanks	California Regional Water Quality Control Boa	02/14/2005	02/15/2005	03/28/2005
CA	LUST REG 9	Leaking Underground Storage Tank Report	California Regional Water Quality Control Boa	03/01/2001	04/23/2001	05/21/2001
CA	MCS	Military Cleanup Sites Listing	State Water Resources Control Board	09/19/2011	09/20/2011	10/24/2011
CA	MWMP	Medical Waste Management Program Listing	Department of Public Health	09/09/2011	09/13/2011	10/10/2011
CA	NOTIFY 65	Proposition 65 Records	State Water Resources Control Board	10/21/1993	11/01/1993	11/19/1993
CA	NPDES	NPDES Permits Listing	State Water Resources Control Board	08/23/2011	08/24/2011	10/03/2011
CA	PROC	Certified Processors Database	Department of Conservation	09/08/2011	09/20/2011	10/24/2011
CA	RESPONSE	State Response Sites	Department of Toxic Substances Control	09/13/2011	09/15/2011	10/24/2011
CA	SCH	School Property Evaluation Program	Department of Toxic Substances Control	09/13/2011	09/15/2011	10/24/2011
CA	SLIC	Statewide SLIC Cases	State Water Resources Control Board	09/19/2011	09/20/2011	10/24/2011
CA	SLIC REG 1	Active Toxic Site Investigations	California Regional Water Quality Control Boa	04/03/2003	04/07/2003	04/25/2003
CA	SLIC REG 2	Spills, Leaks, Investigation & Cleanup Cost Recovery Listing	Regional Water Quality Control Board San Fran	09/30/2004	10/20/2004	11/19/2004
CA	SLIC REG 3	Spills, Leaks, Investigation & Cleanup Cost Recovery Listing	California Regional Water Quality Control Boa	05/18/2006	05/18/2006	06/15/2006
CA	SLIC REG 4	Spills, Leaks, Investigation & Cleanup Cost Recovery Listing	Region Water Quality Control Board Los Angele	11/17/2004	11/18/2004	01/04/2005
CA	SLIC REG 5	Spills, Leaks, Investigation & Cleanup Cost Recovery Listing	Regional Water Quality Control Board Central	04/01/2005	04/05/2005	04/21/2005
CA	SLIC REG 6L	SLIC Sites	California Regional Water Quality Control Boa	09/07/2004	09/07/2004	10/12/2004

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date
CA	SLIC REG 6V	Spills, Leaks, Investigation & Cleanup Cost Recovery Listing	Regional Water Quality Control Board, Victorv	05/24/2005	05/25/2005	06/16/2005
CA	SLIC REG 7	SLIC List	California Regional Quality Control Board, Co	11/24/2004	11/29/2004	01/04/2005
CA	SLIC REG 8	Spills, Leaks, Investigation & Cleanup Cost Recovery Listing	California Region Water Quality Control Board	04/03/2008	04/03/2008	04/14/2008
CA	SLIC REG 9	Spills, Leaks, Investigation & Cleanup Cost Recovery Listing	California Regional Water Quality Control Boa	09/10/2007	09/11/2007	09/28/2007
CA	SWEEPS UST	SWEEPS UST Listing	State Water Resources Control Board	06/01/1994	07/07/2005	08/11/2005
CA	SWF/LF (SWIS)	Solid Waste Information System	Department of Resources Recycling and Recover	08/22/2011	08/24/2011	10/03/2011
CA	SWRCY	Recycler Database	Department of Conservation	09/08/2011	09/20/2011	10/24/2011
CA	TOXIC PITS	Toxic Pits Cleanup Act Sites	State Water Resources Control Board	07/01/1995	08/30/1995	09/26/1995
CA	UST	Active UST Facilities	SWRCB	09/19/2011	09/20/2011	10/19/2011
CA	UST MENDOCINO	Mendocino County UST Database	Department of Public Health	09/23/2009	09/23/2009	10/01/2009
CA	VCP	Voluntary Cleanup Program Properties	Department of Toxic Substances Control	09/13/2011	09/15/2011	10/24/2011
CA	WDS	Waste Discharge System	State Water Resources Control Board	06/19/2007	06/20/2007	06/29/2007
CA	WIP	Well Investigation Program Case List	Los Angeles Water Quality Control Board	07/03/2009	07/21/2009	08/03/2009
CA	WMUDS/SWAT	Waste Management Unit Database	State Water Resources Control Board	04/01/2000	04/10/2000	05/10/2000
US	BRS	Biennial Reporting System	EPA/NTIS	12/31/2009	03/01/2011	05/02/2011
US	CERCLIS	Comprehensive Environmental Response, Compensation, and Liab	EPA	02/25/2011	03/01/2011	05/02/2011
US	CERCLIS-NFRAP	CERCLIS No Further Remedial Action Planned	EPA	02/25/2011	03/01/2011	05/02/2011
US	COAL ASH DOE	Sleam-Electric Plan Operation Data	Department of Energy	12/31/2005	08/07/2009	10/22/2009
US	COAL ASH EPA	Coal Combustion Residues Surface Impoundments List	Environmental Protection Agency	08/17/2010	01/03/2011	03/21/2011
US	CONSENT	Superfund (CERCLA) Consent Decrees	Department of Justice, Consent Decree Library	06/01/2011	08/19/2011	09/29/2011
US	CORRACTS	Corrective Action Report	EPA	03/09/2011	03/15/2011	06/14/2011
US	DEBRIS REGION 9	Torres Martinez Reservation Illegal Dump Site Locations	EPA, Region 9	01/12/2009	05/07/2009	09/21/2009
US	DELISTED NPL	National Priority List Deletions	EPA	06/30/2011	07/12/2011	09/29/2011
US	DOD	Department of Defense Sites	USGS	12/31/2005	11/10/2006	01/11/2007
US	DOT OPS	Incident and Accident Data	Department of Transporation, Office of Pipeli	07/29/2011	08/09/2011	11/11/2011
US	EDR Historical Auto Stations	EDR Proprietary Historic Gas Stations	EDR, Inc.			
US	EDR Historical Cleaners	EDR Proprietary Historic Dry Cleaners	EDR, Inc.			
US	ERNS	Emergency Response Notification System	National Response Center, United States Coast	10/03/2011	10/04/2011	11/11/2011
US	FEDERAL FACILITY	Federal Facility Site Information listing	Environmental Protection Agency	12/10/2010	01/11/2011	02/16/2011
US	FEDLAND	Federal and Indian Lands	U.S. Geological Survey	12/31/2005	02/06/2006	01/11/2007
US	FEMA UST	Underground Storage Tank Listing	FEMA	01/01/2010	02/16/2010	04/12/2010
US	FINDS	Facility Index System/Facility Registry System	EPA	04/14/2010	04/16/2010	05/27/2010
US	FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fu	EPA/Office of Prevention, Pesticides and Toxi	04/09/2009	04/16/2009	05/11/2009
US	FTTS INSP	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fu	EPA	04/09/2009	04/16/2009	05/11/2009
US	FUDS	Formerly Used Defense Sites	U.S. Army Corps of Engineers	12/31/2009	08/12/2010	12/02/2010
US	HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing	Environmental Protection Agency	10/19/2006	03/01/2007	04/10/2007
US	HIST FTTS INSP	FIFRA/TSCA Tracking System Inspection & Enforcement Case Lis	Environmental Protection Agency	10/19/2006	03/01/2007	04/10/2007
US	HMIRS	Hazardous Materials Information Reporting System	U.S. Department of Transportation	10/04/2011	10/04/2011	11/11/2011
US	ICIS	Integrated Compliance Information System	Environmental Protection Agency	01/07/2011	01/21/2011	03/21/2011
US	INDIAN LUST R1	Leaking Underground Storage Tanks on Indian Land	EPA Region 1	10/01/2011	11/01/2011	11/11/2011
US	INDIAN LUST R10	Leaking Underground Storage Tanks on Indian Land	EPA Region 10	11/02/2011	11/04/2011	11/11/2011
US	INDIAN LUST R4	Leaking Underground Storage Tanks on Indian Land	EPA Region 4	08/11/2011	08/12/2011	09/13/2011
US	INDIAN LUST R6	Leaking Underground Storage Tanks on Indian Land	EPA Region 6	09/12/2011	09/13/2011	11/11/2011
US	INDIAN LUST R7	Leaking Underground Storage Tanks on Indian Land	EPA Region 7	02/16/2011	06/02/2011	09/13/2011
US	INDIAN LUST R8	Leaking Underground Storage Tanks on Indian Land	EPA Region 8	08/18/2011	08/19/2011	09/13/2011
US	INDIAN LUST R9	Leaking Underground Storage Tanks on Indian Land	Environmental Protection Agency	01/31/2011	02/01/2011	03/21/2011
US	INDIAN ODI	Report on the Status of Open Dumps on Indian Lands	Environmental Protection Agency	12/31/1998	12/03/2007	01/24/2008

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date
US	INDIAN RESERV	Indian Reservations	USGS	12/31/2005	12/08/2006	01/11/2007
US	INDIAN UST R1	Underground Storage Tanks on Indian Land	EPA, Region 1	10/01/2011	11/01/2011	11/11/2011
US	INDIAN UST R10	Underground Storage Tanks on Indian Land	EPA Region 10	11/02/2011	11/04/2011	11/11/2011
US	INDIAN UST R4	Underground Storage Tanks on Indian Land	EPA Region 4	08/11/2011	08/12/2011	09/13/2011
US	INDIAN UST R5	Underground Storage Tanks on Indian Land	EPA Region 5	07/01/2011	08/26/2011	09/13/2011
US	INDIAN UST R6	Underground Storage Tanks on Indian Land	EPA Region 6	05/10/2011	05/11/2011	06/14/2011
US	INDIAN UST R7	Underground Storage Tanks on Indian Land	EPA Region 7	04/01/2011	06/01/2011	06/14/2011
US	INDIAN UST R8	Underground Storage Tanks on Indian Land	EPA Region 8	08/18/2011	08/19/2011	09/13/2011
US	INDIAN UST R9	Underground Storage Tanks on Indian Land	EPA Region 9	08/04/2011	08/05/2011	09/13/2011
US	INDIAN VCP R1	Voluntary Cleanup Priority Listing	EPA, Region 1	08/04/2011	10/04/2011	11/11/2011
US	INDIAN VCP R7	Voluntary Cleanup Priority Lisitng	EPA, Region 7	03/20/2008	04/22/2008	05/19/2008
US	LIENS 2	CERCLA Lien Information	Environmental Protection Agency	09/09/2011	09/16/2011	09/29/2011
US	LUCIS	Land Use Control Information System	Department of the Navy	12/09/2005	12/11/2006	01/11/2007
US	MINES	Mines Master Index File	Department of Labor, Mine Safety and Health A	08/18/2011	09/08/2011	09/29/2011
US	MLTS	Material Licensing Tracking System	Nuclear Regulatory Commission	06/21/2011	07/15/2011	09/13/2011
US	Manufactured Gas Plants	EDR Proprietary Manufactured Gas Plants	EDR, Inc.			
US	NPL	National Priority List	EPA	06/30/2011	07/12/2011	09/29/2011
US	NPL LIENS	Federal Superfund Liens	EPA	10/15/1991	02/02/1994	03/30/1994
US	ODI	Open Dump Inventory	Environmental Protection Agency	06/30/1985	08/09/2004	09/17/2004
US	PADS	PCB Activity Database System	EPA	11/01/2010	11/10/2010	02/16/2011
US	PCB TRANSFORMER	PCB Transformer Registration Database	Environmental Protection Agency	01/01/2008	02/18/2009	05/29/2009
US	Proposed NPL	Proposed National Priority List Sites	EPA	06/30/2011	07/12/2011	09/29/2011
US	RAATS	RCRA Administrative Action Tracking System	EPA	04/17/1995	07/03/1995	08/07/1995
US	RADINFO	Radiation Information Database	Environmental Protection Agency	01/11/2011	01/13/2011	02/16/2011
US	RCRA-CESQG	RCRA - Conditionally Exempt Small Quantity Generators	Environmental Protection Agency	06/15/2011	07/07/2011	08/08/2011
US	RCRA-LQG	RCRA - Large Quantity Generators	Environmental Protection Agency	06/15/2011	07/07/2011	08/08/2011
US	RCRA-NonGen	RCRA - Non Generators	Environmental Protection Agency	06/15/2011	07/07/2011	08/08/2011
US	RCRA-SQG	RCRA - Small Quantity Generators	Environmental Protection Agency	06/15/2011	07/07/2011	08/08/2011
US	RCRA-TSDF	RCRA - Treatment, Storage and Disposal	Environmental Protection Agency	06/15/2011	07/07/2011	08/08/2011
US	ROD	Records Of Decision	EPA	07/31/2011	09/14/2011	09/29/2011
US	SCRD DRYCLEANERS	State Coalition for Remediation of Drycleaners Listing	Environmental Protection Agency	03/07/2011	03/09/2011	05/02/2011
US	SSTS	Section 7 Tracking Systems	EPA	12/31/2009	12/10/2010	02/25/2011
US	TRIS	Toxic Chemical Release Inventory System	EPA	12/31/2009	12/17/2010	03/21/2011
US	TSCA	Toxic Substances Control Act	EPA	12/31/2006	09/29/2010	12/02/2010
US	UMTRA	Uranium Mill Tailings Sites	Department of Energy	09/14/2010	10/21/2010	01/28/2011
US	US BROWNFIELDS	A Listing of Brownfields Sites	Environmental Protection Agency	06/27/2011	06/27/2011	09/13/2011
US	US CDL	Clandestine Drug Labs	Drug Enforcement Administration	06/08/2011	09/16/2011	09/29/2011
US	US ENG CONTROLS	Engineering Controls Sites List	Environmental Protection Agency	03/16/2011	03/25/2011	06/14/2011
US	US HIST CDL	National Clandestine Laboratory Register	Drug Enforcement Administration	09/01/2007	11/19/2008	03/30/2009
US	US INST CONTROL	Sites with Institutional Controls	Environmental Protection Agency	03/16/2011	03/25/2011	06/14/2011

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date
CT	CT MANIFEST	Hazardous Waste Manifest Data	Department of Environmental Protection	12/31/2007	08/26/2009	09/11/2009
NJ	NJ MANIFEST	Manifest Information	Department of Environmental Protection	12/31/2010	07/20/2011	08/11/2011
NY	NY MANIFEST	Facility and Manifest Data	Department of Environmental Conservation	08/01/2011	08/09/2011	09/16/2011
PA	PA MANIFEST	Manifest Information	Department of Environmental Protection	12/31/2008	12/01/2009	12/14/2009
RI	RI MANIFEST	Manifest information	Department of Environmental Management	12/31/2010	06/24/2011	06/30/2011
WI	WI MANIFEST	Manifest Information	Department of Natural Resources	12/31/2010	08/19/2011	09/15/2011
US	Oil/Gas Pipelines	GeoData Digital Line Graphs from 1:100,000-Scale Maps	USGS			
US	Electric Power Lines	Electric Power Transmission Line Data	Rextag Strategies Corp.			
US	AHA Hospitals	Sensitive Receptor: AHA Hospitals	American Hospital Association, Inc.			
US	Medical Centers	Sensitive Receptor: Medical Centers	Centers for Medicare & Medicaid Services			
US	Nursing Homes	Sensitive Receptor: Nursing Homes	National Institutes of Health			
US	Public Schools	Sensitive Receptor: Public Schools	National Center for Education Statistics			
US	Private Schools	Sensitive Receptor: Private Schools	National Center for Education Statistics			
CA	Daycare Centers	Sensitive Receptor: Licensed Facilities	Department of Social Services			
US	Flood Zones	100-year and 500-year flood zones	Emergency Management Agency (FEMA)			
US	NWI	National Wetlands Inventory	U.S. Fish and Wildlife Service			
US	USGS 7.5' Topographic Map	Scanned Digital USGS 7.5' Topographic Map (DRG)	USGS			

STREET AND ADDRESS INFORMATION

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GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

MCCARTHY RANCH
11 RANCH DRIVE
MILPITAS, CA 95035

TARGET PROPERTY COORDINATES

Latitude (North):	37.42850 - 37˚ 25' 42.6''
Longitude (West):	121.9221 - 121˚ 55' 19.5''
Universal Tranverse Mercator:	Zone 10
UTM X (Meters):	595370.2
UTM Y (Meters):	4142750.0
Elevation:	18 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	37121-D8 MILPITAS, CA
Most Recent Revision:	1980

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

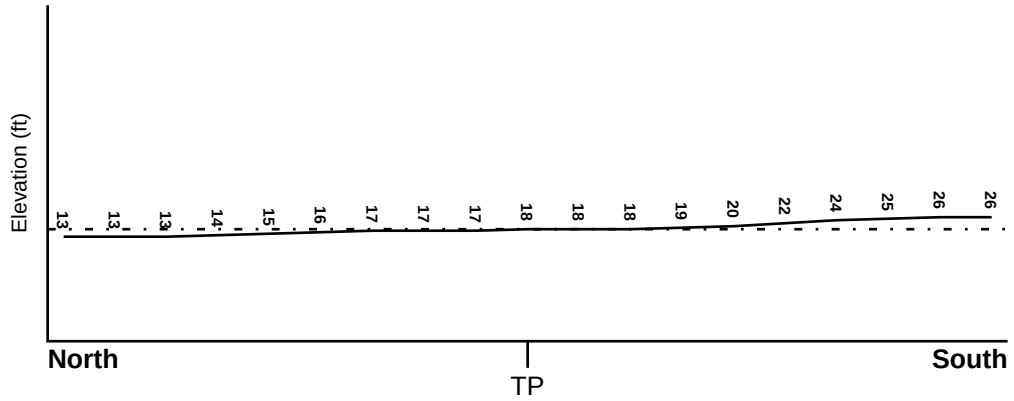
TOPOGRAPHIC INFORMATION

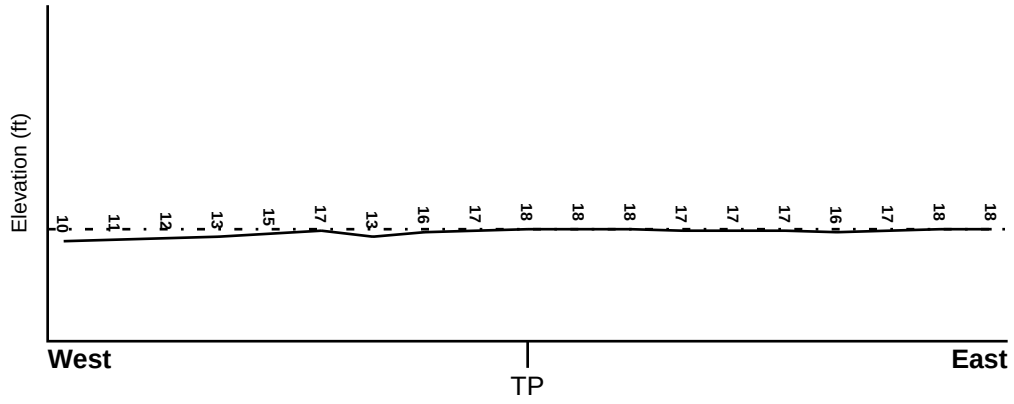
Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General WNW

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES





Target Property Elevation: 18 ft.

0 1/2 1 Miles

Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Target Property County	FEMA Flood Electronic Data
SANTA CLARA, CA	YES - refer to the Overview Map and Detail Map

Flood Plain Panel at Target Property: 06085C - FEMA DFIRM Flood data

Additional Panels in search area: Not Reported

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
MILPITAS	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius: 1.25 miles
Status: Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
Not Reported		

* ©1996 Site−specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

Era:	Cenozoic
System:	Quaternary
Series:	Quaternary
Code:	Q *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratifed Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps. The following information is based on Soil Conservation Service STATSGO data.

Soil Component Name:	CLEAR LAKE
Soil Surface Texture:	clay
Hydrologic Group:	Class D - Very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer.
Soil Drainage Class:	Not reported

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel:	HIGH
Depth to Bedrock Min:	> 60 inches
Depth to Bedrock Max:	> 60 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	13 inches	clay	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit 50% or more), Fat Clay.	Max: 0.20 Min: 0.06	Max: 8.40 Min: 6.10
2	13 inches	60 inches	clay	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit 50% or more), Fat Clay.	Max: 0.20 Min: 0.06	Max: 8.40 Min: 7.40

OTHER SOIL TYPES IN AREA

Based on Soil Conservation Service STATSGO data, the following additional subordinant soil types may appear within the general area of target property.

Soil Surface Textures: silty clay loam
clay loam
loam
silt loam

Surficial Soil Types: silty clay loam
clay loam
loam
silt loam

Shallow Soil Types: clay
gravelly - sandy clay loam
clay loam
stratified

Deeper Soil Types: clay loam
stratified
silty clay loam
sandy clay loam
silty clay
loam
weathered bedrock

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
3	CA4300964	1/2 - 1 Mile East

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
1	6841	1/8 - 1/4 Mile South
2	6821	1/4 - 1/2 Mile NE

PHYSICAL SETTING SOURCE MAP - 3215056.2s

0 1/4 1/2 1 Miles

- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons
- Groundwater Flow Direction
- GI Indeterminate Groundwater Flow at Location
- GV Groundwater Flow Varies at Location
- HD Closest Hydrogeological Data
- Oil, gas or related wells

SITE NAME: McCarthy Ranch	CLIENT: Hoexter Consulting
ADDRESS: 11 Ranch Drive Milpitas CA 95035	CONTACT: David F. Hoexter
LAT/LONG: 37.4285 / 121.9221	INQUIRY #: 3215056.2s
	DATE: November 29, 2011 3:06 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID Direction Distance Elevation		Database	EDR ID Number
1 **South** **1/8 - 1/4 Mile** **Higher**	Click here for full text details	**CA WELLS**	**6841**
2 **NE** **1/4 - 1/2 Mile** **Lower**	Click here for full text details	**CA WELLS**	**6821**
3 **East** **1/2 - 1 Mile** **Higher**	Click here for full text details	**FRDS PWS**	**CA4300964**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
95035	29	0

Federal EPA Radon Zone for SANTA CLARA County: 2

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for Zip Code: 95035

Number of sites tested: 1

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	0.400 pCi/L	100%	0%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	Not Reported	Not Reported	Not Reported	Not Reported

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Scanned Digital USGS 7.5' Topographic Map (DRG)
Source: United States Geologic Survey
A digital raster graphic (DRG) is a scanned image of a U.S. Geological Survey topographic map. The map images are made by scanning published paper maps on high-resolution scanners. The raster image is georeferenced and fit to the Universal Transverse Mercator (UTM) projection.

HYDROLOGIC INFORMATION

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2011 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 and 2005 from the U.S. Fish and Wildlife Service.

HYDROGEOLOGIC INFORMATION

AQUIFLOW^{R} Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Services
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Services (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Services, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

Water Well Database
Source: Department of Water Resources
Telephone: 916-651-9648

California Drinking Water Quality Database
Source: Department of Health Services
Telephone: 916-324-2319
The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

OTHER STATE DATABASE INFORMATION

California Oil and Gas Well Locations
Source: Department of Conservation
Telephone: 916-323-1779
Oil and Gas well locations in the state.

RADON

State Database: CA Radon
Source: Department of Health Services
Telephone: 916-324-2208
Radon Database for California

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

STREET AND ADDRESS INFORMATION

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APPENDIX C

AERIAL PHOTOGRAPHS

Source: EDR Report

INQUIRY #: 3215056.5
YEAR: 2006
= 500'
N

INQUIRY #: 3215056.5
YEAR: 2005
= 500'
N

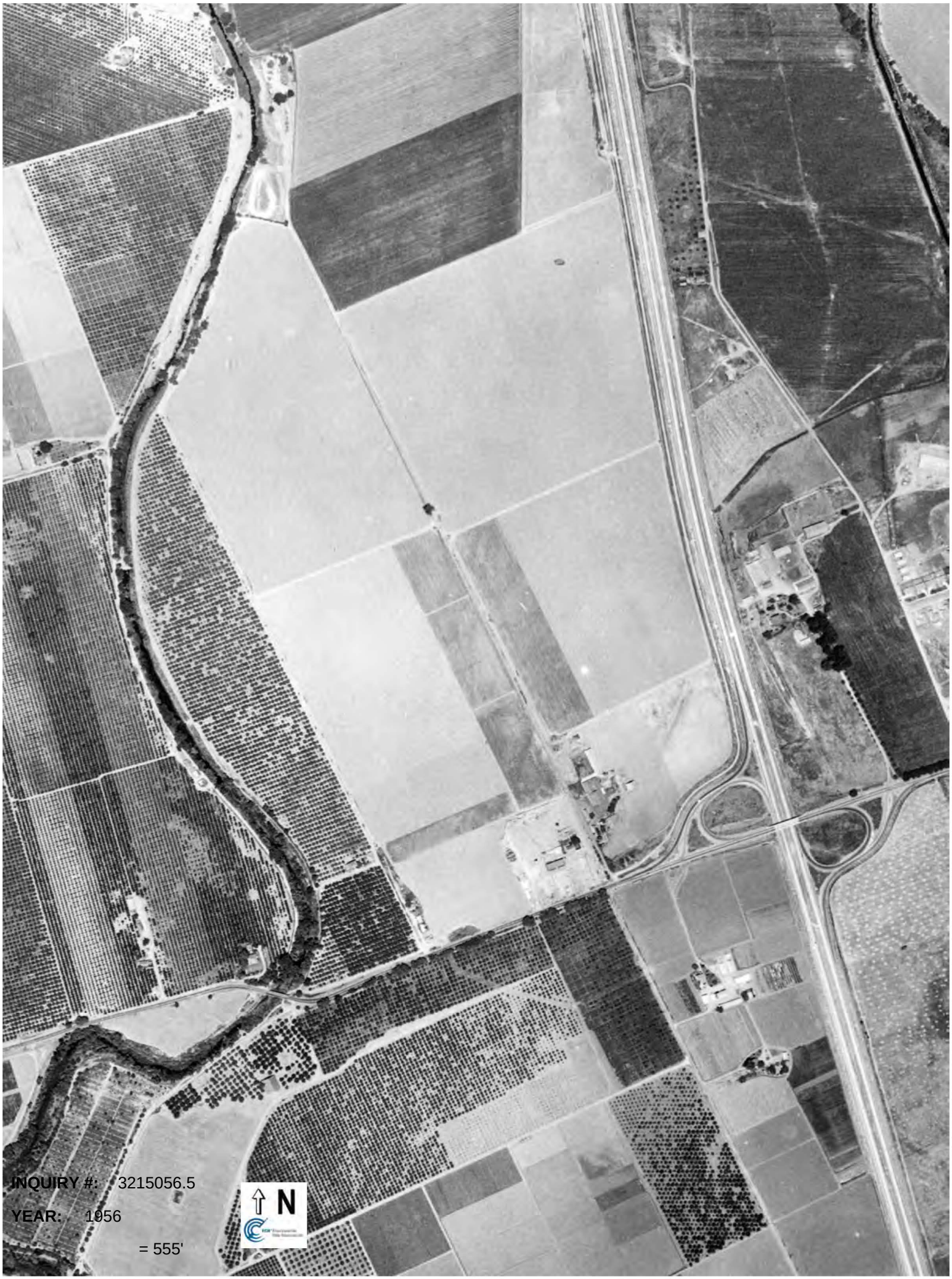
INQUIRY #: 3215056.5
YEAR: 1998
= 666'
N

INQUIRY #: 3215056.5
YEAR: 1993
= 500'
N

INQUIRY #: 3215056.5
YEAR: 1982
= 690'
N

INQUIRY #: 3215056.5
YEAR: 1972
= 550'
N

INQUIRY #: 3215056.5
YEAR: 1965
= 333'
N


INQUIRY #: 3215056.5
YEAR: 1956
= 555'
N

INQUIRY #: 3215056.5
YEAR: 1948
= 655'
N

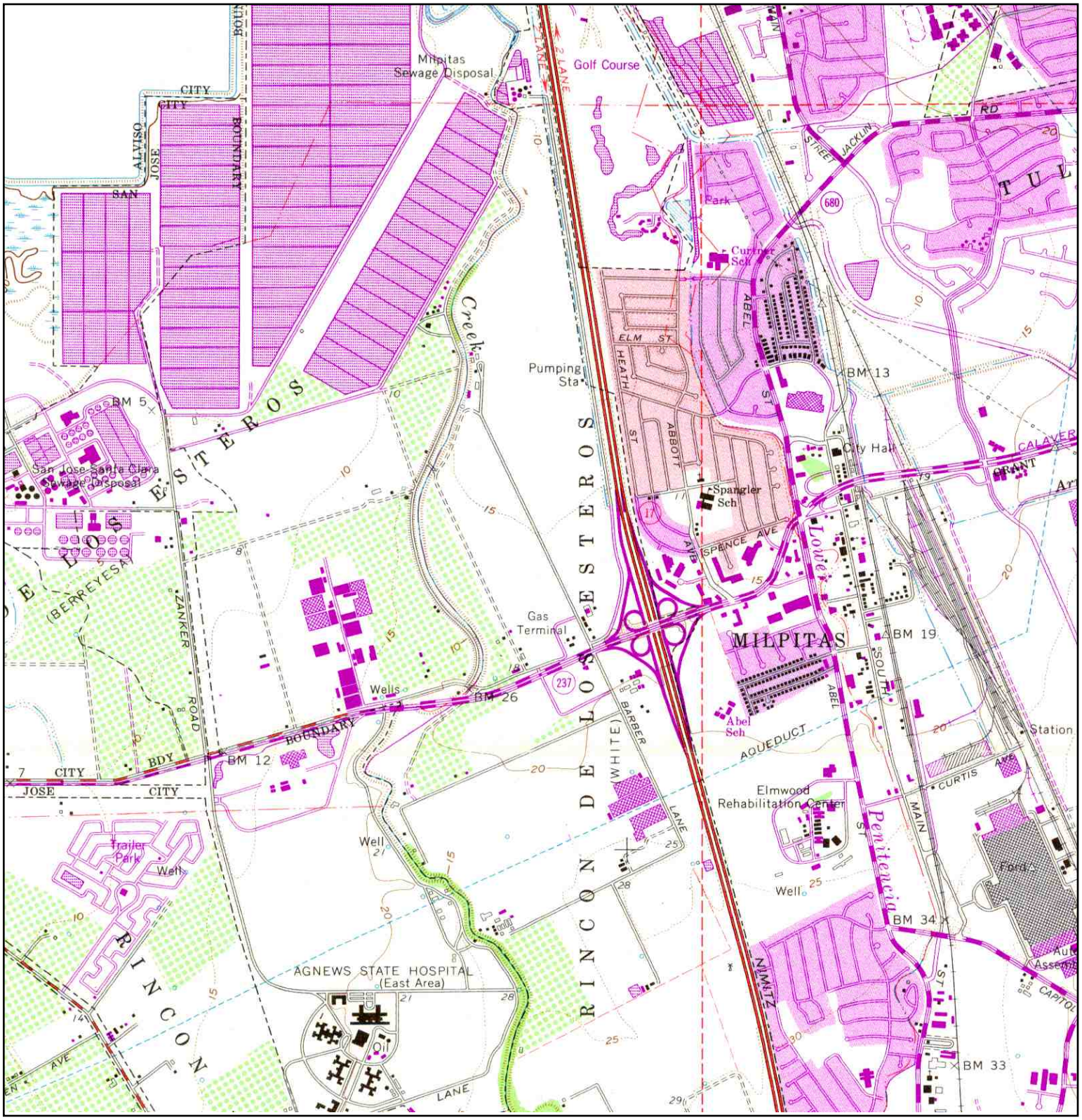
INQUIRY #: 3215056.5
YEAR: 1939
= 555'
N

APPENDIX D

TOPOGRAPHIC AND SANBORN MAPS

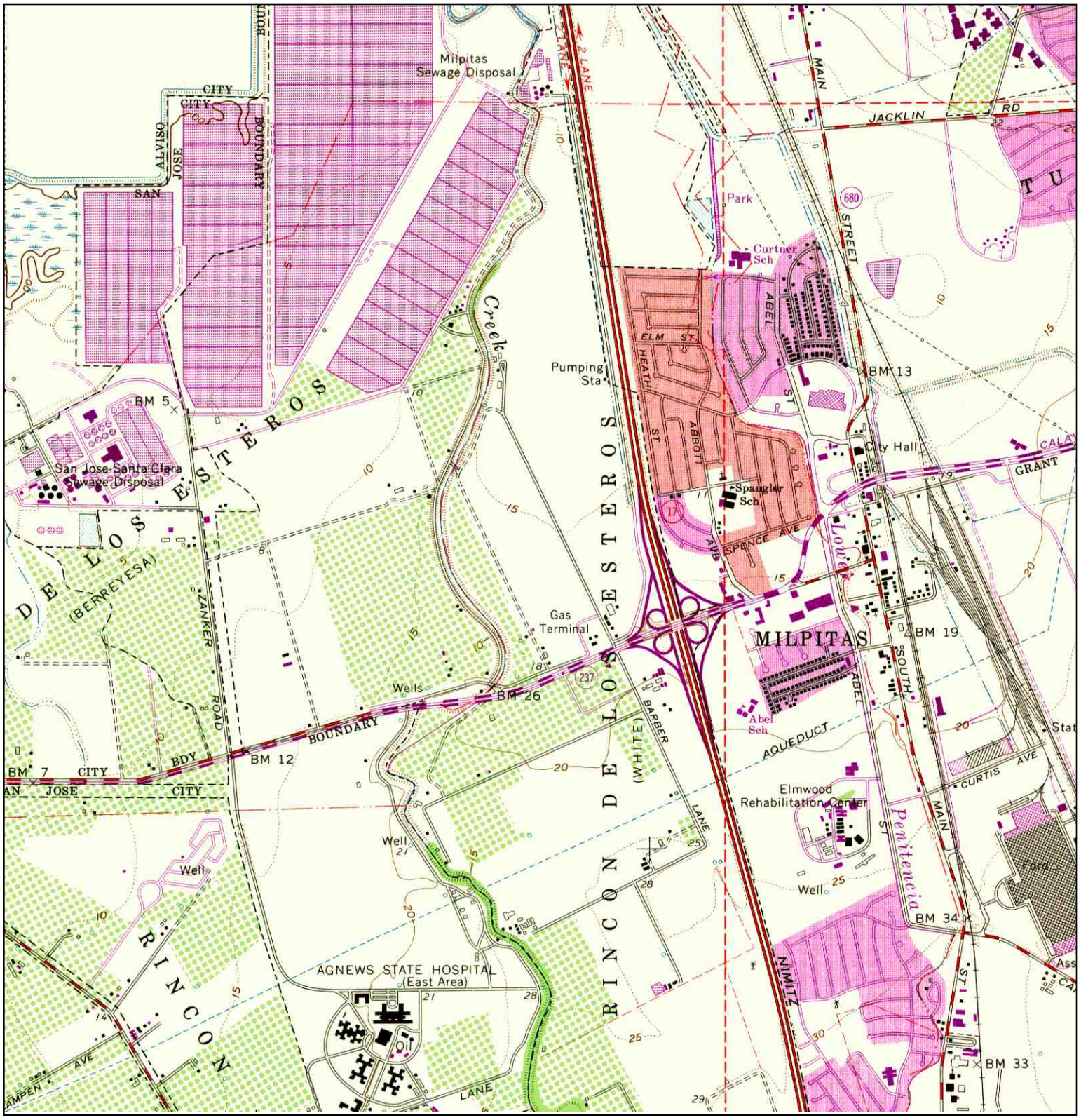
Source: EDR Report and Other

Historical Topographic Map



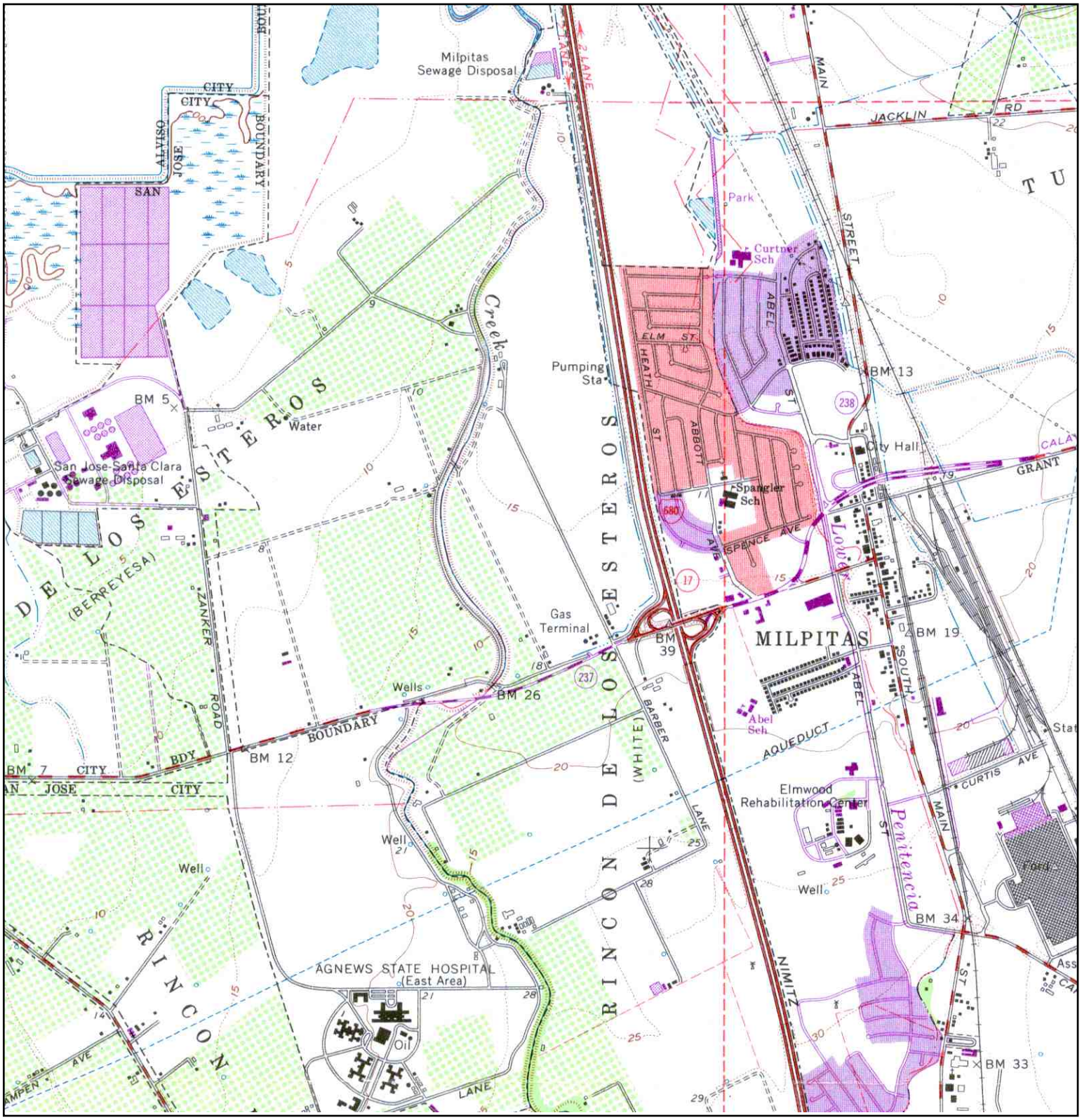
N	TARGET QUAD NAME: MILPITAS MAP YEAR: 1980 PHOTOREVISED:1961 SERIES: 7.5 SCALE: 1:24000	SITE NAME: McCarthy Ranch ADDRESS: 11 Ranch Drive Milpitas, CA 95035 LAT/LONG: 37.4285 / -121.9221	CLIENT: Hoexter Consulting CONTACT: David F. Hoexter INQUIRY#: 3215056.4 RESEARCH DATE: 11/29/2011

Historical Topographic Map



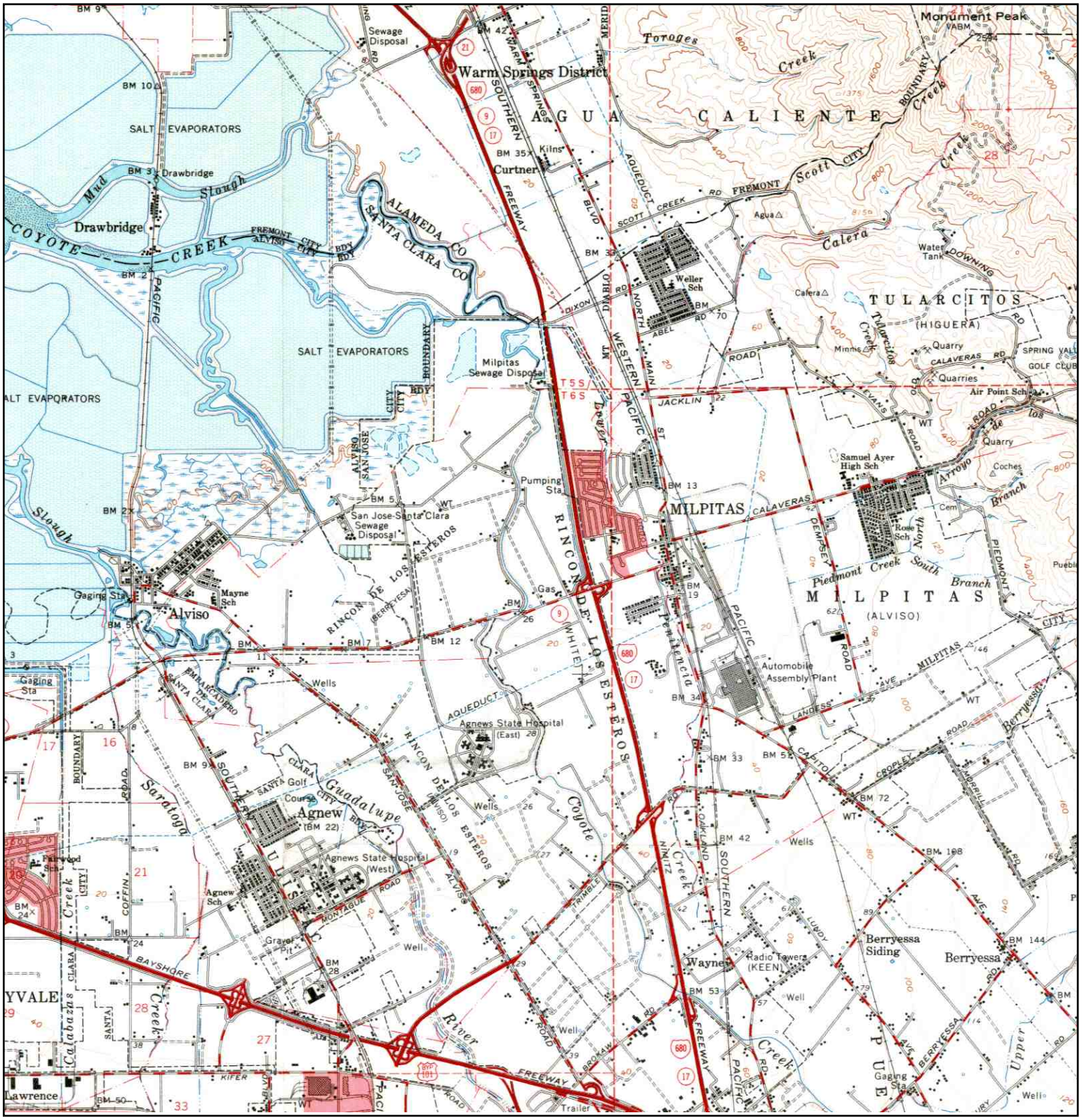
N	TARGET QUAD NAME: MILPITAS MAP YEAR: 1973 PHOTOREVISED:1961 SERIES: 7.5 SCALE: 1:24000	SITE NAME: McCarthy Ranch ADDRESS: 11 Ranch Drive Milpitas, CA 95035 LAT/LONG: 37.4285 / -121.9221	CLIENT: Hoexter Consulting CONTACT: David F. Hoexter INQUIRY#: 3215056.4 RESEARCH DATE: 11/29/2011

Historical Topographic Map



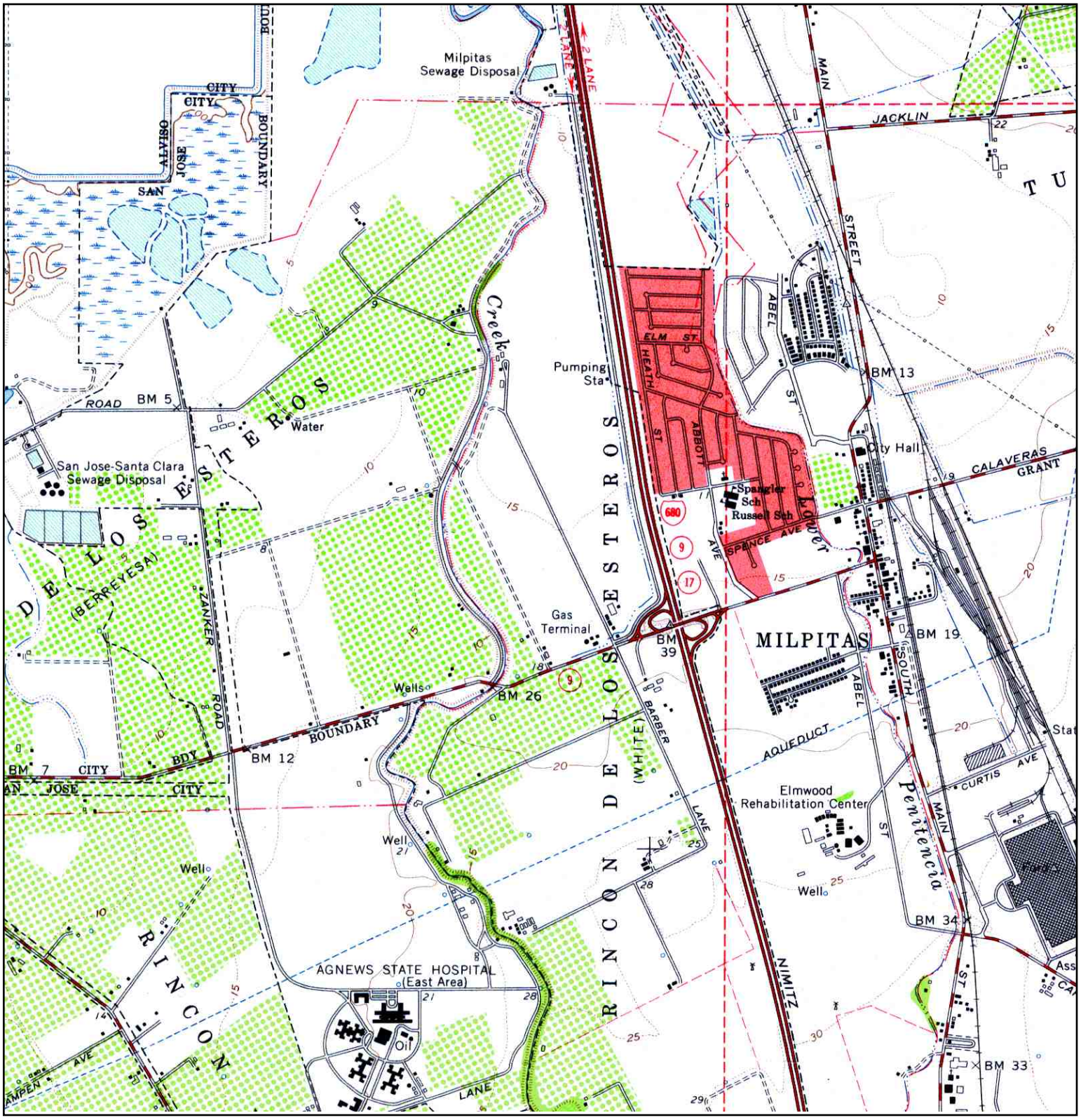
N	TARGET QUAD NAME: MILPITAS MAP YEAR: 1968 PHOTOREVISED:1961 SERIES: 7.5 SCALE: 1:24000	SITE NAME: McCarthy Ranch ADDRESS: 11 Ranch Drive Milpitas, CA 95035 LAT/LONG: 37.4285 / -121.9221	CLIENT: Hoexter Consulting CONTACT: David F. Hoexter INQUIRY#: 3215056.4 RESEARCH DATE: 11/29/2011

Historical Topographic Map



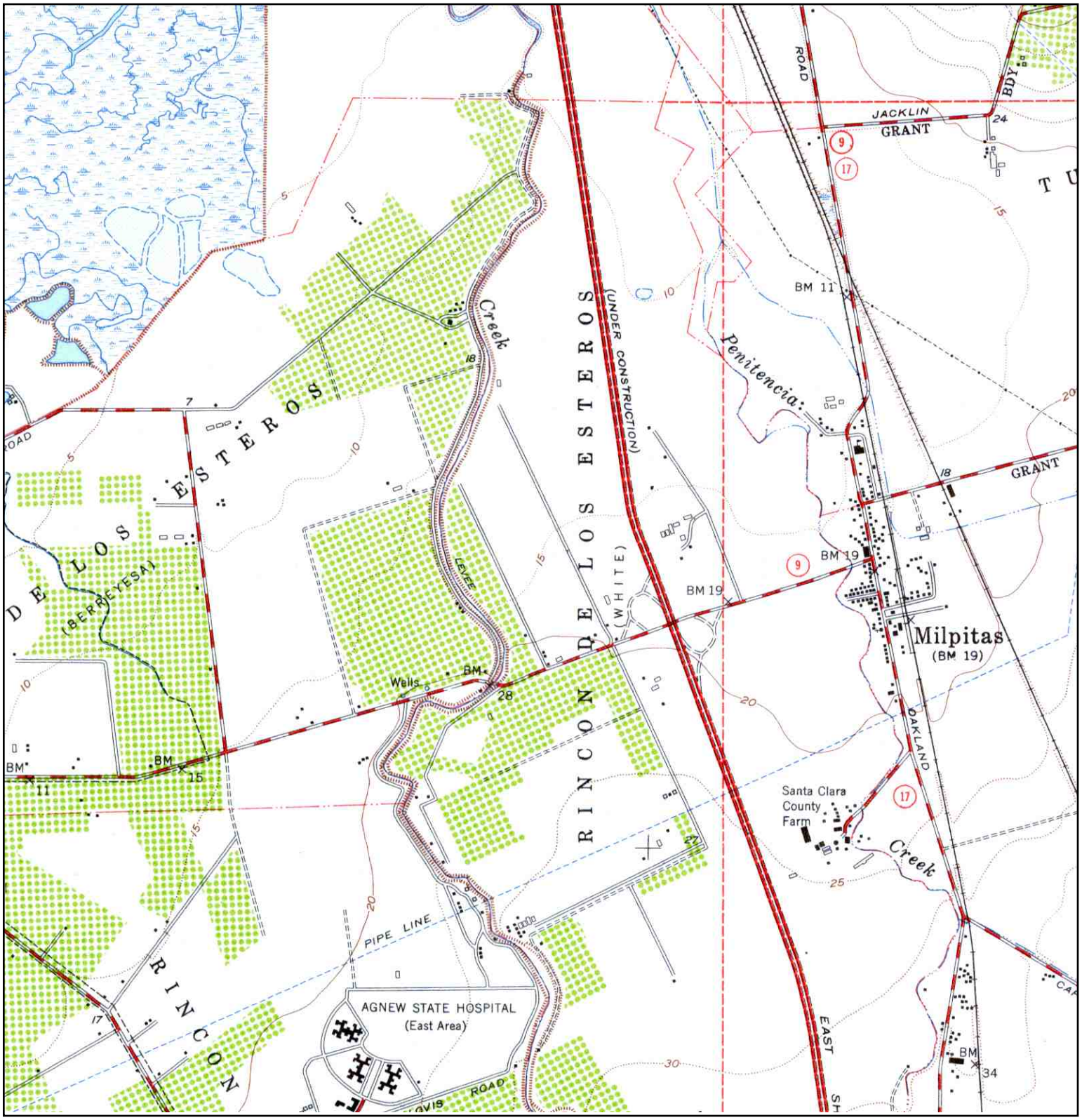
N	TARGET QUAD NAME: SAN JOSE MAP YEAR: 1961 SERIES: 15 SCALE: 1:62500	SITE NAME: McCarthy Ranch ADDRESS: 11 Ranch Drive Milpitas, CA 95035 LAT/LONG: 37.4285 / -121.9221	CLIENT: Hoexter Consulting CONTACT: David F. Hoexter INQUIRY#: 3215056.4 RESEARCH DATE: 11/29/2011

Historical Topographic Map



N	TARGET QUAD NAME: MILPITAS MAP YEAR: 1961 SERIES: 7.5 SCALE: 1:24000	SITE NAME: McCarthy Ranch ADDRESS: 11 Ranch Drive Milpitas, CA 95035 LAT/LONG: 37.4285 / -121.9221	CLIENT: Hoexter Consulting CONTACT: David F. Hoexter INQUIRY#: 3215056.4 RESEARCH DATE: 11/29/2011

Historical Topographic Map



N	TARGET QUAD NAME: MILPITAS MAP YEAR: 1953 SERIES: 7.5 SCALE: 1:24000	SITE NAME: McCarthy Ranch ADDRESS: 11 Ranch Drive Milpitas, CA 95035 LAT/LONG: 37.4285 / -121.9221	CLIENT: Hoexter Consulting CONTACT: David F. Hoexter INQUIRY#: 3215056.4 RESEARCH DATE: 11/29/2011

Historical Topographic Map

N	TARGET QUAD NAME: SAN JOSE MAP YEAR: 1899 SERIES: 15 SCALE: 1:62500	SITE NAME: McCarthy Ranch ADDRESS: 11 Ranch Drive Milpitas, CA 95035 LAT/LONG: 37.4285 / -121.9221	CLIENT: Hoexter Consulting CONTACT: David F. Hoexter INQUIRY#: 3215056.4 RESEARCH DATE: 11/29/2011

APPENDIX E

REGULATORY AGENCY OR OTHER RECORDS AND DOCUMENTS

Department of Toxic Substances Control

700 Heinz Avenue, Suite 200
Berkeley, California 94710-2721

Alan C. Lloyd, Ph.D.
Agency Secretary
Cal/EPA

Arnold Schwarzenegger
Governor

Facsimile

To:	Burnie Yagmar	**From:**	Virginia Lasky
Fax:		**Pages:**	15
Phone:	510-540-3829	**Date:**	4/4/06
Re:		**CC:**	

Urgent **For Review** **Please Comment** **Please Reply** **Please Recycle**

- **Comments:**

This fax came from Cal/EPA DTSC NCCCOB Berkeley Office, Fax Number (510) 540-3819. If you have any problems with this transmission, or if you have not received all the pages, please call (510) 540-3726.

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Cal/EPA

Department of
Toxic Substances
Control

700 Heinz Avenue
Suite 200
Berkeley, CA
94710-2737

June 3, 1997

FILE COPY

Pete Wilson
Governor

James M. Strock
Secretary for
Environmental
Protection

Mr. Greg R. Neville
5510 Morehouse Drive, Suite 200
San Diego, California 92121

Dear Mr. Neville:

MCCARTHY RANCH, MCCARTHY BLVD. AND RANCH DRIVE, MILPITAS

The Department of Toxic Substances Control (DTSC) has completed review of PES written correspondence to DTSC dated April 2 and May 19, 1997, on behalf of Fairfield McCarthy Ranch LLC. These were in response to DTSC's request for information and clarification to an assessment report dated July 3, 1996.

McCarthy Ranch for the last several decades have utilized the ranch for raising agricultural crops. Accordingly, pesticides such as DDT, DDE and DDT have been the primary chemicals of concern. Analysis of soil samples have shown low concentrations of these organochlorine pesticide and below the Federal EPA Region IX Preliminary Remediation Goals (PRGs). In addition, the tilling of soil, as it is actively being farmed without the use of the above pesticides in the last several years may also be promoting degradation of the said chemicals in soil.

Based on the above information, the property does not appear to pose a threat to human health or the environment under the proposed use, construction of an apartment complex. DTSC determines that no further action is necessary with respect to investigation and remediation of hazardous substances at this property. As with any real property, if previously unidentified contamination is discovered, additional assessment, investigation, and/or cleanup may be required.

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As you probably already know, proper closure of agricultural well(s) should be conducted according to the Santa Clara Valley Water District requirements. Although you may not be currently be impacted, we also recommend that you kept abreast of the status of a groundwater investigation and remediation at a Mobile Station located at 97 Abbot Avenue (about 0.3 miles east and crossgradient to the subject site).

Lastly, DTSC would like to thank Mr. Neville and the Fairfield McCarthy Ranch LLC, and the consultant, PES, for their cooperation on this matter. If you have any questions, please contact Virginia Lasky at (510) 540-3817.

Sincerely,

Barbara J. Cook

Barbara J. Cook, P.E., Chief
North Coast California -
Cleanup Operations Branch

cc: Mr. William F. Frizzell
PES Environmental, Inc.
1682 Novato Blvd., Ste. 100
Novato, California 94947

APPENDIX F

ANALYTICAL TEST RESULTS OF WATER FROM "VAULT" ADJACENT TO UNIT 217

McCampbell Analytical, Inc.
"When Quality Counts"

1534 Willow Pass Road, Pittsburg, CA 94565-1701
Toll Free Telephone: (877) 252-9262 / Fax: (925) 252-9269
http://www.mccampbell.com / E-mail: main@mccampbell.com

Analytical Report

Hoexter Consulting Eng. Geology	Client Project ID: #E-02-09-835; McCarthy Ranch Milpitas - (Vault Con	Date Sampled: 12/12/11
734 Torreya Court		Date Received: 12/12/11
	Client Contact: David Hoexter	Date Reported: 12/14/11
Palo Alto, CA 94303-4160	Client P.O.:	Date Completed: 12/14/11

WorkOrder: 1112354

December 14, 2011

Dear David:

Enclosed within are:

1) The results of the **1** analyzed sample from your project: **#E-02-09-835; McCarthy Ranch Milpitas - (Vault**
2) QC data for the above sample, and
3) A copy of the chain of custody.

All analyses were completed satisfactorily and all QC samples were found to be within our control limits.

If you have any questions or concerns, please feel free to give me a call. Thank you for choosing McCampbell Analytical Laboratories for your analytical needs.

Best regards,

Angela Rydelius
Laboratory Manager
McCampbell Analytical, Inc.

The analytical results relate only to the items tested.

RUSH

per DH ~~SPLIT~~

1112354

CHAIN-OF-CUSTODY RECORD

Project Number: E-02-09-835 per email

Project Name/Location: MCCARTHY RANCH MILPITAS- (VAULT CONTENTS)

Sampler's Name (Printed): John Schultz

Boring/ Well Number	Date	Time	Soil	Water	Sample Location or Depth	Type of Containers	Number of Containers	Analytical Tests: CAM 17 *	8015-GAS	TPH-DIESEL	8260+BTEX+VOC	TTLTBE	Sample Containers Preserved	Remarks	
1	12-12-11	12:05		X	VAULT	AMBER	2	/		/					1
1	12-12-11	12:05		X	VAULT	40ML VOAS	3		/		/		X	HCL	2
															3
															4
															5
															6
															7
															8
															9
															10
															11
															12
															13
															14
															15

+1

ICE/T: 5.8C
GOOD CONDITION ✓ APPROPRIATE
HEAD SPACE ABSENT ____ CONTAINERS ____
DECHLORINATED IN LAB ____ PRESERVED IN LAB ____
PRESERVATION ✓ VOAS | O & G | METALS | OTHER

Relinquished by: (Signature)	Date/Time	Received by: (Signature)
[signature]	12/12/11 12:50	[signature]
Relinquished by: (Signature)	Date/Time	Received by: (Signature)
[signature]	12/12/11 1425	[signature]
Relinquished by: (Signature)	Date/Time	Received for Laboratory by: (Signature)
[signature]	12/12/11 1730	[signature]

Ship To: McCampbell Anal. Pittsburg CA

Attention:

Phone No:

Requested Turnaround Time: RUSH 24hr ASAP

Contact: David F. Hoexter

Remarks: * run filtered + unfiltered

Hoexter Consulting Inc.
Engineering and Environmental Geology
734 Torreya Court • Palo Alto, CA 94303
Phone: 650.494.2505 Fax: 650.494.2515
Email: david@hoexterconsulting.com

McCampbell Analytical, Inc.
1534 Willow Pass Rd
Pittsburg, CA 94565-1701
(925) 252-9262

CHAIN-OF-CUSTODY RECORD

WorkOrder: 1112354 **ClientCode: HCEP**

☐ WaterTrax ☐ WriteOn ☐ EDF ☐ Excel ☐ Fax ☑ Email ☐ HardCopy ☐ ThirdParty ☐ J-flag

Report to:
David Hoexter
Hoexter Consulting Eng. Geology
734 Torreya Court
Palo Alto, CA 94303-4160
(650) 494-2505 FAX: (650) 494-2515

Email: david@hoexterconsulting.com
cc:
PO:
ProjectNo: #E-02-09-835; McCarthy Ranch Milpitas - (Vault Contents)

Bill to:
Accounts Payable
Hoexter Consulting Eng. Geology
734 Torreya Court
Palo Alto, CA 94303-4160

Requested TAT: 1 day

Date Received: 12/12/2011
Date Printed: 12/13/2011

Lab ID	Client ID	Matrix	Collection Date	Hold	Requested Tests (See legend below) 1	2	3	4	5	6	7	8	9	10	11	12
1112354-001	1	Water	12/12/2011 12:05	☐	C	B	A	A	A	A						

Test Legend:

1	5520B_SG_W	2	8260B_W	3	CAM17(T)MS_W	4	CAM17MS_DISS	5	G-MBTEX_W
6	PRDISSOLVED	7		8		9		10	
11		12							

The following SampID: 001A contains testgroup.

Prepared by: Melissa Valles

Comments:

NOTE: Soil samples are discarded 60 days after results are reported unless other arrangements are made (Water samples are 30 days).
Hazardous samples will be returned to client or disposed of at client expense.

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http://www.mccampbell.com / E-mail: main@mccampbell.com

Sample Receipt Checklist

Client Name: **Hoexter Consulting Eng. Geology** Date and Time Received: **12/12/2011 6:11:28 PM**

Project Name: **#E-02-09-835; McCarthy Ranch Milpitas - (Vault Contents)** Checklist completed and reviewed by: Melissa Valles

WorkOrder N°: **1112354** Matrix: Water Carrier: Derik Cartan (MAI Courier)

Chain of Custody (COC) Information

Chain of custody present?	Yes ☑	No ☐
Chain of custody signed when relinquished and received?	Yes ☑	No ☐
Chain of custody agrees with sample labels?	Yes ☑	No ☐
Sample IDs noted by Client on COC?	Yes ☑	No ☐
Date and Time of collection noted by Client on COC?	Yes ☑	No ☐
Sampler's name noted on COC?	Yes ☑	No ☐

Sample Receipt Information

Custody seals intact on shipping container/cooler?	Yes ☐	No ☐	NA ☑
Shipping container/cooler in good condition?	Yes ☑	No ☐	
Samples in proper containers/bottles?	Yes ☑	No ☐	
Sample containers intact?	Yes ☑	No ☐	
Sufficient sample volume for indicated test?	Yes ☑	No ☐	

Sample Preservation and Hold Time (HT) Information

All samples received within holding time?	Yes ☐	No ☑	
Container/Temp Blank temperature	Cooler Temp: 5.8°C		NA ☐
Water - VOA vials have zero headspace / no bubbles?	Yes ☐	No ☑	No VOA vials submitted ☐
Sample labels checked for correct preservation?	Yes ☑	No ☐	
Metal - pH acceptable upon receipt (pH<2)?	Yes ☐	No ☑	NA ☐
Samples Received on Ice?	Yes ☑	No ☐	

(Ice Type: WET ICE)

** NOTE: If the "No" box is checked, see comments below.*

Comments: If O&G is unpreserved it has a 4hr hold time. All VOAs had headspace present. Total Metals pH had to be adjusted to <2. After preservation sample had to sit for 24hrs prior to extracting and analyzing.

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Hoexter Consulting Eng. Geology	Client Project ID: #E-02-09-835; McCarthy Ranch Milpitas - (Vault Con	Date Sampled: 12/12/11
734 Torreya Court		Date Received: 12/12/11
	Client Contact: David Hoexter	Date Extracted 12/12/11
Palo Alto, CA 94303-4160	Client P.O.:	Date Analyzed 12/13/11

Petroleum Oil & Grease with Silica Gel Clean-Up*

Extraction method: SM5520B/F Analytical methods: SM5520B/F Work Order: 1112354

Lab ID	Client ID	Matrix	POG	DF	% SS	Comments
1112354-001C	1	W	1800	1	N/A	b6,b1

Reporting Limit for DF =1; ND means not detected at or above the reporting limit	W	5.0	mg/L
	S	NA	NA

* water samples and all TCLP & SPLP extracts are reported in mg/L, soil/sludge/solid samples in mg/kg, wipe samples in mg/wipe, product/oil/non-aqueous liquid samples in mg/L.

DF = dilution factor (may be raised to dilute target analyte or matrix interference).
%SS = Percent Recovery of Surrogate Standard
surrogate diluted out of range or not applicable to this sample.

b1) aqueous sample that contains greater than ~1 vol. % sediment
b6) lighter than water immiscible sheen/product is present

DHS ELAP Certification 1644

Angela Rydelius, Lab Manager

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734 Torreya Court		Date Received: 12/12/11
	Client Contact: David Hoexter	Date Extracted: 12/13/11
Palo Alto, CA 94303-4160	Client P.O.:	Date Analyzed: 12/13/11

Volatile Organics by P&T and GC/MS (Basic Target List)*

Extraction Method: SW5030B Analytical Method: SW8260B Work Order: 1112354

Lab ID	1112354-001B
Client ID	1
Matrix	Water

Compound	Concentration *	DF	Reporting Limit	Compound	Concentration *	DF	Reporting Limit
Acetone	64	1.0	10	tert-Amyl methyl ether (TAME)	ND	1.0	0.5
Benzene	ND	1.0	0.5	Bromobenzene	ND	1.0	0.5
Bromochloromethane	ND	1.0	0.5	Bromodichloromethane	ND	1.0	0.5
Bromoform	ND	1.0	0.5	Bromomethane	ND	1.0	0.5
2-Butanone (MEK)	4.9	1.0	2.0	t-Butyl alcohol (TBA)	6.0	1.0	2.0
n-Butyl benzene	ND	1.0	0.5	sec-Butyl benzene	ND	1.0	0.5
tert-Butyl benzene	ND	1.0	0.5	Carbon Disulfide	ND	1.0	0.5
Carbon Tetrachloride	ND	1.0	0.5	Chlorobenzene	ND	1.0	0.5
Chloroethane	ND	1.0	0.5	Chloroform	ND	1.0	0.5
Chloromethane	ND	1.0	0.5	2-Chlorotoluene	1.5	1.0	0.5
4-Chlorotoluene	0.62	1.0	0.5	Dibromochloromethane	ND	1.0	0.5
1,2-Dibromo-3-chloropropane	ND	1.0	0.2	1,2-Dibromoethane (EDB)	ND	1.0	0.5
Dibromomethane	ND	1.0	0.5	1,2-Dichlorobenzene	ND	1.0	0.5
1,3-Dichlorobenzene	ND	1.0	0.5	1,4-Dichlorobenzene	ND	1.0	0.5
Dichlorodifluoromethane	ND	1.0	0.5	1,1-Dichloroethane	ND	1.0	0.5
1,2-Dichloroethane (1,2-DCA)	ND	1.0	0.5	1,1-Dichloroethene	ND	1.0	0.5
cis-1,2-Dichloroethene	ND	1.0	0.5	trans-1,2-Dichloroethene	ND	1.0	0.5
1,2-Dichloropropane	ND	1.0	0.5	1,3-Dichloropropane	ND	1.0	0.5
2,2-Dichloropropane	ND	1.0	0.5	1,1-Dichloropropene	ND	1.0	0.5
cis-1,3-Dichloropropene	ND	1.0	0.5	trans-1,3-Dichloropropene	ND	1.0	0.5
Diisopropyl ether (DIPE)	ND	1.0	0.5	Ethylbenzene	ND	1.0	0.5
Ethyl tert-butyl ether (ETBE)	ND	1.0	0.5	Freon 113	ND	1.0	10
Hexachlorobutadiene	ND	1.0	0.5	Hexachloroethane	ND	1.0	0.5
2-Hexanone	37	1.0	0.5	Isopropylbenzene	ND	1.0	0.5
4-Isopropyl toluene	8.6	1.0	0.5	Methyl-t-butyl ether (MTBE)	ND	1.0	0.5
Methylene chloride	ND	1.0	0.5	4-Methyl-2-pentanone (MIBK)	6.9	1.0	0.5
Naphthalene	ND	1.0	0.5	n-Propyl benzene	ND	1.0	0.5
Styrene	ND	1.0	0.5	1,1,1,2-Tetrachloroethane	ND	1.0	0.5
1,1,2,2-Tetrachloroethane	ND	1.0	0.5	Tetrachloroethene	ND	1.0	0.5
Toluene	12	1.0	0.5	1,2,3-Trichlorobenzene	ND	1.0	0.5
1,2,4-Trichlorobenzene	ND	1.0	0.5	1,1,1-Trichloroethane	ND	1.0	0.5
1,1,2-Trichloroethane	ND	1.0	0.5	Trichloroethene	ND	1.0	0.5
Trichlorofluoromethane	ND	1.0	0.5	1,2,3-Trichloropropane	ND	1.0	0.5
1,2,4-Trimethylbenzene	ND	1.0	0.5	1,3,5-Trimethylbenzene	ND	1.0	0.5
Vinyl Chloride	ND	1.0	0.5	Xylenes, Total	ND	1.0	0.5

Surrogate Recoveries (%)			
%SS1:	116	%SS2:	110
%SS3:	97		

Comments: b6,b1

* water and vapor samples are reported in µg/L, soil/sludge/solid samples in mg/kg, product/oil/non-aqueous liquid samples and all TCLP & SPLP extracts are reported in mg/L, wipe samples in µg/wipe.

ND means not detected above the reporting limit/method detection limit; N/A means analyte not applicable to this analysis; %SS = Percent Recovery of Surrogate Standard; DF = Dilution Factor

surrogate diluted out of range or coelutes with another peak; &) low surrogate due to matrix interference.

b1) aqueous sample that contains greater than ~1 vol. % sediment
b6) lighter than water immiscible sheen/product is present

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Hoexter Consulting Eng. Geology	Client Project ID: #E-02-09-835; McCarthy Ranch Milpitas - (Vault Con	Date Sampled: 12/12/11
		Date Received 12/12/11
734 Torreya Court	Client Contact: David Hoexter	Date Extracted 12/12/11
Palo Alto, CA 94303-4160	Client P.O.:	Date Analyzed 12/14/11

CAM / CCR 17 Metals*

Lab ID	1112354-001A				Reporting Limit for DF =1; ND means not detected above the reporting limit	
Client ID	1					
Matrix	W				S	W
Extraction Type	TOTAL				mg/kg	µg/L

ICP-MS Metals, Concentration*

Analytical Method: E200.8 Extraction Method: E200.8 Work Order: 1112354

Dilution Factor	20				1	1
Antimony	ND<10				NA	0.5
Arsenic	ND<10				NA	0.5
Barium	120				NA	5.0
Beryllium	ND<10				NA	0.5
Cadmium	ND<5.0				NA	0.25
Chromium	ND<10				NA	0.5
Cobalt	11				NA	0.5
Copper	290				NA	0.5
Lead	ND<10				NA	0.5
Mercury	ND<0.50				NA	0.025
Molybdenum	ND<10				NA	0.5
Nickel	30				NA	0.5
Selenium	ND<10				NA	0.5
Silver	ND<3.8				NA	0.19
Thallium	ND<10				NA	0.5
Vanadium	ND<10				NA	0.5
Zinc	1400				NA	5.0
%SS:	96					
Comments	a16,a14,b1					

*water samples are reported in µg/L, product/oil/non-aqueous liquid samples and all TCLP / STLC / DISTLC / SPLP extracts are reported in mg/L, soil/sludge/solid samples in mg/kg, wipe samples in µg/wipe, filter samples in µg/filter.

means surrogate diluted out of range; ND means not detected above the reporting limit/method detection limit; N/A means not applicable to this sample or instrument; %SS = Percent Recovery of Surrogate Standard; DF = Dilution Factor

TOTAL = Hot acid digestion of a representative sample aliquot.
TRM = Total recoverable metals is the "direct analysis" of a sample aliquot taken from its acid-preserved container.
DISS = Dissolved metals by direct analysis of 0.45 µm filtered and acidified sample.

a14) reporting limit raised due to the physical nature of the sample
a16) reporting limit raised due to high metals content
b1) aqueous sample that contains greater than ~1 vol. % sediment

DHS ELAP Certification 1644

Angela Rydelius, Lab Manager

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Hoexter Consulting Eng. Geology	Client Project ID: #E-02-09-835; McCarthy Ranch Milpitas - (Vault Con	Date Sampled: 12/12/11
		Date Received 12/12/11
734 Torreya Court	Client Contact: David Hoexter	Date Extracted 12/12/11
Palo Alto, CA 94303-4160	Client P.O.:	Date Analyzed 12/13/11

CAM / CCR 17 Metals*

Lab ID	1112354-001A				Reporting Limit for DF =1; ND means not detected above the reporting limit	
Client ID	1					
Matrix	W				S	W
Extraction Type	DISS.				mg/kg	µg/L

ICP-MS Metals, Concentration*

Analytical Method: E200.8 Extraction Method: E200.8 Work Order: 1112354

Dilution Factor	1				1	1
Antimony	ND				NA	0.5
Arsenic	1.0				NA	0.5
Barium	350				NA	5.0
Beryllium	ND				NA	0.5
Cadmium	ND				NA	0.25
Chromium	ND				NA	0.5
Cobalt	5.7				NA	0.5
Copper	0.61				NA	0.5
Lead	ND				NA	0.5
Mercury	0.057				NA	0.025
Molybdenum	0.96				NA	0.5
Nickel	8.9				NA	0.5
Selenium	ND				NA	0.5
Silver	ND				NA	0.19
Thallium	ND				NA	0.5
Vanadium	ND				NA	0.5
Zinc	110				NA	5.0
%SS:	N/A					
Comments	b1					

*water samples are reported in µg/L, product/oil/non-aqueous liquid samples and all TCLP / STLC / DISTLC / SPLP extracts are reported in mg/L, soil/sludge/solid samples in mg/kg, wipe samples in µg/wipe, filter samples in µg/filter.

means surrogate diluted out of range; ND means not detected above the reporting limit/method detection limit; N/A means not applicable to this sample or instrument; %SS = Percent Recovery of Surrogate Standard; DF = Dilution Factor

TOTAL = Hot acid digestion of a representative sample aliquot.
TRM = Total recoverable metals is the "direct analysis" of a sample aliquot taken from its acid-preserved container.
DISS = Dissolved metals by direct analysis of 0.45 µm filtered and acidified sample.

b1) aqueous sample that contains greater than ~1 vol. % sediment

DHS ELAP Certification 1644

Angela Rydelius, Lab Manager

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	Client Contact: David Hoexter	Date Extracted 12/13/11
Palo Alto, CA 94303-4160	Client P.O.:	Date Analyzed 12/13/11

Gasoline Range (C6-C12) Volatile Hydrocarbons as Gasoline*

Extraction method: SW5030B Analytical methods: SW8015Bm Work Order: 1112354

Lab ID	Client ID	Matrix	TPH(g)	DF	% SS	Comments
001A	1	W	390	1	113	d1,b6,b1

Reporting Limit for DF =1; ND means not detected at or above the reporting limit	W	50	µg/L
	S	NA	NA

* water and vapor samples are reported in ug/L, soil/sludge/solid samples in mg/kg, wipe samples in µg/wipe, product/oil/non-aqueous liquid samples and all TCLP & SPLP extracts in mg/L.

cluttered chromatogram; sample peak coelutes w/surrogate peak; low surrogate recovery due to matrix interference. %SS = Percent Recovery of Surrogate Standard; DF = Dilution Factor

The following descriptions of the TPH chromatogram are cursory in nature and McCampbell Analytical is not responsible for their interpretation:
b1) aqueous sample that contains greater than ~1 vol. % sediment
b6) lighter than water immiscible sheen/product is present
d1) weakly modified or unmodified gasoline is significant

DHS ELAP Certification 1644

Angela Rydelius, Lab Manager

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Hoexter Consulting Eng. Geology	Client Project ID: #E-02-09-835; McCarthy Ranch Milpitas - (Vault Con	Date Sampled: 12/12/11
734 Torreya Court		Date Received: 12/12/11
	Client Contact: David Hoexter	Date Extracted 12/12/11
Palo Alto, CA 94303-4160	Client P.O.:	Date Analyzed 12/13/11

Total Extractable Petroleum Hydrocarbons*

Extraction method: SW3510C Analytical methods: SW8015B Work Order: 1112354

Lab ID	Client ID	Matrix	TPH-Diesel (C10-C23)	DF	% SS	Comments
1112354-001A	1	W	1,400,000	500	117	e6,e7,e2,b6,b1

Reporting Limit for DF =1; ND means not detected at or above the reporting limit	W	50	µg/L
	S	NA	NA

* water samples are reported in ug/L, wipe samples in µg/wipe, soil/solid/sludge samples in mg/kg, product/oil/non-aqueous liquid samples in mg/L, and all DISTLC / STLC / SPLP / TCLP extracts are reported in µg/L.

cluttered chromatogram resulting in coeluted surrogate and sample peaks, or; surrogate peak is on elevated baseline, or; surrogate has been diminished by dilution of original extract.

%SS = Percent Recovery of Surrogate Standard. DF = Dilution Factor

The following descriptions of the TPH chromatogram are cursory in nature and McCampbell Analytical is not responsible for their interpretation:
b1) aqueous sample that contains greater than ~1 vol. % sediment
b6) lighter than water immiscible sheen/product is present
e2) diesel range compounds are significant; no recognizable pattern
e6) one to a few isolated peaks present in the THP(d/mo) chromatogram
e7) oil range compounds are significant

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Angela Rydelius, Lab Manager

McCampbell Analytical, Inc.
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QC SUMMARY REPORT FOR SM5520B/F

W.O. Sample Matrix: Water | QC Matrix: Water | BatchID: 63314 | WorkOrder: 1112354

EPA Method: SM5520B/F **Extraction: SM5520B/F** **Spiked Sample ID: N/A**

Analyte	Sample	Spiked	MS	MSD	MS-MSD	LCS	Acceptance Criteria (%)		
	mg/L	mg/L	% Rec.	% Rec.	% RPD	% Rec.	MS / MSD	RPD	LCS
POG	N/A	10.42	N/A	N/A	N/A	96.9	N/A	N/A	70 - 130

All target compounds in the Method Blank of this extraction batch were ND less than the method RL with the following exceptions:
NONE

BATCH 63314 SUMMARY

Lab ID	Date Sampled	Date Extracted	Date Analyzed	Lab ID	Date Sampled	Date Extracted	Date Analyzed
1112354-001C	12/12/11 12:05 PM	12/12/11	12/13/11 10:58 AM				

MS = Matrix Spike; MSD = Matrix Spike Duplicate; LCS = Laboratory Control Sample; LCSD = Laboratory Control Sample Duplicate; RPD = Relative Percent Deviation.

% Recovery = 100 * (MS-Sample) / (Amount Spiked); RPD = 100 * (MS - MSD) / ((MS + MSD) / 2).

MS / MSD spike recoveries and / or %RPD may fall outside of laboratory acceptance criteria due to one or more of the following reasons: a) the sample is inhomogenous AND contains significant concentrations of analyte relative to the amount spiked, or b) the spiked sample's matrix interferes with the spike recovery.

N/A = not enough sample to perform matrix spike and matrix spike duplicate.

NR = analyte concentration in sample exceeds spike amount for soil matrix or exceeds 2x spike amount for water matrix or sample diluted due to high matrix or analyte content.

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JR JR QA/QC Officer

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QC SUMMARY REPORT FOR SW8260B

W.O. Sample Matrix: Water | QC Matrix: Water | BatchID: 63359 | WorkOrder: 1112354

EPA Method: SW8260B **Extraction: SW5030B** **Spiked Sample ID: 1112324-001A**

Analyte	Sample	Spiked	MS	MSD	MS-MSD	LCS	Acceptance Criteria (%)		
	µg/L	µg/L	% Rec.	% Rec.	% RPD	% Rec.	MS / MSD	RPD	LCS
tert-Amyl methyl ether (TAME)	ND	10	91.5	86.5	5.62	97.3	70 - 130	30	70 - 130
Benzene	ND	10	98.6	93.5	5.30	90.9	70 - 130	30	70 - 130
t-Butyl alcohol (TBA)	ND	40	83.6	85	1.65	74.2	70 - 130	30	70 - 130
Chlorobenzene	ND	10	102	97.4	4.41	95.8	70 - 130	30	70 - 130
1,2-Dibromoethane (EDB)	ND	10	110	103	6.17	91	70 - 130	30	70 - 130
1,2-Dichloroethane (1,2-DCA)	ND	10	98.4	93.9	4.61	90	70 - 130	30	70 - 130
1,1-Dichloroethene	ND	10	94	86.9	7.83	85.4	70 - 130	30	70 - 130
Diisopropyl ether (DIPE)	ND	10	94.1	89.5	5.03	84.9	70 - 130	30	70 - 130
Ethyl tert-butyl ether (ETBE)	ND	10	92.8	88.6	4.64	81	70 - 130	30	70 - 130
Methyl-t-butyl ether (MTBE)	ND	10	97.9	93.8	4.21	84.6	70 - 130	30	70 - 130
Toluene	ND	10	98.4	93.4	5.18	87.7	70 - 130	30	70 - 130
Trichloroethene	ND	10	108	102	5.04	96	70 - 130	30	70 - 130
%SS1:	109	25	112	109	2.41	110	70 - 130	30	70 - 130
%SS2:	98	25	98	99	0.392	96	70 - 130	30	70 - 130
%SS3:	91	2.5	95	94	1.08	85	70 - 130	30	70 - 130

All target compounds in the Method Blank of this extraction batch were ND less than the method RL with the following exceptions:
NONE

BATCH 63359 SUMMARY

Lab ID	Date Sampled	Date Extracted	Date Analyzed	Lab ID	Date Sampled	Date Extracted	Date Analyzed
1112354-001B	12/12/11 12:05 PM	12/13/11	12/13/11 11:00 AM				

MS = Matrix Spike; MSD = Matrix Spike Duplicate; LCS = Laboratory Control Sample; LCSD = Laboratory Control Sample Duplicate; RPD = Relative Percent Deviation.

% Recovery = 100 * (MS-Sample) / (Amount Spiked); RPD = 100 * (MS - MSD) / ((MS + MSD) / 2).

MS / MSD spike recoveries and / or %RPD may fall outside of laboratory acceptance criteria due to one or more of the following reasons: a) the sample is inhomogenous AND contains significant concentrations of analyte relative to the amount spiked, or b) the spiked sample's matrix interferes with the spike recovery.

N/A = not enough sample to perform matrix spike and matrix spike duplicate.

NR = analyte concentration in sample exceeds spike amount for soil matrix or exceeds 2x spike amount for water matrix or sample diluted due to high matrix or analyte content.

surrogate diluted out of range or coelutes with another peak; &) low surrogate due to matrix interference.

Laboratory extraction solvents such as methylene chloride and acetone may occasionally appear in the method blank at low levels.

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QC SUMMARY REPORT FOR E200.8

W.O. Sample Matrix: Water | QC Matrix: Water | BatchID: 63348 | WorkOrder: 1112354

EPA Method: E200.8 **Extraction: E200.8** **Spiked Sample ID: 1112092-006A**

Analyte	Sample	Spiked	MS	MSD	MS-MSD	LCS	Acceptance Criteria (%)		
	µg/L	µg/L	% Rec.	% Rec.	% RPD	% Rec.	MS / MSD	RPD	LCS
Antimony	ND	50	109	108	0.940	103	70 - 130	20	85 - 115
Arsenic	2.1	50	113	112	0.378	106	70 - 130	20	85 - 115
Barium	36	500	99.9	95.4	4.35	92.2	70 - 130	20	85 - 115
Beryllium	ND	50	106	106	0	108	70 - 130	20	85 - 115
Cadmium	ND	50	108	108	0	106	70 - 130	20	85 - 115
Chromium	0.60	50	105	103	1.44	104	70 - 130	20	85 - 115
Cobalt	ND	50	96.1	94.7	1.47	98.5	70 - 130	20	85 - 115
Copper	39	50	104	101	1.41	108	70 - 130	20	85 - 115
Lead	ND	50	110	108	1.26	106	70 - 130	20	85 - 115
Mercury	ND	1.25	102	102	0	101	70 - 130	20	85 - 115
Molybdenum	4.0	50	107	106	0.697	100	70 - 130	20	85 - 115
Nickel	0.62	50	105	103	1.56	104	70 - 130	20	85 - 115
Selenium	0.80	50	112	108	3.27	109	70 - 130	20	85 - 115
Silver	ND	50	105	103	2.04	103	70 - 130	20	85 - 115
Thallium	ND	50	109	108	1.20	105	70 - 130	20	85 - 115
Vanadium	2.9	50	107	106	0.893	104	70 - 130	20	85 - 115
Zinc	10	500	108	106	1.83	107	70 - 130	20	85 - 115
%SS:	107	750	110	110	0	103	70 - 130	20	70 - 130

All target compounds in the Method Blank of this extraction batch were ND less than the method RL with the following exceptions:
NONE

BATCH 63348 SUMMARY

Lab ID	Date Sampled	Date Extracted	Date Analyzed	Lab ID	Date Sampled	Date Extracted	Date Analyzed
1112354-001A	12/12/11 12:05 PM	12/12/11	12/13/11 1:23 PM	1112354-001A	12/12/11 12:05 PM	12/12/11	12/14/11 12:36 PM

MS = Matrix Spike; MSD = Matrix Spike Duplicate; LCS = Laboratory Control Sample; LCSD = Laboratory Control Sample Duplicate; RPD = Relative Percent Deviation.

% Recovery = 100 * (MS-Sample) / (Amount Spiked); RPD = 100 * (MS - MSD) / ((MS + MSD) / 2).

MS / MSD spike recoveries and / or %RPD may fall outside of laboratory acceptance criteria due to one or more of the following reasons: a) the sample is inhomogenous AND contains significant concentrations of analyte relative to the amount spiked, or b) the spiked sample's matrix interferes with the spike recovery.

N/A = not applicable to this method.

NR = matrix interference and/or analyte concentration in sample exceeds spike amount for soil matrix or exceeds 2x spike amount for water matrix or sample diluted due to high matrix or analyte content.

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JR JR QA/QC Officer

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QC SUMMARY REPORT FOR SW8021B/8015Bm

W.O. Sample Matrix: Water | QC Matrix: Water | BatchID: 63389 | WorkOrder: 1112354

EPA Method: SW8021B/8015Bm **Extraction: SW5030B** **Spiked Sample ID: N/A**

Analyte	Sample	Spiked	MS	MSD	MS-MSD	LCS	Acceptance Criteria (%)		
	µg/L	µg/L	% Rec.	% Rec.	% RPD	% Rec.	MS / MSD	RPD	LCS
TPH(btex)[£]	N/A	60	N/A	N/A	N/A	98.6	N/A	N/A	70 - 130
MTBE	N/A	10	N/A	N/A	N/A	115	N/A	N/A	70 - 130
Benzene	N/A	10	N/A	N/A	N/A	112	N/A	N/A	70 - 130
Toluene	N/A	10	N/A	N/A	N/A	107	N/A	N/A	70 - 130
Ethylbenzene	N/A	10	N/A	N/A	N/A	104	N/A	N/A	70 - 130
Xylenes	N/A	30	N/A	N/A	N/A	119	N/A	N/A	70 - 130
%SS:	N/A	10	N/A	N/A	N/A	114	N/A	N/A	70 - 130

All target compounds in the Method Blank of this extraction batch were ND less than the method RL with the following exceptions:
NONE

BATCH 63389 SUMMARY

Lab ID	Date Sampled	Date Extracted	Date Analyzed	Lab ID	Date Sampled	Date Extracted	Date Analyzed
1112354-001A	12/12/11 12:05 PM	12/13/11	12/13/11 12:03 PM				

MS = Matrix Spike; MSD = Matrix Spike Duplicate; LCS = Laboratory Control Sample; LCSD = Laboratory Control Sample Duplicate; RPD = Relative Percent Deviation.

% Recovery = 100 * (MS-Sample) / (Amount Spiked); RPD = 100 * (MS - MSD) / ((MS + MSD) / 2).

MS / MSD spike recoveries and / or %RPD may fall outside of laboratory acceptance criteria due to one or more of the following reasons: a) the sample is inhomogenous AND contains significant concentrations of analyte relative to the amount spiked, or b) the spiked sample's matrix interferes with the spike recovery.

£ TPH(btex) = sum of BTEX areas from the FID.

cluttered chromatogram; sample peak coelutes with surrogate peak.

N/A = not enough sample to perform matrix spike and matrix spike duplicate.

NR = matrix interference and/or analyte concentration in sample exceeds spike amount for soil matrix or exceeds 2x spike amount for water matrix or sample diluted due to high matrix or analyte content, or inconsistency in sample containers.

DHS ELAP Certification 1644

JR JR QA/QC Officer

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QC SUMMARY REPORT FOR SW8015B

W.O. Sample Matrix: Water | QC Matrix: Water | BatchID: 63388 | WorkOrder: 1112354

EPA Method: SW8015B **Extraction: SW3510C** **Spiked Sample ID: N/A**

Analyte	Sample	Spiked	MS	MSD	MS-MSD	LCS	Acceptance Criteria (%)		
	µg/L	µg/L	% Rec.	% Rec.	% RPD	% Rec.	MS / MSD	RPD	LCS
TPH-Diesel (C10-C23)	N/A	1000	N/A	N/A	N/A	125	N/A	N/A	70 - 130
%SS:	N/A	625	N/A	N/A	N/A	109	N/A	N/A	70 - 130

All target compounds in the Method Blank of this extraction batch were ND less than the method RL with the following exceptions:
NONE

BATCH 63388 SUMMARY

Lab ID	Date Sampled	Date Extracted	Date Analyzed	Lab ID	Date Sampled	Date Extracted	Date Analyzed
1112354-001A	12/12/11 12:05 PM	12/12/11	12/13/11 6:53 AM				

MS = Matrix Spike; MSD = Matrix Spike Duplicate; LCS = Laboratory Control Sample; LCSD = Laboratory Control Sample Duplicate; RPD = Relative Percent Deviation.

% Recovery = 100 * (MS-Sample) / (Amount Spiked); RPD = 100 * (MS - MSD) / ((MS + MSD) / 2).

MS / MSD spike recoveries and / or %RPD may fall outside of laboratory acceptance criteria due to one or more of the following reasons: a) the sample is inhomogenous AND contains significant concentrations of analyte relative to the amount spiked, or b) the spiked sample's matrix interferes with the spike recovery.

N/A = not enough sample to perform matrix spike and matrix spike duplicate.

NR = analyte concentration in sample exceeds spike amount for soil matrix or exceeds 2x spike amount for water matrix or sample diluted due to high matrix or analyte content.

DHS ELAP Certification 1644

JR JR QA/QC Officer

Geology / Engineering Geology / Environmental Studies

HOEXTER CONSULTING, INC.
David F. Hoexter, PG-3536/CEG-1158/REA1-762

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david@hoexterconsulting.com

January 30, 2012

E-02-09-835
HCEnvtPhI:McCarthyRanchSupplLtr

Curt Jensen
Jensen-VanLienden Associates
1840 Alcatraz Ave., Suite C
Berkeley, California 94703

RE: SUPPLEMENTAL RESEARCH – GREASE TRAP FORMER DISCOVERY ZONE
MC CARTHY RANCH RETAIL CENTER
APN 022-53-002,003,006,007
11, 63, 125 AND 179 RANCH DRIVE
MILPITAS, CALIFORNIA 95035

Ladies and Gentlemen:

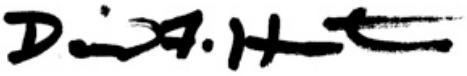
This letter supplements our January 11, 2012 Phase I PEA for the above referenced site. The supplemental research was requested by Peter Duchesneau of Manatt, Phelps & Phillips, LLP.

There are no listings relevant to the site on the Santa Clara County Health Department Food Safety Program web site. We contacted the program and talked with Linda Kealey, Senior Office Specialist, who confirmed that Discovery Zone is listed as a permitted food facility which became inactive July 28, 1999. There are no detailed records (apparently the older paper records are no longer stored, and were not digitized); the site was inspected when active, and there are no indications of violations or complaints. There is no specific mention in available records of a grease trap, but Ms Keeley stated that one would be required for a facility such as this.

We appreciate the opportunity to provide services to you on this project and trust this report meets your needs at this time. If you have any questions, or require additional information, please do not hesitate to call.

Very truly yours,

HOEXTER CONSULTING, INC.



David F. Hoexter, Principal Geologist (California PG/CEG/REA)

Appendix G – Noise Assessment

Pacific Mall

Milpitas, California

Environmental Noise Assessment

29 January 2013

Prepared for:

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CSA No. 12-0292

Charles M. Salter
ASSOCIATES INC

INTRODUCTION

This report summarizes an environmental noise assessment for the mixed-use Pacific Mall project in Milpitas, California. The purpose of this study is to quantify the noise environment at the project site, compare it with applicable City and State standards, and propose conceptual noise mitigation measures as needed. Following is a summary of our findings:

1. Incorporating sound-rated windows into the exterior building facades of the hotel will reduce estimated future noise levels to the State's criterion of DNL 45 dBA [1] indoors. Figure 2, attached shows preliminary sound insulation ratings for exterior windows.
2. Since windows will need to be closed to meet the interior noise criterion, guest rooms must incorporate ventilation or air-conditioning systems to provide a habitable interior environment.
3. Estimated future environmental noise levels at the outdoor hotel restaurant veranda are consistent with the City's goal for business/commercial projects, but exceed the goal for hotel projects. Incorporating solid noise barriers along the edges of the hotel restaurant dining veranda will reduce estimated future traffic noise to the City's hotel goal of DNL 65 dBA or lower.
4. Estimated hourly average sound levels at the site will be Leq-1hr 65 dBA or higher. Therefore, prescriptive or performance-based measures noise reduction measures will need to be implemented to meet the interior California Green Building Standards Code (CALGreen) requirement for retail spaces.
5. The Milpitas Municipal Code does not identify specific noise level thresholds for mechanical equipment. Noise levels should be considered when selecting and locating outdoor mechanical equipment.

DESCRIPTION

The project consists of a two-story retail mall (approx. 285,000 sq. ft.) with underground parking for approximately 835 cars, and a twelve-story hotel. The hotel will include 250 guest rooms and will be located above first-floor retail space at the south end of the development. Outdoor use space will consist of an elevated veranda for restaurant dining, associated with the hotel. The site is located between North McCarthy Boulevard and Ranch Drive, approximately 1,150 feet west of Interstate 880 (I-880) and 1,050 feet north of State Route 237 (SR237). The site is generally flat and is currently occupied by commercial and retail buildings (some spaces are presently vacant), as well as an at-grade parking lot that will remain.

APPLICABLE CRITERIA

City of Milpitas General Plan

The Noise Element of the Milpitas General Plan contains land use compatibility guidelines for environmental noise in the community. Noise levels are characterized in terms of Day/Night Average Sound Levels [2] (DNL). Table 1, below, summarizes these guidelines for hotel and retail (business/ commercial) land uses.

---

1 dBA – A-Weighted sound pressure level (or noise level) represents the noisiness or loudness of a sound by weighting the amplitudes of various acoustical frequencies to correspond more closely with human hearing. A 10-dB (decibel) increase in noise level is perceived to be a doubling of loudness. A-Weighting is specified by the U.S. EPA, OSHA, Caltrans, and others for use in noise measurements.

2 Day/Night Average Sound Level (DNL) — A descriptor established by the U.S. Environmental Protection Agency to describe the average day-night level with a penalty applied to noise occurring during the nighttime hours (10 pm - 7 am) to account for the increased sensitivity of people during sleeping hours.

Table 1 – Summary of Land Use Compatibility for Community Noise Environment

DNL Value in Decibels		Land Use Compatibility
Hotel	Business/ Commercial	
65 dBA[3] or less	70 dBA or less	*Normally Acceptable:* Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
60 to 70 dBA	67 to 77 dBA	*Conditionally Acceptable:* New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
70 to 80 dBA	75 or higher	*Normally Unacceptable:* New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

This assessment assumes that the *normally acceptable* exterior noise levels for hotels and for business/commercial developments, DNL 65 dBA and DNL 70 dBA, respectively, are the goals for environmental noise in outdoor use areas, such as verandas.

Policy 6-1-5 of the Noise Element defines DNL 45 dBA as the interior noise level goal for all lodging facilities, and requires the incorporation of mechanical ventilation where the "use of windows for ventilation will result in higher than DNL 45 dBA interior noise levels". This is consistent with the California Building Code requirement as described below.

City of Milpitas Municipal Code

Chapter 213 (Noise Abatement) of the Milpitas Municipal Code describes excessive sound as being a hazard to public health, welfare, safety, and the quality of life in residential areas, and imposes qualitative regulations intended to protect residents. However, it does not specify quantitative thresholds that apply to the hotel and business commercial components of this project.

California Building Code (CBC)

Title 24, Part 2, Chapter 1207 of the California Code limits indoor noise from outdoor sources to DNL 45 dBA in guest rooms of hotels.[4] Projects exposed to an outdoor DNL greater than 60 dBA require an acoustical analysis during the design phase showing that the proposed design will limit outdoor noise to the prescribed allowable interior level. Additionally, if windows must be closed to meet the interior standard, "the design for the structure must also specify a ventilation or air-conditioning system to provide a habitable interior environment."

Title 24, Part 11 of the California Code of Regulations is the California Green Building Standards Code (CALGreen). Section 5.507.4 includes prescriptive and performance-based sound insulation requirements for non-residential projects exposed to an exterior noise level of Leq-1hr 65 dBA or higher.[5] In summary, wall and roof-ceiling assemblies making up the building envelope must either have a composite sound

---

[3] A-Weighted Sound Level (dBA) – A term for the A-Weighted sound pressure level. The sound level is obtained by use of a standard sound level meter and is expressed in decibels.
[4] 2010 California Building Code, California Code of Regulations, Title 24, Part 2, Chapter 12, Section 1207: Sound Transmission.
[5] 1 July 2012 Supplement, 2010 California Building Code, California Code of Regulations, Title 24, Part 11 "Green Building Standards Code", Chapter 5: Nonresidential Mandatory Measures, Section 5.507.4.

insulation rating of STC 50 or higher, with exterior windows of a minimum STC of 40, or the assemblies must reduce interior levels to Leq-1hr 50 dBA or lower indoors.

NOISE ENVIRONMENT

Existing Noise Environment

Vehicle traffic on Ranch Drive, North McCarthy Boulevard, I-880, and SR237 is the dominant source of environmental noise at the site. To quantify the existing noise environment, two long-term monitors continuously measured noise levels at the site between 3 and 6 July 2012.[6] In addition, short-term "spot" measurements were conducted and compared with corresponding time periods of the long-term monitors to determine how noise levels vary across the site and at different elevations. Table 2 summarizes existing noise levels. Figure 1, attached, shows approximate measurement locations.

Table 2 – Existing Noise Environment

Site	Location	Date / Time	DNL
LT-1	North Site Monitor Approximately 490' northwest of Ranch Drive centerline	3 to 6 July 2012	64 dBA [7]
LT-2	South Site Monitor Approximately 130' north of Ranch Drive centerline	3 to 6 July 2012	65 dBA
ST-1	Ranch Drive Spot Measurement Approximately 110' north of Ranch Drive centerline	16:40 – 16:55 3 July 2012	65 dBA
ST-2	North McCarthy Boulevard Spot Measurement Approximately 90' east of N. McCarthy Blvd centerline	17:15 – 17:30 3 July 2012	68 dBA

Typical maximum noise levels from vehicles were 81 dBA at LT-1 and 84 dBA at LT-2.[8] For reference, the loudest noise levels at the site were measured at LT-2, and were identified as landscaping equipment (91 dBA) and a vehicle (90 dBA).

Future Noise Environment

The Draft Transportation Impact Analysis for the project provides existing peak hour volumes for vehicles along Ranch Drive and North McCarthy Boulevard. In addition, it provides projected future volumes, which are summarized below:

- North McCarthy Boulevard – Based on year 2035 projections, peak hour traffic volumes along North McCarthy Boulevard are expected to increase by 178 percent by the year 2035. This corresponds with an increase in traffic noise of 4 to 5 decibels by 2035.
- Ranch Drive – The report does not contain year 2035 projections for Ranch Drive. However, by comparing the difference between cumulative "with project" projections and year 2035 projections for North McCarthy Boulevard, extrapolated year 2035 volumes for Ranch Drive indicate an increase in peak hour traffic volume by approximately 94 percent. This corresponds with an increase in traffic noise of 3 dB by the year 2035.

---

[6] The noise measurement period included the July 4th holiday. However, to ensure that our measurement data included at least 48 hours of non-holiday traffic conditions, we extended our measurement period by an additional day (three days total) to compensate for the holiday.

[7] Noise generated by an unidentified mechanical source occurred during the 10:00PM hour on July 3 and during the 12:00AM hour on July 4, and contributed to a DNL of 70 dBA measured at the LT-1 monitor location. However, this noise did not occur at any other time during our measurement, and is therefore not assumed to be part of the typical noise environment at the site. DNL 64 dBA represents the adjusted existing day/night average sound level at the LT-1 monitor location.

[8] Greene, Rob, "Max Level Intrusion Noise Limit", 1982 National Conference on Environmental and Occupational Noise. Typical maximum is the Lmax30, obtained by logarithmically averaging events that exceeded 75 dBA.

The traffic report does not contain data for I-880 and SR237. In a report dated November 2007, the Metropolitan Transportation Commission estimates that vehicle trips in the San Francisco Bay Area will increase by 38 percent between the years 2006 and 2035.[9] This corresponds with an approximate 1- to 2-decibel increase in DNL across the site from each of the two local highways, I-880 and SR237, by the year 2035.

Estimated overall future noise levels, based on measured levels at the site and expected future increases in traffic volumes along local roadways and highways, are shown in Figure 1, attached.

ANALYSIS AND RECOMMENDATIONS

Environmental Noise

Land Use Compatibility

As shown in Figure 1, estimated future environmental noise levels range from DNL 63 dBA at the northern façade of the hotel building to DNL 70 dBA along facades facing North McCarthy Boulevard. This falls within the City's *normally acceptable* and *conditionally acceptable* ranges for business/commercial and hotel land uses, respectively.

Exterior-to-Interior Noise Reduction

Hotel:

The project must incorporate sound-rated windows to reduce indoor noise to the DNL 45 dBA criterion or lower in hotel rooms.

1. Figure 2, attached, shows preliminary exterior window sound insulation ratings for guest rooms that are intended to meet the interior noise criterion, which are based on schematic design floor plans and elevations dated 27 August 2012. Preliminary sound insulation ratings will be reviewed as the design progresses, and as floor plans, exterior walls, and window sizes are finalized. Standard dual-pane construction grade windows have sound insulation ratings in the range of STC 26 to 28. Where not indicated in the figure, these ratings are assumed.
2. Submit acoustical test reports for proposed window assemblies for review. Sound transmission loss curves should be free of large dips, which may be audible as tones in the guest rooms. In general, panes of glass in dual pane assemblies should be of different thicknesses, or one of the two panes should be laminated glass.
3. Preliminary sound insulation rating estimates assume that, where curtain walls are not used, exterior walls will provide sound insulation equivalent to STC 45.
4. Since hotel windows must be closed to meet the interior noise criterion, the design must include "... a ventilation or air conditioning system to provide a habitable interior environment." This should be discussed with the project mechanical engineer. The ventilation system must not compromise sound insulation of exterior window/wall assemblies. This applies to all guest rooms.
5. For reference, reducing interior noise levels to a market rate goal of DNL 40 dBA would require selecting windows and exterior doors with sound insulation ratings approximately 5 STC points higher than those indicated in Figure 2.

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[9] Transportation 2035 Change in Motion, Travel Forecasts for the San Francisco Bay Area 2009 Regional Transportation Plan Vision 2035 Analysis, November 2007, Tables E.17.2 and E.18.2.

Retail:

Measured hourly average sound levels at the site, between the hours of 8:00AM and 10:00PM (when the mall is expected to be open), were in the range of Leq-1hr 49 to 70 dBA. CALGreen limits interior noise levels to Leq-1hr 50 dBA in non-residential spaces. Common shell assemblies used in business/ commercial buildings typically reduce noise levels by 20 dBA or more. Therefore, interior noise levels in retail areas are expected to meet CALGreen performance-based criteria with standard construction.

Outdoor Noise

Outdoor noise levels vary, depending on the location and orientation on site. The conceptual floor plan for the second level of the hotel (Sheet A2.3) indicates that there will be an exterior restaurant dining veranda associated with the hotel located at the southeast corner of the building. There do not appear to be any individual or shared guest room decks or any other common use terraces.

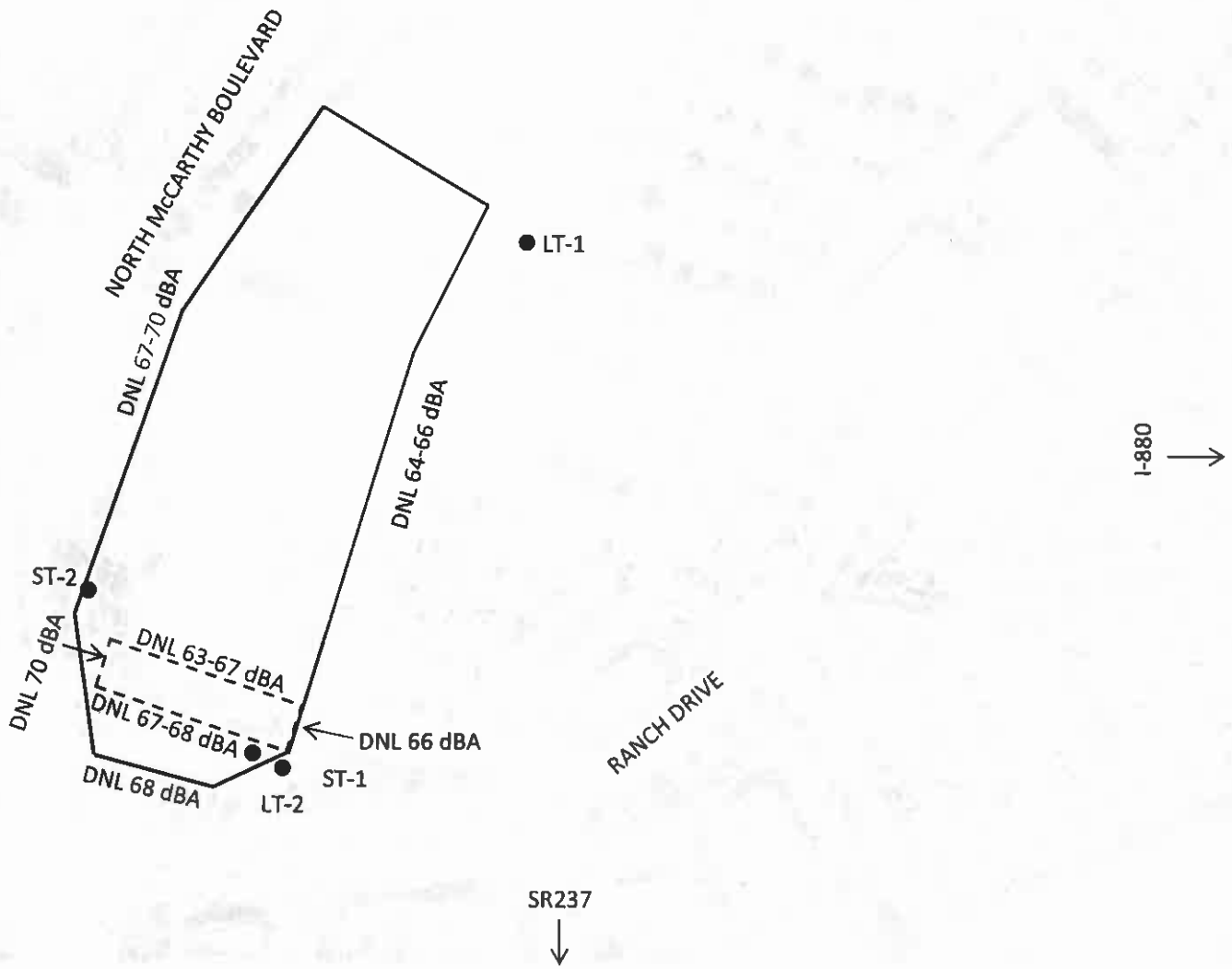
Drawings show that the building will provide partial shielding for the elevated veranda from North McCarthy Boulevard. Estimated future outdoor noise levels at this space are in the range of DNL 65 to 68 dBA. While this meets the DNL 70 dBA goal for business/commercial uses, it exceeds the *normally acceptable* goal of DNL 65 dBA for hotel uses. Incorporating partial height solid noise barriers (minimum 42 inches tall) will reduce estimated traffic noise to approximately DNL 65 dBA or lower for patrons seated on the veranda.

Effective barriers should be solid from the bottom to top with no cracks or gaps, and should have a minimum surface density of approximately three pounds per square foot. Details should be determined during the design phase.

Mechanical Equipment Associated with the Project

Mechanical equipment associated with the project is expected to consist of a variety of units, including exhaust fans, make-up air units, condensing units, air conditioning units, etc. While the Milpitas Municipal Code does not identify specific noise level limits, the project should consider noise levels at neighboring properties, as well as on-site uses, when selecting and locating equipment. Details should be determined as the design progresses.

* * *



Indicates Proposed Pacific Mall Project Boundary

Indicates Proposed Hotel Boundary

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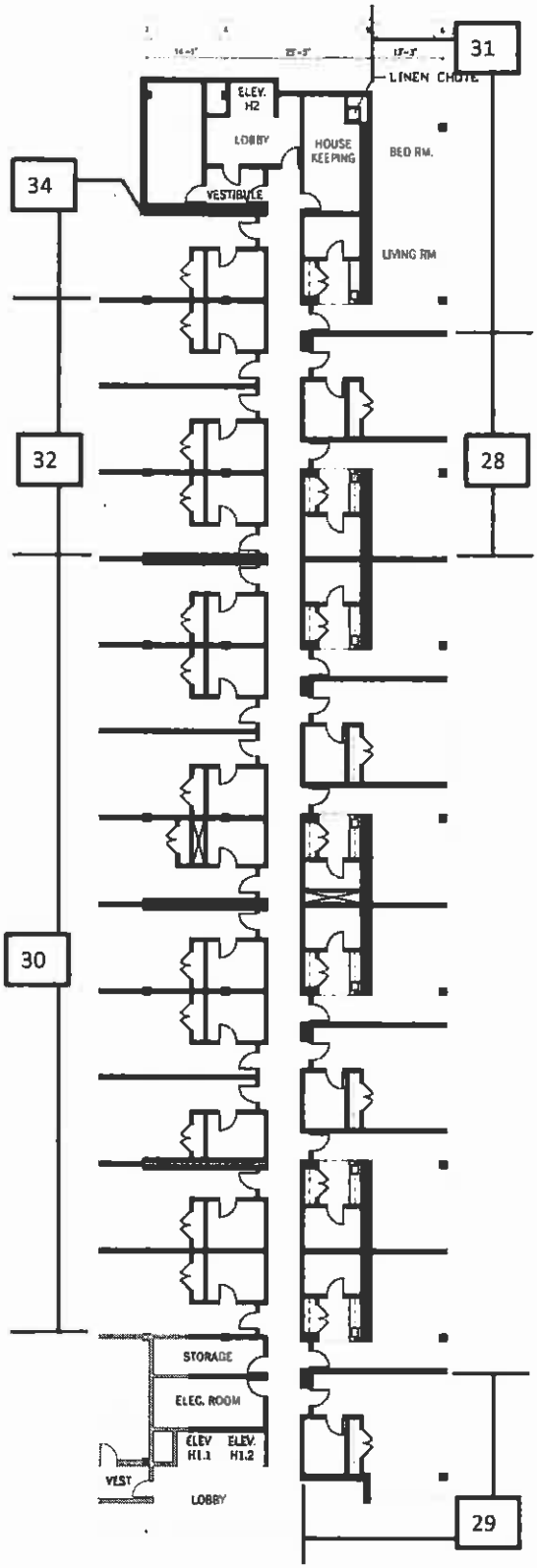
CHARLES M. SALTER ASSOCIATES, INC.
FOR ACOUSTIC DESIGN INFORMATION ONLY

PACIFIC MALL – MILPITAS, CA
SITE PLAN INDICATING ESTIMATED FUTURE NOISE ENVIRONMENT

FIGURE 1

CSA Project No. 12-0292
29 January 2013



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FOR ACOUSTIC DESIGN INFORMATION ONLY

PACIFIC MALL – MILPITAS, CA
PRELIMINARY MINIMUM WINDOW STC RATINGS INTENDED TO MEET DNL 45 dBA OR LOWER INDOORS
(Applies to 3rd through 12th Floors of Hotel; NOT FOR CONSTRUCTION)

FIGURE 2
CSA Project No. 12-0292
29 January 2013

Appendix H – Notice of Preparation

NOTICE OF PREPARATION
OF AN
ENVIRONMENTAL IMPACT REPORT
FOR THE
PACIFIC MALL PROJECT

Date of Distribution: February 1, 2013

PROJECT APPLICANT: Steinberg Architects

FILE NO: Preliminary Project No. PP12-0002

Steinberg Architects proposes redevelopment of an existing commercial property in the City of Milpitas. The redevelopment would include demolition of four large commercial buildings and construction of a 12-story, 240 room hotel with ground floor retail. Approval of the project will require actions by the City of Milpitas including the preparation and certification of an Environmental Impact Report to support the entitlements.

As the Lead Agency, the City of Milpitas will prepare an Environmental Impact Report for the above-referenced Project. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the Environmental Impact Report prepared by our agency when considering your permit or other approval for the project.

The project description, location, and potential environmental effects are contained in the attached materials. A copy of the Initial Study is not attached.

According to State law, the deadline for your response is 30 days after receipt of this notice; however, we would appreciate an earlier response, if possible.

To respond in writing, agencies should identify a contact person. Please send your response to:

City of Milpitas
Attn: Sheldon S. Ah Sing
455 East Calaveras Boulevard,
Milpitas, CA 95035
408-586-3278
sahsing@ci.milpitas.ca.gov

Steven McHarris

Steven McHarris

Planning & Neighborhood Services Director

Date: January 30, 2013

Notice of Preparation for an Environmental Impact Report for the City of Milpitas Pacific Mall Project

January 2013

Introduction

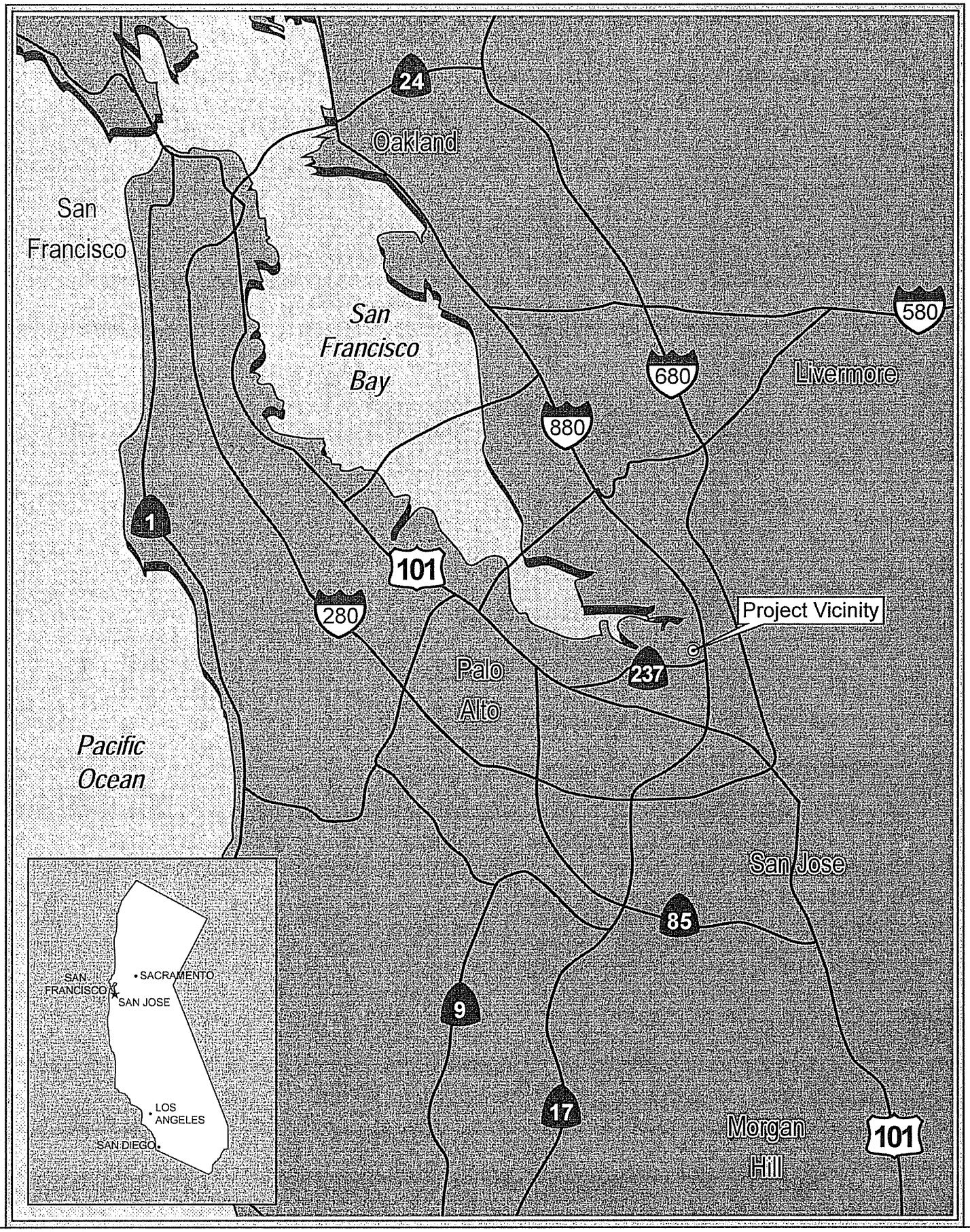
The purpose of an Environmental Impact Report (EIR) is to inform decision-makers and the general public of the environmental effects of a proposed project that an agency may implement or approve. The EIR process is intended to provide information sufficient to evaluate a project and its potential for significant impacts on the environment; to examine methods of reducing adverse impacts; and to consider alternatives to the project.

The EIR for the proposed project will be prepared and processed in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended. In accordance with the requirements of CEQA, the EIR will include the following:

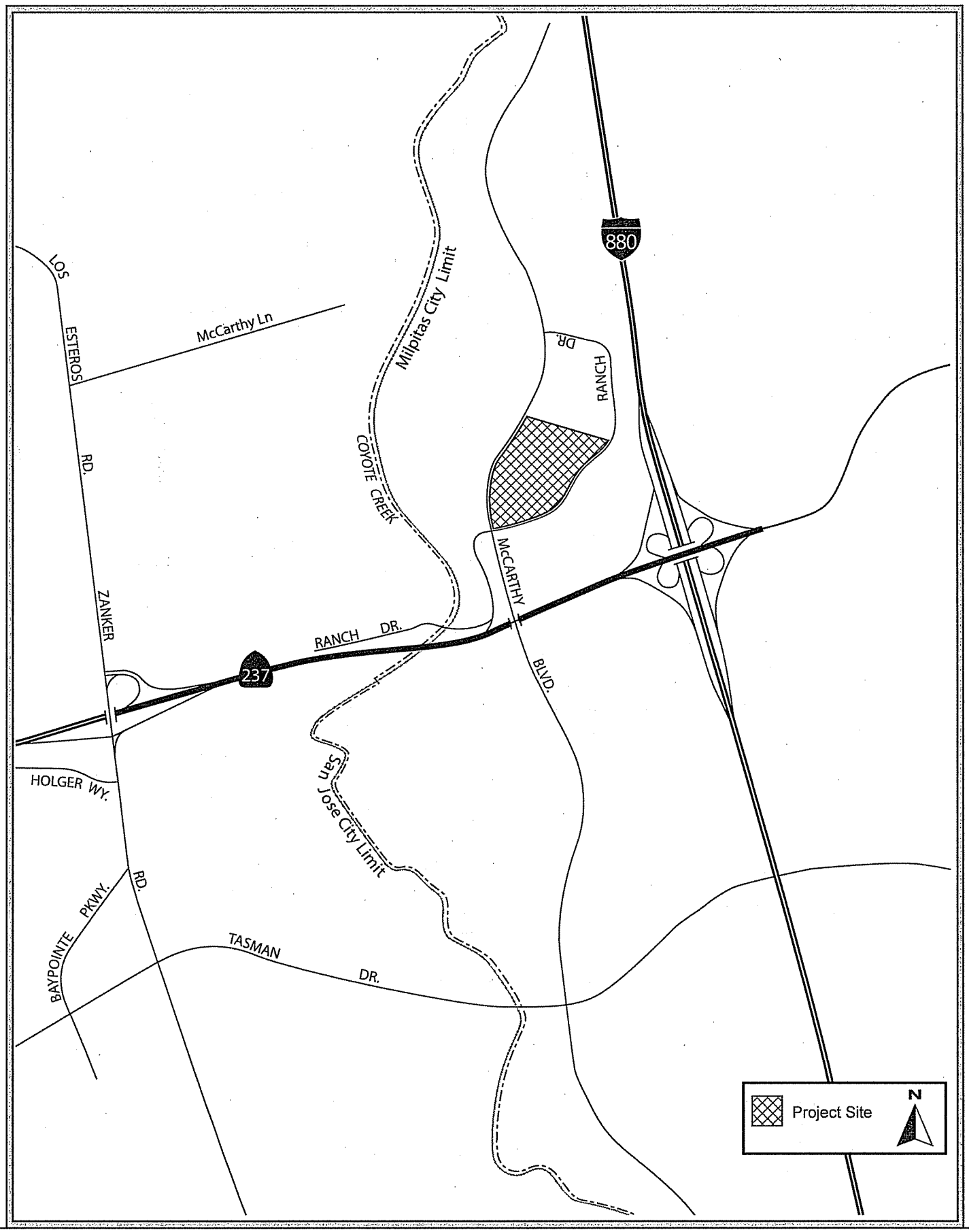
- A summary of the project;
- A project description;
- A description of the existing environmental setting, environmental impacts, and mitigation measures for the project;
- Alternatives to the project as proposed; and
- Environmental consequences, including (a) any significant environmental effects which cannot be avoided if the project is implemented; (b) any significant irreversible and irretrievable commitments of resources; (c) the growth inducing impacts of the proposed project; and (d) cumulative impacts.

Project Location

The 37.9-acre project site is comprised of four parcels (APNs 22-053-002, -003, -006, and -007) located on east side of McCarthy Boulevard just north of State Route 237 in the City of Milpitas. The site is located at the northeast corner of the southern McCarthy Boulevard/Ranch Drive intersection. (see Figures 1 and 2)



REGIONAL MAP FIGURE 1



VICINITY MAP

FIGURE 2

Project Description

The project site is currently developed with approximately 266,000 square feet of commercial buildings and a large surface parking lot. The existing commercial buildings are comprised of a mix of chain retail stores, restaurants and financial services. The proposed project would demolish approximately 140,000 square feet of underutilized existing commercial buildings and construct on mostly the same footprint, a new retail mall that would consist of a ground floor and a partial second floor. The proposed project would also include one level of underground parking and a 12-story, approximately 250-room hotel. The proposed project would add approximately 145,000 net new square feet of retail space for a total of approximately 411,000 square feet of retail space. The hotel will consist of approximately 172,000 square feet. The new retail space will have an open interior with approximately 450 small commercial condominium shops laid out in a grid pattern generally for occupancy by small business owners. The project will include underground parking.

The project site is currently designated *General Commercial (GCN)* in the General Plan and zoned *C2 – General Commercial.* The project contemplates the addition of an overlay to allow for the increase of FAR on the site not anticipated more than 0.60.

Potential Environmental Impacts of the Project

The EIR will discuss the environmental effects anticipated to result from development of the project as proposed and will include a discussion of the following specific environmental categories as related to the project:

1. Land Use

The project site is located in a developed urbanized area surrounded by commercial and industrial land uses. The EIR will describe the existing land uses adjacent to and within the project site. Land use impacts that would occur as a result of the proposed project will be analyzed. The effect of the project on the City's jobs/housing balance will also be analyzed. Mitigation measures will be identified for significant impacts, as warranted.

2. Visual Resources

The project site is located northwest of the Highway 880/State Route 237 junction in an area surrounded by commercial and industrial development. A vacant property is also located to the northwest. The EIR will describe the existing visual setting of the project area and the visual changes that are anticipated to occur as a result of the proposed project. The EIR will also discuss possible light and glare issues from the intensification of development on the project site and the proposed height of the hotel. Mitigation measures will be identified for significant impacts, as warranted.

3. Geology

The project site is located in Seismic Zone 4, which is the most seismically active region in the United States. The EIR will discuss the possible geological impacts associated with seismic activity and the existing soil conditions on the project site. Mitigation measures will be identified for significant impacts, as warranted.

4. Hydrology and Water Quality

The project site is located near Coyote Creek. Based on the Federal Emergency Management Agency (FEMA) flood insurance rate maps, the EIR will address the possible flooding issues of the site as well as the effectiveness of the storm drainage system and the project's effect on storm water quality consistent with the requirements of the Regional Water Quality Control Board. Mitigation measures will be identified for significant impacts, as warranted.

5. Biological Resources

The project site is almost entirely covered with hardscape and buildings. The only landscaping is located along the perimeter of the site adjacent to surrounding roadways (McCarthy Boulevard and Ranch Drive), and small landscape islands located within the on-site surface parking lot. The EIR will identify and discuss potential biological impacts resulting from construction of the project, and will address the proposed relocation and/or preservation of trees in-place during site development. Mitigation measures will be identified for significant impacts, as warranted.

6. Hazards and Hazardous Materials

The project site was used for agriculture prior to its existing development with retail/commercial land uses. The EIR will summarize known hazardous materials conditions on and adjacent to the project site and will address the potential for construction workers and future site users to be significantly impacted by hazardous materials. Mitigation measures will be identified for significant impacts, as warranted.

7. Cultural Resources

The City of Milpitas has documented historical sites and the general project area is a sensitive area for subsurface resources due to the Native American occupation of the area, as well as early ranch development. The EIR will address the potential for redevelopment of the project site to impact subsurface cultural resources. Mitigation measures to avoid possible impacts will be identified based on the City's General Plan policies and practices, as warranted.

8. Energy

The EIR will address energy usage on-site and proposed design measures to reduce energy consumption consistent with the City's adopted Green Building Ordinance.

9. Transportation and Circulation

The project site is located between McCarthy Boulevard and Ranch Drive, northwest of the Highway 880/State Route 237 junction. The EIR will examine the existing traffic conditions in the immediate vicinity of the project site. A traffic study will be prepared for the proposed project in order to identify the impacts of the proposed project on the existing local and regional transportation system and the planned long-range transportation network. Mitigation measures will be identified for significant impacts, as warranted.

10. Air Quality

The EIR will address the regional air quality conditions in the Bay Area and discuss the proposed project's impacts to local and regional air quality according to 2010 Bay Area Air Quality

Management District (BAAQMD) guidelines and thresholds. Temporary construction related impacts such as construction vehicle exhaust and air-borne particulates (i.e., dust) will also be discussed. Mitigation measures will be identified for significant impacts, as warranted.

11. Global Climate Change

The EIR will address the proposed project's contribution to regional and global greenhouse gas emissions based on BAAQMD thresholds. Proposed design measures to reduce energy consumption, which in turn would reduce greenhouse gas emissions, will be discussed. Mitigation measures will be identified for significant impacts, as warranted.

12. Noise

The project site is located adjacent to McCarthy Boulevard and is within close proximity to Highway 880 and State Route 237 which are major sources of noise in the project area. The EIR will describe the potential noise impacts resulting from placing a hotel near two freeways and within a large shopping center. Noise levels will be evaluated for consistency with applicable standards and guidelines in the City of Milpitas General Plan. Mitigation measures will be identified for significant impacts, as warranted.

13. Utilities

Implementation of the proposed project will result in an increased demand on utilities and public facilities compared to existing conditions. The EIR will examine the impacts of the project on public services, including utilities such as sanitary and storm drains, water supply, and solid waste management. Mitigation measures will be identified for significant impacts, as warranted.

14. Public Services

The EIR will address the availability of and demand for public facilities and services including police, fire protection, schools, and parks. Mitigation measures will be identified for significant impacts, as warranted.

15. Alternatives

The EIR will examine alternatives to the proposed project including a "No Project" alternative and one or more alternative development scenarios depending on the impacts identified. Alternatives discussed will be chosen based on their ability to reduce or avoid identified significant impacts of the proposed project while achieving most of the identified objectives of the project.

16. Significant Unavoidable Impacts

The EIR will identify those significant impacts that cannot be avoided, if the project is implemented as proposed.

17. Cumulative Impacts

The EIR will include a cumulative impacts section that will address the potentially significant cumulative impacts of the project when considered with other past, present, and reasonably foreseeable future projects in the development area.

In conformance with the CEQA Guidelines, the EIR will also include the following sections: 1) consistency with local and regional plans and policies, 2) growth inducing impacts, 3) significant irreversible environmental changes, 4) references and organizations/persons consulted, and 5) EIR authors.

CITY OF
SAN JOSE
CAPITAL OF SILICON VALLEY

Department of Planning, Building and Code Enforcement
JOSEPH HORWEDEL, DIRECTOR

February 8, 2013

Mr. Sheldon S. Ah Sing
455 East Calaveras Boulevard
Milpitas, CA 95035

SUBJECT: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE PACIFIC MALL PROJECT (OA13-001)

Dear Mr. Ah Sing:

On February 1, 2013, the City of San José received a Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the proposed Pacific Mall Project in the City of Milpitas from the City of Milpitas Planning & Neighborhood Services Department. The City of San José appreciates the opportunity to review and provide comments on the NOP and offers the following comments:

1. Pipeline projects in San José, such as the Water Pollution Control Plant Master Plan (PMP), should be included in the cumulative impacts review for the Pacific Mall Project EIR. The draft PMP includes an arterial roadway to connect proposed economic development lands within the PMP boundary to Dixon Landing Road in the City of Milpitas. Please contact the City of San José for more information regarding the PMP and a list of other pipeline projects.

2. The EIR should follow Valley Transportation Authority's technical standards and guidelines to scope and complete a transportation impact analysis, and identify feasible mitigations or improvements. Contact the City of San José for the latest available traffic data for traffic analysis. All traffic data, including but not limited TRAFFIX database and Approved Trip Inventory provided by San José should not be altered.

3. Impacts to San José's facilities should be evaluated according to San José's transportation impact policy, which are San José's adopted CEQA impact thresholds.

4. The lead agency should identify feasible improvements for impacts to City of San José's facilities. The lead agency should either construct the identified improvements or propose a fair-share mitigation contribution for the proposed improvements.

5. For impacts identified at San José's facilities with planned improvements, the lead agency should propose a fair share contribution to the City of San José.

6. For impacts to San José's facilities within the North San José Area Development Policy boundaries, the lead agency should coordinate with San José to determine fair share contribution per agreed upon methodology.

We look forward to reviewing the Draft EIR when it becomes available for review. Please provide a hard copy and a CD version of the complete Draft EIR, including all technical reports/volumes of the document. You may send the document directly to my attention, as I will coordinate the review among other City departments. If you have questions, please contact me at (408) 535-7837 or by email at bill.roth@sanjoseca.gov.

Sincerely,

Bill Roth
Planner II

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-6053
FAX (510) 286-5559
TTY (800) 735-2929

Flex your power!
Be energy efficient!

February 19, 2013

Mr. Sheldon S. Ah Sing
City of Milpitas
455 E. Calaveras Boulevard
Milpitas, CA 95035

SCL880241
SCL-880-8.62
SCH#2013022006

Dear Mr. Ah Sing:

Pacific Mall Project / Notice of Preparation

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. The following comments are based on review of the Notice of Preparation provided on February 5, 2013.

Lead Agency
As the lead agency, City of Milpitas is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

This information should also be presented in the Mitigation Monitoring and Reporting Plan of the environmental document. Required roadway improvements should be completed prior to issuance of the Certificate of Occupancy. Since an encroachment permit is required for work in the State Right-of-Way (ROW), and Caltrans will not issue a permit until our concerns are adequately addressed, we strongly recommend that the County work with both the applicant and Caltrans to ensure that our concerns are resolved during the environmental process, and in any case prior to submittal of an encroachment permit application. Further comments will be provided during the encroachment permit process; see end of this letter for more information regarding encroachment permits.

Traffic Impact Study (TIS)
One of Caltrans' ongoing responsibilities is to collaborate with local agencies to avoid, eliminate, or reduce to insignificance potential adverse impacts by local development on State highways. Please consider in your mitigation measures ways to reduce the impacts

your project may have on Interstate (I-) 880 and State Route (SR) 237. We are particularly concerned about how your project will impact I-880 / SR 237 interchange.

We recommend using the Caltrans Guide for the Preparation of Traffic Impact Studies (TIS Guide) for determining which scenarios and methodologies to use in the analysis. The TIS Guide is a starting point for collaboration between the lead agency and Caltrans in determining when a TIS is needed. The appropriate level of study is determined by the particulars of a project, the prevailing highway conditions, and the forecasted traffic. The TIS Guide is available at the following website address:
http://dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf

The TIS should include:

1. Vicinity map, regional location map, and a site plan clearly showing project access in relation to nearby State roadways. Ingress and egress for all project components should be clearly identified. The State right-of-way (ROW) should be clearly identified. The maps should also include project driveways, local roads and intersections, parking, and transit facilities.

2. Project-related trip generation, distribution, and assignment. The assumptions and methodologies used to develop this information should be detailed in the study, and should be supported with appropriate documentation.

3. Average Daily Traffic, AM and PM peak hour volumes and levels of service (LOS) on all roadways where potentially significant impacts may occur, including crossroads and controlled intersections for existing, existing plus project, cumulative and cumulative plus project scenarios. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect study area roadways and intersections. The analysis should clearly identify the project's contribution to area traffic and any degradation to existing and cumulative LOS. Caltrans' LOS threshold, which is the transition between LOS C and D, and is explained in detail in the TIS Guide, should be applied to all State facilities.

4. Schematic illustration of traffic conditions including the project site and study area roadways, trip distribution percentages and volumes as well as intersection geometrics, i.e., lane configurations, for the scenarios described above.

5. The project site building potential as identified in the General Plan. The project's consistency with both the Circulation Element of the General Plan and the Congestion Management Agency's Congestion Management Plan should be evaluated.

6. Identification of mitigation for any roadway mainline section or intersection with insufficient capacity to maintain an acceptable LOS with the addition of project-related and/or cumulative traffic. As noted above, the project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should also be fully discussed for all proposed mitigation measures.

Vehicle Trip Reduction
Caltrans encourages you to develop Travel Demand Management (TDM) policies to encourage usage of nearby public transit lines and reduce vehicle trips on the State Highway System. These policies could include lower parking ratios, car-sharing programs, bicycle parking and showers for employees, and providing transit passes to residents and employees, among others. For information about parking ratios, see the Metropolitan Transportation Commission (MTC) report Reforming Parking Policies to Support Smart Growth or visit the MTC parking webpage:
http://www.mtc.ca.gov/planning/smart_growth/parking/

In addition, secondary impacts on pedestrians and bicyclists resulting from any traffic impact mitigation measures should be analyzed. The analysis should describe any pedestrian and bicycle mitigation measures and safety countermeasures that would in turn be needed as a means of maintaining and improving access to transit facilities and reducing vehicle trips and traffic impacts on State highways.

Encroachment Permit
Please be advised that any work, traffic control or mitigation that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the address below. David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See the website linked below for more information.
http://www.dot.ca.gov/hq/traffops/developserv/permits/

Should you have any questions regarding this letter, please contact Keith Wayne of my staff by telephone at (510) 286-5737, or by email at Keith_Wayne@dot.ca.gov.

Sincerely,

ERIK ALM, AICP
District Branch Chief
Local Development – Intergovernmental Review

c: Scott Morgan, State Clearinghouse

CITY OF
SAN JOSE
CAPITAL OF SILICON VALLEY

Department of Planning, Building and Code Enforcement
JOSEPH HORWEDEL, DIRECTOR

February 28, 2013

Mr. Sheldon S. Ah Sing
455 East Calaveras Boulevard
Milpitas, CA 95035

SUBJECT: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE PACIFIC MALL PROJECT (OA13-001)

Dear Mr. Ah Sing:

On February 1, 2013, the City of San José received a Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the proposed Pacific Mall Project in the City of Milpitas from the City of Milpitas Planning & Neighborhood Services Department. The City of San José appreciates the opportunity to review and provide comments on the NOP. In addition to the comments provided by the City of San Jose on February 8, 2013, please also consider the following in relation to the project NOP.

Bay Checkerspot Butterfly / Nitrogen Deposition

The City of San Jose has recently adopted the Santa Clara Valley Habitat Plan/Natural Communities Conservation Plan (SCVHP) developed in partnership with the County of Santa Clara, the City of Morgan Hill, the City of Gilroy, the Valley Transportation Agency and the Santa Clara Valley Water District. The SCVHP establishes a framework for development projects to comply with several state and federal regulatory processes and standardized avoidance, minimization, mitigation and compensation requirements set forth in federal and state laws, including the California Environmental Quality Act (CEQA). CEQA requires that any public agency approving or carrying out a project for which there is substantial evidence of a potentially significant impact must identify measures necessary to mitigate impacts to a less-than-significant level (Pub. Res. Code § 21081).

The SCVHP establishes standardized, equitable, feasible and enforceable measures by which participating jurisdictions can mitigate impacts upon species covered by the SCVHP to a less-than-significant level. The impact and mitigation analyses in the SCVHP are based on extensive analysis and the best available science and have resulted in the identification and design of feasible mitigation that may not have been identified in prior environmental documents. The SCVHP establishes standards for mitigation of impacts to several species that depend on serpentine soils, such as the Bay checkerspot butterfly. Potentially significant impacts to such species include indirect, cumulative, and highly dispersed impacts such as nitrogen deposition. In the past, the effects of nitrogen deposition on special-status plants and wildlife have been underestimated or were not understood; however, this is no longer true, and nitrogen impacts are articulated in detail in the SCVHP.

Nitrogen deposition is known to have deleterious effects on many of the serpentine plants in the SCVHP area, as well as the host plants that support the Bay Checkerspot Butterfly. Nonpoint sources such as automobiles emit nitrogen compounds into the air. Because serpentine soils tend to be nutrient poor, and nitrogen deposition artificially fertilizes serpentine soils, nitrogen deposition facilitates the spread of invasive plant species. Non-native annual grasses grow rapidly, enabling them to out-compete serpentine species. The displacement of these species, and subsequent decline of the several federally-

listed species, including the butterfly and its larval host plants, has been documented on Coyote Ridge in central Santa Clara County (the last remaining population of butterflies). Nitrogen tends to be efficiently recycled by the plants and microbes in infertile soils such as those derived from serpentines, so that fertilization impacts could persist for years and result in cumulative habitat degradation. The invasion of native grasslands by invasive and/or non-native species is now recognized as one of the major causes of the decline of the Bay Checkerspot Butterfly.

All major remaining populations of the butterfly and many of the sensitive serpentine plant populations occur in areas subject to air pollution from vehicle exhaust and other sources throughout the Bay Area including from within your jurisdiction. Therefore, even relatively small amounts of increased nitrogen deposition resulting from new development could contribute to a cumulatively significant impact by diminishing the population sizes of serpentine species and possibly the chances of survival of the threatened butterfly and the serpentine-specific plant species within Santa Clara County.

Because CEQA requires implementation of all feasible mitigation measures, even for impacts that cannot be mitigated to a less-than-significant level, including cumulatively significant impacts, and the mitigation program developed for the SCVHP includes feasible mitigation measures for the impacts of nitrogen deposition upon serpentine habitat and the Bay Checkerspot Butterfly, similar feasible mitigation should be developed and included for the subject project, correlated to the amount of new vehicle trips that the project is expected to generate. Given the development of feasible mitigation measures for the SCVHP, it will likely be difficult for a lead agency to adopt a Statement of Overriding Considerations if no similar mitigation measures are incorporated in the project.

We look forward to reviewing the Draft EIR when it becomes available for review. Please provide a hard copy and a CD version of the complete Draft EIR, including all technical reports/volumes of the document. Please send the document directly to the attention of Bill Roth, as he will coordinate the review among other City of San Jose departments. If you have questions, please contact me at (408) 535-7893 or by email at andrew.crabtree@sanjoseca.gov or contact Bill at (408) 535-7837 or by email at bill.roth@sanjoseca.gov.

Sincerely,

Andrew Crabtree

Andrew Crabtree
Division Manager

SANTA CLARA
Valley Transportation Authority

March 1, 2013

City of Milpitas
Planning Division
455 East Calaveras Boulevard
Milpitas, CA 95035-5479

Attention: Sheldon Ah Sing

Subject: City File No.: PP12-0002 / Pacific Mall

Dear Mr. Ah Sing:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the NOP for a Draft EIR for a 240-room hotel and 145,000 net new square feet of retail space at the northeast corner of Ranch Drive and McCarthy Boulevard. We have the following comments.

Transportation Impact Analysis (TIA) Report
VTA's Congestion Management Program (CMP) requires a Transportation Impact Analysis (TIA) for any project that is expected to generate 100 or more new peak-hour trips. Based on the information provided on the size of this project, a TIA may be required. The updated March 2009 version of the VTA CMP TIA Guidelines should be used when preparing the TIA for this development. This document includes updated procedures for the analysis of bicycle facilities, parking, site circulation and pedestrian access, as well as roadways, and may be downloaded from http://www.vta.org/cmp/pdf/tia_guidelines.pdf. For more information on the TIA Guidelines, please call Shanthi Chatradhi of the VTA Congestion Management Agency Division at 408-952-4224.

Trip Generation Assumptions
The assumptions about the project's trip generation and any trip reductions for the existing use should be clearly documented. The proposed project is described as the removal of four retail buildings totaling 140,000 square feet, to be replaced by up to 285,000 square feet of new retail space (net increase 145,000 square feet) and a 250-room motel. The *TIA Guidelines* provide guidance on trip generation assumptions for vacant and underutilized development, as well as an addition to an existing development project, in Section 6.3 - Methodology for Future Scenarios (page 23).

Freeway Analysis
Based on the project's location, there may be impacts to one or more freeway segments. The DEIR and TIA should include analysis of all freeway segments that may be impacted. For guidance on analysis of freeway segments for CMP purposes, see Section 2.2.2 of the TIA Guidelines.

Pedestrian Accommodations

VTA suggests that the DEIR and TIA identify measures that would reduce the number of single-occupant vehicle trips generated by the project and provide incentives for employees and hotel guests to walk, bike and take transit. One possibility would be to fill in gaps in the sidewalk network along Ranch Drive adjacent to the project site as a measure to improve pedestrian safety and increase pedestrian trips to and from the site.

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,

Roy Molseed
Senior Environmental Planner

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